CITY COUNCIL
ATLANTA, GEORGIA

25-O-1224

A SUBSTITUTED AND AMENDED ORDINANCE BY COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE ADOPTING PLAN A - THE CITY OF ATLANTA'S 2025 COMPREHENSIVE DEVELOPMENT PLAN AS THE OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN FOR THE CITY OF ATLANTA, GEORGIA, IN COMPLIANCE WITH THE REQUIREMENTS OF THE GEORGIA PLANNING ACT OF 1989; AND FOR OTHER PURPOSES.

WHEREAS, Sections 3-602, 3-603, and 3-604 of the Charter of the City of Atlanta, Georgia ("Charter") mandate that the Mayor prepare a Comprehensive Development Plan ("CDP") to provide for the physical, social, and economic growth of the City of Atlanta as well as to promote the public health, safety and general welfare of the City's residents every five years; and

WHEREAS, the CDP is a guide to the growth and development of the City of Atlanta and sets forth the goals to achieve and the policies and actions to implement over the next five years; and

WHEREAS, preparing, adopting, maintaining, and implementing a comprehensive development plan is a requirement for local governments pursuant to the Georgia Planning Act of 1989 and to maintain qualified local government certification to be eligible for select state funding and permitting programs; and

WHEREAS, the Georgia Department of Community Affairs ("DCA") adopted the "Standards and Procedures for Local Comprehensive Planning" effective on October 1, 2018 and established October 31, 2025 as the deadline for the City of Atlanta to adopt a comprehensive plan that meets the 2018 Standards and Procedures for Comprehensive Planning; and

WHEREAS, the draft of the 2025 CDP has been prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989; and

WHEREAS, the City of Atlanta is required to transmit the 2025 CDP to the Atlanta Regional Commission ("ARC") and the Georgia Department of Community Affairs ("DCA") for review prior to final adoption; and

WHEREAS, both the ARC and DCA have completed their review of the 2025 CDP; and

WHEREAS, the planning process began with a citywide public meeting on February 29, 2024 followed by three rounds of public meetings between March 2024 and February 2025 totaling 38 public meetings; and

WHEREAS, public hearings for the City of Atlanta's draft CDP took place at the Atlanta City Council Community Development/Human Services Committee Quarterly CDP Public Hearings on March 6, 2024, September 4, 2024, November 25, 2024, March 10, 2025, and June 4, 2025; and

WHEREAS, the City Council of the City of Atlanta finds that adopting the 2025 CDP is in the best interest of public health, safety, and general welfare of the City's residents.

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

SECTION 1: The document entitled Plan A - The City of Atlanta's 2025 Comprehensive Development Plan ("Plan A"), on file with the City Clerk and the Department of City Planning and incorporated herein by reference is hereby adopted as the official Comprehensive Development Plan for the City of Atlanta, Georgia, as mandated by Sections 3-602, 3-603, and 3-604 of the Charter of the City of Atlanta, Georgia.

SECTION 2: Plan A shall become effective immediately upon adoption by the City Council and approval by the Mayor and shall remain in effect until such time as they are amended or repealed.

SECTION 3: All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed to the extent of any conflict.

A true copy,

Corrine A. Lindo

Municipal Clerk

ADOPTED by the Atlanta City Council JUL 07, 2025
APPROVED by Mayor Andre Dickens JUL 15, 2025

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

April 2025

Plan A: City of Atlanta Comprehensive Development Plan

City of Atlanta
Andre Dickens, Mayor

Department of City Planning
Jahnee Prince, Commissioner

Atlanta City Hall • 55 Trinity Avenue SW • Atlanta GA 30303

THE FULL REPORT IS AVAILABLE AT THE CITY CLERK'S OFFICE

A SUBSTITUTED AND AMENDED ORDINANCE BY COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE ADOPTING PLAN A - THE CITY OF ATLANTA'S 2025 COMPREHENSIVE DEVELOPMENT PLAN AS THE OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN FOR THE CITY OF ATLANTA, GEORGIA, IN COMPLIANCE WITH THE REQUIREMENTS OF THE GEORGIA PLANNING ACT OF 1989; AND FOR OTHER PURPOSES.

LEGISLATION HISTORY – BLUE BACK

Workflow List:

Jahnee Prince	Completed	04/17/2025 6:27 PM
Lauren Clayton	Completed	04/18/2025 10:49 AM
Mayor's Office	Completed	04/18/2025 12:59 PM
Office of Research and Policy Analysis	Completed	04/22/2025 12:15 PM
Atlanta City Council	Completed	05/05/2025 1:00 PM
Community Development/Human Services Committee	Completed	05/13/2025 1:30 PM
Community Development/Human Services Committee	Completed	04/29/2025 1:30 PM
Atlanta City Council	Completed	05/19/2025 1:00 PM
Community Development/Human Services Committee	Completed	05/27/2025 1:00 PM
Atlanta City Council	Completed	06/02/2025 1:00 PM
Community Development/Human Services Committee	Completed	06/10/2025 1:30 PM
Atlanta City Council	Completed	06/16/2025 1:00 PM
Community Development/Human Services Committee	Completed	06/24/2025 1:30 PM
Atlanta City Council	Completed	07/07/2025 1:00 PM
Atlanta City Council	Completed	06/16/2025 1:00 PM

HISTORY:

04/29/25	Community Development/Human Services Committee	
05/05/25	Atlanta City Council	REFERRED TO COMMITTEE

RESULT:	**REFERRED TO COMMITTEE BY CONSENT VOTE [12 TO 0]Next: 5/13/2025 1:30 PM**
MOVER:	Alex Wan, Councilmember, District 6
SECONDER:	Liliana Bakhtiari, Councilmember, District 5
AYES:	Westmoreland, Collins, Winston, Farokhi, Amos, Dozier, Bakhtiari, Wan, Shook, Hillis, Boone, Overstreet
AWAY:	Michael Julian Bond, Mary Norwood, Antonio Lewis

05/13/25	Community Development/Human Services Committee	HELD IN COMMITTEE

RESULT:	**HELD IN COMMITTEE [UNANIMOUS]**
MOVER:	Jason H. Winston, Chair, District 1
SECONDER:	Liliana Bakhtiari, District 5
AYES:	Winston, Bakhtiari, Bond, Boone, Dozier, Westmoreland
ABSENT:	Mary Norwood

05/19/25 Atlanta City Council RETURNED AS HELD

RESULT:	**RETURNED AS HELD** **Next: 5/27/2025 1:00 PM**

05/27/25 Community Development/Human Services CommitteeHELD IN COMMITTEE

RESULT:	**HELD IN COMMITTEE** **Next: 6/2/2025 1:00 PM**

06/02/25 Atlanta City Council RETURNED AS HELD

RESULT:	**RETURNED AS HELD** **Next: 6/10/2025 1:30 PM**

06/10/25 Community Development/Human Services CommitteeHELD IN COMMITTEE

RESULT:	**HELD IN COMMITTEE** **Next: 6/16/2025 1:00 PM**

06/16/25 Atlanta City Council RETURNED AS HELD

RESULT:	**RETURNED AS HELD** **Next: 6/24/2025 1:30 PM**

06/24/25 Community Development/Human Services Committee
FAVORABLE/SUB/AMENDED

RESULT:	**FAVORABLE/SUB/AMENDED [5 TO 0]** **Next: 7/7/2025 1:00 PM**
MOVER:	Matt Westmoreland, Post 2 At-Large
SECONDER:	Liliana Bakhtiari, District 5
AYES:	Winston, Bakhtiari, Bond, Dozier, Westmoreland
AWAY:	Andrea L. Boone, Mary Norwood

07/07/2025 Atlanta City Council ADOPTED SUBSTITUTE AS AMENDED

RESULT:	**ADOPTED SUBSTITUTE AS AMENDED BY CONSENT VOTE [11 TO 0]**
MOVER:	Dustin Hillis, Councilmember, District 9
SECONDER:	Alex Wan, Councilmember, District 6
AYES:	Bond, Westmoreland, Collins, Winston, Farokhi, Amos, Wan, Shook, Hillis, Boone, Overstreet
ABSENT:	Mary Norwood, Antonio Lewis
AWAY:	Jason Dozier, Liliana Bakhtiari

Certified by Presiding Officer	Certified by Clerk
CERTIFIED 7/7/2025 ATLANTA CITY COUNCIL PRESIDENT Doug Shipman	CERTIFIED 7/7/2025 MUNICIPAL CLERK Corrine A Lindo
Mayor's Action *See Authentication Page Attachment*	

ADOPTED BY

COUNCIL 07/07/2025

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

July
2025

Plan A: Executive Summary

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

July 2025	**Plan A: Executive Summary**

City of Atlanta
Andre Dickens, Mayor

Department of City Planning
Jahnee Prince, Commissioner

Atlanta City Hall • 55 Trinity Avenue SW • Atlanta GA 30303

Our Vision

At our best, Atlanta is both a vibrant city and a verdant forest. Our core values—equity, progress, ambition, access, and nature—will guide our growth and change to create a future city that is designed for people, designed for nature, and designed for people in nature.

Plan A is Atlanta's comprehensive development plan guiding us toward our future city. It highlights the essential connections between land use, transportation, housing, economic development, nature, historic preservation, and other key elements to building our city.

We know that Atlanta will change. Not changing is not an option, and our change will involve significant growth. More people are calling Atlanta home, and there is reason to believe this trend will continue.

When we adopted the previous comprehensive development plan in 2021, Atlanta's population was 498,000—surpassing our previous high set in 1970. Now, Atlanta Regional Commission (ARC) estimates the city's population to be 532,000. In a rare break from a decades-long norm, Atlanta outpaced growth in the suburbs in 2022 and 2023. By 2050, ARC expects Atlanta's population to be nearly 700,000—about 9% of the region's population. If properly designed, growth can be a powerful tool for shaping the Atlanta we want to become.

Plan A aligns multiple initiatives under the inspiring vision of *Atlanta City Design*, our city's framework to plan for a future Atlanta with greater density and diversity while conserving our ecosystem and beautiful landscapes and unique character and scale of our neighborhoods. Defined by our core values of **equity, progress, ambition, access,** and **nature**, *Atlanta City Design* reveals that the essence of Atlanta's shared identity and diverse patterns of development are crucial in welcoming a growing population and shaping a vibrant future city. Moreover, it offers ideas to celebrate and elevate Atlanta's authentic character.

Growth will be organized into already-developed areas that are suitable to accommodate a lot of growth. The rest of the city will be protected from overwhelming growth. The urban neighborhoods and lush suburban-like areas will grow in ways that retain and improve their charm and their leafy tree canopy. As we look ahead, different areas in Atlanta will evolve in response to new development trends and broader changes in the city's built environment.

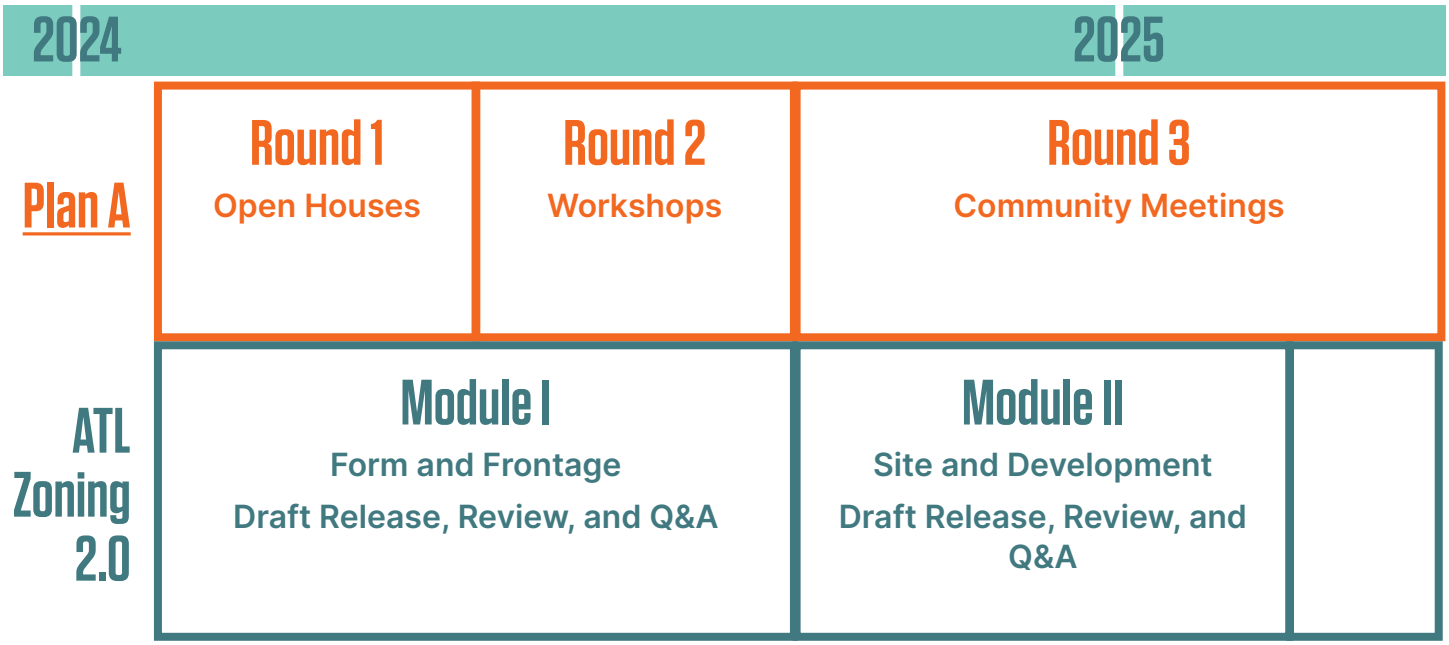
Plan A is more than just a policy; it reflects the voices of thousands of Atlantans who shared experiences, needs, and hopes for equitable growth and change. Plan A will shape our city's future for years to come, empowering us to confront challenges directly while seizing every opportunity to create a better Atlanta for everyone.

TOGETHER, WE CAN BUILD AN ATLANTA FOR ALL!

Our Planning Process

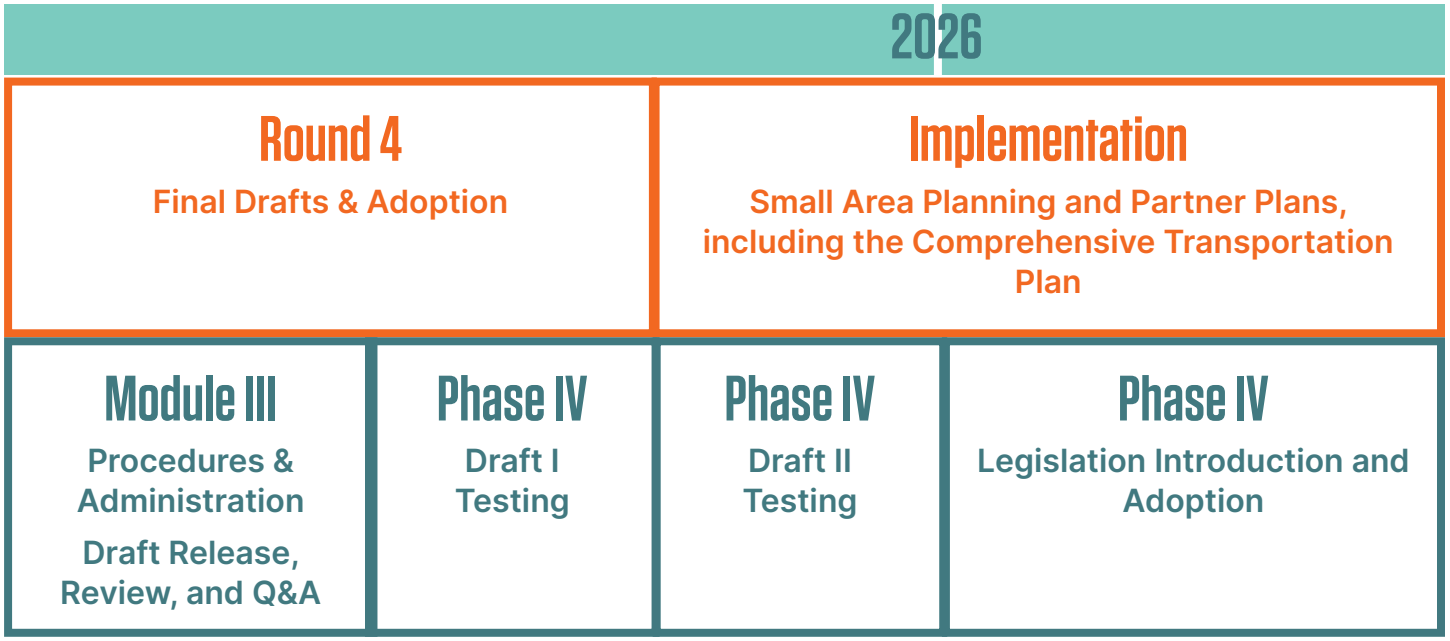
Plan A is first and foremost informed by Atlantans, followed by the numerous citywide initiatives and the many neighborhood-based plans that provide rich detail on the specific needs and opportunities of our residents, businesses, property owners, and City partners who shape Atlanta's future. The Department of City Planning is dedicated to a planning process that reflects Atlanta's diverse community and includes everyone in our city's future prosperity. The Plan A community involvement plan aimed to touch all city areas and create opportunities for Atlantans to share their ideas for this update of Plan A.

In 2024 and 2025, the City's Plan A team conducted three extensive rounds of engagement, outreach, and education. Engagement included public meetings, small group conversations, and pop-up events and interactive online surveys, maps, and draft documents. Our outreach involved social media, an expansive distribution list, digital advertising campaigns, and neighborhood canvassing throughout the city. Education activities ranged from presentations to various groups to instructional training for neighborhood leaders and our **100 Plan A Ambassadors.**



In each round, public participation surpassed past comprehensive planning processes. In addition, the Plan A website, AtlantaforAll.com, served as the hub for information, where participants could explore community involvement goals and strategies, catch up on recent meetings by reviewing boards and recordings, download and share factsheets, give feedback on maps and drafts, and submit questions. The website also informed participants details on upcoming events and next steps in the planning process.

This year's comprehensive plan update is unique because it coincides with the City of Atlanta's rewriting of its Zoning Ordinance. The Zoning Ordinance is a powerful legal tool for implementing Plan A. Just as our planning efforts must respond to current and future challenges facing Atlanta, so must our zoning regulations. The Department of City Planning is nearing the completion of *ATL Zoning 2.0*, the multi-year initiative to replace our zoning ordinance with a new one that better translates our core values and shapes our city so that Atlanta remains a reflection of us.



150+
Total Plan A and *ATL Zoning 2.0* events

7,300+
Total Plan A and *ATL Zoning 2.0* participants at events

2,500+
Attendance at Plan A presentations to NPUs during adoption

10,000+
ATL Zoning 2.0 comments informed Plan A

4,300+
Comments on drafts, maps, and surveys for Plan A

105
Locations canvased

45,000+
Social media views

67,000+
Emails opened

16 million
MARTA ad views

This year's update is particularly significant as Atlanta celebrates the 50th anniversary of comprehensive planning with Neighborhood Planning Units (NPUs). The NPU system promotes equity and public participation in Atlanta's planning process by educating and empowering residents and community leaders. The remarkable community involvement over the past year reflects Mayor Maynard Jackson's lasting legacy, which established the foundation for Atlanta's Comprehensive Development Plans and the NPU system, allowing all residents to actively engage in comprehensive planning.

PLAN A
A CITY OF
GREAT NEIGHBORHOODS
ALL FOR
ATL
shape the plan
tlanta's future.
CITY PLANNING

TRANSPORTATION

ALL FOR
ATL

What's New in Plan A?

A New Land Use Approach. The City's previous land use approach was confusing and overly complicated, with too many sources of policy direction and no clear hierarchy for decision-making. Plan A combines the best aspects of Future Land Use and Character Area planning into a single cohesive layer, called "Development Patterns," to provide a consistent, streamlined approach to guiding physical growth and development.

Alignment with the New Zoning Ordinance. *ATL Zoning 2.0* is a multi-year effort to rewrite the 40-year-old Zoning Ordinance that no longer meets Atlanta's present and future needs. The new Zoning Ordinance has been intentionally written to support Plan A and the new land use approach by creating the tools for the City and its neighborhoods to customize zoning to meet specific, local needs.

Preparing for the Comprehensive Transportation Plan Update. Atlanta's Transportation Plan was the first citywide plan adopted under the *Atlanta City Design* framework in 2018. Later in 2025, Atlanta's Department of Transportation will start updating this plan to make our city's transportation network safer, more equitable, and more sustainable. The update will be based on a set of clear and ambitious goals resulting from the Plan A process, and upcoming community participation will play a vital role in shaping the next version of Atlanta's Transportation Plan and its implementation.

Housing for All. Coordinated public action among various departments and agencies, combined with strong participation from the private and philanthropic sectors, will be essential for developing housing at the price points that Atlanta requires. In this year's Plan A update, the City and its public agency partners emphasized their strategic position to leverage public resources, including land and various local funds, to ensure widespread housing affordability and opportunities for all Atlantans across every neighborhood.

Designing Atlanta's Public Realm. *Atlanta City Design* inspires excellent urban design and recognizes the mutual relationship between the public realm and people's lives. Plan A has many recommendations to enhance the public realm with art, monuments, public spaces, interpretative wayfinding, and other public and private investments that contribute to our city and neighborhood's natural, cultural, social, and civic identity. Plan A is looking ahead to the new Zoning Ordinance by promoting quality and flexibility in building architecture and urban design to activate and enhance the public realm and evolve with the needs and opportunities of surrounding areas. Plan A furthers the vision for our parks and trails to connect more people to nature throughout the city by designing and building "nature spaces" as new public spaces at the intersection of streets with streams, rivers, and forests.

Preserving Atlanta's Places and Spaces. Historic places and spaces are our future—they make Atlanta a genuinely great and unique city. Since the adoption of Atlanta's Historic Preservation Ordinance in 1989, not much has changed related to how the City designates or reviews projects on historic properties. As a result, Atlanta continues to lose historic properties that are central to its story and identity. Plan A brings fresh ideas from Future Places Project and the *ATL Zoning 2.0* initiative to highlight the need to update the City's Historic Preservation Ordinance to reflect modern best practices, address the City's operational capacity, and produce a historic preservation program that meets an urgent need in Atlanta.

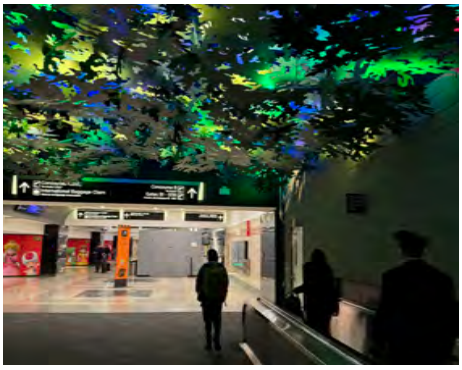
Creating a More Resilient Atlanta. The physical and mental health of Atlanta residents is inextricably linked to the health of the city's natural systems. These systems are our first defense against environmental pollution and climate vulnerabilities to extreme heat, drought, and flooding. This update to Plan A supports several upcoming initiatives that will not only make substantial investments in our environment but also celebrate it. Implementing the upcoming Climate Resilient ATL will build our capacity to prepare, adapt, and respond to climate change. Later this year Atlanta will have a new Tree Protection Ordinance focusing on preserving the long-term health of the city's tree canopy while supporting future growth and development. Plan A also supports Activate ATL (and the new Trails ATL) and its community vision of increasing access to exceptional recreational programming and fostering connections to nature through parks and trails.

Setting the Groundwork for Coordinated Small Area and Neighborhood Planning. Plan A outlines the initial steps for creating a small area and neighborhood planning program. This program intends to empower partners and community members to develop actionable recommendations for neighborhoods facing significant design, equity, and livability challenges. Additionally, it will establish clear and transparent expectations for planning processes, encouraging greater community participation in shaping the future of their neighborhoods.

How Does Plan A Fit Into Other Efforts?

Plan A emphasizes implementation. Over the past few years, many key projects prioritized by the plan have either been completed or are actively underway, showcasing our collective commitment to turning the plan's vision into reality.

Projects Completed or Underway



Connecting Atlanta to the World

ATLNext: The Next Era for Hartsfield-Jackson

Connecting Atlanta with More Trails

Eastside Trolley Trail

Connecting Atlanta with More Transit

Summerhill Bus Rapid Transit

Activating Parks and Recreation

Blue Heron Nature Preserve in Chastain Park

Investing in Public Safety Facilities

Fire Station 22

Preserving Historic Places

Old Stone Church Dedication

Photo credit: HGOR

Securing Atlanta's Water Future

Shirley Clarke Franklin Park

Building Affordable Housing

Scholars Landing at the Former University Homes

Designing Public Spaces for People

Bus Shelter along Cascade Road

Supporting Atlanta's Arts and Culture

MLK Memorial Mural Relocation

Connecting More Atlantans to Internet

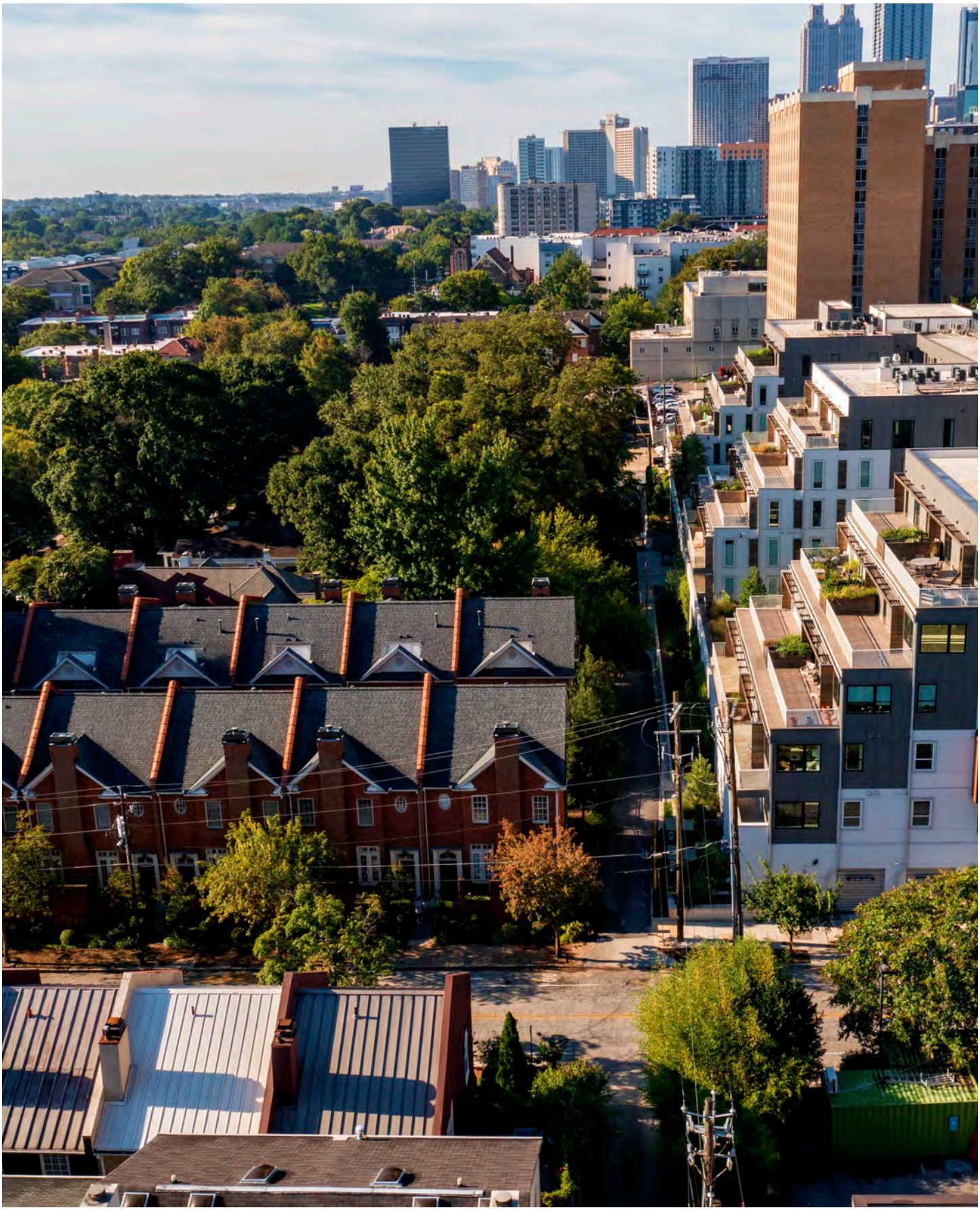
IKE Signs

This update of Plan A continues to build on this momentum. Every chapter in Plan A outlines achievable actions, many of which create synergies across multiple chapters.

Additionally, several programs and projects included in the new Community Work Program—the required prioritized list of actions to implement significant recommendations over the next five years—are supported by ongoing local infrastructure initiatives, such as Moving Atlanta Forward and More MARTA. Various economic and community development initiatives from local partners, including Invest Atlanta, Atlanta Housing, Atlanta Beltline, and Atlanta's philanthropic community, leverage implementation efforts even further.

Plan A will guide the development and implementation of new plans at regional, city, and neighborhood levels. Future updates to Plan A will embrace big ideas from these planning efforts and initiatives, ensuring they align with our shared vision and goals.

Ideas and recommendations are incorporated into future updates



Understanding Plan A

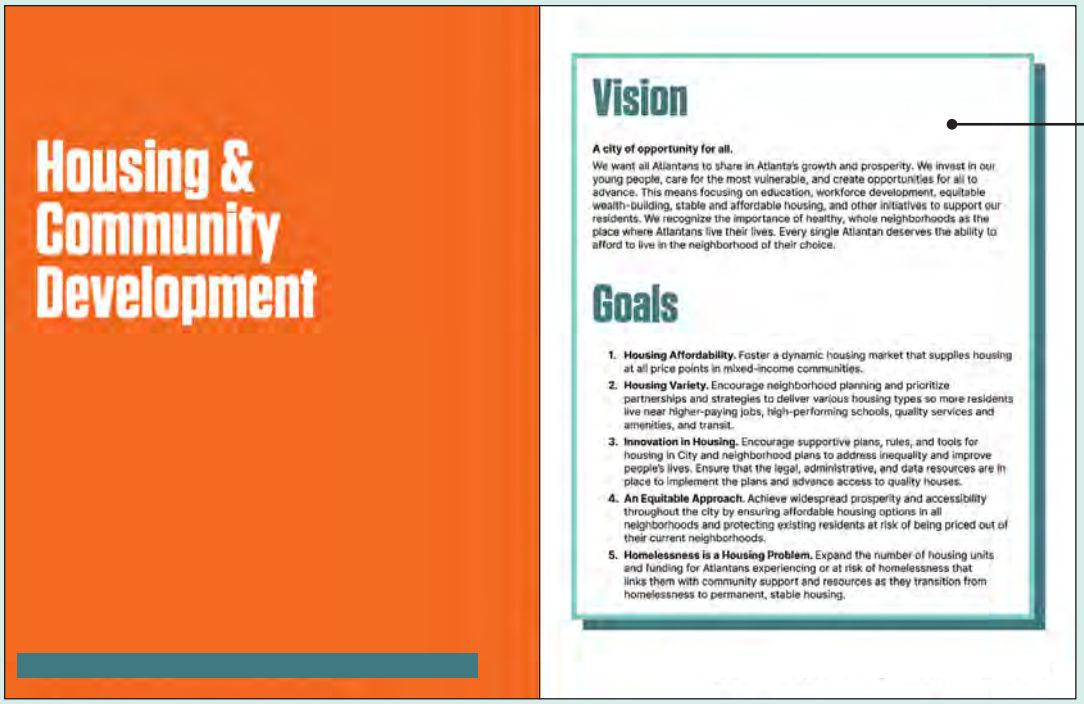
This update of Plan A brings together the most crucial design and planning work the City of Atlanta and our partners have recently undertaken.

Plan A is divided into 10 Planning Elements, each describing a component of city building in Atlanta. Plan A also has five Appendices providing additional information, including NPU policies and land use development patterns maps in Appendix 1 and required Implementing Elements, including the Report of Accomplishments, the 2026-2030 Community Work Program (CWP), and the 2025-2029 Capital Improvements Element (CIE), in Appendix 2.

Planning Elements

- Land Use Planning
- Transportation
- Housing & Community Development
- Economic Development
- Broadband Internet
- Climate Resilience & Natural Systems
- Urban Design
- Historic Preservation
- Public Safety Facilities
- Neighborhood Planning

The following pages illustrate how each Planning Element has a **Vision** followed by a set of **Goals** stating desired near- and long-term outcomes. Together, these Visions and Goals let us know what we are working to accomplish. The **Themes** and **Needs and Opportunities**, identified during the planning process, define urgent issues to be addressed as we move towards realizing our Vision and Goals. A series of **Policies** related to these issues in each element, along with a list of proposed **Actions**, point to the necessary steps for implementation.



Housing & Community Development

Vision

A city of opportunity for all.

We want all Atlantans to share in Atlanta's growth and prosperity. We invest in our young people, care for the most vulnerable, and create opportunities for all to advance. This means focusing on education, workforce development, equitable wealth-building, stable and affordable housing, and other initiatives to support our residents. We recognize the importance of healthy, whole neighborhoods as the place where Atlantans live their lives. Every single Atlantan deserves the ability to afford to live in the neighborhood of their choice.

Goals

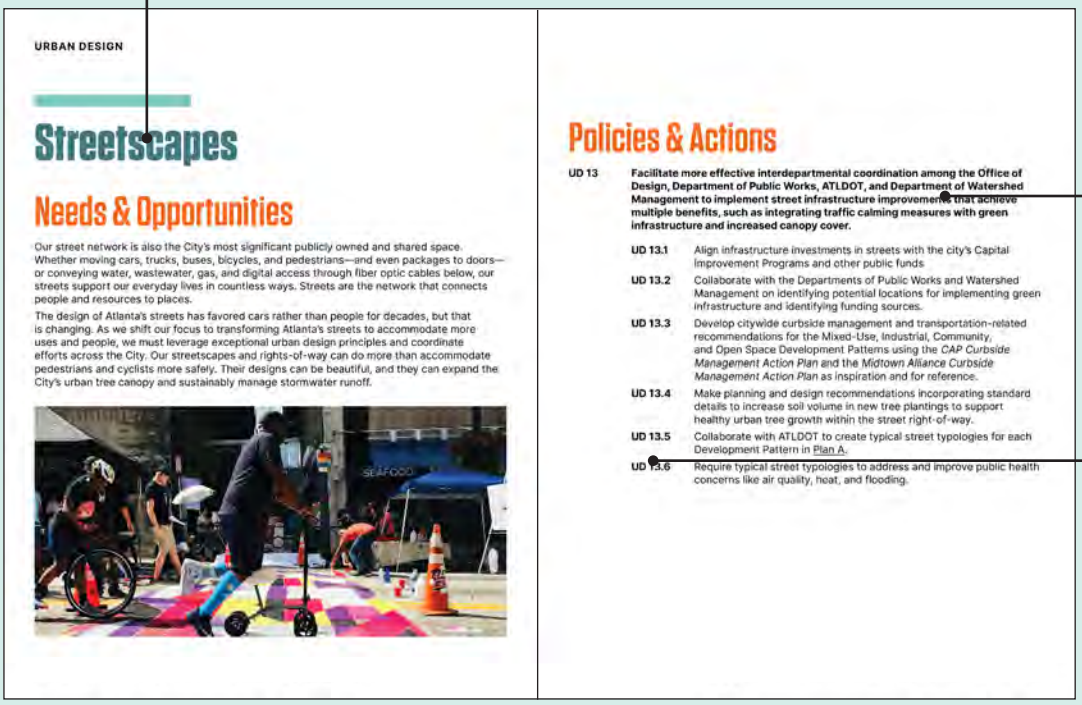
1. **Housing Affordability.** Foster a dynamic housing market that supplies housing at all price points in mixed-income communities.
2. **Housing Variety.** Encourage neighborhood planning and prioritize partnerships and strategies to deliver various housing types so more residents live near higher-paying jobs, high-performing schools, quality services and amenities, and transit.
3. **Innovation in Housing.** Encourage supportive plans, rules, and tools for housing in City and neighborhood plans to address inequality and improve people's lives. Ensure that the legal, administrative, and data resources are in place to implement the plans and advance access to quality houses.
4. **An Equitable Approach.** Achieve widespread prosperity and accessibility throughout the city by ensuring affordable housing options in all neighborhoods and protecting existing residents at risk of being priced out of their current neighborhoods.
5. **Homelessness is a Housing Problem.** Expand the number of housing units and funding for Atlantans experiencing or at risk of homelessness that links them with community support and resources as they transition from homelessness to permanent, stable housing.

Vision & Goals

States the community's direction for the future

Themes

Includes a series of Needs and Opportunities that define the priority issues to be addressed



URBAN DESIGN

Streetscapes

Needs & Opportunities

Our street network is also the City's most significant publicly owned and shared space. Whether moving cars, trucks, buses, bicycles, and pedestrians—and even packages to doors—or conveying water, wastewater, gas, and digital access through fiber optic cables below, our streets support our everyday lives in countless ways. Streets are the network that connects people and resources to places.

The design of Atlanta's streets has favored cars rather than people for decades, but that is changing. As we shift our focus to transforming Atlanta's streets to accommodate more uses and people, we must leverage exceptional urban design principles and coordinate efforts across the City. Our streetscapes and rights-of-way can do more than accommodate pedestrians and cyclists more safely. Their designs can be beautiful, and they can expand the City's urban tree canopy and sustainably manage stormwater runoff.

Policies & Actions

UD 13 **Facilitate more effective interdepartmental coordination among the Office of Design, Department of Public Works, ATLDOT, and Department of Watershed Management to implement street infrastructure improvements that achieve multiple benefits, such as integrating traffic calming measures with green infrastructure and increased canopy cover.**

- **UD 13.1** Align infrastructure investments in streets with the city's Capital Improvement Programs and other public funds
- **UD 13.2** Collaborate with the Departments of Public Works and Watershed Management on identifying potential locations for implementing green infrastructure and identifying funding sources.
- **UD 13.3** Develop citywide curbside management and transportation-related recommendations for the Mixed-Use, Industrial, Community, and Open Space Development Patterns using the *CAP Curbside Management Action Plan* and the *Midtown Alliance Curbside Management Action Plan* as inspiration and for reference.
- **UD 13.4** Make planning and design recommendations incorporating standard details to increase soil volume in new tree plantings to support healthy urban tree growth within the street right-of-way.
- **UD 13.5** Collaborate with ATLDOT to create typical street typologies for each Development Pattern in Plan A.
- **UD 13.6** Require typical street typologies to address and improve public health concerns like air quality, heat, and flooding.

Policy

Guidance on how to achieve the Vision and Goals

Action

Key activity for implementing policies

URBAN DESIGN

Private Development

Needs & Opportunities

Private development affects and contributes to the public realm; the design, height, width, and depth of private buildings and their related spaces dramatically impact how we experience the public realm, particularly our streets. Private development has prioritized vehicular access and connection for decades, resulting in building faces that negatively impact public street life. To truly transform Atlanta's streets, private development should employ sound urban design principles that result in buildings and structures that connect and seamlessly contribute to streets and the public realm.

Policies & Actions

UD 6 **Expand a design review process for development projects to address building and public space design, curbside management, and related transportation concerns, allow for unique perspectives, and guide designs to complement and be sympathetic to neighborhoods and the City of Atlanta.**

- **UD 6.1** Align investments in city streets with redeveloping related spaces in or adjacent to the right-of-way.
- **UD 6.2** Require and enable the Concept Review Committee (CRC) to review and comment on private development design and planning layouts.
- **UD 6.3** Ensure the Office of Design reviews and comments on private development plans related to the Right of Way, green, and outdoor spaces.

UD 7 **Develop a design review process for private entities designing public spaces.**

- **UD 7.1** Implement a steering committee to review and approve public spaces being designed in the city of Atlanta.
- **UD 7.2** Introduce legislation to ensure approval process of public spaces reviewed by the steering committee.

The City of Atlanta departments and partners involved in Private Development are:

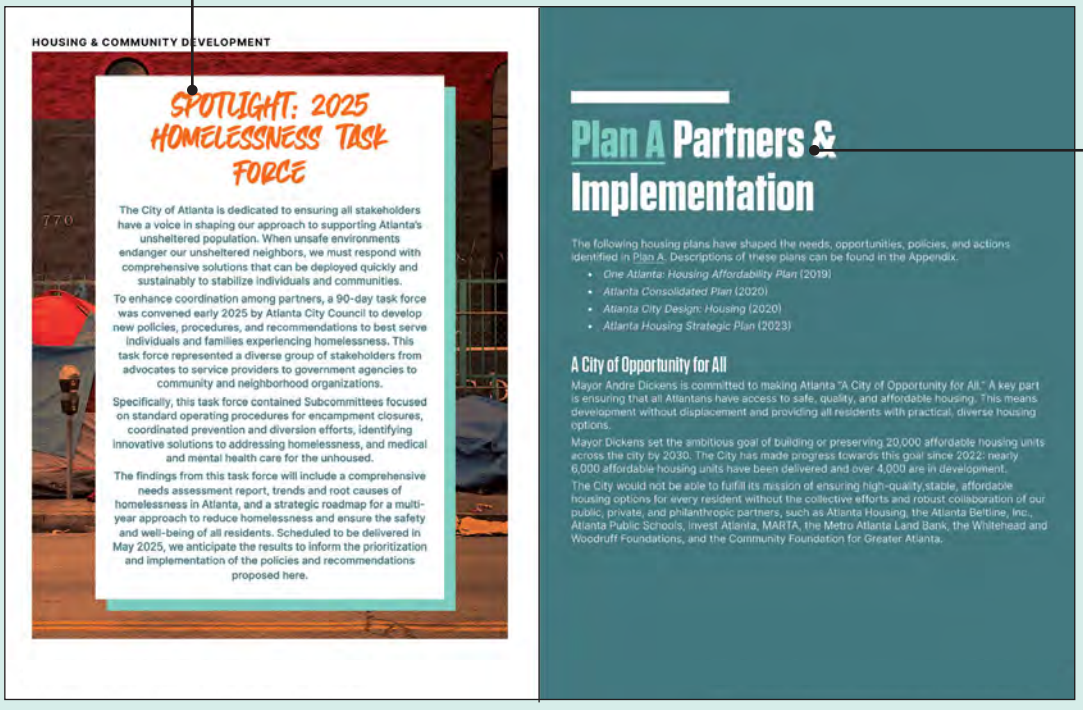
- Atlanta Beltline, Inc.
- Atlanta Downtown Improvement District (ADID)
- Atlanta Planning Advisory Board (APAB)
- Atlanta Urban Design Commission (UDC)
- Buckhead CID
- Central Atlanta Progress (CAP)
- Concept Review Committee (CRC)
- Little Five Points (L5P) Alliance
- Livable Buckhead
- Midtown Alliance
- Office of Design's Historic Preservation Studio
- Office of Zoning and Development
- Tree Conservation Commission
- Upper Westside Improvement District
- West End Community Improvement District

Call-Out

Provides additional information about a topic

Spotlight

Summarizes recent or ongoing City initiatives



HOUSING & COMMUNITY DEVELOPMENT

SPOTLIGHT: 2025 HOMELESSNESS TASK FORCE

The City of Atlanta is dedicated to ensuring all stakeholders have a voice in shaping our approach to supporting Atlanta's unsheltered population. When unsafe environments endanger our unsheltered neighbors, we must respond with comprehensive solutions that can be deployed quickly and sustainably to stabilize individuals and communities.

To enhance coordination among partners, a 90-day task force was convened early 2025 by Atlanta City Council to develop new policies, procedures, and recommendations to best serve individuals and families experiencing homelessness. This task force represented a diverse group of stakeholders from advocates to service providers to government agencies to community and neighborhood organizations.

Specifically, this task force contained Subcommittees focused on standard operating procedures for encampment closures, coordinated prevention and diversion efforts, identifying innovative solutions to addressing homelessness, and medical and mental health care for the unhoused.

The findings from this task force will include a comprehensive needs assessment report, trends and root causes of homelessness in Atlanta, and a strategic roadmap for a multi-year approach to reduce homelessness and ensure the safety and well-being of all residents. Scheduled to be delivered in May 2025, we anticipate the results to inform the prioritization and implementation of the policies and recommendations proposed here.

Plan A Partners & Implementation

The following housing plans have shaped the needs, opportunities, policies, and actions identified in Plan A. Descriptions of these plans can be found in the Appendix.

- *One Atlanta: Housing Affordability Plan* (2019)
- *Atlanta Consolidated Plan* (2020)
- *Atlanta City Design: Housing* (2020)
- *Atlanta Housing Strategic Plan* (2023)

A City of Opportunity for All

Mayor Andre Dickens is committed to making Atlanta "A City of Opportunity for All." A key part is ensuring that all Atlantans have access to safe, quality, and affordable housing. This means development without displacement and providing all residents with practical, diverse housing options.

Mayor Dickens set the ambitious goal of building or preserving 20,000 affordable housing units across the city by 2030. The City has made progress towards this goal since 2022: nearly 6,000 affordable housing units have been delivered and over 4,000 are in development.

The City would not be able to fulfill its mission of ensuring high-quality,stable, affordable housing options for every resident without the collective efforts and robust collaboration of our public, private, and philanthropic partners, such as Atlanta Housing, the Atlanta Beltline, Inc., Atlanta Public Schools, Invest Atlanta, MARTA, the Metro Atlanta Land Bank, the Whitehead and Woodruff Foundations, and the Community Foundation for Greater Atlanta.

Partners & Implementation

Shares how Plan A is implementing other initiatives, and vice versa

Our New Approach to Land Use Planning

When we're at our best, Atlanta's physical form celebrates the juxtaposition of a vibrant city and a verdant forest. With our core values in mind, therefore, we'll base our land use approach to future growth on this enduring logic.

Development Patterns are a combination of physical features common to every Atlanta neighborhood. Physical features at the block scale include accessibility for cars and pedestrians, block lengths, street types, transit options, and the presence of trees. Other noticeable features include the size, type, design, and use of lots and buildings along Atlanta's streets.

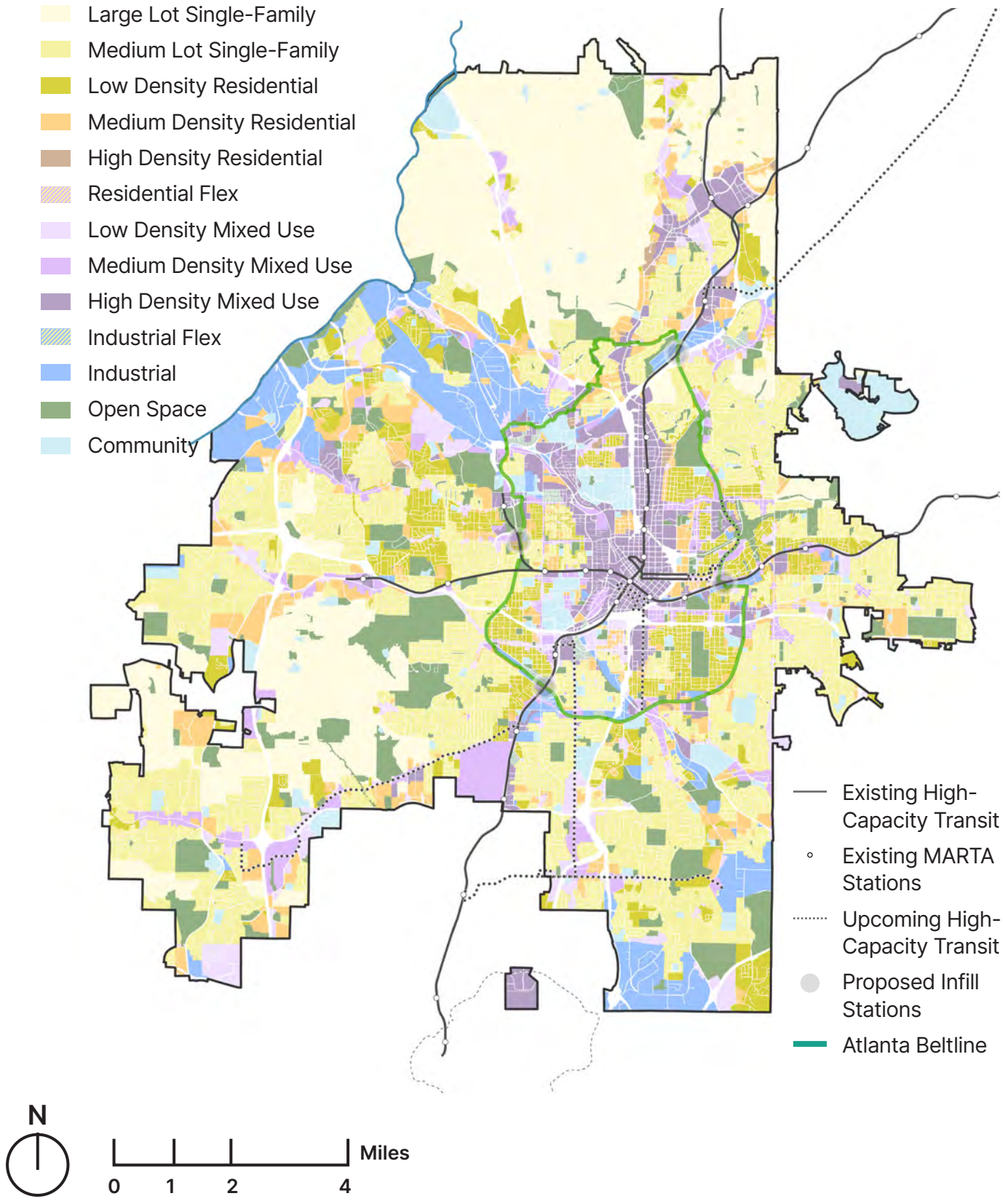
The different combinations of these physical features create unique patterns of development. When these patterns coexist within a neighborhood and across Atlanta, they form the foundation for a new approach to land use planning.

Development Patterns establish stronger connections between land use planning and the activities involved in building our city. They reinforce the city's physical form, which encourages density in the urban core and on major corridors where investments in infrastructure, public spaces, high-capacity transit, and pedestrian connections and walkability support growth. Outside these areas, Development Patterns support more modest growth compatible with each neighborhood's typical built and natural features or small area plans.

This approach offers more effective guidance for implementing a new Zoning Ordinance that is more informed by Atlanta's physical form than by how land is used. It also emphasizes the importance of thoughtfully planning our historic areas and neighborhoods with transit.

Our new approach is informed by input from the community. We received thousands of ideas—both big and small—from participants. Atlanta residents identified which Development Patterns they wanted to keep or introduce throughout the city. Moreover, they offered thoughtful suggestions to refine our descriptions of each pattern and highlight their differences, ensuring they resonate with the everyday experiences of living, working, shopping, dining, visiting, and going to school in Atlanta neighborhoods.

Development Patterns Map



Plan A Development Patterns

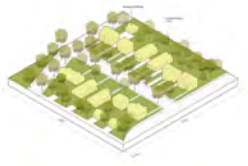
SINGLE-FAMILY

LLSF — Large Lot Single-Family

Areas primarily for single-unit houses with larger lots, curving streets, low walkability, and high tree canopy on lots.

MLSF — Medium Lot Single-Family

Areas primarily for single-unit houses (with or without accessory dwellings) with medium to small lots, gridded streets, moderate walkability, and moderate tree canopy on lots.



RESIDENTIAL

LDR — Low Density Residential

Areas for a mix of small, low-rise residential uses with small lot, gridded streets, moderate to high walkability, and moderate tree canopy on lots.

MDR — Medium Density Residential

Areas for a mix of up to mid-rise residential uses with limited ground story commercial, gridded streets, moderate to high walkability, and high tree canopy on streets.

HDR — High Density Residential

Areas for up to high-rise multi-unit uses with limited ground story commercial, high walkability, and high tree canopy on streets. They are usually located along major streets or near transit.

MIXED-USE

RF — Residential Flex

Areas for a mix of residential and non-residential uses with a scale, density, and design similar to the Medium Lot Single-Family and Low Density Residential Development Patterns.

MIXED-USE

LDMU — Low Density Mixed Use

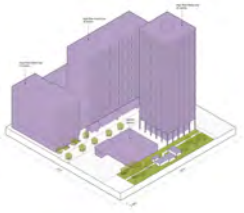
Areas for a mix of low-rise commercial and residential uses serving a few neighborhoods. These areas have high walkability, moderate tree canopy on lots and streets, and are usually located along major streets.

MDMU — Medium Density Mixed Use

Areas of a mix of mid-rise commercial and residential uses serving several neighborhoods. These areas have high walkability, high tree canopy on streets, and are usually located along major streets or where different neighborhoods meet.

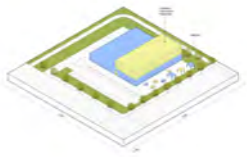
HDMU — High Density Mixed Use

Areas for a mix of high-rise commercial and residential uses serving the entire city or region. These areas have very high walkability, high tree canopy on streets and are located near the city's center and have access to transit.



IF — Industrial Flex

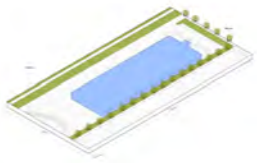
Areas for a mix of low-impact industrial uses and compatible residential and commercial uses.



INDUSTRIAL

I — Industrial

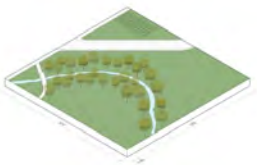
Areas for industrial land, buildings, rail yards, and transportation infrastructure that support manufacturing, warehousing, distribution, repair, and intermodal activities.



OTHER

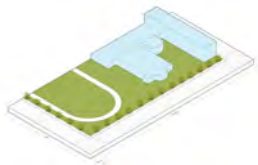
OS — Open Space

Areas for parks and indoor recreation centers; gardens; forests; nature preserves; greenspace along rivers, streams, and lakes; and cemeteries and memorials.



C — Community

Areas characterized by civic, institutional, and public uses that are typically located on larger properties.



Development Patterns & Zoning

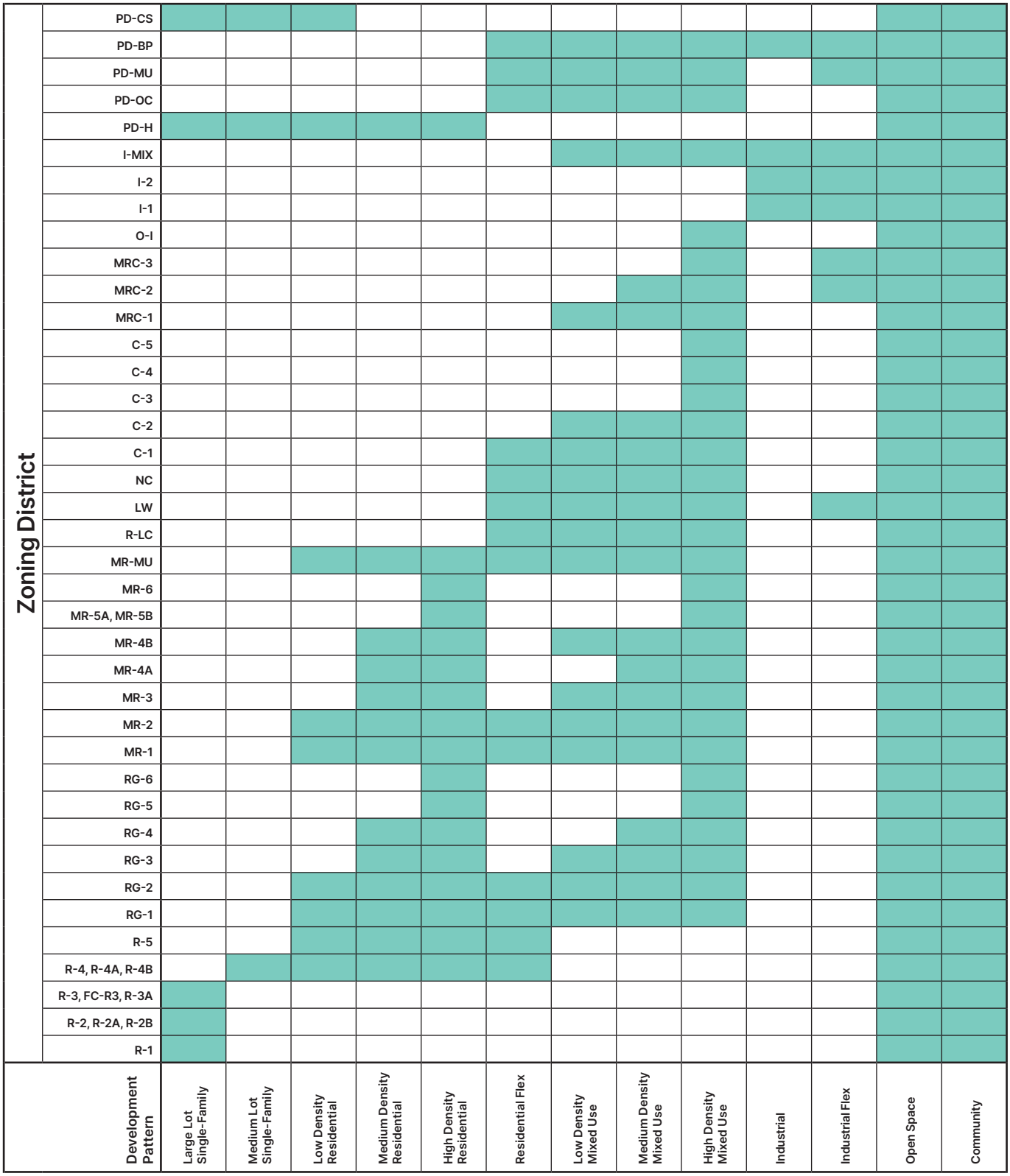
The Zoning Ordinance is the City's primary tool for implementing the land use approach in Plan A. Through its control of building size, building placement, site design, and use, the Zoning Ordinance establishes many Zoning Districts (or, classifications) that can implement a given Development Pattern.

Each Development Pattern establishes which zoning classifications best implement it. One or more zoning districts may implement a Development Pattern. The Department of City Planning advises the Atlanta City Council and the Mayor on Zoning Districts that align with a property's Development Pattern.

The Plan A and Zoning Ordinance "Compatibility Table" to the right is a useful reference to understanding relationships between Development Patterns and Zoning Districts. Development Patterns populate rows, and the main Zoning Districts fill in the columns. A shaded cell indicates that a Zoning District is compatible with the Development Pattern. That is, the Zoning District appropriately implements the Development Pattern.

We will update this table as a revision to Plan A in the next few years to reflect the new relationships between Development Patterns and the new Zoning Districts. As *ATL Zoning 2.0* completes the drafting and testing of the new Zoning Ordinance, we will gain clearer understanding of how Development Patterns and Zoning Districts will work together to shape our city.

DEVELOPMENT PATTERNS & CURRENT ZONING



The table will be updated with new Zoning Districts when the Zoning Ordinance is replaced.

End of Plan A
Executive Summary

Department of
CITY PLANNING

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

July
2025

Plan A: City of Atlanta Comprehensive Development Plan

FINAL DRAFT

PLAN A

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

July
2025

Plan A: City of Atlanta Comprehensive Development Plan

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THANK YOU!

A special thanks to our 100 Plan A Ambassadors from community organizations, implementing partners, and City of Atlanta Department of City Planning, Department of Transportation, Department of Watershed Management, Department of Parks and Recreation, Mayor's Office of Policy, Mayor's Office of Sustainability and Resilience, and Mayor's Office of Equity, Diversity, and Inclusion.

Thank you for your public service and investment in the future of Atlanta.

All for Atlanta. Atlanta for All!

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Appendices

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Appendix 4 Related Plans & Initiatives
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Appendix 6 Revision Highlights

Commonly Used Acronyms

Acronym	Definition
ABI	Atlanta Beltline, Inc.
ABLP	Atlanta Beltline Partnership
ADA	Americans with Disabilities Act
ADID	Atlanta Downtown Improvement District
AMI	Area Median Income
APAB	Atlanta Planning Advisory Board
APS	Atlanta Public Schools
ARC	Atlanta Regional Commission
ART	Arterial Rapid Transit
ATLDOT	Atlanta Department of Transportation
AUDC	Atlanta Urban Design Corporation
BRT	Bus Rapid Transit
BZA	Board of Zoning Adjustment
CAP	Central Atlanta Progress
CD/HS	Atlanta City Council Community Development & Human Services Committee
CDBG	Community Development Block Grants
CDP	Comprehensive Development Plan
CID	Community Improvement District
CRC	Concept Review Committee
DCA	Georgia Department of Community Affairs
DRC	Development Review Committee
DRI	Development of Regional Impact
EPA	United States Environmental Protection Agency
FAR	Floor Area Ratio
GDOT	Georgia Department of Transportation
GI	Green Infrastructure
GIS	Geographic Information Systems
HD	Historic District
HUD	United States Department of Housing & Urban Development
IRP	Integrated Resource Plan
LCI	Livable Centers Initiative
LIHTC	Low-Income Housing Tax Credits
LILA	Low-Income/Low-Access
LRT	Light Rail Transit
MARTA	Metropolitan Atlanta Rapid Transit Authority
MSA	Metropolitan Statistical Area
NMTC	New Market Tax Credits
NPU	Neighborhood Planning Unit
NRI	Neighborhood Revitalization Initiative
PLG	Plan A's Public Leadership Group
QLG	Qualified Local Government
SPI	Special Public Interest
SPLOST	Special Purpose Local Option Sales Tax
TAD	Tax Allocation District
TDM	Travel Demand Management
TOD	Transit-Oriented Development
T-SPLOST	Transportation Special Purpose Local Option Sales Tax
UDC	Urban Design Commission
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
ZRB	Zoning Review Board

Thank You, Atlanta

Dear Atlantans:

Atlanta's Comprehensive Development Plan, Plan A, has been the foundation guiding how our city grows and evolves for 50 years. This year's update of Plan A is particularly special—not only marking five decades of thoughtful planning but also happening alongside *ATL Zoning 2.0*, the bold rewrite of our 1982 zoning ordinance. Since its inception in 1975, Plan A has charted Atlanta's vision for growth, infrastructure, and quality of life.

In 2024 and 2025, the Department of City Planning (DCP) engaged in record-breaking public participation.

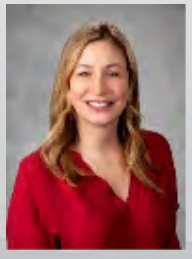
- More than 7,300 Atlantans at over 150 events have shared their voices.
- Engagement included:
    - 38 in-person Plan A meetings and 12 *ATL Zoning 2.0* meetings since the fall of 2021
    - Over 50 neighborhood pop-ups
    - Over 50 small group conversations
- Nearly 15,000 public comments collected, ensuring your feedback shapes the final plan.

Plan A is a grassroots effort shaped by community insights. Throughout the engagement process, Plan A has been refined based on feedback—addressing key themes such as preserving single-family neighborhoods, supporting local businesses, enhancing transportation infrastructure, protecting the environment, and promoting equity and housing affordability.

Together, we've aligned growth with the needs of Atlanta's current and future residents.

We are committed to making sure that Plan A is not just a vision, but a living document leading to action—coordinating with upcoming transportation plans and Atlanta's infrastructure investments. As such, it will meet the State requirements to maintain the City's Qualified Local Government (QLG) status so Atlanta can continue accessing federal and state funds for economic development, affordable housing, and infrastructure.

Thank you to every resident, business, and community partner who participated. Their engagement has made this year's process historic, and together, we are shaping an Atlanta that is equitable, resilient, and ready for the future.



J Prince

Commissioner Jahnee Prince
City of Atlanta Department of City Planning

Introduction

Plan A is the City of Atlanta's comprehensive development plan. Adopted in October 2021, it was Atlanta's first comprehensive plan advancing the vision of *Atlanta City Design*, which was incorporated into the City Charter in 2017. Plan A aligns several initiatives using *Atlanta City Design* as a framework to plan for a future Atlanta with greater density and diversity while conserving our ecosystem and beautiful landscapes and unique character and scale of our neighborhoods. It is intended to be a policy guide to inform future growth and development for years to come.

Atlanta is growing. When the City adopted Plan A in 2021, Atlanta's population was 498,000—surpassing our peak population of 495,000 in 1970. In the years since adopting Plan A, Atlanta's population growth has again reached record numbers. In a rare break from a decades-long trend, Atlanta outpaced growth in the suburbs in 2022 and 2023. More people are calling Atlanta home, and there is reason to believe this trend will continue.

The Atlanta Regional Commission (ARC) estimates Atlanta's population to be 532,000. The ARC expects Atlanta's 2050 population to be nearly 700,000 people—or, still, about 9% of the region's population. That is over 170,000 more residents needing at least 100,000 new housing units.[1] Despite strong numbers for residential growth, this update is occurring during a period of transition in the way we work—fewer people are commuting to an office five days a week, leading to a noticeable decline in the demand for office space. It is not clear at this time if this trend is temporary or if the way we work has changed long term.

1. Atlanta Regional Commission (ARC) adopted Atlanta's most recent population estimates in August 2024. It is available online at https://atlantaregional.org/about-arc/about-the-atlanta-region/. The 2050 population forecast by ARC (Series 17, February 2024) is also available on the website. Population and Housing Units apportionment calculated by City of Atlanta.

Plan A for a Growing Atlanta

The recent population growth brings new jobs, generates funding for transit, and attracts amenities to neighborhoods throughout the city. Mixed-use neighborhoods can create economic conditions for thriving small businesses and exciting places to gather with friends and family. It can also increase services and resources for residents—from safety and education to affordable housing and a cleaner environment.

Growth can bring more frequent local bus service, parks, grocery stores, and other quality of life improvements. But without good design and planning, this rapid pace of growth can also have cumulative impacts—particularly for the city's most vulnerable residents. Growth can bring renewed energy, but it can also rapidly raise living costs and contribute to displacement if these are not proactively planned for.

What is a Comprehensive Development Plan?

Atlanta's comprehensive development plan shows the important relationships between land use, transportation, housing, economic development, climate resilience, historic preservation, and other aspects of city building. We call Atlanta's comprehensive development plan, Plan A.

Having a comprehensive development plan is not just a best practice—it's required by the State of Georgia. The *Georgia Planning Act of 1989* requires local governments to prepare a comprehensive development plan to maintain their Qualified Local Government certification. Qualified Local Government status allows Atlanta to continue collecting and using development impact fees and accessing several state funding and permitting programs.

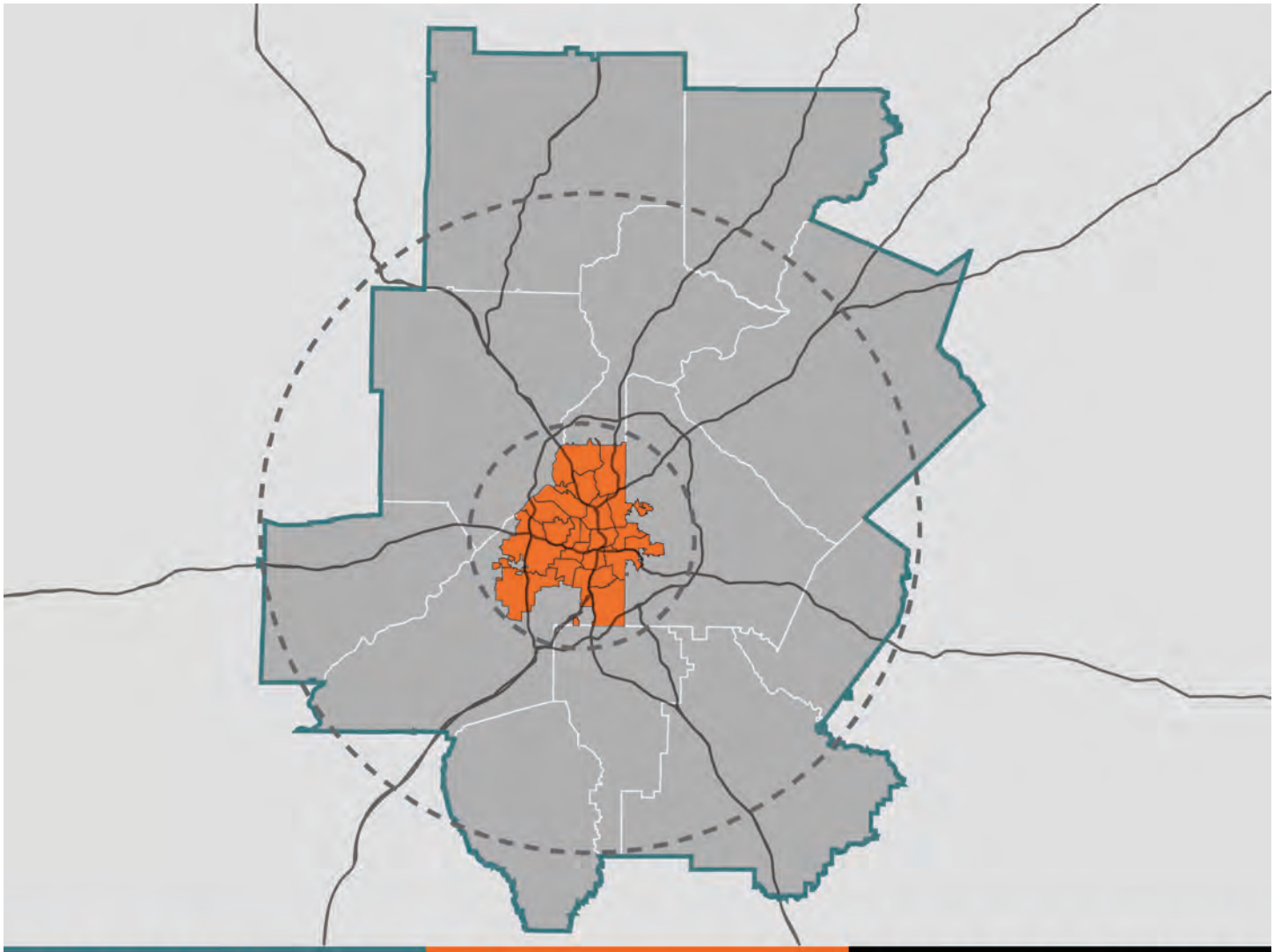
Furthermore, the Charter of the City of Atlanta (Sections 3-602, 3-603, and 3-604) mandates updating the comprehensive development plan every five years following a public process involving Atlanta residents and Neighborhood Planning Units (NPUs). With this year's adoption, the next update to Plan A will need to be completed by October of 2030.

Plan A's Relationship to Other Plans & Initiatives

Plan A acknowledges that Atlanta is the core of a larger, dynamic region by integrating *The Atlanta Region's Plan*, specifically, the region's 2024 update to the *Metropolitan Transportation Plan*, into our planning process and ideas. However, Plan A is first and foremost informed by our residents, followed by the numerous citywide initiatives and the many neighborhood-based plans that provide rich detail on the specific needs and opportunities of our residents and businesses that shape Atlanta's future.

When adopted in 2021, Plan A began to advance the vision of *Atlanta City Design*. *Atlanta City Design* is not a traditional plan—it is an aspirational concept for how the city can achieve Dr. Martin Luther King, Jr.'s vision of the "beloved community." It is predicated on the idea that Atlanta is going to change; that not changing is not an option; that our change will involve significant growth; and that if properly designed, growth can be a powerful tool for shaping the Atlanta we want to become.

Throughout Plan A, many other plans and initiatives are referenced. Contained within these plans are goals, policies, and action items that have shaped this update of Plan A. As time passes, Plan A will also be informing how new plans and initiatives take shape and how they will be implemented at the regional, city, and neighborhood levels.



REGIONAL

CITY

NEIGHBORHOOD

NPU Policies

Small Area Plans

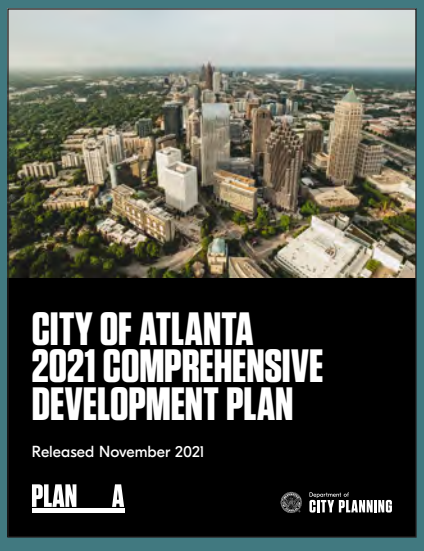
Beltline Subarea Master Plans

Livable Centers Initiative Plans

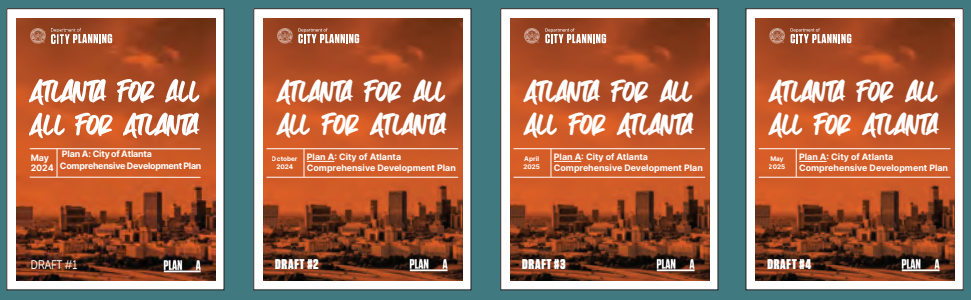
How Has Plan A Evolved?

Plan A was adopted in 2021 and represented a significant shift from Atlanta's previous Comprehensive Development Plans. Namely, it took the vision established in *Atlanta City Design* and translated it into actionable goals and policies for development across the city.

This update of Plan A not only continues to support the vision of *Atlanta City Design* but also dives deeper into the details of how it can be implemented day-to-day in a complicated, growing city like Atlanta. The update focused on tackling challenges in the current land use approach, integrating the new Zoning Ordinance seamlessly and facilitating a more robust program of public engagement.



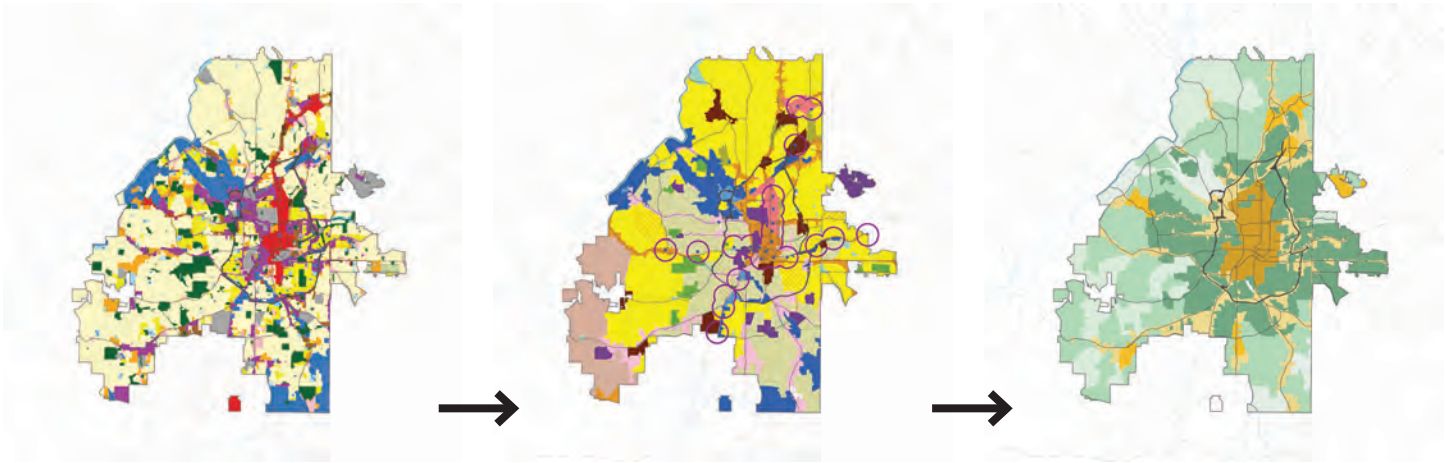
2021 Plan A



Plan A had four working drafts.

Tackling Challenges with the Previous Land Use Approach

The City's previous land use approach was confusing and overly complicated, with too many sources of policy direction and no clear hierarchy for decision-making. A major goal of updating Plan A was untangling these policies to simplify and streamline the approach to guiding physical growth and development.



20 Future Land Uses
Introduced in the 1970s/1980s

16 Character Areas
Introduced in 2011

7 City Design Areas
Introduced in 2017

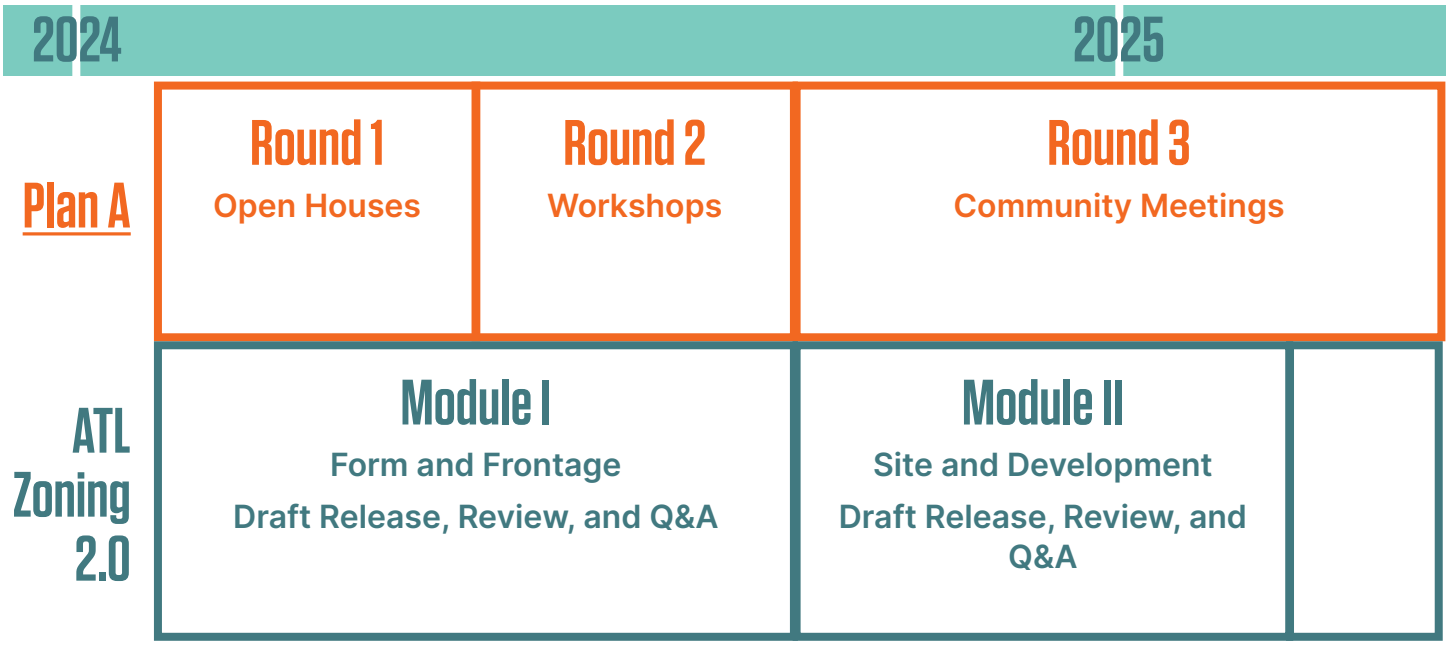
Integration of the New Zoning Ordinance

A critical part of streamlining the land use process in the city was to align it to an improved, clarified Zoning Ordinance called *ATL Zoning 2.0*. The new Zoning Ordinance has been intentionally written to support Plan A. It includes new Form and Use Districts that combine to define "Zoning Districts" that better reflect Atlanta's unique patterns of development than the previous Zoning Ordinance. Together, the updates to Plan A and the Zoning Ordinance provide the tools for the City and its neighborhoods to tailor land use and zoning decisions according to specific local needs and opportunities.

Our Planning Process

Plan A is first and foremost informed by Atlantans, followed by the numerous citywide initiatives and the many neighborhood-based plans that provide rich detail on the specific needs and opportunities of our residents, businesses, property owners, and City partners who shape Atlanta's future. The Department of City Planning is dedicated to a planning process that reflects Atlanta's diverse community and includes everyone in our city's future prosperity. The Plan A community involvement plan aimed to touch all city areas and create opportunities for Atlantans to share their ideas for this update of Plan A.

This year's comprehensive plan update is unique because it coincides with the City of Atlanta's rewriting of its Zoning Ordinance. The Zoning Ordinance is a powerful legal tool for implementing Plan A. Just as our planning efforts must respond to current and future challenges facing Atlanta, so must our zoning regulations. The Department of City Planning is nearing the completion of *ATL Zoning 2.0*, the multi-year initiative to replace our zoning ordinance with a new one that better translates our core values and shapes our city so that Atlanta remains a reflection of us.



2026

Round 4 Final Drafts & Adoption		**Implementation** Small Area Planning and Partner Plans, including the Comprehensive Transportation Plan	
Module III Procedures & Administration Draft Release, Review, and Q&A	**Phase IV** Draft I Testing	**Phase IV** Draft II Testing	**Phase IV** Legislation Introduction and Adoption

Community Involvement

The Department of City Planning is dedicated to a planning process that reflects Atlanta's diverse community and includes everyone in our city's future prosperity. Community involvement touches all areas of the city and creates opportunities for Atlantans to share their ideas for Plan A. See Appendix 3 for more detailed summaries of community involvement.

Plan A *and ATL Zoning 2.0* have been carefully coordinated as a multi-year effort to align growth and development regulations with *Atlanta City Design* and Plan A. Throughout the *ATL Zoning 2.0* process, many participants commented on policies across several comprehensive development planning elements, including housing, transportation, and historic preservation. Both the *ATL Zoning 2.0* and Plan A teams incorporated these thematic responses into preparing and proposing the new land use approach. This assures that the new land use approach works seamlessly with the new Zoning Ordinance, and the right zoning tools implement the plan and meet the needs of Atlanta's diverse neighborhoods.

Community participation in this update has been remarkable. Over 7,300 people have engaged with Plan A and *ATL Zoning 2.0* events. Plan A kicked off at Greenbriar Mall on February 29, 2024. Over the past year, the Department of City Planning (DCP) conducted 38 in-person Plan A public meetings, nearly 50 pop-ups at neighborhood gathering spots across Atlanta, and over 30 virtual and in-person small-group "Conversations with Planners"—mornings, afternoons, evenings, and weekends. We held at least two in-person events in every NPU and met with 4,400 participants at Plan A events, and we presented to an additional 2,500 people at monthly NPU meetings in March and April 2025.

Participants have shared over 4,300 comments on draft maps and chapters. The Department of City Planning received additional feedback from the 2,900 participants at the past 14 *ATL Zoning 2.0* virtual and in-person meetings. Specifically, the 10,000 public comments from the *ATL Zoning 2.0* Focused Workshops in 2023 informed early revisions to Plan A. Public input from the past year is incorporated into this draft, and any future input will be reviewed and considered so the final plan is ready for adoption in early July 2025.

The hub for all information related to Plan A is the website, AtlantaforAll.com. There, participants can get a sense of the scope of the project, take surveys, give feedback on planning elements, review fact sheets on key details, and submit questions. The website also shares details on upcoming events.

The first round of community involvement activities included a Kick-Off Meeting, 12 Open Houses, 9 Conversations with Planners events, and 15 Pop-Ups in March and April of 2024. The focus of Round 1 was to introduce the planning process and a proposal for a new land use approach, the Development Patterns (starting on page 56). Participants were given an opportunity to indicate which of these Development Patterns they'd like to see preserved or introduced throughout the city and suggest additional ideas.

The second round of engagement included 16 Community Workshops and 3 Pop-Ups in May and June of 2024. The Department of City Planning continued to offer their Conversations with Planners to NPUs, neighborhood associations, and community groups who requested them. Plan A Ambassadors also attended several neighborhood events to advertise upcoming meetings and meet communities where they are. Throughout Round 2, the Land Use Planning and Neighborhood Planning elements were posted online for feedback. Participants were also given an opportunity to view the proposed Development Patterns map and weigh in on areas of the city that required focused input.

The third round of engagement included 9 Community Meetings, about 30 Conversations with Planners and trainings to community organizations that requested it, including faith-based institutions, and over 25 Pop-Ups between October of 2024 and March of 2025. Round 3 focused on "deep dives" of the plan's different elements and offered participants a chance to listen to and engage with community experts on different topics, and answer questions from the Plan A team about their thoughts on the vision and goals, needs and opportunities, and issues addressed in all the Plan A chapters. Participants also had the opportunity to view the second draft of the plan, which included all Planning Elements and Appendices, including the updated Development Patterns map.

The fourth round involved Atlanta's Neighborhood Planning Units (NPUs) recommending support for the 2025 Plan A and Atlanta City Council adopting the plan in early July. The Department of City Planning presented summaries of the planning process and updates to Plan A to each of the 25 NPUs in March and April of 2025. A revised draft reflecting the previous rounds of public input was available for public review and comment—this resulted in over 200 days of public review and comment on multiple drafts during the entire 18-month planning process. The Georgia Department of Community Affairs (DCA) and the Atlanta Regional Commission (ARC) reviewed and approved the updates to Plan A at this time, as well. Atlanta City Council introduced adoption legislation in late April. In May, all 25 NPUs supported the adoption of the 2025 Plan A along with their revised NPU policies (see Appendix 1). The Department of City Planning presented a final recap at the Atlanta City Council Community Development and Human Services (CD/HS) Committee public hearing on June 4, 2025, and City Council proceeded with adopting Plan A on July 7, 2025.

Public Leadership Group (PLG). The Public Leadership Group is accountable for the Comprehensive Development Plan. The State requires involvement of this group for all comprehensive plan updates and includes elected officials and leadership from City departments and local economic development agencies. The PLG provides high-level direction and decision-making at particular points during the process. Atlanta City Council Chair of Community Development and Human Services Committee traditionally chairs the PLG. The PLG met at least quarterly during the entire planning process.

150+

Total Plan A and *ATL Zoning 2.0* events

7,300+

Total Plan A and *ATL Zoning 2.0* participants at events

2,500+

Attendance at Plan A presentations to NPUs during adoption

10,000+

***ATL Zoning 2.0* comments informed Plan A**

4,300+

Comments on drafts, maps, and surveys for Plan A

105

Locations canvased

45,000+

Social media views

67,000+

Emails opened

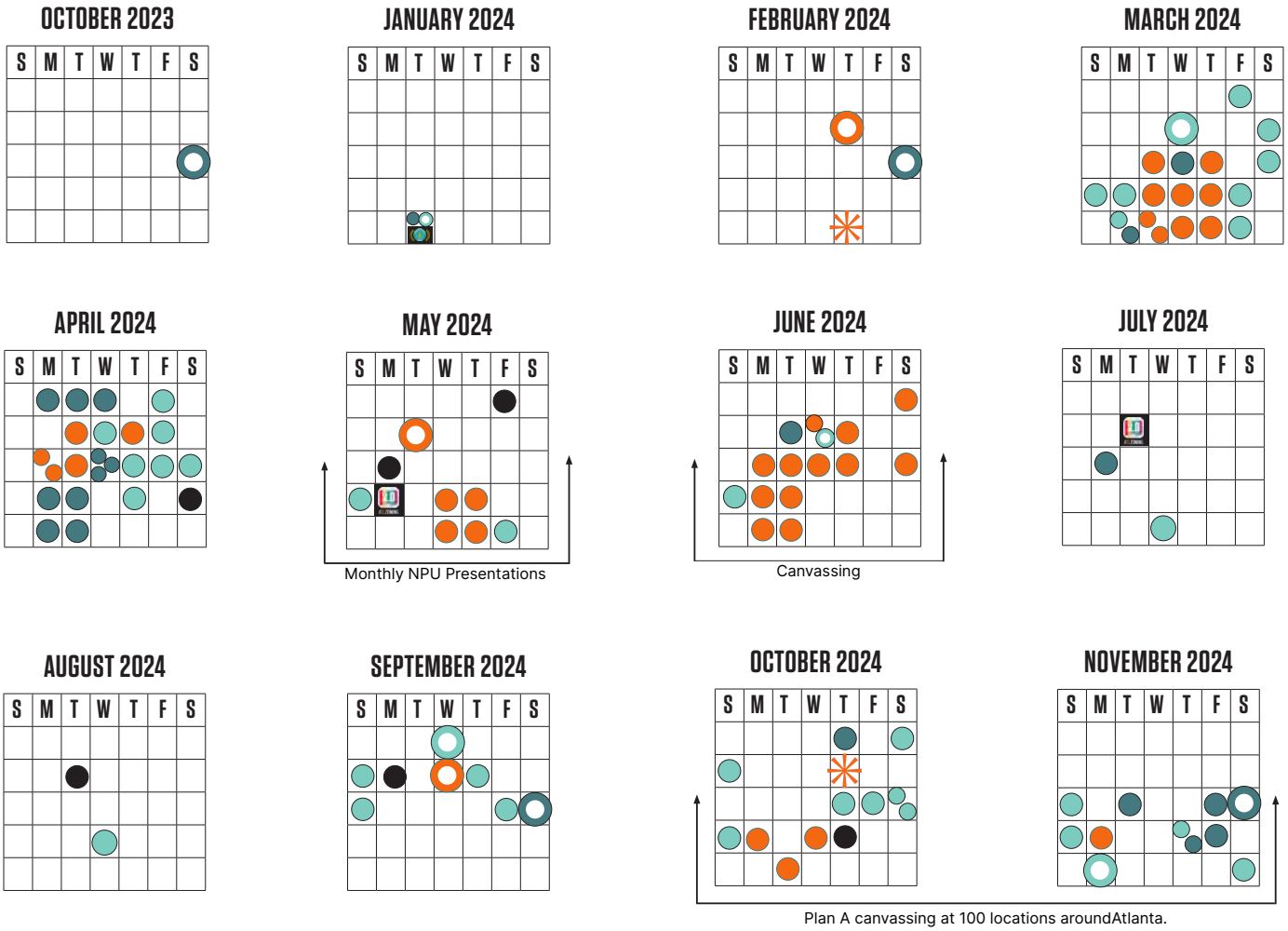
16 million

MARTA ad views

ENGAGING OVER 7,300 PEOPLE!

KEY to Plan A Events:

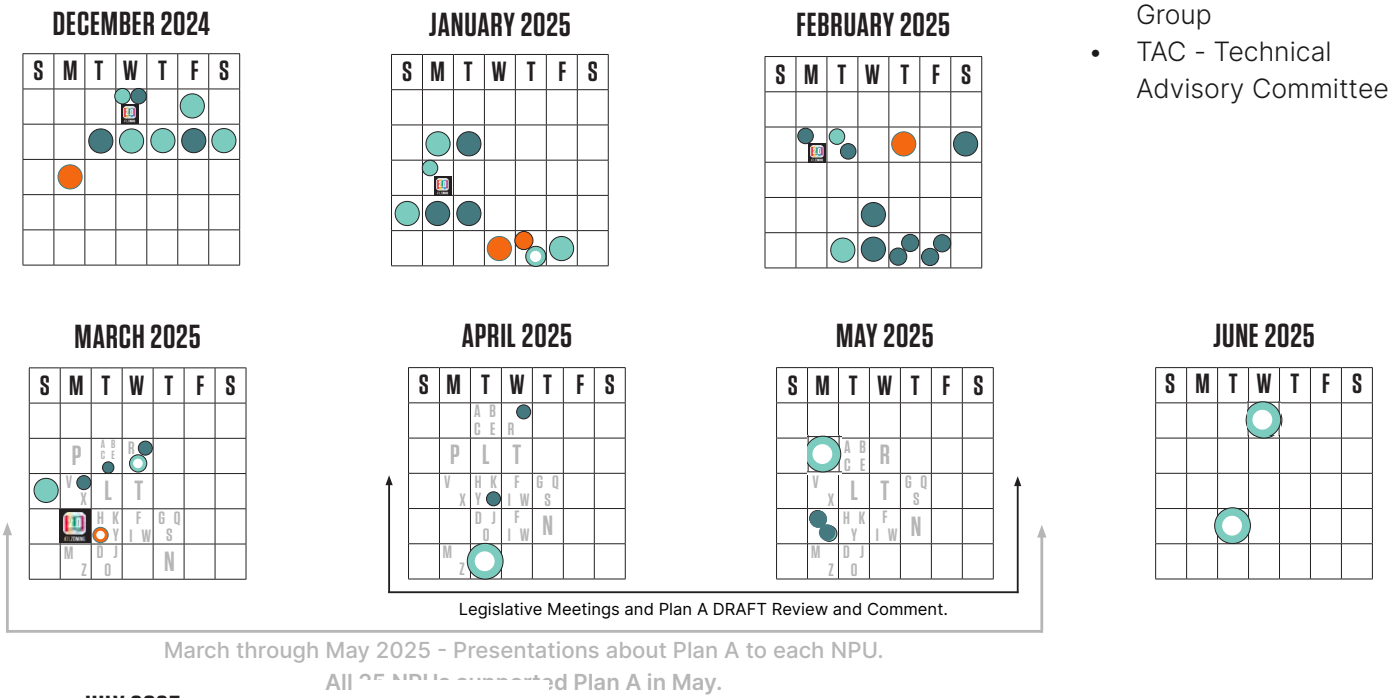
- **Plan A Kick-off Event**
- Community Meeting, Open House, or Workshop
- Conversations with Planners
- Pop-up
- NPU University
- ATL Zoning 2.0 Meeting
- PLG Meeting
- APAB Meeting
- City Council Meeting



OTHER: Includes Canvassing, Housing Commission Meetings, Mobile Tours, NPU Presentations, Parades, Plan A at ATL Zoning 2.0, and TAC Meetings.

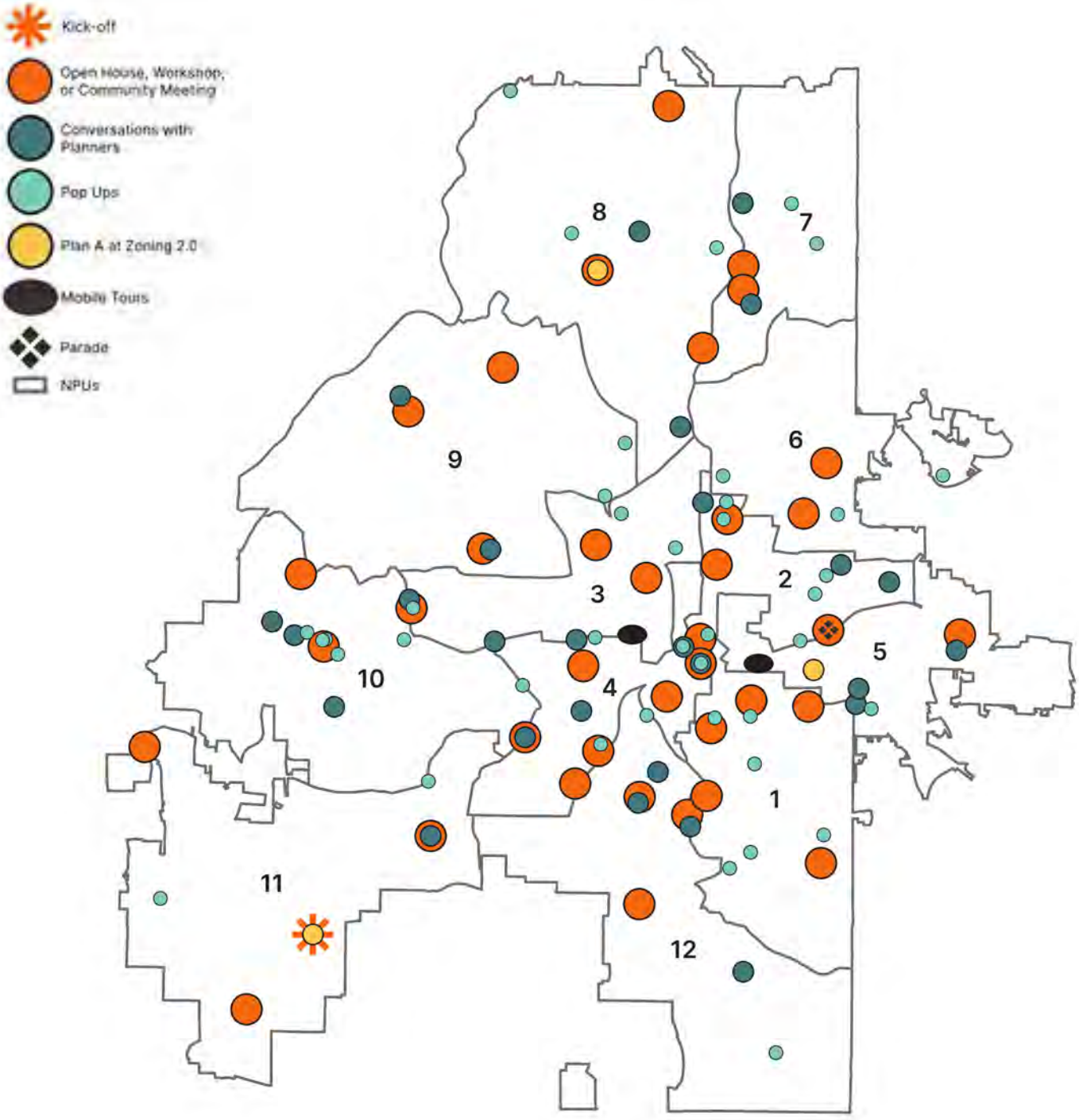
Acronyms:

- APAB - Atlanta Planning Advisory Board
- CD/HS - Community Development/Human Services
- NPU - Neighborhood Planning Units
- PLG - Public Leadership Group
- TAC - Technical Advisory Committee



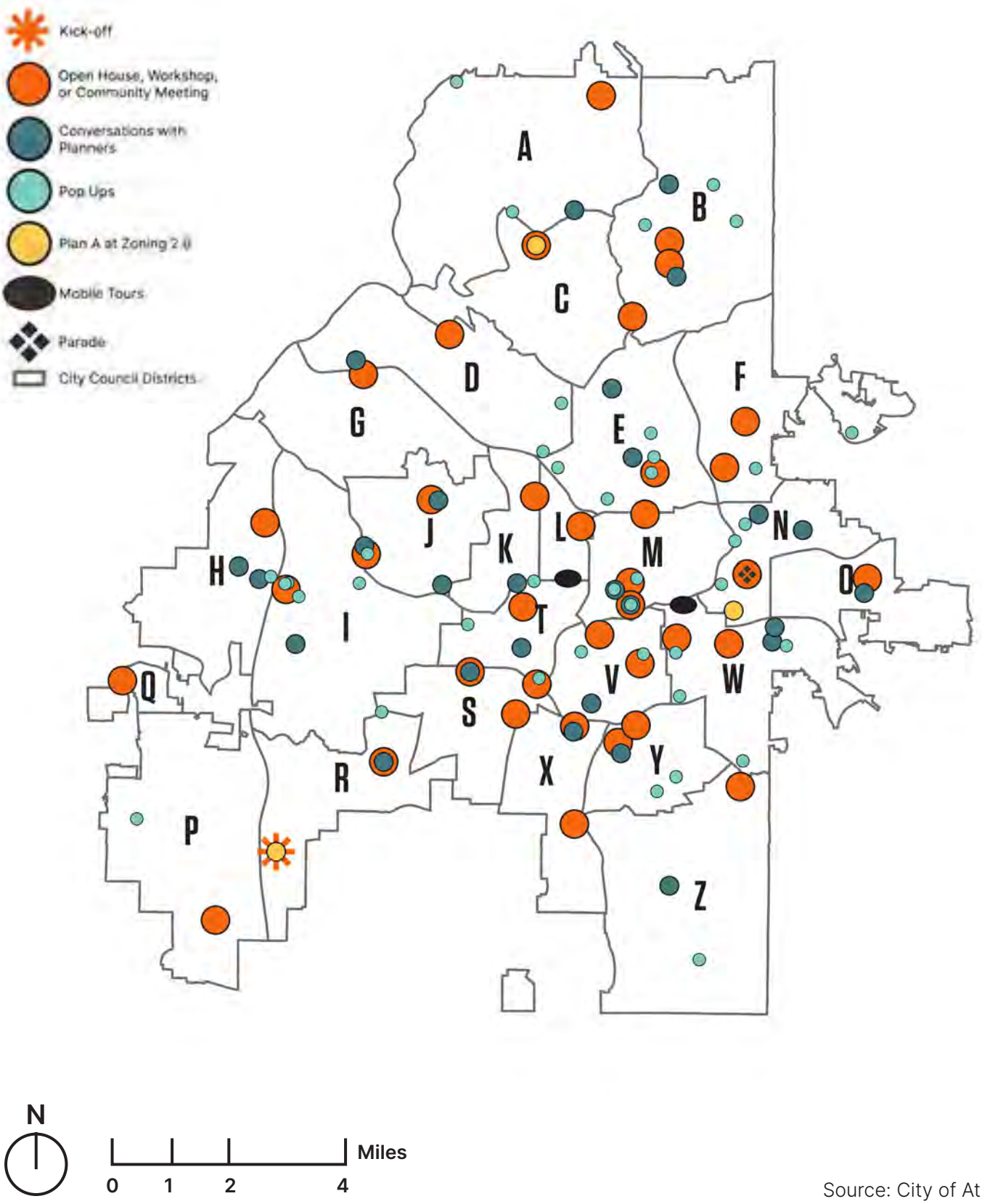
To commemorate 50 years of comprehensive planning in Atlanta, we borrowed the Plan A mascot from the 1975 City of Atlanta and U.S. Housing and Urban Development booklet entitled "How to Do City Planning."

Community Engagement Event Locations by City Council District



Source: City of Atlanta

Community Engagement Event Locations by NPU



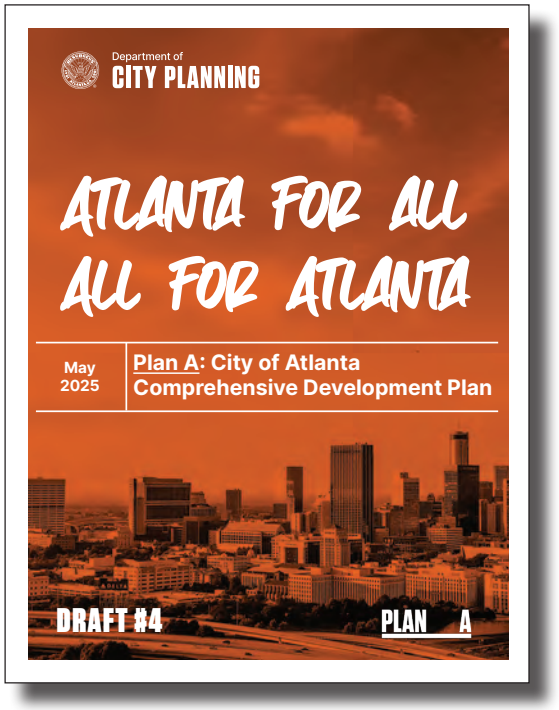
Source: City of Atlanta

Southwest
Pattern Maps

Understanding Plan A

This update of Plan A brings together the most crucial design and planning work the City of Atlanta and our partners have recently undertaken.

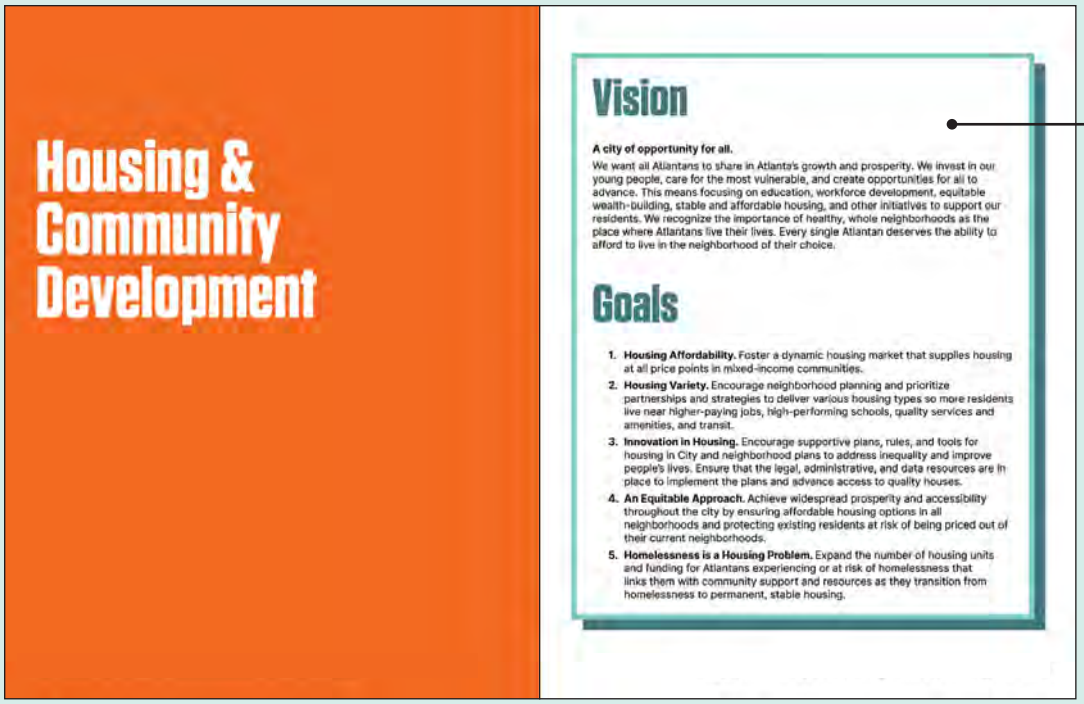
Plan A is divided into 10 Planning Elements, each describing a component of city building in Atlanta. Plan A also has five Appendices providing additional information, including NPU policies and land use development patterns maps in Appendix 1 and required Implementing Elements, including the Report of Accomplishments, the 2026-2030 Community Work Program (CWP), and the 2025-2029 Capital Improvements Element (CIE), in Appendix 2.



Planning Elements

- Land Use Planning
- Transportation
- Housing & Community Development
- Economic Development
- Broadband Internet
- Climate Resilience & Natural Systems
- Urban Design
- Historic Preservation
- Public Safety Facilities
- Neighborhood Planning

The following pages illustrate how each Planning Element has a **Vision** followed by a set of **Goals** stating desired near- and long-term outcomes. Together, these Visions and Goals let us know what we are working to accomplish. The **Themes** and **Needs and Opportunities**, identified during the planning process, define urgent issues to be addressed as we move towards realizing our Vision and Goals. A series of **Policies** related to these issues in each element, along with a list of proposed **Actions**, point to the necessary steps for implementation.



Housing & Community Development

Vision

A city of opportunity for all.

We want all Atlantans to share in Atlanta's growth and prosperity. We invest in our young people, care for the most vulnerable, and create opportunities for all to advance. This means focusing on education, workforce development, equitable wealth-building, stable and affordable housing, and other initiatives to support our residents. We recognize the importance of healthy, whole neighborhoods as the place where Atlantans live their lives. Every single Atlantan deserves the ability to afford to live in the neighborhood of their choice.

Goals

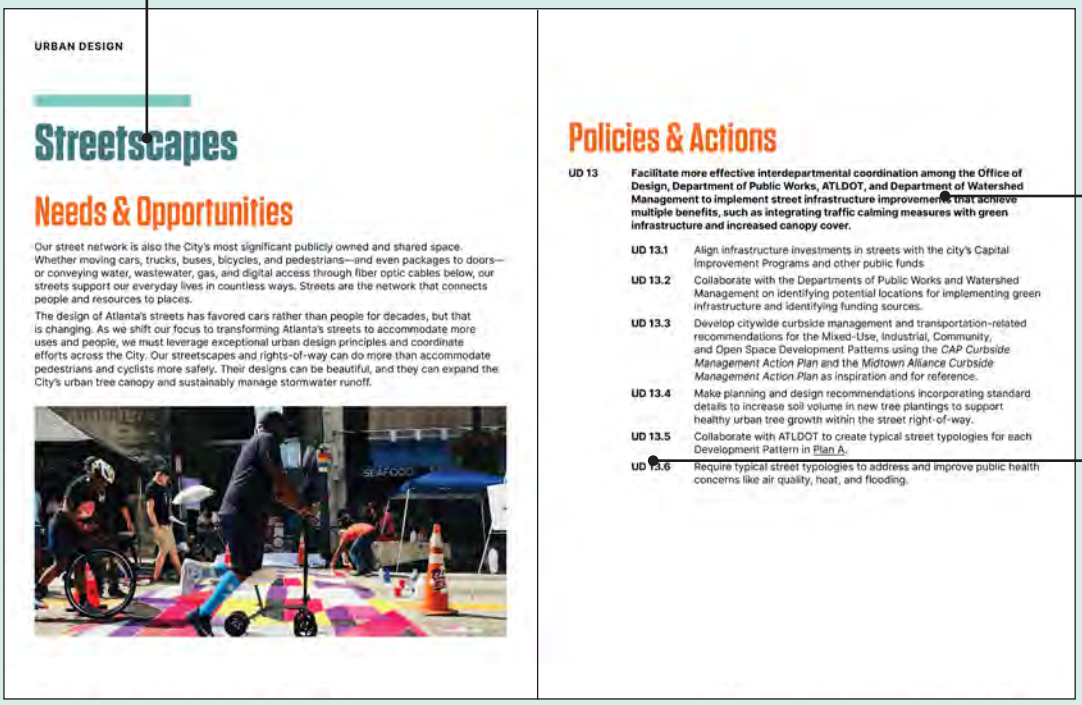
1. **Housing Affordability.** Foster a dynamic housing market that supplies housing at all price points in mixed-income communities.
2. **Housing Variety.** Encourage neighborhood planning and prioritize partnerships and strategies to deliver various housing types so more residents live near higher-paying jobs, high-performing schools, quality services and amenities, and transit.
3. **Innovation in Housing.** Encourage supportive plans, rules, and tools for housing in City and neighborhood plans to address inequality and improve people's lives. Ensure that the legal, administrative, and data resources are in place to implement the plans and advance access to quality houses.
4. **An Equitable Approach.** Achieve widespread prosperity and accessibility throughout the city by ensuring affordable housing options in all neighborhoods and protecting existing residents at risk of being priced out of their current neighborhoods.
5. **Homelessness is a Housing Problem.** Expand the number of housing units and funding for Atlantans experiencing or at risk of homelessness that links them with community support and resources as they transition from homelessness to permanent, stable housing.

Vision & Goals

States the community's direction for the future

Themes

Includes a series of Needs and Opportunities that define the priority issues to be addressed



URBAN DESIGN

Streetscapes

Needs & Opportunities

Our street network is also the City's most significant publicly owned and shared space. Whether moving cars, trucks, buses, bicycles, and pedestrians—and even packages to doors—or conveying water, wastewater, gas, and digital access through fiber optic cables below, our streets support our everyday lives in countless ways. Streets are the network that connects people and resources to places.

The design of Atlanta's streets has favored cars rather than people for decades, but that is changing. As we shift our focus to transforming Atlanta's streets to accommodate more uses and people, we must leverage exceptional urban design principles and coordinate efforts across the City. Our streetscapes and rights-of-way can do more than accommodate pedestrians and cyclists more safely. Their designs can be beautiful, and they can expand the City's urban tree canopy and sustainably manage stormwater runoff.

Policies & Actions

UD 13 **Facilitate more effective interdepartmental coordination among the Office of Design, Department of Public Works, ATLDOT, and Department of Watershed Management to implement street infrastructure improvements that achieve multiple benefits, such as integrating traffic calming measures with green infrastructure and increased canopy cover.**

- **UD 13.1** Align infrastructure investments in streets with the city's Capital Improvement Programs and other public funds
- **UD 13.2** Collaborate with the Departments of Public Works and Watershed Management on identifying potential locations for implementing green infrastructure and identifying funding sources.
- **UD 13.3** Develop citywide curbside management and transportation-related recommendations for the Mixed-Use, Industrial, Community, and Open Space Development Patterns using the *CAP Curbside Management Action Plan* and the *Midtown Alliance Curbside Management Action Plan* as inspiration and for reference.
- **UD 13.4** Make planning and design recommendations incorporating standard details to increase soil volume in new tree plantings to support healthy urban tree growth within the street right-of-way.
- **UD 13.5** Collaborate with ATLDOT to create typical street typologies for each Development Pattern in Plan A.
- **UD 13.6** Require typical street typologies to address and improve public health concerns like air quality, heat, and flooding.

Policy

Guidance on how to achieve the Vision and Goals

Action

Key activity for implementing policies

URBAN DESIGN

Private Development

Needs & Opportunities

Private development affects and contributes to the public realm; the design, height, width, and depth of private buildings and their related spaces dramatically impact how we experience the public realm, particularly our streets. Private development has prioritized vehicular access and connection for decades, resulting in building faces that negatively impact public street life. To truly transform Atlanta's streets, private development should employ sound urban design principles that result in buildings and structures that connect and seamlessly contribute to streets and the public realm.

Policies & Actions

UD 6 **Expand a design review process for development projects to address building and public space design, curbside management, and related transportation concerns, allow for unique perspectives, and guide designs to complement and be sympathetic to neighborhoods and the City of Atlanta.**

- **UD 6.1** Align investments in city streets with redeveloping related spaces in or adjacent to the right-of-way.
- **UD 6.2** Require and enable the Concept Review Committee (CRC) to review and comment on private development design and planning layouts.
- **UD 6.3** Ensure the Office of Design reviews and comments on private development plans related to the Right of Way, green, and outdoor spaces.

UD 7 **Develop a design review process for private entities designing public spaces.**

- **UD 7.1** Implement a steering committee to review and approve public spaces being designed in the city of Atlanta.
- **UD 7.2** Introduce legislation to ensure approval process of public spaces reviewed by the steering committee.

The City of Atlanta departments and partners involved in Private Development are:

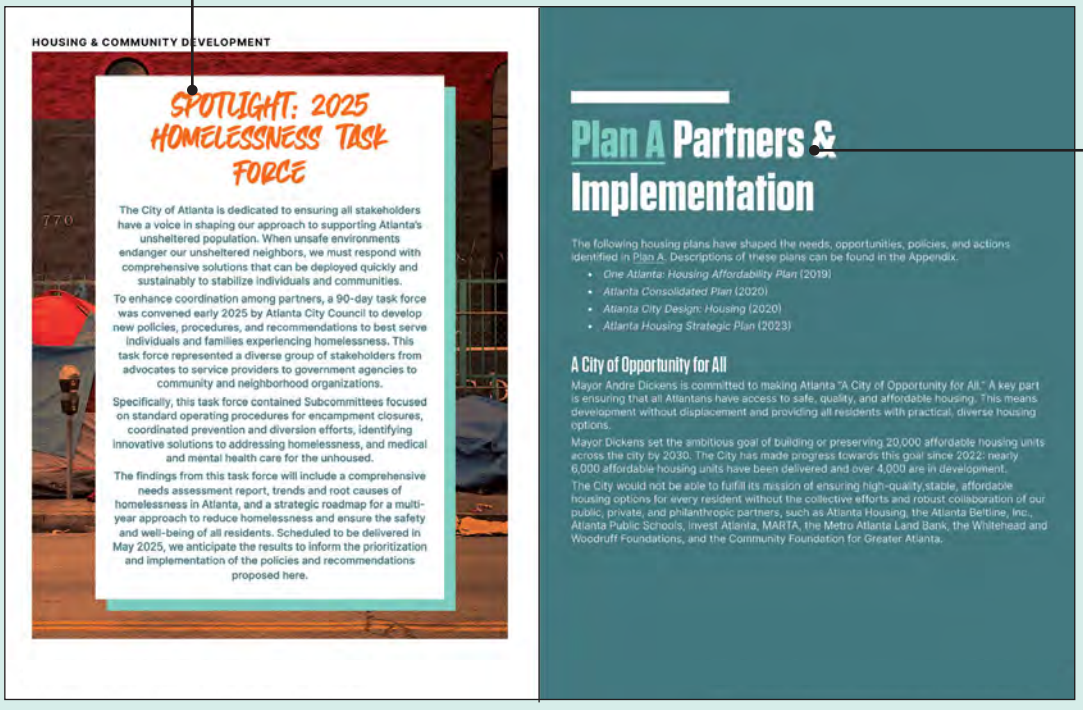
- Atlanta Beltline, Inc.
- Atlanta Downtown Improvement District (ADID)
- Atlanta Planning Advisory Board (APAB)
- Atlanta Urban Design Commission (UDC)
- Buckhead CID
- Central Atlanta Progress (CAP)
- Concept Review Committee (CRC)
- Little Five Points (L5P) Alliance
- Livable Buckhead
- Midtown Alliance
- Office of Design's Historic Preservation Studio
- Office of Zoning and Development
- Tree Conservation Commission
- Upper Westside Improvement District
- West End Community Improvement District

Call-Out

Provides additional information about a topic

Spotlight

Summarizes recent or ongoing City initiatives



HOUSING & COMMUNITY DEVELOPMENT

SPOTLIGHT: 2025 HOMELESSNESS TASK FORCE

The City of Atlanta is dedicated to ensuring all stakeholders have a voice in shaping our approach to supporting Atlanta's unsheltered population. When unsafe environments endanger our unsheltered neighbors, we must respond with comprehensive solutions that can be deployed quickly and sustainably to stabilize individuals and communities.

To enhance coordination among partners, a 90-day task force was convened early 2025 by Atlanta City Council to develop new policies, procedures, and recommendations to best serve individuals and families experiencing homelessness. This task force represented a diverse group of stakeholders from advocates to service providers to government agencies to community and neighborhood organizations.

Specifically, this task force contained Subcommittees focused on standard operating procedures for encampment closures, coordinated prevention and diversion efforts, identifying innovative solutions to addressing homelessness, and medical and mental health care for the unhoused.

The findings from this task force will include a comprehensive needs assessment report, trends and root causes of homelessness in Atlanta, and a strategic roadmap for a multi-year approach to reduce homelessness and ensure the safety and well-being of all residents. Scheduled to be delivered in May 2025, we anticipate the results to inform the prioritization and implementation of the policies and recommendations proposed here.

Plan A Partners & Implementation

The following housing plans have shaped the needs, opportunities, policies, and actions identified in Plan A. Descriptions of these plans can be found in the Appendix.

- *One Atlanta: Housing Affordability Plan* (2019)
- *Atlanta Consolidated Plan* (2020)
- *Atlanta City Design: Housing* (2020)
- *Atlanta Housing Strategic Plan* (2023)

A City of Opportunity for All

Mayor Andre Dickens is committed to making Atlanta "A City of Opportunity for All." A key part is ensuring that all Atlantans have access to safe, quality, and affordable housing. This means development without displacement and providing all residents with practical, diverse housing options.

Mayor Dickens set the ambitious goal of building or preserving 20,000 affordable housing units across the city by 2030. The City has made progress towards this goal since 2022: nearly 6,000 affordable housing units have been delivered and over 4,000 are in development.

The City would not be able to fulfill its mission of ensuring high-quality,stable, affordable housing options for every resident without the collective efforts and robust collaboration of our public, private, and philanthropic partners, such as Atlanta Housing, the Atlanta Beltline, Inc., Atlanta Public Schools, Invest Atlanta, MARTA, the Metro Atlanta Land Bank, the Whitehead and Woodruff Foundations, and the Community Foundation for Greater Atlanta.

Partners & Implementation

Shares how Plan A is implementing other initiatives, and vice versa

HOLDER

Planning Context

Atlanta City Design

Atlanta City Design is not a plan—it is an aspiration for the future city that Atlantans can fall in love with, knowing that if people love their city, they will make better decisions about it.

This view is one of a very different future premised on two ideas:

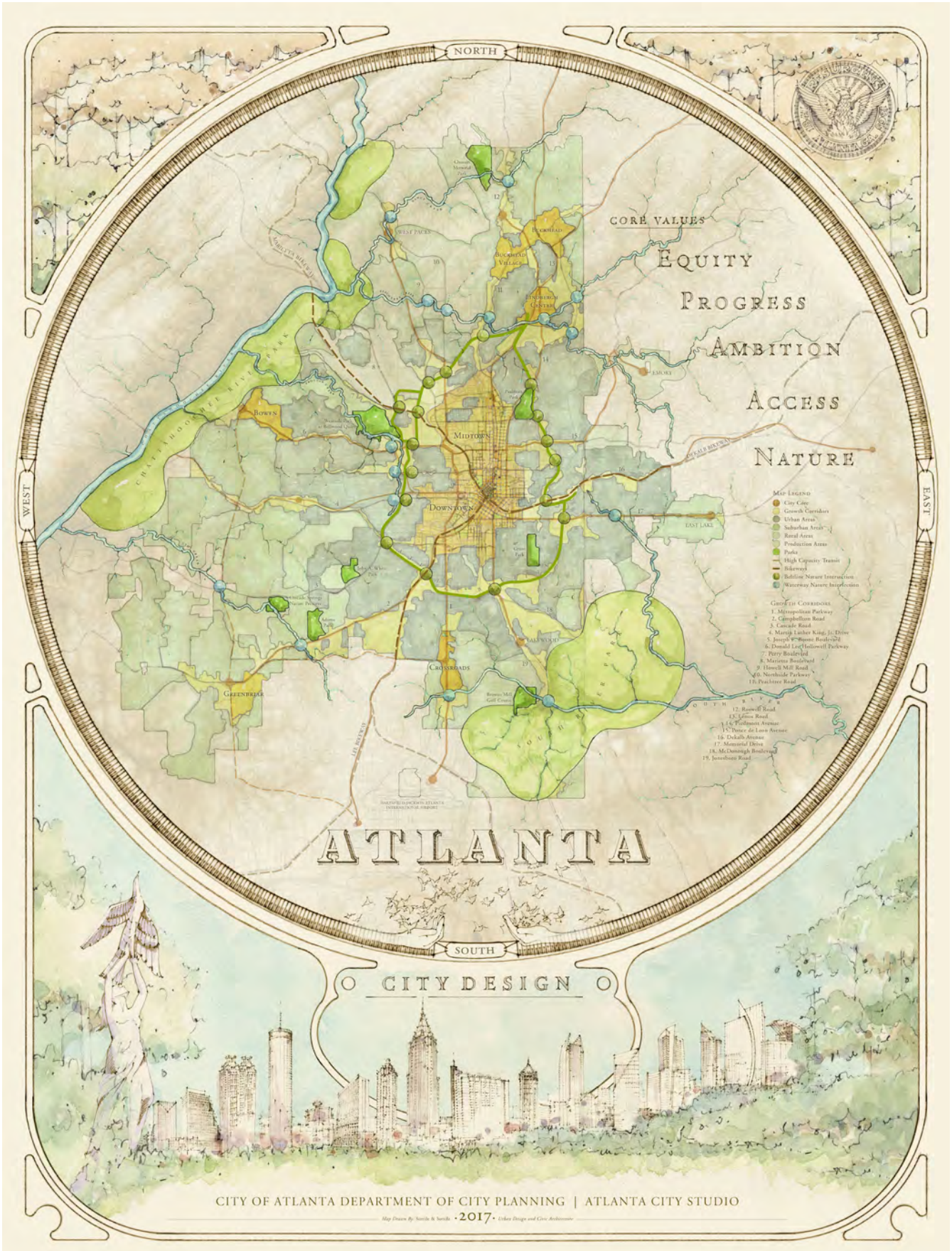
1. Atlanta is going to change; that not changing is not an option; that our change will involve significant growth; and that if properly designed, growth can be a powerful tool for shaping the Atlanta we want to become.
2. Almost always, more people are better than fewer; that a diverse population is better than a homogeneous one; and that the most strategic scenario for growth includes everyone.

Atlanta City Design is a framework for equitable, inclusive, and accessible growth. Inspired by our core values, *Atlanta City Design* reveals that the essence of Atlanta's shared identity is key to shaping a vibrant future city that can welcome a growing population. Additionally, it presents ideas to celebrate and enhance Atlanta's authentic character. This comprehensive development plan represents the next step toward realizing our shared aspirations.

Plan A focuses on being more intentional about our growth. This involves prioritizing people and places, ensuring that infrastructure serves our lives, and respecting our diverse neighborhoods and the natural environment—especially the beautiful tree canopy that Atlanta is known for.

Atlanta City Design is predicated on **five core values:**

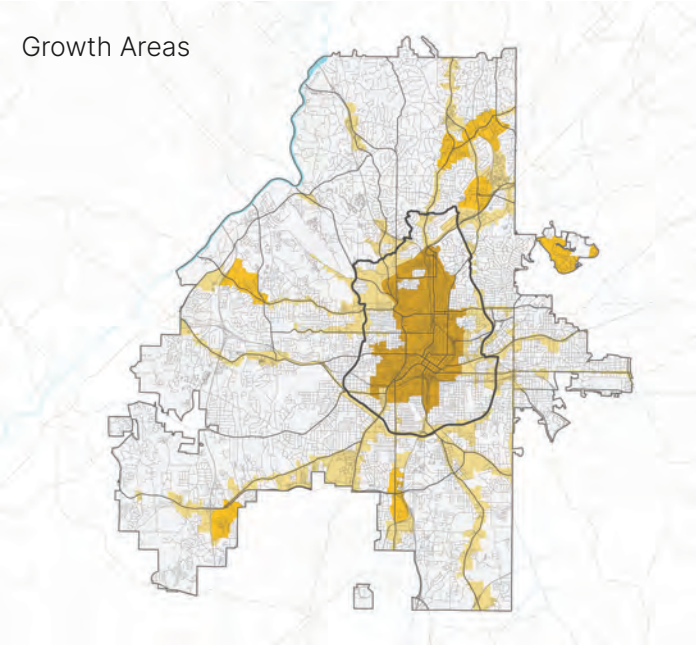
1. Equity
2. Progress
3. Ambition
4. Access
5. Nature

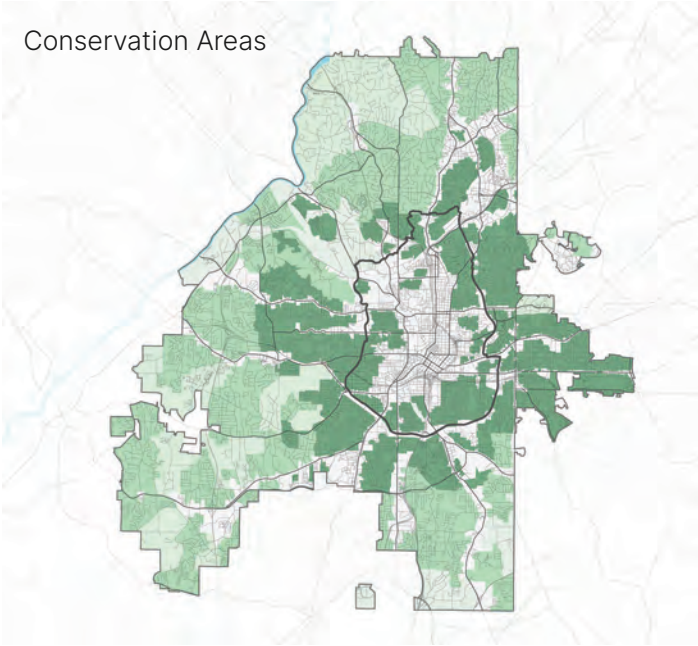

NORTH
WEST
EAST
SOUTH
CORE VALUES
EQUITY
PROGRESS
AMBITION
ACCESS
NATURE
MAP LEGEND
City Core
Growth Corridors
Urban Areas
Suburban Areas
Rural Areas
Production Areas
Parks
High Capacity Transit
Bikeways
Beltline Nature Intersection
Waterway Nature Intersection
GROWTH CORRIDORS
1. Metropolitan Parkway
2. Campbellton Road
3. Cascade Road
4. Martin Luther King, Jr. Drive
5. Joseph E. Boone Boulevard
6. Donald Lee Hollowell Parkway
7. Perry Boulevard
8. Marietta Boulevard
9. Howell Mill Road
10. Northside Parkway
11. Peachtree Road
12. Roswell Road
13. Ponce de Leon Avenue
14. Piedmont Avenue
15. Ponce de Leon Avenue
16. Dekalb Avenue
17. Memorial Drive
18. McDonough Boulevard
19. Jonesboro Road
ATLANTA
CITY DESIGN
CITY OF ATLANTA DEPARTMENT OF CITY PLANNING | ATLANTA CITY STUDIO
·2017·

***Atlanta City Design* identifies two distinct design areas to guide growth.**

Growth Areas. Growth will be organized into already-developed areas that are suitable to accommodate a lot of growth. This includes the historic core of the city, the corridors that flow outward in every direction from it, and outlying clusters like Buckhead Village and Greenbriar. These Growth Areas represent an enormous capacity that, if properly designed and planned, can easily accommodate Atlanta's expanding population.

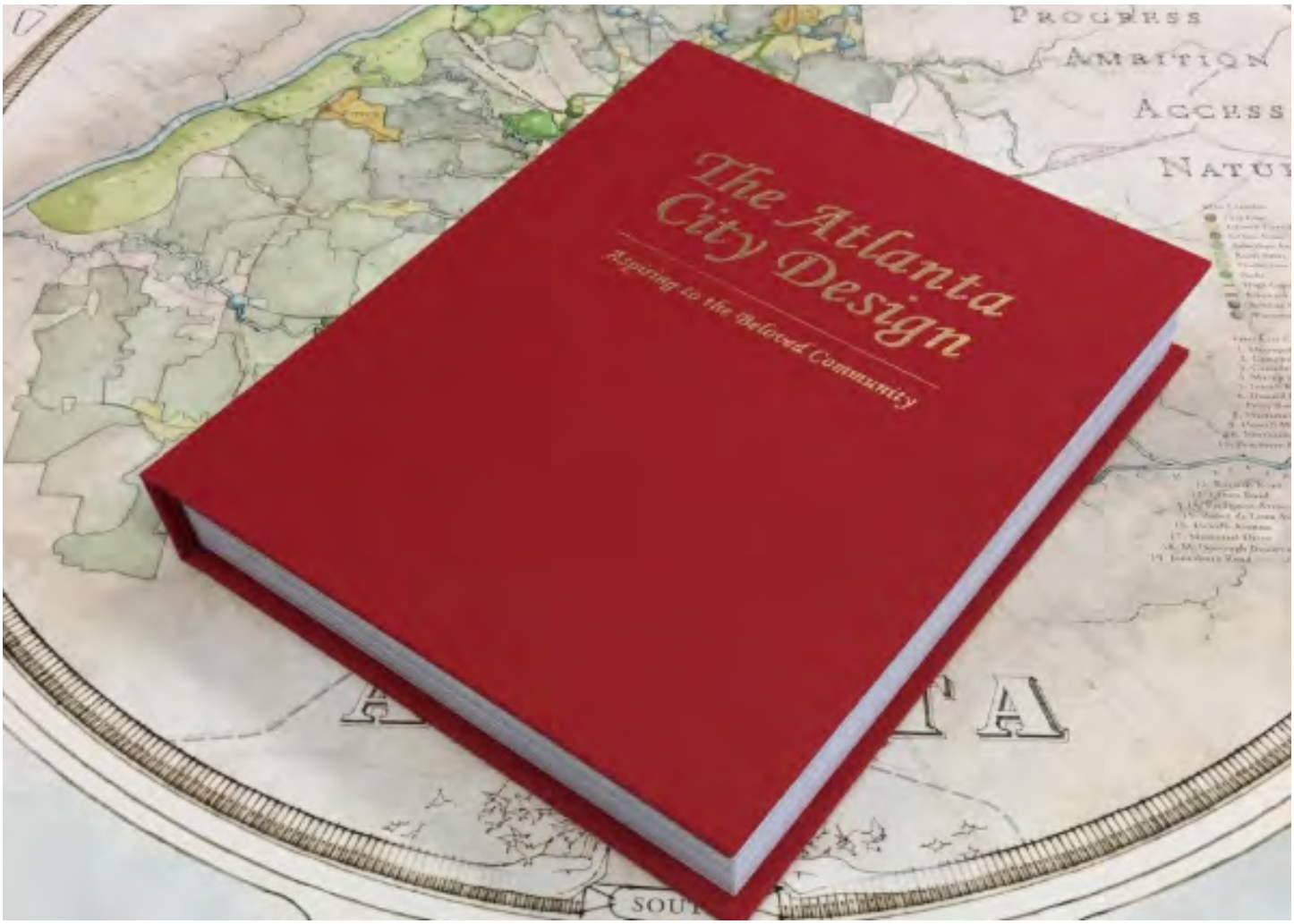
Conservation Areas. The rest of the city will be protected from overwhelming growth. The urban neighborhoods and lush suburban-like areas will grow in ways that retain and improve their charm and their leafy tree canopy. Strategic production areas will also be protected from growth. These Conservation Areas represent ecological value, historic character and housing options that, if properly designed, can make living with all those new neighbors a pleasure.





Our Guiding Vision

Plan A is the next step to realizing our aspirations in *Atlanta City Design.* It is about being more intentional about how we grow, which means prioritizing people and places and putting infrastructure in service to our lives.



Our Vision

At our best, Atlanta is both a vibrant city and a verdant forest. Our core values—equity, progress, ambition, access, and nature—will guide our growth and change to create a future city that is designed for people, designed for nature, and designed for people in nature.

OUR GOALS

Design for People. Focus on already urbanized areas that are well suited for growth and leverage the results of that growth to create a dynamic urban environment for everyone.

Design for Nature. Limit growth in Atlanta's less-developed areas to protect existing natural resources, such as our tree canopy and streams, to support a rich natural environment for everyone.

Design for People in Nature. Design and cultivate intimate relationships between people and nature in Atlanta's future physical growth and development.

Design for Livability. Balance livability with change—recognizing each neighborhood experiences the outcomes of development, housing, transportation, climate adaptation, and other changes to quality of life differently.

Design for Equity. Design a city built on equity so that everyone benefits from change.

Growth and Equity in Atlanta

Atlanta City Design inspires us to the build the "Beloved Community"—a welcoming city where people from all income levels, generations, ethnicities, and educational backgrounds can thrive. With Atlanta's population reaching a new high of approximately 532,000 residents, we are witnessing an influx of new businesses and jobs, rising incomes, and vital funding for transportation and neighborhood improvements. As we grapple with this growth, we must ask ourselves: **Are we advancing in a way that truly embodies Atlanta City Design's core value of equity?** It's crucial that we harness this moment to plan for a city that works for everyone.

Historically, equity has not been a driver of growth in Atlanta, which is evident today. The city can clearly be divided by an invisible Growth Line: the northside, where growth has been strong and stable, and the southside, where there has been low amounts of growth, and even decline. This stark contrast underscores the urgent need for equity to serve as a catalyst for change.

Atlanta's distinct spatial pattern of inequality partially stems from redlining, a discriminatory practice that prevented minority groups from accessing financing for homeownership in many major American cities. This term was used to refer to the color-coding done by mortgage lenders to indicate where it was deemed safe to insure mortgages: less favorable areas were colored yellow ("declining") or red ("hazardous"). Lenders were under the baseless assumption that loans would not be economically sound if a subject property was located in a neighborhood that was, or could become, "infiltrated" by Black people and/or immigrants of certain racial or ethnic minority groups, because it was believed that property values would decline as a result of their presence.

To limit those "risks," these areas were classified yellow or red to show where home loans would not be insured—which served to ensure that Black people and other minority groups would not be able to get a home loan outside of those areas. As a result, loans on new construction in suburban areas were more favored, rather than urban areas that had older housing in need of improvement or replacement, or were minority-majority. These policies were blatantly racist and segregationist, and led to significant levels of disinvestment in many minority-majority communities.

Although redlining was prohibited after the adoption of the Fair Housing Act in 1968, the consequences are still felt in these communities today. Throughout the United States, Black households average less income and less wealth than their White counterparts. Because many Black households were prohibited from buying houses in the suburbs up until the 1960s, they were unable to participate in creating generational wealth. When these houses became available for purchasing, they were now unaffordable to the average Black household.

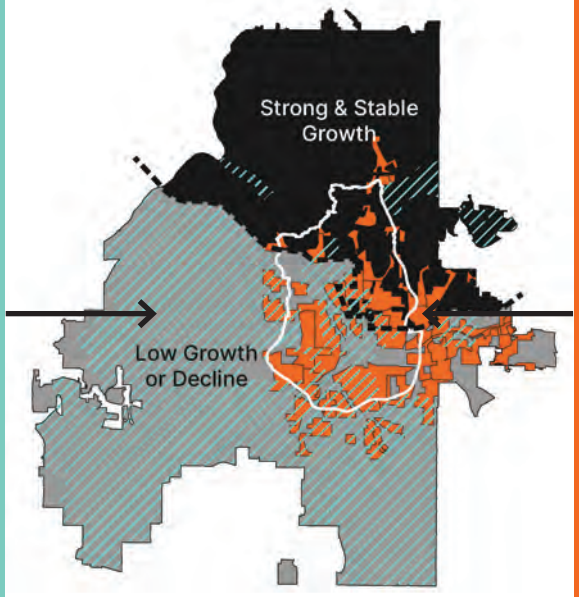
In Atlanta, large swaths of previously redlined neighborhoods are still predominantly Black, have higher rates of renters, lower home values, less population growth, and lower levels of economic mobility that have resulted from disinvestment. These areas are less likely to see significant development, or redevelopment, that would bring needed investments to ensure quality of life. Where investments have occurred in previously redlined neighborhoods, like Atlanta's Beltline-adjacent neighborhoods on the east side, the opposite trends have occurred: they have higher rates of homeownership, higher incomes, higher home values, and population growth that has leaned White. These areas have more quality of life amenities because they tend to follow where investments in housing and employment are happening. An example of how quality of life amenities follow investment can be found in neighborhoods within Atlanta's food deserts.

The United States Department of Agriculture (USDA) defines a food desert as an area where the poverty rate exceeds 20% or has a median income that is 80% of the area median income and have more than one-third of its population living more than one mile from a supermarket or large grocery store that sells fresh produce. In Atlanta, these food deserts are mostly found in areas south of the Growth Line. Grocers tend to build supermarkets where there are higher incomes, higher home values, and more population growth and density. The impacts felt by the lack of fresh food sources can be exacerbated by fewer investments in transit and a lack of last-mile connectivity near supermarkets. As a result, this can impact the overall health and wellness of a community. This illustrates how although these racially-driven policies are long-gone, their effects are still very much present and can be far-reaching.

Food Deserts

Limited access to grocery stores affects the quality of life for many Atlantans living below the Growth Line. Grocers tend to build stores in areas that are dense and have higher incomes, widening the equity gap.

Image Source: Audra Melton, Atlanta Magazine

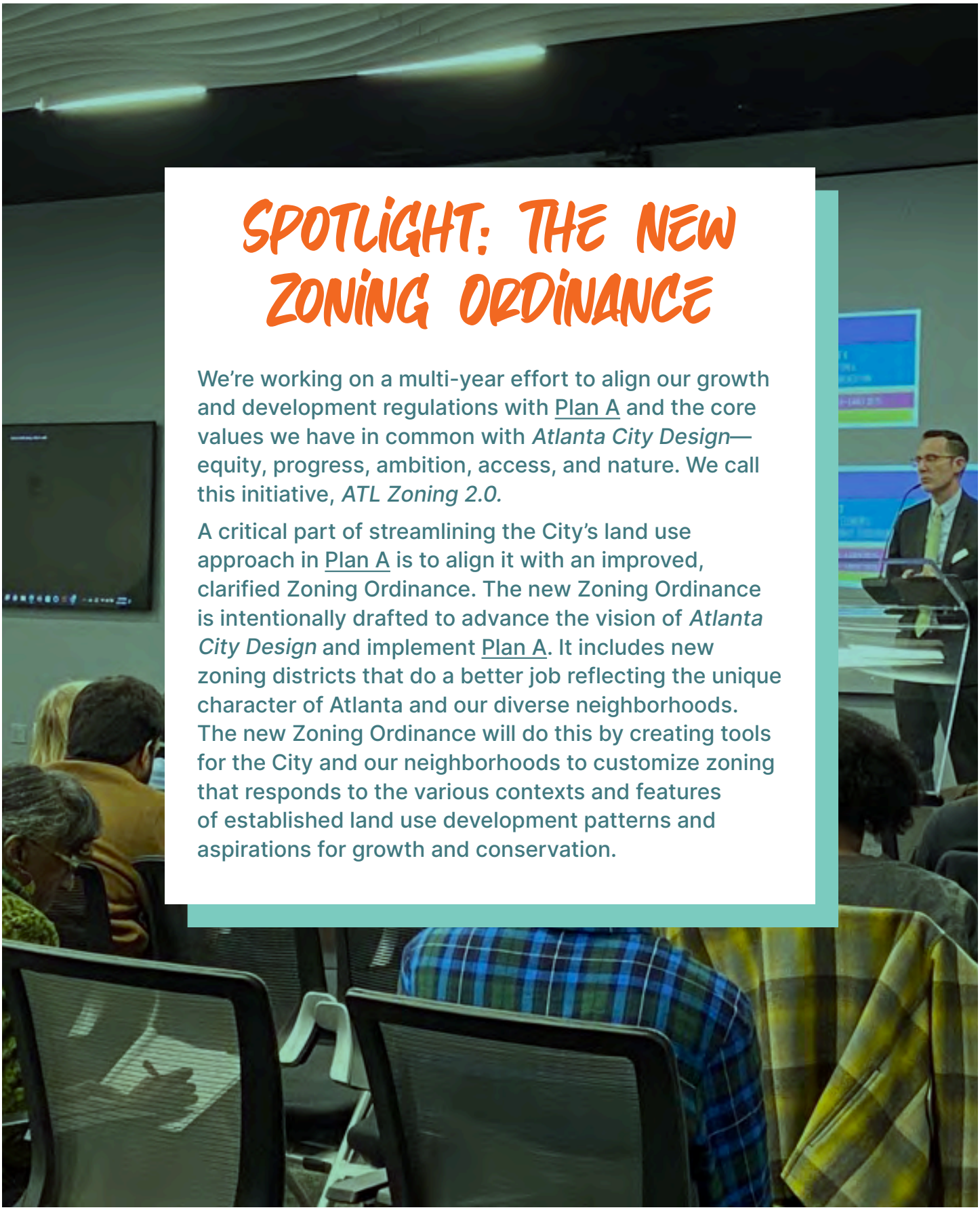


Redlining Maps

A reflection of racial bias, redlining led to decades of disinvestment in Black and immigrant neighborhoods, leaving long-term effects on homeownership rates and home values.

Image Source: Ivan Allen College of Liberal Arts, Georgia Tech

Sources: Atlanta City Design, United States Department of Agriculture, University of Richmond



SPOTLIGHT: THE NEW ZONING ORDINANCE

We're working on a multi-year effort to align our growth and development regulations with Plan A and the core values we have in common with *Atlanta City Design*—equity, progress, ambition, access, and nature. We call this initiative, *ATL Zoning 2.0.*

A critical part of streamlining the City's land use approach in Plan A is to align it with an improved, clarified Zoning Ordinance. The new Zoning Ordinance is intentionally drafted to advance the vision of *Atlanta City Design* and implement Plan A. It includes new zoning districts that do a better job reflecting the unique character of Atlanta and our diverse neighborhoods. The new Zoning Ordinance will do this by creating tools for the City and our neighborhoods to customize zoning that responds to the various contexts and features of established land use development patterns and aspirations for growth and conservation.

Atlanta's Physical Form

Envisioning our future begins with reflecting on our current conditions and developing an approach to working with them. It culminates with design—the development of clear concepts that bring to life our strategic actions and illustrate the best, most compelling future for Atlanta. To do that, we need to build on this essential framework that give form to the city around us.

From the urban core that is Downtown, Midtown, and the Buckhead business districts, to the undisturbed forests; from the former streetcar suburbs to the redevelopment occurring in previously under-invested areas, Atlanta needs a vision that is cohesive but can honor and respect these differences and empower its diverse neighborhoods to leverage their most beloved assets while supporting the change they desire.

So, what makes these neighborhoods so different? There are physical features at the block scale include accessibility for cars and pedestrians, block lengths, street types, transit options, and the presence of trees. Other noticeable features include the size, type, design, and use of lots and buildings along Atlanta's streets.

It is the various combinations and arrangements of these physical features that give Atlanta its distinctive urban form and development patterns in neighborhoods throughout the city. This context informs our new approach to land use planning.

Some neighborhoods in the city have very similar patterns, even if they aren't near each other—for example, consider the shared physical features of Morningside-Lenox Park in the northeast and Sylvan Hills in the southwest. Conversely, neighborhoods with very different patterns may be directly adjacent, such as the tree-lined residential streets of Ansley Park next to the high-rises in Midtown along Peachtree Street. Physical patterns can also have an influence on demographics and business locations.

Neighborhood Features

Street Type

Street types describe how streets tend to be arranged into blocks, gridded or irregularly, and the size of the streets that are generally found in an area. Larger streets can accommodate more vehicle traffic, higher development densities, and more activity. An area with a tightly gridded street network will likely be more walkable than one that has a more irregular, curvilinear network.

Lot Size

Lot size describes how big or small the lots tend to be in an area. In particular, this also describes lot width because it determines the frequency of buildings and how closely those buildings are spaced. Lot size can sometimes also be tied to density—areas with a lot of smaller lots will have more buildings (and more people) than the same sized area with larger lots.

Open Space Type

This describes how open and landscaped areas tend to be organized. In some areas, most of the open space is in the form of private yards and in other areas it is in the form of public parks or plazas. Open space can be important to a neighborhood—not only does it give people spaces to gather outside their houses or workplaces, but they can contribute to our city's ecological health.

Building Features

Building Type

Building type describes the general bulk and mass of various types of structures. Some areas have few building types while others will have a wider variety. Over time, new building types may emerge and others will evolve in response to social, cultural, environmental, and economic conditions.

Use

Use describes the activity within a building. Similar to building type, some areas have one or two common uses that predominate while others will have a variety of uses. What's important to note is that building type and form aren't always linked. For instance, a building that looks like a house might have a business operating from it.

Setback

Setback describes the relationship between the building and the street. Some areas have larger setbacks where there is a considerable distance from the building and the street while other areas will have shorter setbacks where a building is very close to the sidewalk. This relationship contributes to an area's feel—buildings close to the sidewalk can make a place feel more inviting to pedestrians.

Planning for Future Change

What's Driving Change?

Neighborhoods and cities are made up of various physical patterns that change at different rates. Patterns in the natural landscape, including terrain, climate, and water bodies, are the slowest changing. But built patterns change much more quickly. Of these, patterns of blocks, streets, and public spaces tend to change the slowest, followed by patterns of lots. Use patterns often change the fastest. Buildings may be built for one purpose, then converted to another over time.

Many Atlanta neighborhoods value their existing patterns as the city grows and changes. In fact, this concept is central to *Atlanta City Design* Conservation Areas. Many small area and neighborhood plans reflect similar concepts of change. Some amount of change is inevitable—Plan A sets the stage for how we can plan together for this change.

History

There is a longstanding tension between growth, change, and a desire to preserve what makes the city special. From the 1950s through 1980s, Atlanta grew with little regard for its existing neighborhood patterns: highways were built and roads widened, dividing neighborhoods; urban renewal significantly changed neighborhoods, including Mechanicsville, Old Fourth Ward, Summerhill, West End, and Vine City; and other exclusively African American neighborhoods were completely erased, including Buttermilk Bottom, Johnsontown, and Lightning.

With time, the prospect of the continued destruction of Atlanta's neighborhoods caused residents to organize. This, in turn, has influenced the City's plans and zoning codes such that even today, Plan A and the Zoning Ordinance support little, if any, change in most neighborhoods. Although intentionally written to protect neighborhoods from destruction or buyouts, neither completely stops change. This Plan A update reflects our intentions to improve our planning approach to change...and preservation.

Conservation, Growth, & Change

Its existing and historic patterns of development should guide future changes within a neighborhood. Consequently, not all neighborhoods will be addressed in the same way when planning for future growth and change. Neighborhoods in *Atlanta City Design* Conservation areas are likely to experience little to no change in the near future. In these areas, current development patterns will stay relatively the same, with potential changes occurring incrementally, such as the introduction of accessory dwellings if permitted by the applicable zoning regulations.

On the other hand, neighborhoods in *Atlanta City Design* Growth areas are likely to support more significant changes to their patterns of development. These areas may either have a diverse mix of housing types already in place or have reached a consensus within the community to introduce additional housing options where they are currently not permitted. Such neighborhoods could use the new Zoning Ordinance to allow for the housing diversity that the community desires in specific locations.

Opportunities for Plan A

Neighborhood diversity in Atlanta creates a unique urban landscape, where opportunities for change vary across areas. Few neighborhoods in Atlanta follow a single physical pattern; many, especially those established before World War II, developed incrementally, building street by street and house by house. This gradual growth has resulted in a rich variety of architectural styles throughout the city.

As we look ahead, different areas in Atlanta will evolve in response to new development trends and broader changes in the city's built environment. Plan A is equipping us to meet the challenges to growth head-on and capitalize on the opportunities that lie ahead.

How Does This Affect Policy?

Over the past decade, several trends have emerged that are reshaping our approach to Atlanta's built environment. These trends have influenced discussions among city partners, residents, and elected officials about future development and policy directions. The conversations sparked by these trends have guided how we can manage growth and change effectively.

These five topics are:

- **Small area planning.** This level of planning is more detailed and creates community-supported strategies to tackle issues at the neighborhood scale.
- **Land use and mobility.** These two topics are often discussed independently from each other. To work towards a safe, accessible, and equitable city, land use should be responsive to a variety of mobility types.
- **Historic preservation and housing choice.** The goals of these two topics are often in conflict with each other, but there are opportunities to weave together policies that can simultaneously address historic preservation and affordable housing efforts in areas that desire them.
- **Innovations in industry.** The role of industrial uses in the modern American economy is rapidly evolving. The land use policies in cities across the country do not match the space and location demands of many of today's smaller manufacturers. There are a number of industrial uses that comprehensive plans and zoning ordinances couldn't dream of even a decade ago that are becoming prominent in Atlanta's industrial development.
- **Urban ecology.** For Atlanta to realize its full urban ecological potential, we must recognize that the plants, animals, soils, and waterways of the city are equally part of its Beloved Community. We must continue to advance ecological health and climate resilience as priorities in our building and development decisions.

The graphic on page 41 illustrates the connection between these topics and the sections of Plan A. The following pages discuss these topics in more detail. Pages 102-104 in the Land Use Planning element discuss how these topics will continue to guide Atlanta's future.

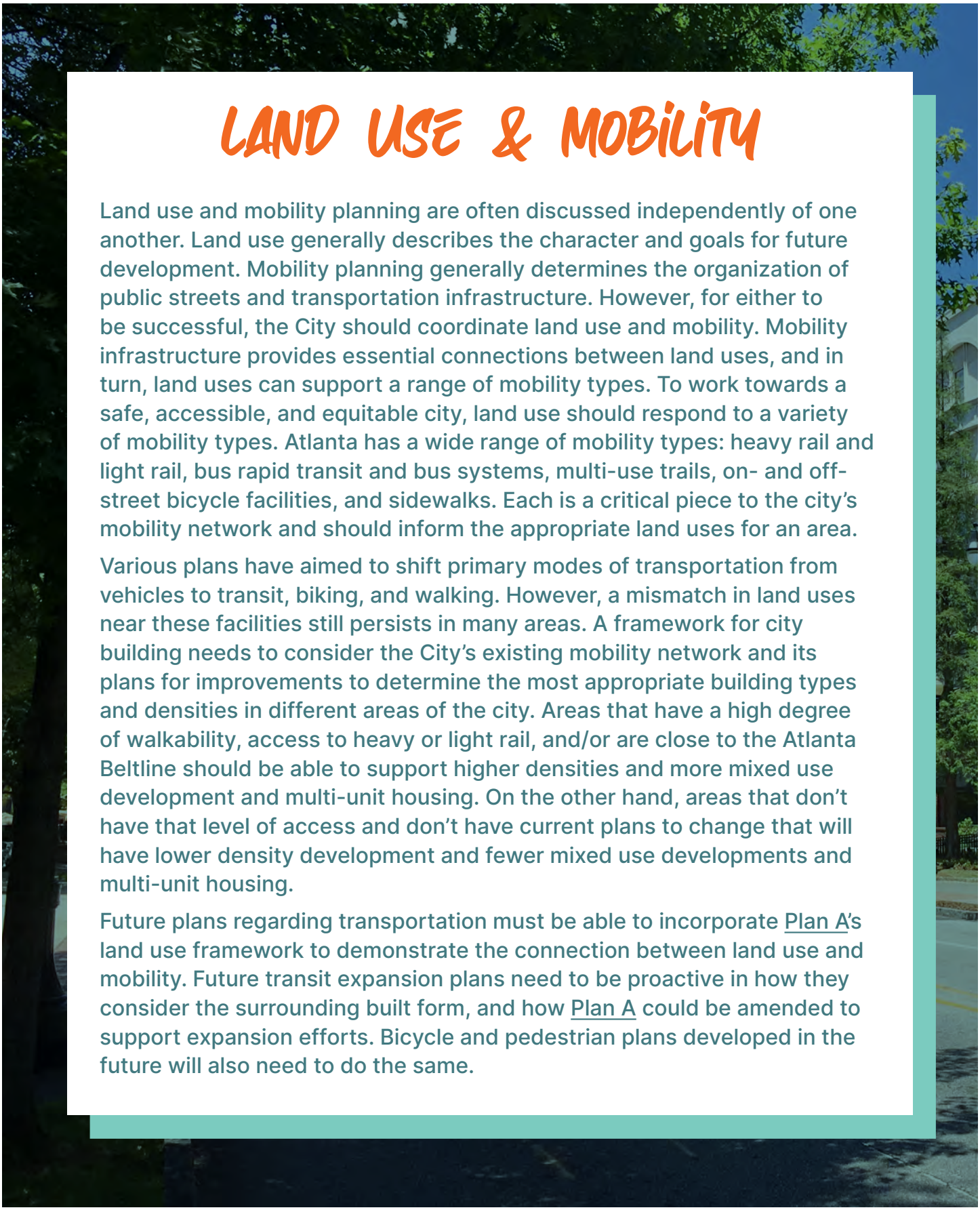
HOW DOES IT ALL FIT TOGETHER?

SMALL AREA PLANNING

Small area plans are documented planning processes for focused areas, like a neighborhood or street corridor. They typically address land use, zoning, transportation, parks and open spaces, urban design, historic resources, and community facilities with more detail than comprehensive development plans provide. This detailed level of planning allows these areas of the city to analyze, deliberate, and confirm a preferred future for their community. The community involvement that goes into creating these plans are some of the most extensive in the city, resulting in plans that reflect an overwhelming consensus and buy-in of the community members and other stakeholders.

Where small area plans exist, they represent a vision for the future of a community that must be supported when considering future policy recommendations, particularly as we consider land use. Neighborhoods that want a more detailed approach to planning for their future should consider undergoing a small area planning process to facilitate deeper conversations about the issues and opportunities that affect them and how they might impact future policy direction, both at the neighborhood-scale and citywide.

However, each small area plan differs in its level of detail and how it relates to the overall vision outlined in previous comprehensive development plans. This has resulted in policy and project recommendations that are unclear, inconsistent, or in conflict with citywide policies. There is also uncertainty with how small area plans are incorporated into the comprehensive development plan and how the City later implements them. This has led to some plans never being realized by the City, leading to frustration and mistrust in the usefulness of neighborhood planning.



LAND USE & MOBILITY

Land use and mobility planning are often discussed independently of one another. Land use generally describes the character and goals for future development. Mobility planning generally determines the organization of public streets and transportation infrastructure. However, for either to be successful, the City should coordinate land use and mobility. Mobility infrastructure provides essential connections between land uses, and in turn, land uses can support a range of mobility types. To work towards a safe, accessible, and equitable city, land use should respond to a variety of mobility types. Atlanta has a wide range of mobility types: heavy rail and light rail, bus rapid transit and bus systems, multi-use trails, on- and off-street bicycle facilities, and sidewalks. Each is a critical piece to the city's mobility network and should inform the appropriate land uses for an area.

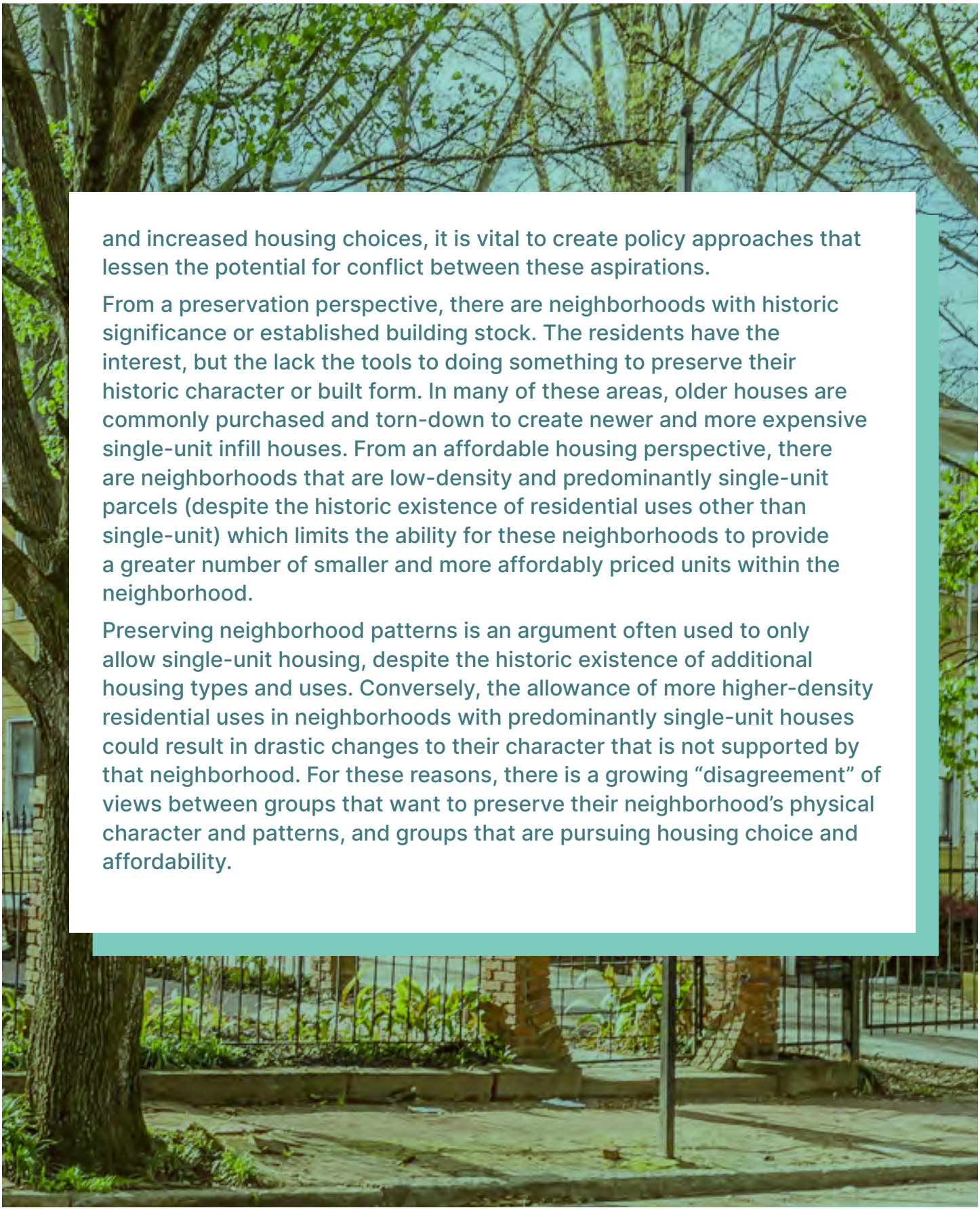
Various plans have aimed to shift primary modes of transportation from vehicles to transit, biking, and walking. However, a mismatch in land uses near these facilities still persists in many areas. A framework for city building needs to consider the City's existing mobility network and its plans for improvements to determine the most appropriate building types and densities in different areas of the city. Areas that have a high degree of walkability, access to heavy or light rail, and/or are close to the Atlanta Beltline should be able to support higher densities and more mixed use development and multi-unit housing. On the other hand, areas that don't have that level of access and don't have current plans to change that will have lower density development and fewer mixed use developments and multi-unit housing.

Future plans regarding transportation must be able to incorporate Plan A's land use framework to demonstrate the connection between land use and mobility. Future transit expansion plans need to be proactive in how they consider the surrounding built form, and how Plan A could be amended to support expansion efforts. Bicycle and pedestrian plans developed in the future will also need to do the same.

NEIGHBORHOODS & HOUSING

Many of Atlanta's neighborhoods value preservation and minimizing change that doesn't align with their values. A recent affordable housing movement has emerged both nationally and locally, with a focus on providing accessible housing for a diversity of ages, incomes, stages of life, family types, and occupations. While these two things may not appear to be related, they do have a lot to do with the other.

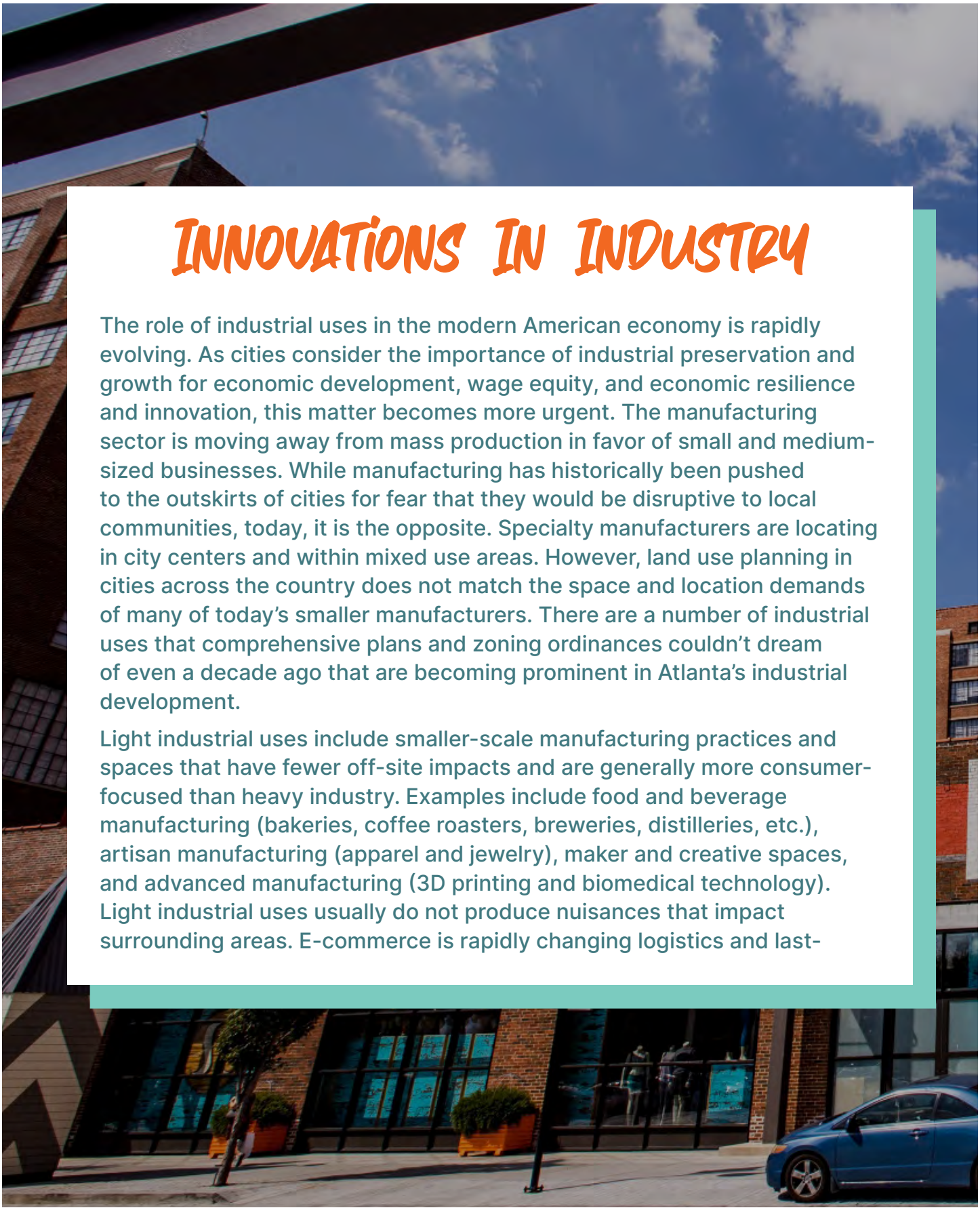
There are two ways in which a neighborhood's preservation goals and its housing choice and affordability goals can appear to conflict with each other. First, when preservation begins to limit or prohibit the introduction of any new uses or prohibit the reestablishment of historic uses for the creation of new uses (such as garage apartments, internal house apartments, or walk-up flats), then the ability to provide diverse and affordable housing options can be greatly diminished. Secondly, when tools for increased density are established without consideration for the preservation of the established character of the built environment, the ability to preserve their development patterns can be lost and have lasting impacts. This convergence of values around preserving neighborhood patterns and housing affordability have led to a lack of clarity for many cities on how to successfully aspire to both of these seemingly conflicting directions. Because Atlantans have placed value on both preservation



and increased housing choices, it is vital to create policy approaches that lessen the potential for conflict between these aspirations.

From a preservation perspective, there are neighborhoods with historic significance or established building stock. The residents have the interest, but the lack the tools to doing something to preserve their historic character or built form. In many of these areas, older houses are commonly purchased and torn-down to create newer and more expensive single-unit infill houses. From an affordable housing perspective, there are neighborhoods that are low-density and predominantly single-unit parcels (despite the historic existence of residential uses other than single-unit) which limits the ability for these neighborhoods to provide a greater number of smaller and more affordably priced units within the neighborhood.

Preserving neighborhood patterns is an argument often used to only allow single-unit housing, despite the historic existence of additional housing types and uses. Conversely, the allowance of more higher-density residential uses in neighborhoods with predominantly single-unit houses could result in drastic changes to their character that is not supported by that neighborhood. For these reasons, there is a growing "disagreement" of views between groups that want to preserve their neighborhood's physical character and patterns, and groups that are pursuing housing choice and affordability.



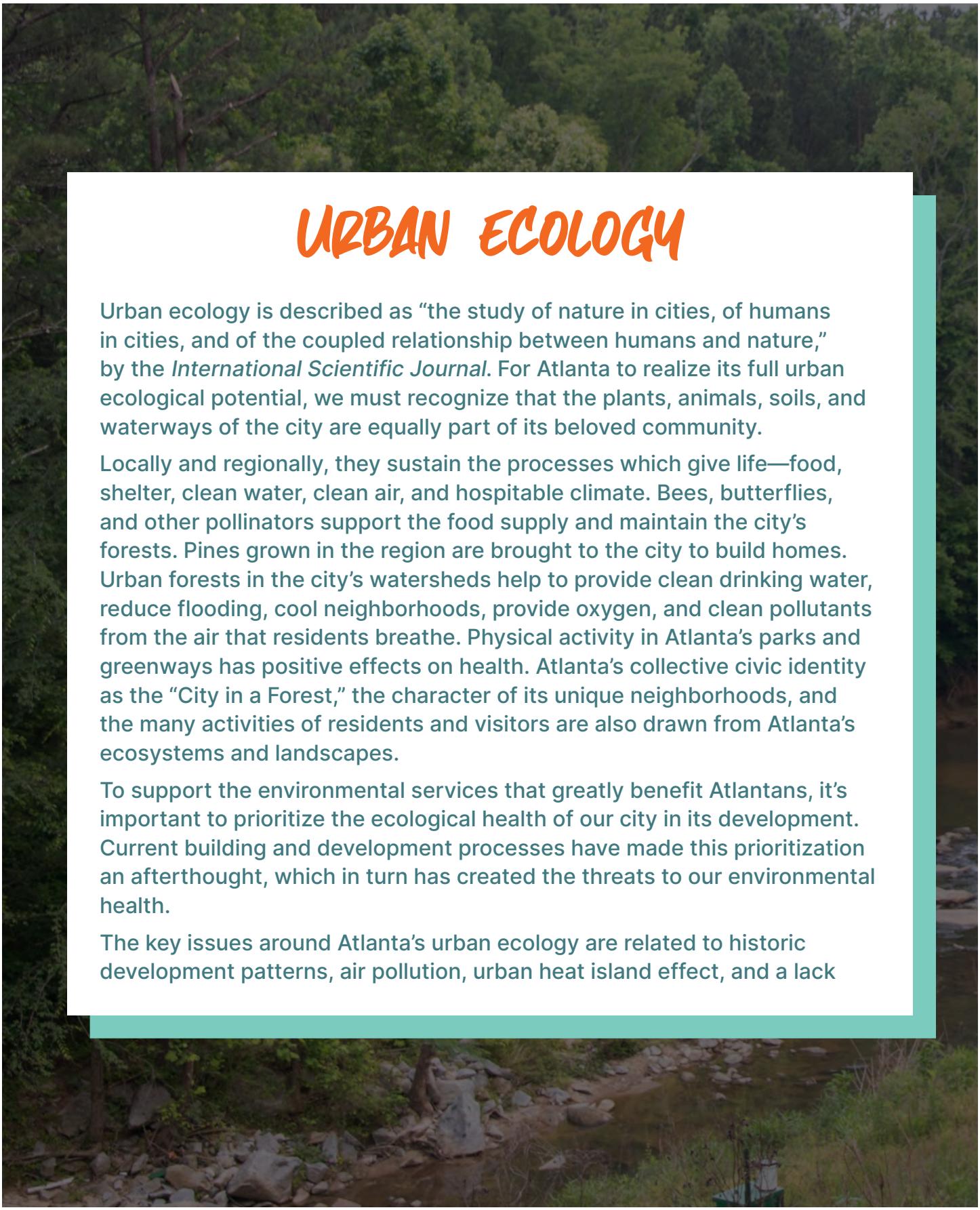
INNOVATIONS IN INDUSTRY

The role of industrial uses in the modern American economy is rapidly evolving. As cities consider the importance of industrial preservation and growth for economic development, wage equity, and economic resilience and innovation, this matter becomes more urgent. The manufacturing sector is moving away from mass production in favor of small and medium-sized businesses. While manufacturing has historically been pushed to the outskirts of cities for fear that they would be disruptive to local communities, today, it is the opposite. Specialty manufacturers are locating in city centers and within mixed use areas. However, land use planning in cities across the country does not match the space and location demands of many of today's smaller manufacturers. There are a number of industrial uses that comprehensive plans and zoning ordinances couldn't dream of even a decade ago that are becoming prominent in Atlanta's industrial development.

Light industrial uses include smaller-scale manufacturing practices and spaces that have fewer off-site impacts and are generally more consumer-focused than heavy industry. Examples include food and beverage manufacturing (bakeries, coffee roasters, breweries, distilleries, etc.), artisan manufacturing (apparel and jewelry), maker and creative spaces, and advanced manufacturing (3D printing and biomedical technology). Light industrial uses usually do not produce nuisances that impact surrounding areas. E-commerce is rapidly changing logistics and last-

mile distribution. As consumers expect faster delivery times, last-mile warehouses are seeking locations near population centers, sometimes paying higher rents than other industrial uses. These facilities can generate around-the-clock truck traffic. These uses typically require smaller floor areas and include distribution centers for the storage and sorting of products shipped directly to consumers. On the other hand, uses like data centers may require more land, but don't much traffic, if any at all. Another trend is commissaries and "ghost" kitchens. These are commercial kitchens that operate without a storefront presence, where vendors can store and prepare their food for catering or food delivery services. Lastly, use "mash-ups" are becoming increasingly common as small-scale and craft manufacturers are seeing the benefits of bringing their products directly to local consumers. They are often smaller in scale and less reliant on large trucks, which means that they can be more flexible with respect to where they locate and what type of building they occupy. These mash-ups consist of combinations of traditional industrial uses with non-industrial components like retail, food and beverage, or research and development.

The appropriate policies can allow for more spaces in urban commercial and mixed use areas for small, low-impact manufacturers and use mash-ups. These uses can fit within a wide variety of industrial, commercial, and mixed use areas. Industrial development must be coordinated with larger economic development and equity goals of the city as defined in *Atlanta City Design*. Atlanta's limited industrial land should be leveraged to accommodate these emerging trends to create job opportunities within the changing economic landscape.



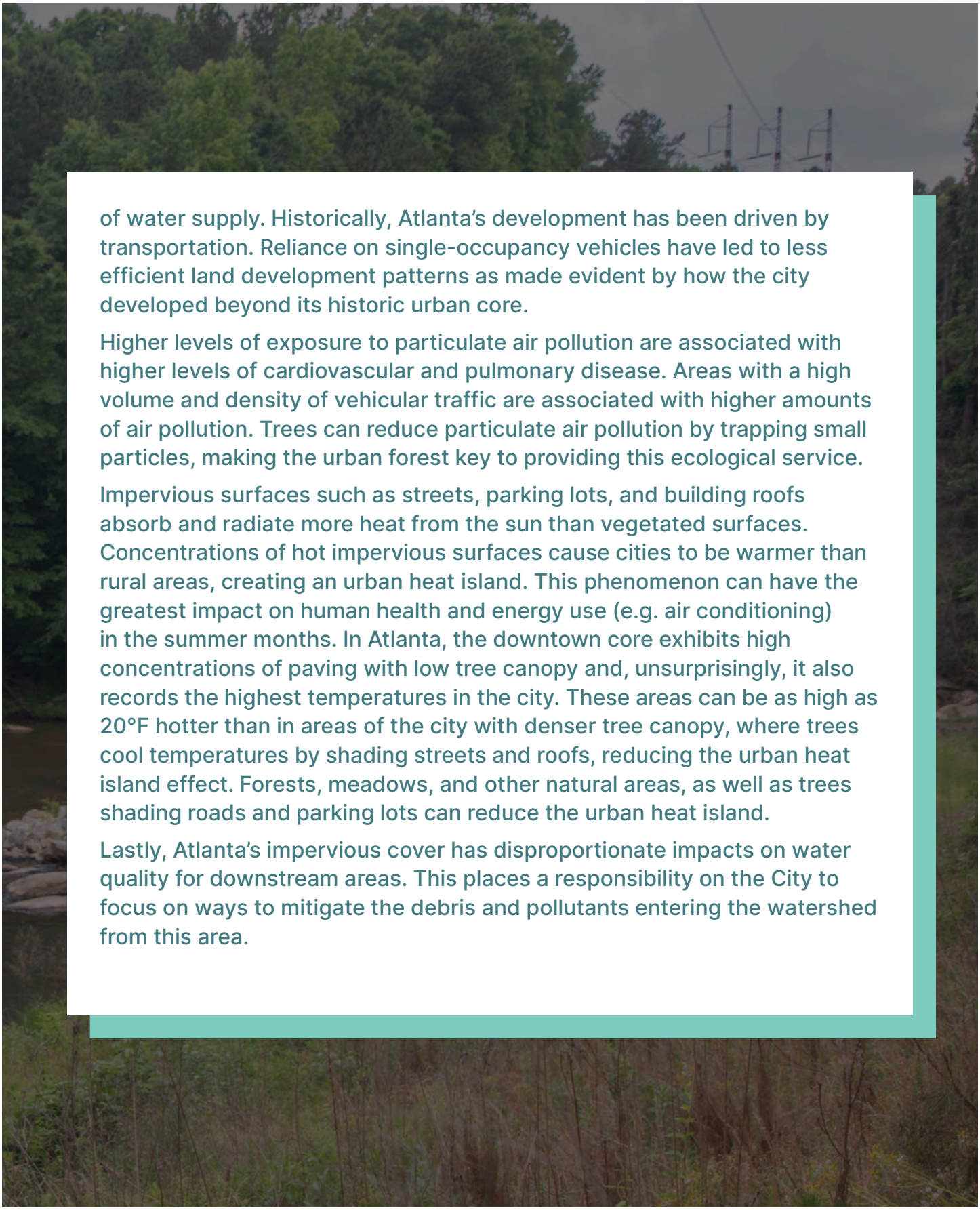
URBAN ECOLOGY

Urban ecology is described as "the study of nature in cities, of humans in cities, and of the coupled relationship between humans and nature," by the *International Scientific Journal*. For Atlanta to realize its full urban ecological potential, we must recognize that the plants, animals, soils, and waterways of the city are equally part of its beloved community.

Locally and regionally, they sustain the processes which give life—food, shelter, clean water, clean air, and hospitable climate. Bees, butterflies, and other pollinators support the food supply and maintain the city's forests. Pines grown in the region are brought to the city to build homes. Urban forests in the city's watersheds help to provide clean drinking water, reduce flooding, cool neighborhoods, provide oxygen, and clean pollutants from the air that residents breathe. Physical activity in Atlanta's parks and greenways has positive effects on health. Atlanta's collective civic identity as the "City in a Forest," the character of its unique neighborhoods, and the many activities of residents and visitors are also drawn from Atlanta's ecosystems and landscapes.

To support the environmental services that greatly benefit Atlantans, it's important to prioritize the ecological health of our city in its development. Current building and development processes have made this prioritization an afterthought, which in turn has created the threats to our environmental health.

The key issues around Atlanta's urban ecology are related to historic development patterns, air pollution, urban heat island effect, and a lack



of water supply. Historically, Atlanta's development has been driven by transportation. Reliance on single-occupancy vehicles have led to less efficient land development patterns as made evident by how the city developed beyond its historic urban core.

Higher levels of exposure to particulate air pollution are associated with higher levels of cardiovascular and pulmonary disease. Areas with a high volume and density of vehicular traffic are associated with higher amounts of air pollution. Trees can reduce particulate air pollution by trapping small particles, making the urban forest key to providing this ecological service.

Impervious surfaces such as streets, parking lots, and building roofs absorb and radiate more heat from the sun than vegetated surfaces. Concentrations of hot impervious surfaces cause cities to be warmer than rural areas, creating an urban heat island. This phenomenon can have the greatest impact on human health and energy use (e.g. air conditioning) in the summer months. In Atlanta, the downtown core exhibits high concentrations of paving with low tree canopy and, unsurprisingly, it also records the highest temperatures in the city. These areas can be as high as 20°F hotter than in areas of the city with denser tree canopy, where trees cool temperatures by shading streets and roofs, reducing the urban heat island effect. Forests, meadows, and other natural areas, as well as trees shading roads and parking lots can reduce the urban heat island.

Lastly, Atlanta's impervious cover has disproportionate impacts on water quality for downstream areas. This places a responsibility on the City to focus on ways to mitigate the debris and pollutants entering the watershed from this area.

Land Use Planning

Vision

Our vision for Atlanta's future development embodies *Atlanta City Design*'s five core values of equity, progress, ambition, access, and nature. When we're at our best, Atlanta's physical form celebrates the juxtaposition of a vibrant city and a verdant forest. With our core values in mind, therefore, we'll base our land use approach to future growth on this enduring logic.

Goals

1. **Livability and Equity.** Make sure that all our strategic recommendations for how the city is built are intentionally designed to bridge our many geographic, demographic, economic, and environmental divides so everyone is included in our future prosperity. As we design a more livable city, the intrinsic value of equity will be realized only when the investments and policies that support our other core values of progress, ambition, access and nature, accrue to everyone.
2. **Development Patterns.** Create and implement a new approach to land use policy using Development Patterns to eliminate the complications and confusion associated with the former multi-layered approach.
3. **Atlanta City Design.** Incorporate the vision of *Atlanta City Design* into the new land use approach.
4. **The New Zoning Ordinance.** Integrate the new Zoning Ordinance seamlessly into the new land use approach to ensure that the right zoning tools are in place to implement Plan A and meet the needs of Atlanta's diverse neighborhoods.

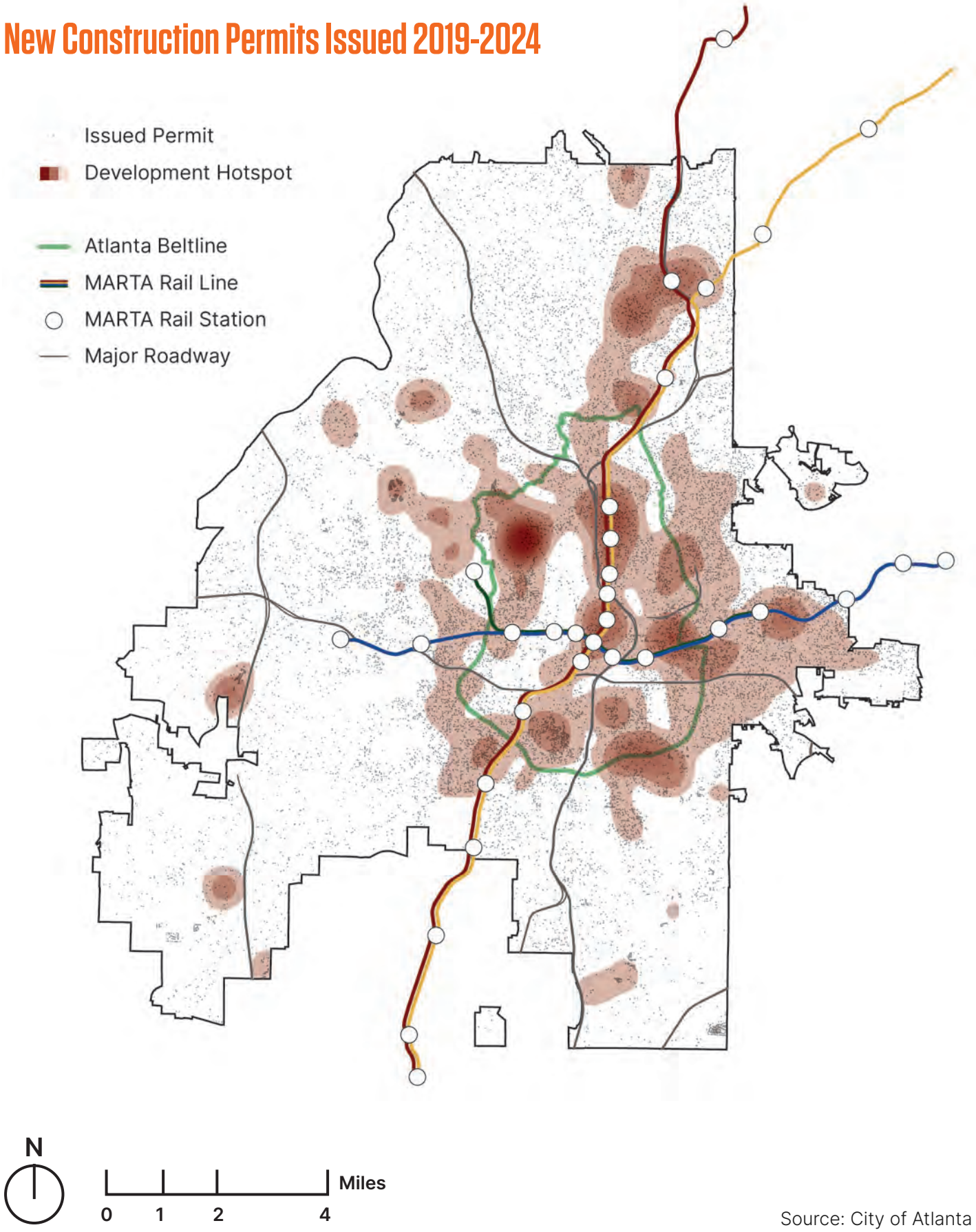
Context for Land Use Planning

Atlanta's Growth & Development

Hotspots for development are emerging around Atlanta. The map on page 54 shows where new construction permits have been issued and where they are concentrated. The map shows that new construction activity is high in the urban core (Downtown, Midtown, and Buckhead) and in emerging areas like the Upper Westside. Other hotspots include eastside neighborhoods like Edgewood, Grant Park, Peoplestown, and Old Fourth Ward, as well as pockets of southwest Atlanta like Pittsburgh and Oakland City. Most of these hotspots are along the Atlanta BeltLine corridor or near MARTA rail stations, reflecting how trails and transit can serve as major drivers for development.

Additionally, several significant projects are in the pipeline for future construction. Some projects, such as Centennial Yards and the Stitch, are years in the making and just beginning to show how transformative they can be. Others are smaller projects, which collectively breathe life into neighborhood blocks, create employment opportunities, and provide places for neighbors to gather.

New Construction Permits Issued 2019-2024



Source: City of Atlanta

Atlanta City Design as a Layer

Planning is a very iterative process—it is a best practice to build off the plans, ideas, concepts, and input that have come before. At some point, however, this process can result in overly complicated, confusing policies and approaches. By adding *Atlanta City Design* as an additional layer of the land use vision, the City of Atlanta has reached that point.

Atlanta City Design—the guiding visionary document of Plan A—identifies two distinct design areas to frame land use planning: Growth Areas and Conservation Areas (see page 28 for more information).

It was a challenge to fold in this new layer as a policy approach in the 2021 Plan A Land Use Planning Element. The plan already had two guiding layers with 36 different designations, 20 Future Land Uses, and 16 Character Areas. Add *Atlanta City Design*, and the land use approach became very messy and complicated, lacking a clear hierarchy or process for resolving conflicting designations.

A major goal of this update to Plan A is to streamline and simplify the land use planning approach. The Department of City Planning selected the components of each layer that worked best and created Development Patterns.

What are Development Patterns?

Development Patterns are a combination of physical features common to every Atlanta neighborhood. Physical features at the block scale include accessibility for cars and pedestrians, block lengths, street types, transit options, and the presence of trees. Other noticeable features include the size, type, design, and use of lots and buildings along Atlanta's streets.

Source: *Atlanta City Design*

The different combinations of these physical features create unique patterns of development. When these patterns coexist within a neighborhood and across Atlanta, they form the foundation for a new approach to land use planning.

Some neighborhoods in the city have very similar Development Patterns, even if they are not near each other—for example, consider the shared physical features of Morningside-Lenox Park and Sylvan Hills. Conversely, neighborhoods with very different Development Patterns may be directly adjacent, such as the tree-lined residential streets in Ansley Park next to the high-rises in Midtown along Peachtree Street.

Development Patterns & Building Atlanta

Development Patterns establish stronger connections between land use planning and the activities involved in building our city. This approach offers more effective guidance for implementing a new Zoning Ordinance that is more informed by Atlanta's physical form than by how land is used. It also emphasizes the importance of thoughtfully planning our historic areas and neighborhoods with transit.

Atlanta's historic places and spaces are essential to the city's livability and sense of identity. Many of the most desirable and recognizable neighborhoods in Atlanta today were developed in the late 19th century around streetcar routes, featuring compact, walkable, mixed use streets. Additionally, the expansive suburban neighborhoods built after World War II attracted many African American residents and contributed significantly to Atlanta's influence on civil rights and social change. The unique qualities that make these places special have been incorporated into the Development Patterns and will continue to be protected under Atlanta's Historic Preservation Ordinance.

As Atlanta continues to grow, it is crucial to align land use with transportation by promoting denser and better-connected development around existing and new transit investments. A transit-oriented development (TOD) strategy aims to enhance access to transit for all residents. This presents not only a design challenge but also a challenge related to equity and livability, as it requires balancing the effects of neighborhood change with the needs of both the city and the region. The physical transformations in areas surrounding TOD can be quite significant. Therefore, Plan A emphasizes small area and neighborhood planning to gain a deeper understanding of the unique physical characteristics of Atlanta's diverse neighborhoods near transit. This approach will help inform zoning decisions, future investments, and collaborative efforts to develop Atlanta's transit-oriented communities.

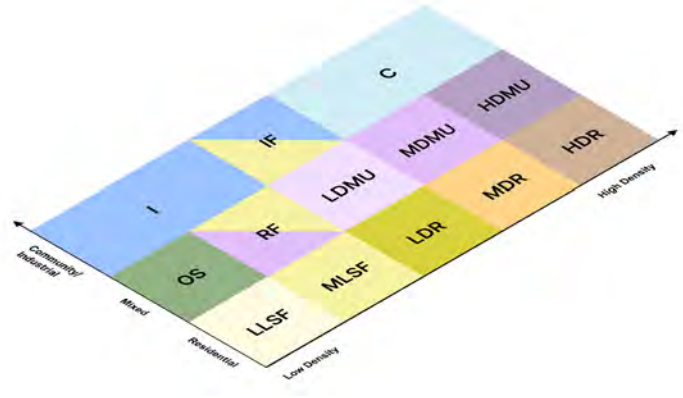
Atlanta City Council adopted *Transit Oriented Atlanta* in 2015 (15-O-1342) to serve as the City's official TOD guide. It includes station area profiles with implementation plans, station typologies, context-specific guidelines, and citywide policies to guide development around transit.

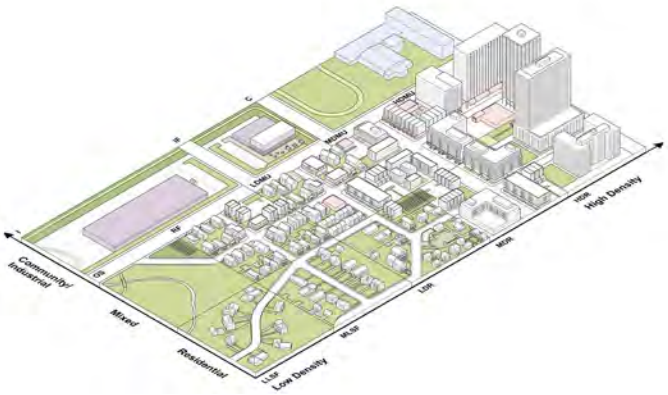
Planning With Development Patterns

The new approach using Development Patterns is informed by Atlanta's physical layout and established land use and building mixes that add to Atlanta's vibrancy and diversity.

The City took the best of both Future Land Use and Character Area planning, but dismantled the two-layer approach and replaced them with a single layer with the following Development Patterns:

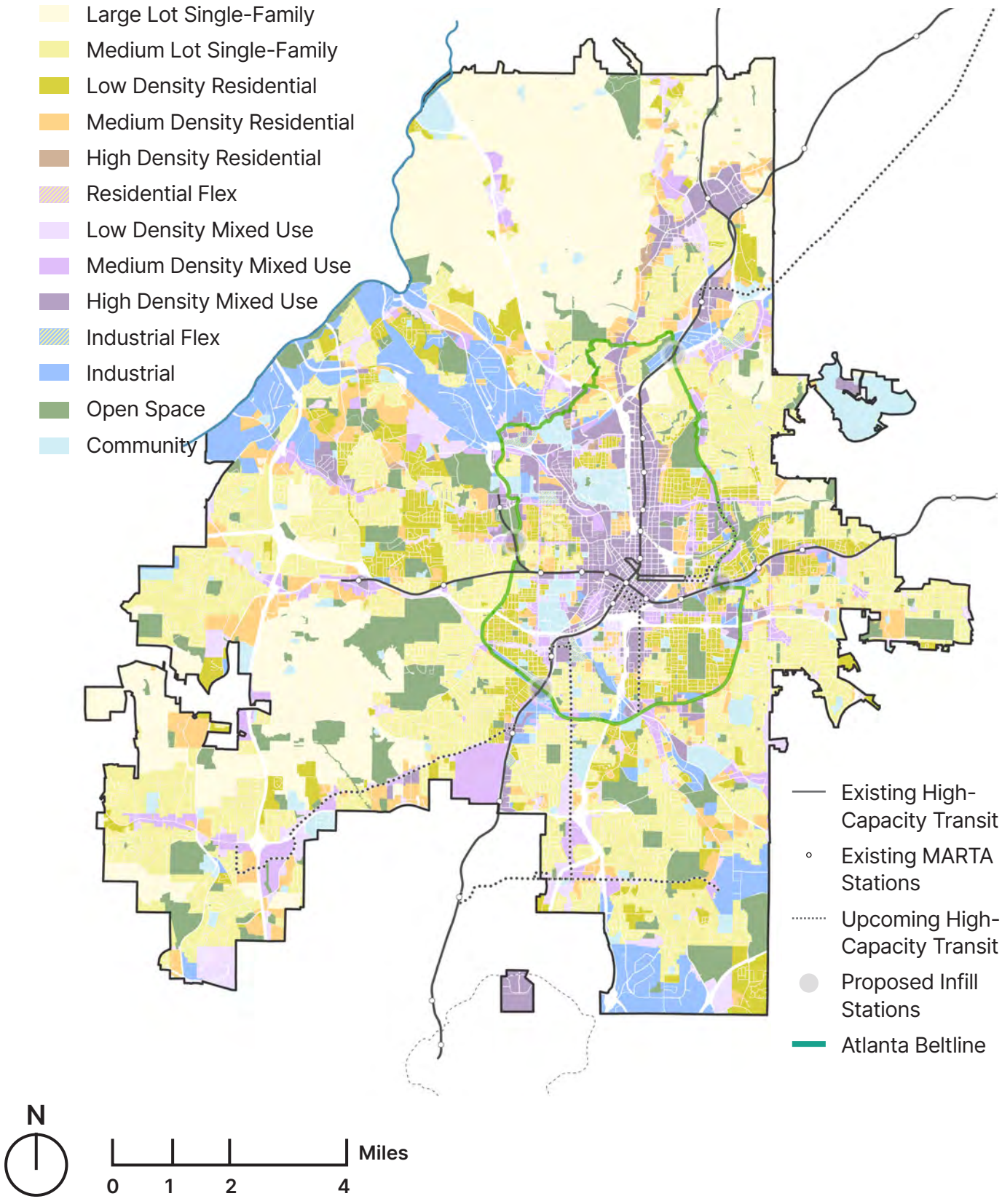
- Large Lot Single-Family (LLSF)
- Medium Lot Single-Family (MLSF)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Residential Flex (RF)
- Low Density Mixed Use (LDMU)
- Medium Density Mixed Use (MDMU)
- High Density Mixed Use (HDMU)
- Industrial Flex (IF)
- Industrial (I)
- Open Space (OS)
- Community (C)





Each Development Pattern describes the physical features that distinguish different areas of Atlanta. Descriptions are accompanied by illustrative graphics and photos, a list of compatible zoning districts, and principles that guide new development. Collectively, the Development Pattern descriptions, compatible zoning districts, and typical features on pages 68-93 are used to better understand the context and design considerations of applying Plan A's land use approach to small area and neighborhood planning, and amending the Development Pattern map. These Development Patterns also anticipate how the future Zoning Ordinance will regulate land use and development. While the current Zoning Ordinance regulates almost exclusively on the abstract concept of floor area ratio (FAR), building heights, and principal use of the property, the new Zoning Ordinance focuses on the appearance of buildings and the spaces between them.

Development Patterns Map



Changing a Property's Development Pattern

Changing a property's Development Pattern is completed by a process different from the five-year comprehensive plan update. A Development Pattern change is aptly named a "CDP Amendment." This usually occurs when an applicant seeks to rezone a property to a zoning district that is not consistent with the property's existing designation. In that situation, the property owner makes a request to the City for both a Development Pattern and Zoning District change because the City requires a property's zoning to conform with the comprehensive plan. The City must approve the CDP Amendment before or concurrently with the rezoning. Atlanta currently completes CDP Amendments each quarter.

The Department of City Planning uses the following uncodified criteria to review quarterly CDP Amendments.

- Will the proposed change permit, through zoning, uses that are suitable given the use and development of adjacent and nearby property?
- Will the proposed change affect the existing use or usability of adjacent or nearby property?
- Will the proposed change reflect pre-1945 neighborhood development patterns?
- Will the proposed change result in uses that will or could cause extensive or burdensome use of existing streets, transportation infrastructure, or schools?
- Will there be environmental impacts or consequences resulting from the proposed change?
- Will the proposed change advance the vision of *Atlanta City Design*?
- Will the proposed change be consistent and further recommendations in adopted small area or neighborhood plans?
- Will the proposed change be consistent with Plan A's policies, particularly the guiding principles of growth and development established citywide and for each Development Pattern?

Policy **LU 1.2** (see page 107) recommends reviewing and codifying these criteria to improve the CDP Amendment process.

Citywide Principles

The following Principles apply to all Development Patterns across the city.

Atlanta's Context: Physical Form

CW 1 Reinforce the city's physical form, which encourages density in the urban core and on major corridors where investments in infrastructure, public spaces, transit, and pedestrian connections and walkability support growth. Outside these areas, support more modest growth compatible with each neighborhood's typical built and natural features or small area plans.

CW 2 Ensure development is appropriately scaled and compatible with surrounding areas.

CW 3 Use transitions, landscaping, and other measures to minimize negative impacts of development on adjacent areas, especially on residential areas smaller in scale and height, and with less intense uses.

CW 4 Encourage development in clusters suitable with surrounding areas and aligned with existing and future pedestrian and transit options.

CW 5 Promote a balance of uses, particularly between jobs and housing, retail and housing, services and housing, and civic uses and housing.

CW 6 Provide a range of public spaces and open spaces that complement the built and natural features of surrounding areas.

CW 7 Incorporate community, civic, and institutional uses, such as schools, health facilities, and places of worship, to serve surrounding areas and contribute to their sense of place and identity.

CW 8 Support reusing, rehabilitating, or adapting buildings 50 years or older.

CW 9 Promote quality and flexibility in building architecture and urban design to enhance the public realm and evolve with the needs and opportunities of surrounding areas.

CW 10 Enhance the public realm with art, monuments, public spaces, and other public and private investments that contribute to the area's natural, cultural, social, and civic identity.

CW 11 Enact sign ordinance controls that provide for the orderly regulation of signage to accomplish the following: improve our city's aesthetic appearance; reduce visual clutter and driver distraction; promote traffic safety for pedestrians, bicyclists, and motorists; enhance tourist experiences in downtown, and other high activity areas, with creativity and technology; protect Landmark and Historic districts; provide for alternate design sign plans; and, protect free speech rights.

Atlanta's Context: Transportation

CW 12 Encourage transit and pedestrian alternatives to driving cars to connect people with the places they need or want to go, like areas with mixed use and community activities and open space.

CW 13 Match development with the physical form and purpose of adjacent streets.

CW 14 Ensure effective use and safe, equitable access to streets, sidewalks, and the curbs where they meet.

CW 15 Support safe and effective freight movement on streets and rail, and mitigate freight impacts on the environment and surrounding areas.

CW 16 Improve transit and pedestrian connectivity and walkability between residential neighborhoods and adjacent areas with jobs, retail, services, civic, and open spaces.

CW 17 Improve transit and pedestrian connectivity and walkability to minimize needing a car to access new development, especially in multifamily residential and mixed use areas.

CW 18 Integrate development with street and pedestrian networks to avoid creating dead-end streets and gaps in our networks (including sidewalks, trails, and bikeways).

CW 19 Promote safe and enjoyable pedestrian experiences through architecture and arrangement of adjacent buildings.

Atlanta's Context: Nature

CW 20 Encourage development that restores forests, meadows, rivers, streams, and wetlands.

CW 21 Conserve and add open space to expand natural, biodiverse habitats or connect forests.

CW 22 Support development that maintains and expands its surrounding tree canopy.

CW 23 Connect more people to nature throughout the city by designing and building "nature spaces" as new public spaces at the intersection of streets with streams, rivers, and forests.

CW 24 Encourage development, including open space, that adds the city's resilience to climate vulnerabilities by minimizing urban heat islands, managing stormwater, and conserving water and energy.

CW 25 Discourage the loss of public- or private-owned open space contributing to the city's natural, cultural, social, and civic identity, including cemeteries.

Development Patterns

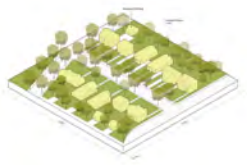
SINGLE-FAMILY

LLSF — Large Lot Single-Family

Areas primarily for single-unit houses with larger lots, curving streets, low walkability, and high tree canopy on lots.

MLSF — Medium Lot Single-Family

Areas primarily for single-unit houses (with or without accessory dwellings) with medium to small lots, gridded streets, moderate walkability, and moderate tree canopy on lots.



RESIDENTIAL

LDR — Low Density Residential

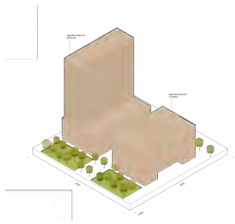
Areas for a mix of small, low-rise residential uses with small lot, gridded streets, moderate to high walkability, and moderate tree canopy on lots.

MDR — Medium Density Residential

Areas for a mix of up to mid-rise residential uses with limited ground story commercial, gridded streets, moderate to high walkability, and high tree canopy on streets.

HDR — High Density Residential

Areas for up to high-rise multi-unit uses with limited ground story commercial, high walkability, and high tree canopy on streets. They are usually located along major streets or near transit.



MIXED-USE

RF — Residential Flex

Areas for a mix of residential and non-residential uses with a scale, density, and design similar to the Medium Lot Single-Family and Low Density Residential Development Patterns.

MIXED-USE

LDMU — Low Density Mixed Use

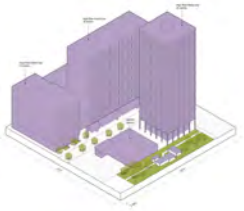
Areas for a mix of low-rise commercial and residential uses serving a few neighborhoods. These areas have high walkability, moderate tree canopy on lots and streets, and are usually located along major streets.

MDMU — Medium Density Mixed Use

Areas of a mix of mid-rise commercial and residential uses serving several neighborhoods. These areas have high walkability, high tree canopy on streets, and are usually located along major streets or where different neighborhoods meet.

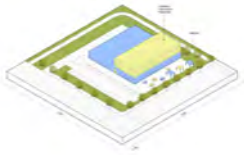
HDMU — High Density Mixed Use

Areas for a mix of high-rise commercial and residential uses serving the entire city or region. These areas have very high walkability, high tree canopy on streets and are located near the city's center and have access to transit.



IF — Industrial Flex

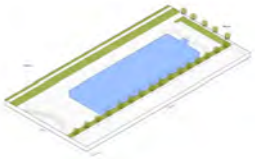
Areas for a mix of low-impact industrial uses and compatible residential and commercial uses.



INDUSTRIAL

I — Industrial

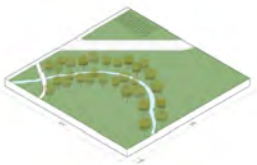
Areas for industrial land, buildings, rail yards, and transportation infrastructure that support manufacturing, warehousing, distribution, repair, and intermodal activities.



OTHER

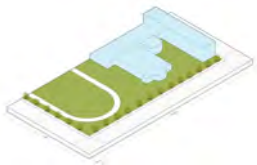
OS — Open Space

Areas for parks and indoor recreation centers; gardens; forests; nature preserves; greenspace along rivers, streams, and lakes; and cemeteries and memorials.



C — Community

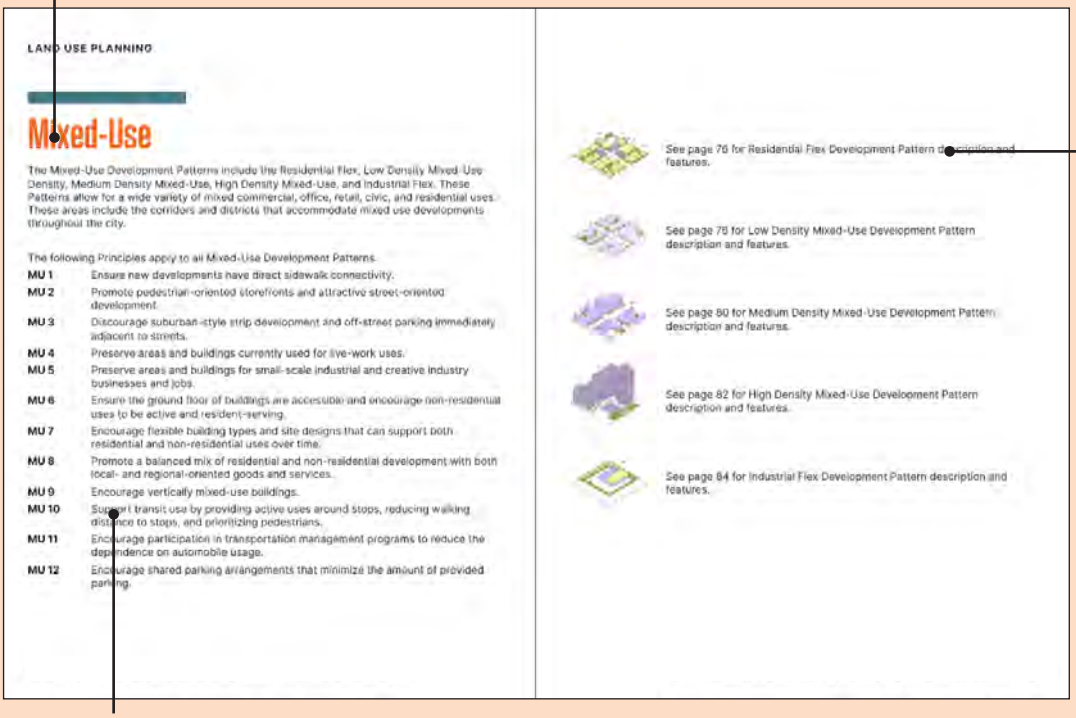
Areas characterized by civic, institutional, and public uses that are typically located on larger properties.



How to Use This Section

Development Pattern Group

With the exception of Open Space and Community, all Development Patterns have been grouped into Single-Family, Residential, Mixed Use, and Industrial categories.



LAND USE PLANNING

Mixed-Use

The Mixed-Use Development Patterns include the Residential Flex, Low Density Mixed-Use Density, Medium Density Mixed-Use, High Density Mixed-Use, and Industrial Flex. These Patterns allow for a wide variety of mixed commercial, office, retail, civic, and residential uses. These areas include the corridors and districts that accommodate mixed use developments throughout the city.

The following Principles apply to all Mixed-Use Development Patterns.

MU 1 Ensure new developments have direct sidewalk connectivity.
MU 2 Promote pedestrian-oriented storefronts and attractive street-oriented development.
MU 3 Discourage suburban-style strip development and off-street parking immediately adjacent to streets.
MU 4 Preserve areas and buildings currently used for live-work uses.
MU 5 Preserve areas and buildings for small-scale industrial and creative industry businesses and jobs.
MU 6 Ensure the ground floor of buildings are accessible and encourage non-residential uses to be active and resident-serving.
MU 7 Encourage flexible building types and site designs that can support both residential and non-residential uses over time.
MU 8 Promote a balanced mix of residential and non-residential development with both local- and regional-oriented goods and services.
MU 9 Encourage vertically mixed-use buildings.
MU 10 Support transit use by providing active uses around stops, reducing walking distance to stops, and prioritizing pedestrians.
MU 11 Encourage participation in transportation management programs to reduce the dependence on automobile usage.
MU 12 Encourage shared parking arrangements that minimize the amount of provided parking.

See page 76 for Residential Flex Development Pattern description and features.

See page 78 for Low Density Mixed-Use Development Pattern description and features.

See page 80 for Medium Density Mixed-Use Development Pattern description and features.

See page 82 for High Density Mixed-Use Development Pattern description and features.

See page 84 for Industrial Flex Development Pattern description and features.

Applicable Development Patterns & Where to Find Them

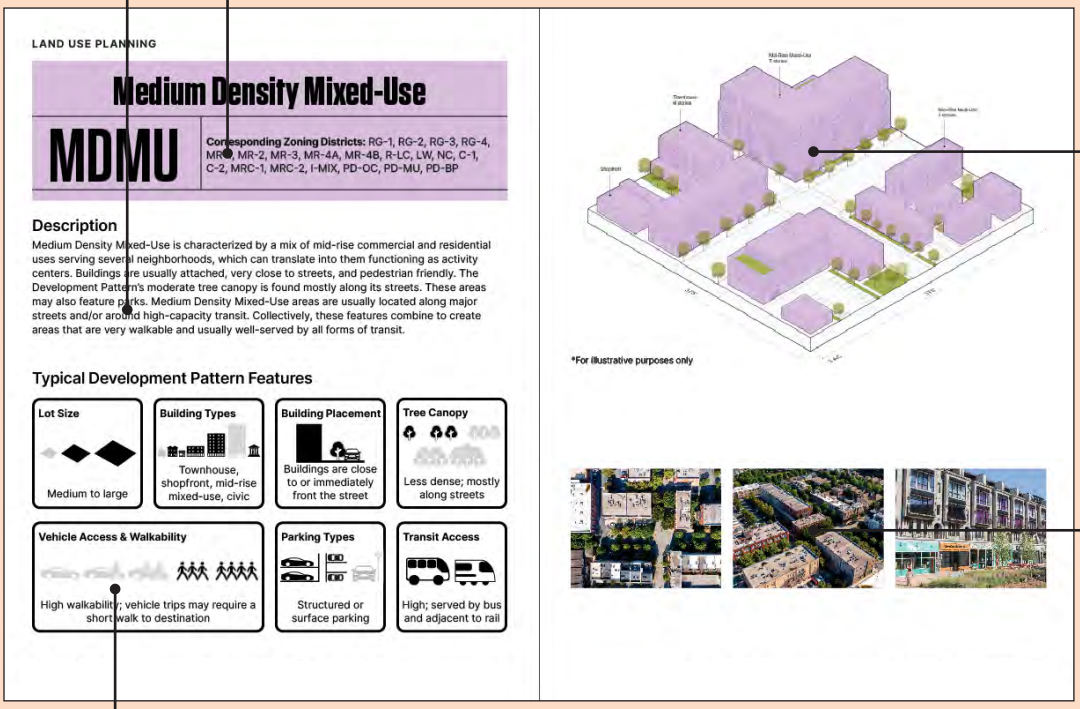
This lists the Development Patterns in this category, and where to find them.

Principles

These principles describe the contextual and design considerations of applying Plan A's land use approach to new development.

Description Provides a narrative of the Development Pattern and its defining features.

Zoning Lists the applicable zoning districts for the Development Pattern.



LAND USE PLANNING

Medium Density Mixed-Use

MDMU

Corresponding Zoning Districts: RG-1, RG-2, RG-3, RG-4, MR-1, MR-2, MR-3, MR-4A, MR-4B, R-LC, LW, NC, C-1, C-2, MRC-1, MRC-2, I-MIX, PD-OC, PD-MU, PD-BP

Description

Medium Density Mixed-Use is characterized by a mix of mid-rise commercial and residential uses serving several neighborhoods, which can translate into them functioning as activity centers. Buildings are usually attached, very close to streets, and pedestrian friendly. The Development Pattern's moderate tree canopy is found mostly along its streets. These areas may also feature parks. Medium Density Mixed-Use areas are usually located along major streets and/or around high-capacity transit. Collectively, these features combine to create areas that are very walkable and usually well-served by all forms of transit.

Typical Development Pattern Features

Lot Size	Building Types	Building Placement	Tree Canopy
Medium to large	Townhouse, shopfront, mid-rise mixed-use, civic	Buildings are close to or immediately front the street	Less dense; mostly along streets

Vehicle Access & Walkability	Parking Types	Transit Access
High walkability; vehicle trips may require a short walk to destination	Structured or surface parking	High; served by bus and adjacent to rail

*For illustrative purposes only

Graphic Representation

Shows an example of how typical features may present.

Imagery

Example photos of how this Development Pattern may look.

Typical Features A graphic representation of the Development Pattern's typical features, including lot size, tree canopy, walkability, etc.

Single-Family

The Single-Family Development Patterns include Large Lot Single-Family and Medium Lot Single-Family. These patterns are predominantly single-family in use and form. These areas include Atlanta's traditional neighborhoods as well as newly developed and emerging neighborhoods.

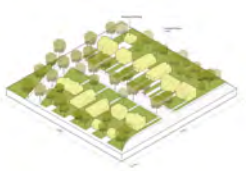
The following Principles apply to all Single-Family Development Patterns.

SF 1 Maintain consistent design elements and existing features.

SF 2 Prioritize maintaining and rehabilitating existing housing.

SF 3 Ensure lots have adequate yards, tree canopy, and permeable surfaces to manage stormwater.

See page 76 for Large Lot Single-Family Development Pattern description and features.



See page 78 for Medium Lot Single-Family Development Pattern description and features.

Residential

The Residential Development Patterns include the Low Density Residential, Medium Density Residential, and High Density Residential. These patterns are predominantly multifamily in use and form. These areas include the corridors and districts that accommodate higher density multifamily developments throughout the city.

The following Principles apply to all Residential Development Patterns.

R 1 Direct residential growth into locations with access to transit, jobs, retail, goods, services, parks, open spaces, and civic uses.

R 2 Direct residential growth that is compatible in scale, height, and character with adjoining neighborhoods and districts.

R 3 Encourage more diverse housing opportunities by supporting the construction of duplexes, triplexes, and small apartment buildings that align with the existing physical character of an area.

R 4 Ensure new developments have direct sidewalk connectivity and their buildings are directed towards pedestrians.

R 5 Discourage suburban-style strip development and parking between buildings and streets.

R 6 Ensure the ground floor of buildings are accessible from the sidewalks and active to promote a safe, enjoyable public realm.

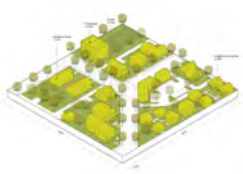
R 7 Support transit use by providing active uses around transit stops, reducing walking distance to stops, and prioritizing pedestrians.

R 8 Encourage people to walk, bike, roll, or use transit instead of drivng a car.

R 9 Encourage shared parking arrangements that minimize land dedicated to parking.

R 10 Provide diverse and more affordable housing choices that are accessible to all people.

R 11 Promote senior housing and opportunities to age in place.



See page 80 for Low Density Residential Development Pattern description and features.

See page 82 for Medium Density Residential Development Pattern description and features.

See page 84 for High Density Residential Development Pattern description and features.

Mixed Use

The Mixed Use Development Patterns include the Residential Flex, Low Density Mixed Use Density, Medium Density Mixed Use, High Density Mixed Use, and Industrial Flex. These patterns allow for a wide variety of mixed commercial, office, retail, civic, and residential activities. These are the urban core, various neighborhood commercial districts throughout the city, and the major corridors that connect them.

The following Principles apply to all Mixed Use Development Patterns.

MU 1 Ensure new developments have direct sidewalk connectivity.

MU 2 Promote pedestrian-oriented storefronts and attractive street-oriented development.

MU 3 Discourage suburban-style strip development and parking between buildings and streets.

MU 4 Maintain and protect areas and buildings currently used for live-work uses.

MU 5 Maintain and protect areas and buildings for small-scale industrial and creative industry businesses and jobs.

MU 6 Ensure the ground floor of buildings is accessible from the sidewalks and active to promote a safe, enjoyable public realm.

MU 7 Encourage flexible building types and site designs that can support both residential and non-residential uses over time.

MU 8 Promote a balanced mix of residential and non-residential development with both local- and regional-oriented goods and services.

MU 9 Encourage vertically mixed use buildings.

MU 10 Support transit use by providing active uses around transit stops, reducing walking distance to stops, and prioritizing pedestrians.

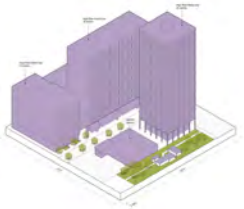
MU 11 Encourage people to walk, bike, roll, or use transit instead of taking a car.

MU 12 Encourage shared parking arrangements that minimize land dedicated to parking.

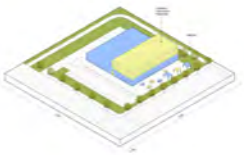
See page 86 for Residential Flex Development Pattern description and features.

See page 88 for Low Density Mixed Use Development Pattern description and features.

See page 90 for Medium Density Mixed Use Development Pattern description and features.



See page 92 for High Density Mixed Use Development Pattern description and features.



See page 94 for Industrial Flex Development Pattern description and features.

Industrial

The Industrial Development Pattern facilitates the growth of more intensive industrial uses, along with new and emerging uses that supply goods and services to local businesses and residents. Many of these activities are needed close to Atlanta's core and on corridors throughout the city.

The following Principles apply to the Industrial Development Pattern.

I 1 Maintain and protect non-residential areas and buildings for newer, modern industries compatible with urban locations.

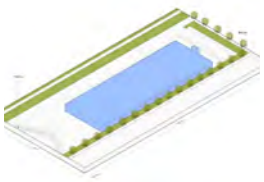
I 2 Maintain and protect non-residential areas and buildings for small-scale industrial and creative industry businesses and jobs.

I 3 Retain and attract industrial uses and jobs as Atlanta grows and protect these areas from residential and commercial encroachment.

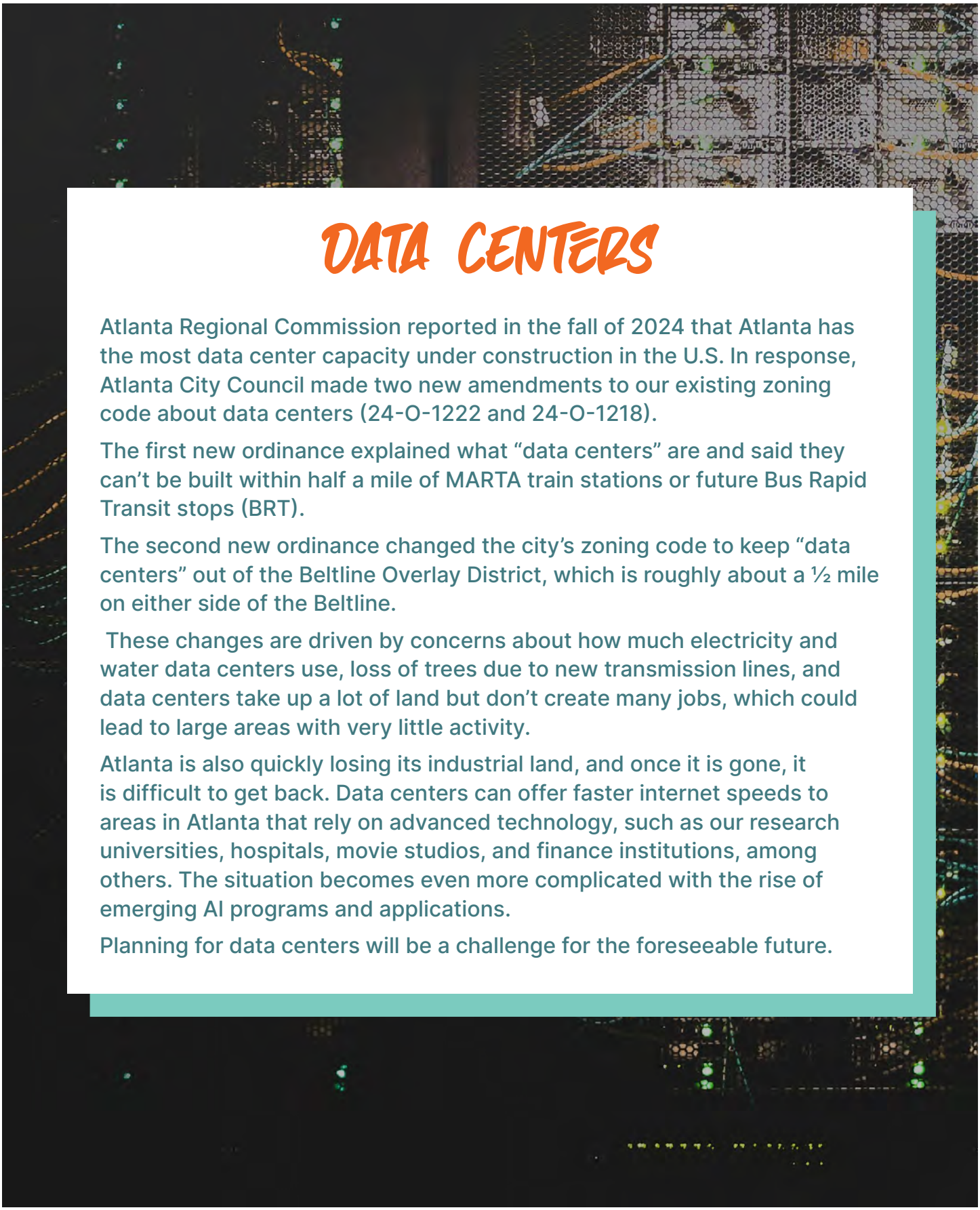
I 4 Reduce the environmental impacts of industrial areas.

I 5 Maintain and protect non-residential areas and buildings for traditional industries, such as logistics, warehousing, and light manufacturing.

I 6 Prioritize and encourage brownfield remediation.



See page 96 for Industrial Development Pattern description and features.



DATA CENTERS

Atlanta Regional Commission reported in the fall of 2024 that Atlanta has the most data center capacity under construction in the U.S. In response, Atlanta City Council made two new amendments to our existing zoning code about data centers (24-O-1222 and 24-O-1218).

The first new ordinance explained what "data centers" are and said they can't be built within half a mile of MARTA train stations or future Bus Rapid Transit stops (BRT).

The second new ordinance changed the city's zoning code to keep "data centers" out of the Beltline Overlay District, which is roughly about a ½ mile on either side of the Beltline.

These changes are driven by concerns about how much electricity and water data centers use, loss of trees due to new transmission lines, and data centers take up a lot of land but don't create many jobs, which could lead to large areas with very little activity.

Atlanta is also quickly losing its industrial land, and once it is gone, it is difficult to get back. Data centers can offer faster internet speeds to areas in Atlanta that rely on advanced technology, such as our research universities, hospitals, movie studios, and finance institutions, among others. The situation becomes even more complicated with the rise of emerging AI programs and applications.

Planning for data centers will be a challenge for the foreseeable future.

Large Lot Single-Family

LLSF

Corresponding Zoning Districts: R-1, R-2, R-2A, R-2B, R-3, FC-R3, R-3A, PD-H, PD-CS

Description

Large Lot Single-Family is characterized by single-unit houses with large lots, long blocks, and curving streets. Buildings are often set far from the street and each other. Stream corridors, floodplains, and woodlands are found throughout. Most of this Development Pattern's extensive tree canopy and other natural systems are located on private residential lots, but there are few street trees. Large Lot Single-Family areas are usually located further from commercial and employment areas. Collectively, these features translate into a need to drive to reach most places.

Typical Development Pattern Features

Lot Size

Large

Building Types

Houses, civic

Building Placement

Buildings are set back far from the street

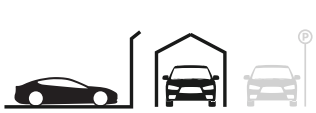
Tree Canopy

Dense; mostly within private lots

Vehicle Access & Walkability

Low walkability; vehicles have direct access from local streets

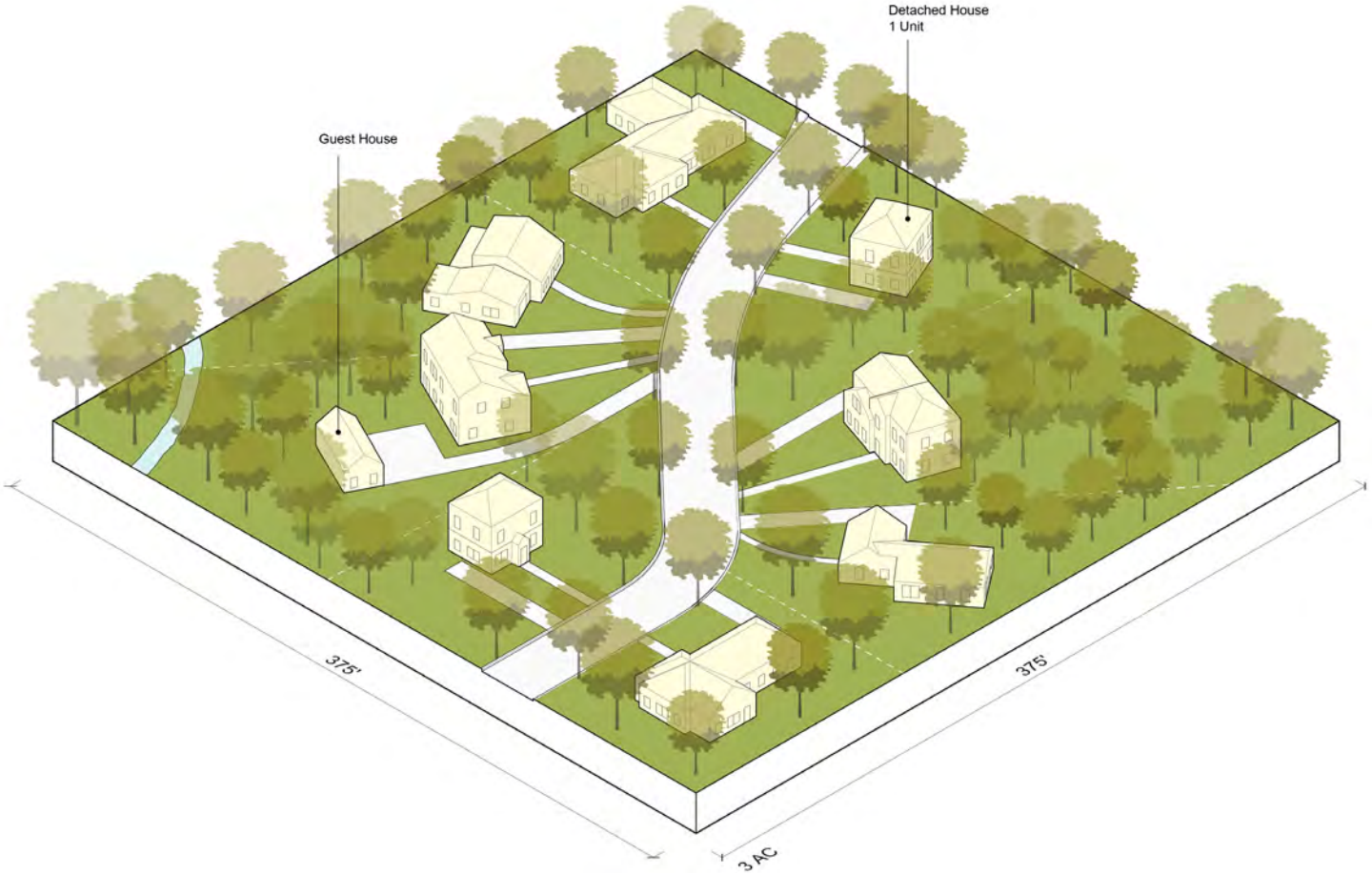
Parking Types



Driveways, garages

Transit Access

Low; served by bus along major streets



*For illustrative purposes only

Medium Lot Single-Family

MLSF

Corresponding Zoning Districts: R-4, R-4A, R-4B, PD-H, PD-CS

Description

Medium Lot Single-Family is characterized by single-unit houses (with or without accessory dwellings) with small- to medium-sized lots, a mixture of curvilinear and gridded streets, and moderate walkability. Buildings are detached but are closer to the street and each other than in Large Lot Single-Family. Most of the Development Pattern's tree canopy is found on private residential lots, but street trees are sometimes present. Medium Lot Single-Family areas are usually located somewhat close to commercial and employment areas. Collectively, these features mean that driving is still the primary transportation mode, but there is some walkability. Bus service is common along nearby streets.

Typical Development Pattern Features

Lot Size

Small to medium

Building Types

Houses, civic

Building Placement

Medium setbacks from the street

Tree Canopy

Dense; mostly within private lots

Vehicle Access & Walkability

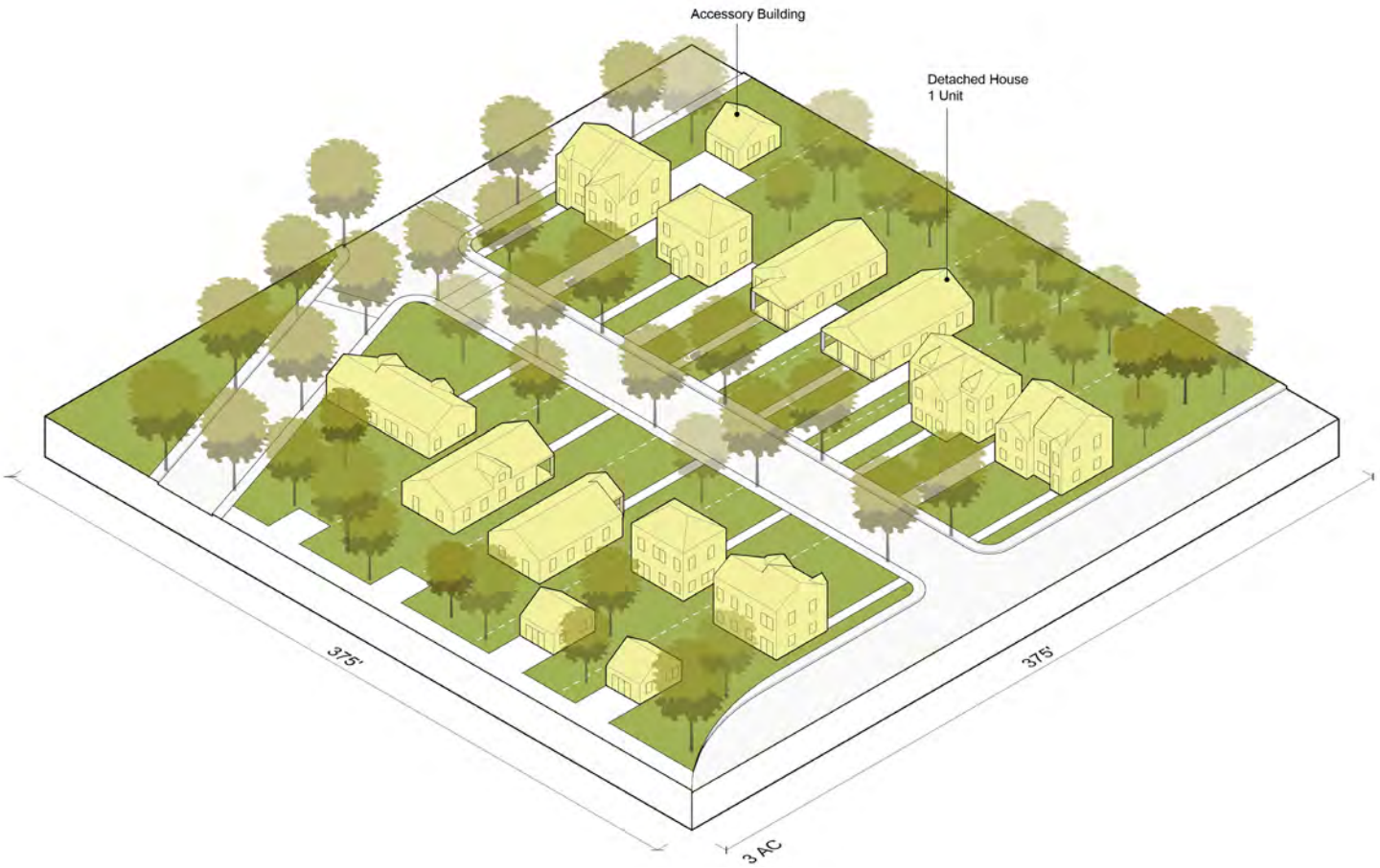
Medium walkability; vehicles have direct access from local streets

Parking Types

Driveways, garages, on-street

Transit Access

Medium; served by bus



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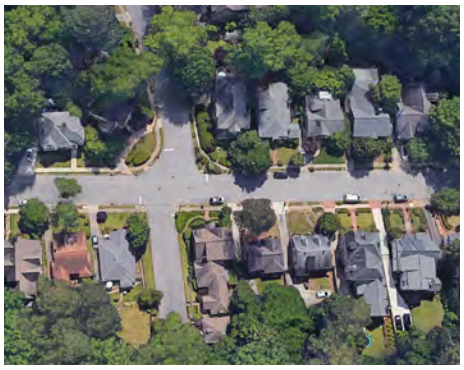


Low Density Residential

LDR

Corresponding Zoning Districts: R-4, R-4A, R-4B, R-5, RG-1, RG-2, MR-1, MR-2, MR-MU, PD-H, PD-CS

Description

Low Density Residential is characterized by a mix of small, low-rise residential uses with small lots and gridded streets. Other than townhouses, most buildings are detached. All buildings are close to the street, close to each other, and pedestrian-friendly. Multi-unit buildings typically do not exceed 12 units. The Development Pattern's moderate tree canopy is found mostly along its streets, and on private residential lots and parks. Low Density Residential areas are usually located close to commercial and employment areas, and sometimes they contain corner stores. Collectively, these features mean the areas are walkable and usually well-served by bus transit.

Typical Development Pattern Features

Lot Size

Small to medium

Building Types

House, townhouse, multi-unit buildings up to 12 units, civic

Building Placement

Medium setbacks from the street

Tree Canopy

Medium density; mostly along streets

Vehicle Access & Walkability

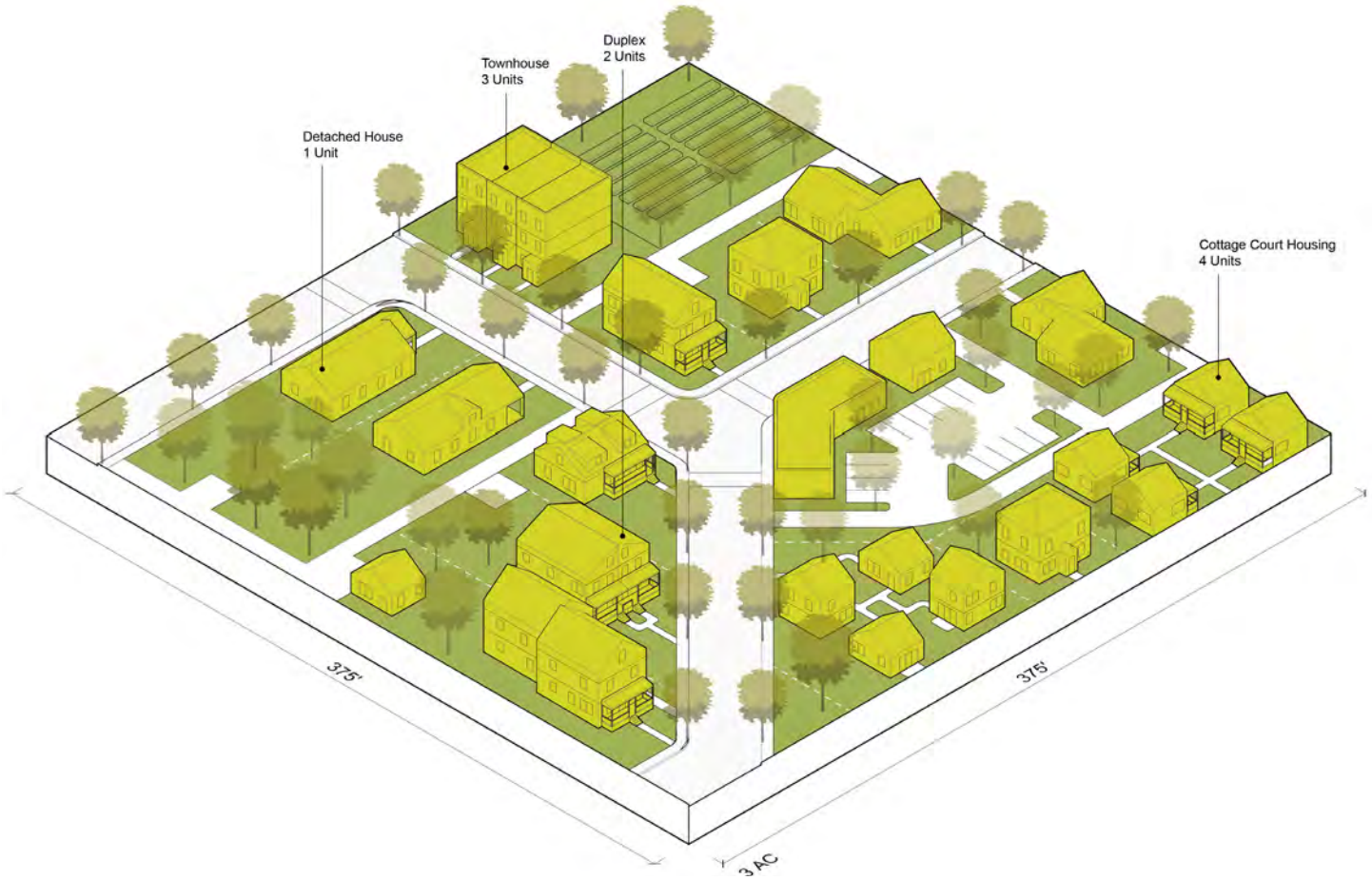
Low to medium walkability; vehicles have convenient access to neighborhood centers

Parking Types

On-street or in surface parking provided in the rear

Transit Access

Medium; served by bus



*For illustrative purposes only

Medium Density Residential

MDR

Corresponding Zoning Districts: R-4, R-4A, R-4B, R-5, RG-1, RG-2, RG-3, RG-4, MR-1, MR-2, MR-3, MR-4A, MR-4B, MR-MU, PD-H

Description

Medium Density Residential is characterized by buildings with up to five stories of residential use, with some ground story non-residential uses. Buildings can be attached or detached, are typically very close to the street, and are oriented to pedestrians. Streets are gridded and walkable. Most of the Development Pattern's moderate tree canopy is found along streets, but can also be found in its parks and on private residential lots. Medium Density Residential areas are usually located close to high activity areas. Collectively, these features create areas that are walkable and usually well-served by transit.

Typical Development Pattern Features

Lot Size

Medium to large

Building Types

Low- to mid-rise multi-unit buildings, civic

Building Placement

Buildings are close to or immediately front the street

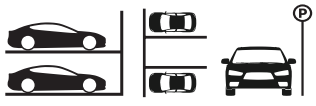
Tree Canopy

Medium density; mostly along streets

Vehicle Access & Walkability

Medium walkability; vehicles have convenient access to neighborhood centers and high activity areas

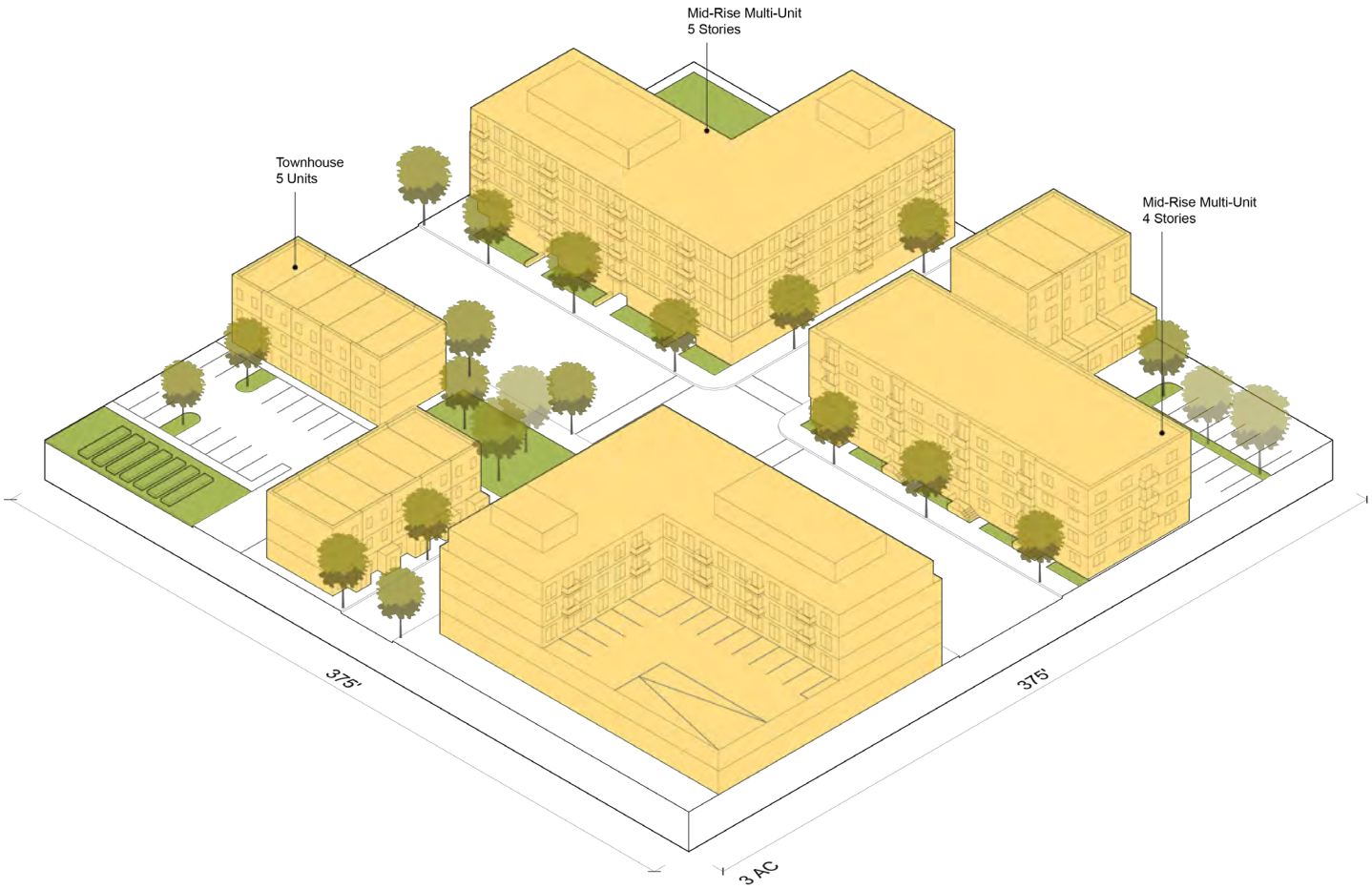
Parking Types



Structured or surface parking; limited on-street

Transit Access

Medium; served by bus



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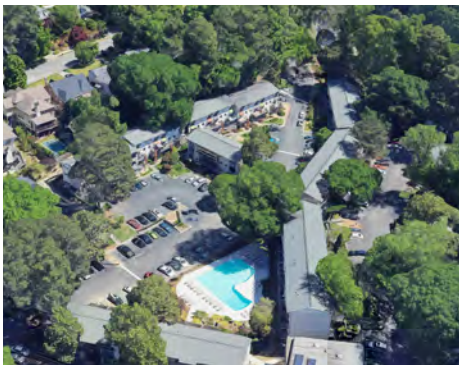


High Density Residential

HDR

Corresponding Zoning Districts: R-4, R-4A, R-4B, R-5, RG-1, RG-2, RG-3, RG-4, RG-5, RG-6, MR-1, MR-2, MR-3, MR-4A, MR-4B, MR-5A, MR-5B, MR-6, MR-MU, PD-H

Description

High Density Residential is characterized by residential uses up to high-rise buildings with limited ground story commercial uses. Buildings are attached or detached, close to streets, and pedestrian friendly. Most of the Development Pattern's moderate tree canopy is found mostly along the streets, as well as parks and residential lots. High Density Residential areas are usually located close to commercial and employment areas. Collectively, these features create areas that are walkable and usually well-served by both bus and rail transit.

Typical Development Pattern Features

Lot Size

Medium to large

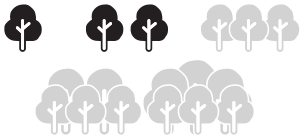
Building Types

Mid- to high-rise multi-unit buildings, civic

Building Placement

Buildings are close to or immediately front the street

Tree Canopy

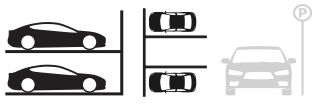


Less dense; mostly along streets

Vehicle Access & Walkability

High walkability; vehicles have direct access to high activity areas

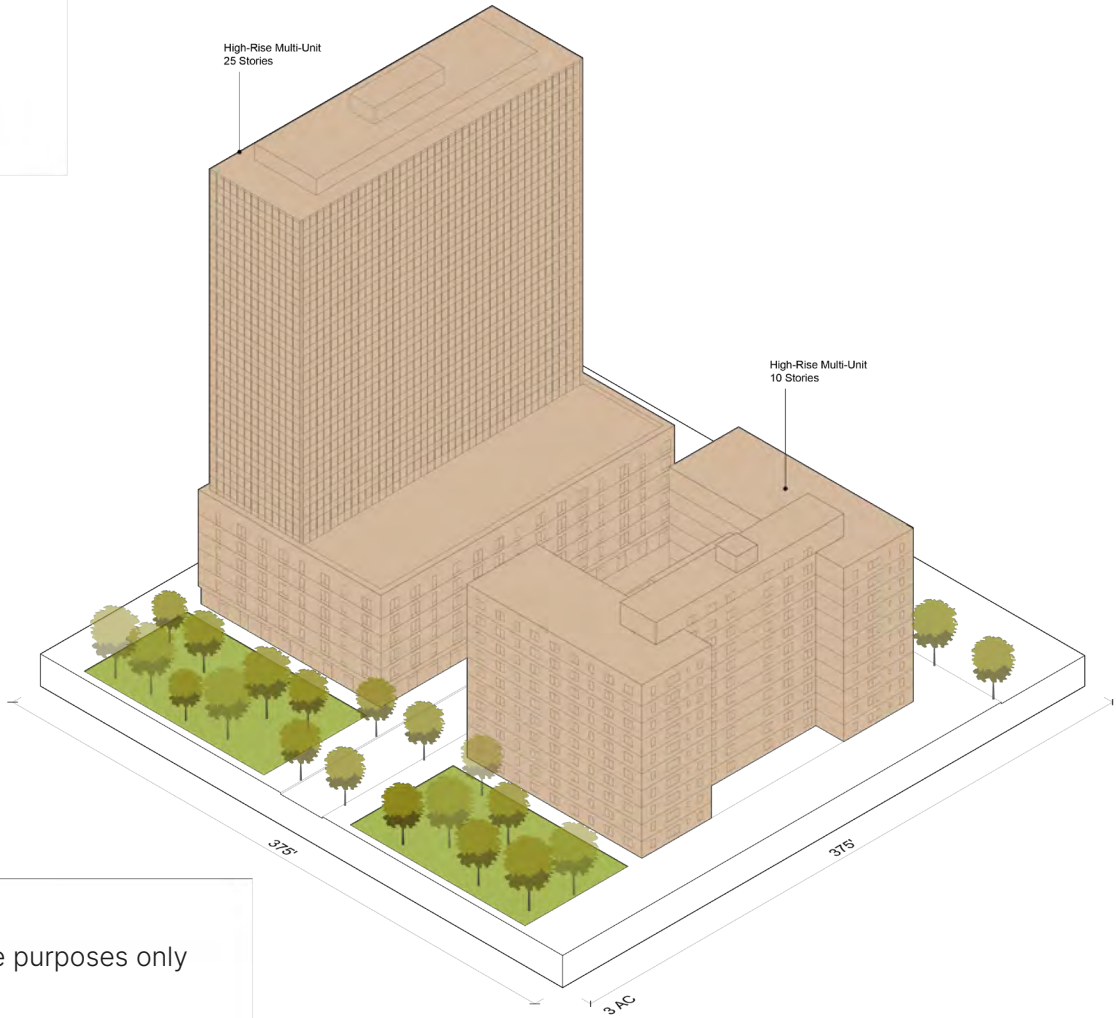
Parking Types



Structured or surface parking in the rear of buildings

Transit Access

Medium to high; served by bus and adjacent to rail



*For illustrative purposes only

Residential Flex

RF

Corresponding Zoning Districts: R-4, R-4A, R-4B, R-5, RG-1, RG-2, MR-1, MR-2, MR-MU, R-LC, LW, NC, C-1, PD-OC, PD-MU, PD-BP

Description

Residential Flex is characterized by a mix of residential and non-residential uses with a scale, density, and design similar to Medium Lot Single-Family and Low Density Residential Development Patterns. In areas of the city that want the form of a building to match neighborhood character while allowing for more flexible uses, proposed Form and Use districts in *ATL Zoning 2.0* will provide the necessary tools to allow for this type of development to occur. Uses can shift over time, with buildings and sites designed for flexibility. Buildings are attached or detached, close to streets, and pedestrian friendly. Most multi-unit buildings do not exceed eight units. The Development Pattern's moderate tree canopy is found both on lots and along its streets, as well as the parks located in these areas. The scale and pedestrian orientation of buildings mean the areas are walkable, and bus service is common along nearby streets. In some areas, there may be access to high-capacity rail transit.

Typical Development Pattern Features

Lot Size

Small to medium

Building Types

House, townhouse, multi-unit buildings, mixed use, civic

Building Placement

Range from medium to immediately fronting the street

Tree Canopy

Medium density; mostly within private lots

Vehicle Access & Walkability

Medium to high walkability; vehicles have neighborhood centers and high activity areas

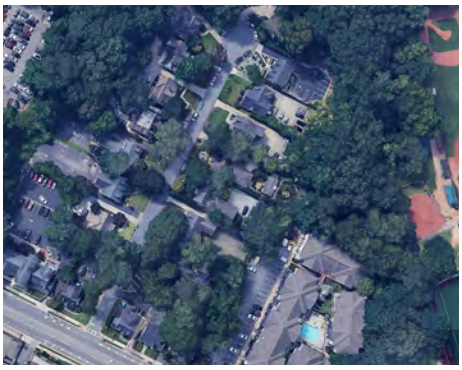
Parking Types

Driveways, garages, on-street

Transit Access

Medium to high; served by bus and adjacent to rail

*For illustrative purposes only



While the Residential Flex Development Pattern is typical in many established and historic neighborhoods of Atlanta, it is new as a classification in the CDP. The Development Pattern map establishes this new Residential Flex Development Pattern in NPUs B and T. See Appendix 6 for more information.

Low Density Mixed Use

LDMU

Corresponding Zoning Districts: RG-1, RG-2, RG-3, MR-1, MR-2, MR-3, MR-4B, MR-MU, R-LC, LW, NC, C-1, C-2, MRC-1, I-MIX, PD-OC, PD-MU, PD-BP

Description

Low Density Mixed Use is characterized by a mix of low-rise commercial and residential uses serving adjacent neighborhoods. Buildings are usually attached, very close to streets, and pedestrian-friendly. The Development Pattern's moderate tree canopy is found on private lots, but mostly along streets. These areas may also feature parks. Low Density Mixed Use areas are usually located along major streets or where different neighborhoods meet. These areas are walkable and usually well-served by both bus and high-capacity rail transit.

Typical Development Pattern Features

Lot Size

Small to medium

Building Types

House, townhouse, shopfront, low-rise mixed use, civic

Building Placement

Medium setbacks from the street

Tree Canopy

Medium density; mostly along streets

Vehicle Access & Walkability

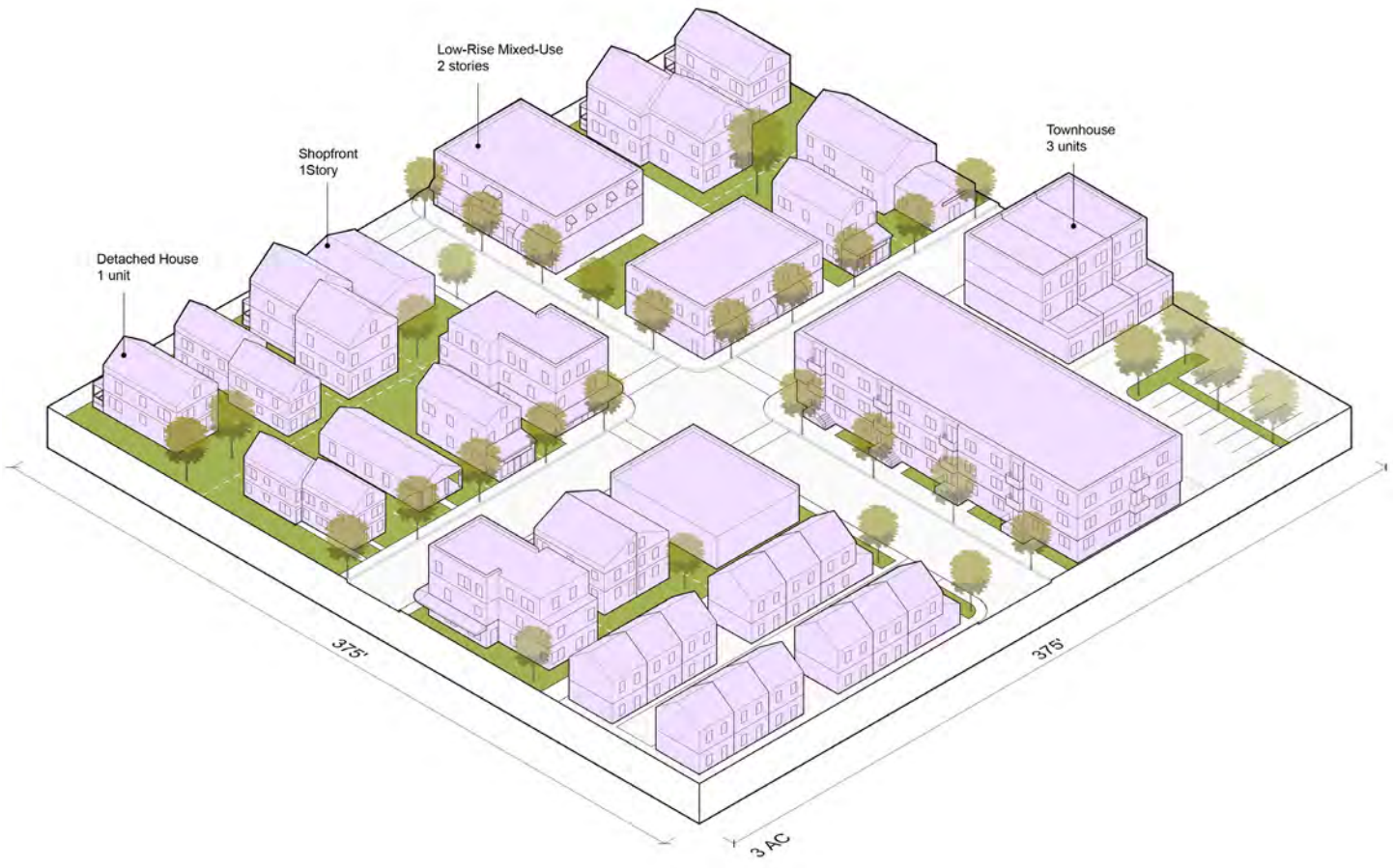
Medium to high walkability; vehicles have direct access from major streets

Parking Types

Surface parking; on-street

Transit Access

High; served by bus and adjacent to rail



*For illustrative purposes only

Medium Density Mixed Use

MDMU

Corresponding Zoning Districts: RG-1, RG-2, RG-3, RG-4, MR-1, MR-2, MR-3, MR-4A, MR-4B, MR-MU, R-LC, LW, NC, C-1, C-2, MRC-1, MRC-2, I-MIX, PD-OC, PD-MU, PD-BP

Description

Medium Density Mixed Use is characterized by a mix of mid-rise commercial and residential uses serving several neighborhoods, which can translate into them functioning as activity centers. Buildings are usually attached, very close to streets, and pedestrian friendly. The Development Pattern's moderate tree canopy is found mostly along its streets. These areas may also feature parks. Medium Density Mixed Use areas are usually located along major streets and/or around high-capacity transit. Collectively, these features combine to create areas that are very walkable and usually well-served by all forms of transit.

Typical Development Pattern Features

Lot Size

Medium to large

Building Types

Townhouse, shopfront, mid-rise mixed use, civic

Building Placement

Buildings are close to or immediately front the street

Tree Canopy

Less dense; mostly along streets

Vehicle Access & Walkability

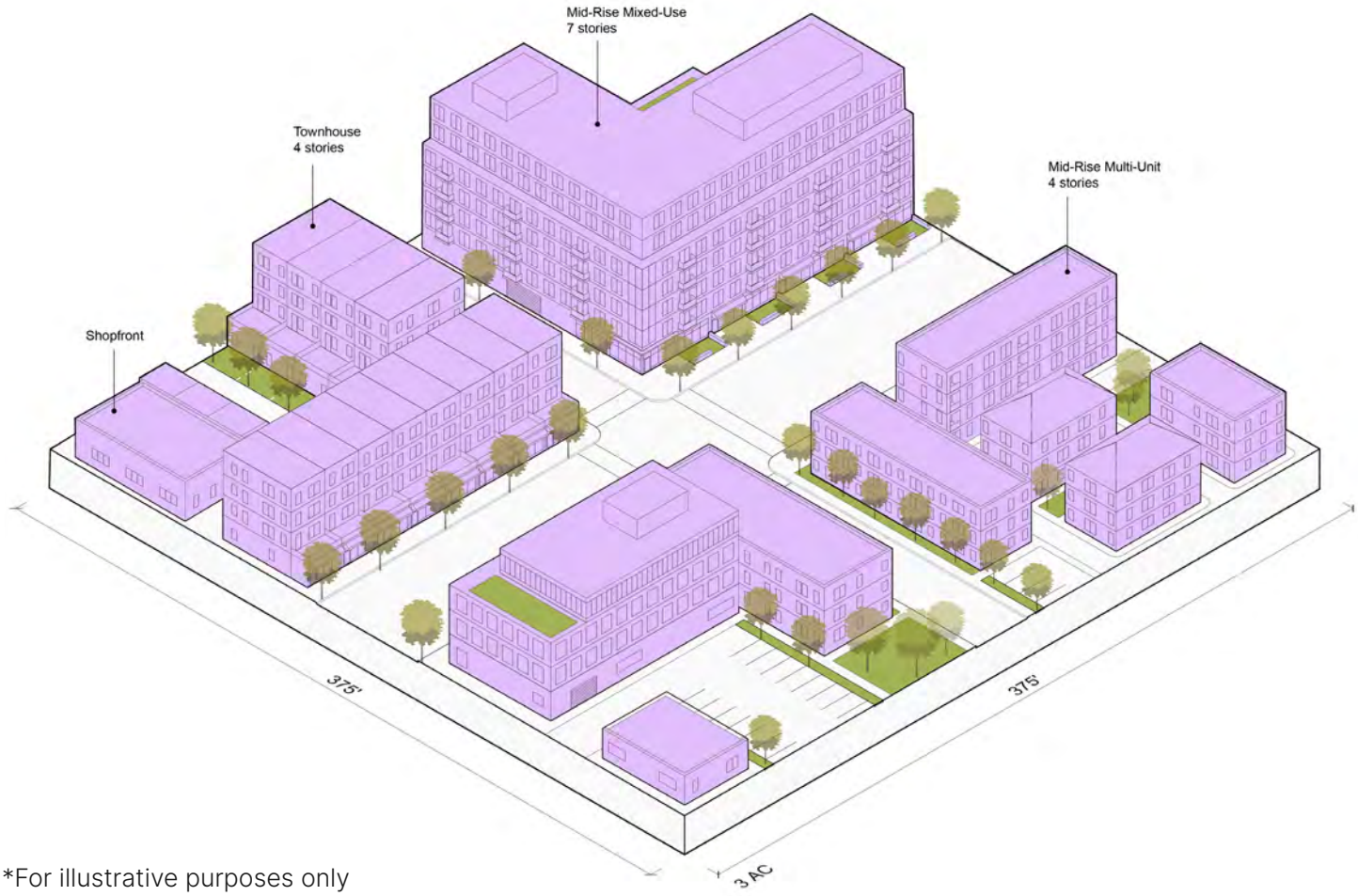
High walkability; vehicle trips may require a short walk to destination

Parking Types

Structured or surface parking

Transit Access

High; served by bus and adjacent to rail



*For illustrative purposes only

High Density Mixed Use

HDMU

Corresponding Zoning Districts: RG-1, RG-2, RG-3, RG-4, RG-5, RG-6, MR-1, MR-2, MR-3, MR-4A, MR-4B, MR-5A, MR-5B, MR-6, MR-MU, R-LC, LW, NC, C-1, C-2, C-3, C-4, C-5, MRC-1, MRC-2, MRC-3, O-I, I-MIX, PD-OC, PD-MU, PD-BP

Description

High Density Mixed Use is characterized by up to high-rise commercial and residential uses serving the entire city or region—these are the most urban, dense, and vibrant places in the city. Buildings are usually attached, very close to streets, and pedestrian friendly. The Development Pattern's tree canopy is found along its streets. These areas may also feature parks. High Density Mixed Use areas are usually close to the city's core, along major streets, and/or around rail transit stations. Collectively, these features translate into well-defined places that are very walkable and usually well-served by rail transit.

Typical Development Pattern Features

Lot Size

Medium to large

Building Types

Mid- to high-rise mixed use buildings, civic

Building Placement

Buildings are close to or immediately front the street

Tree Canopy

Least dense; mostly along streets

Vehicle Access & Walkability

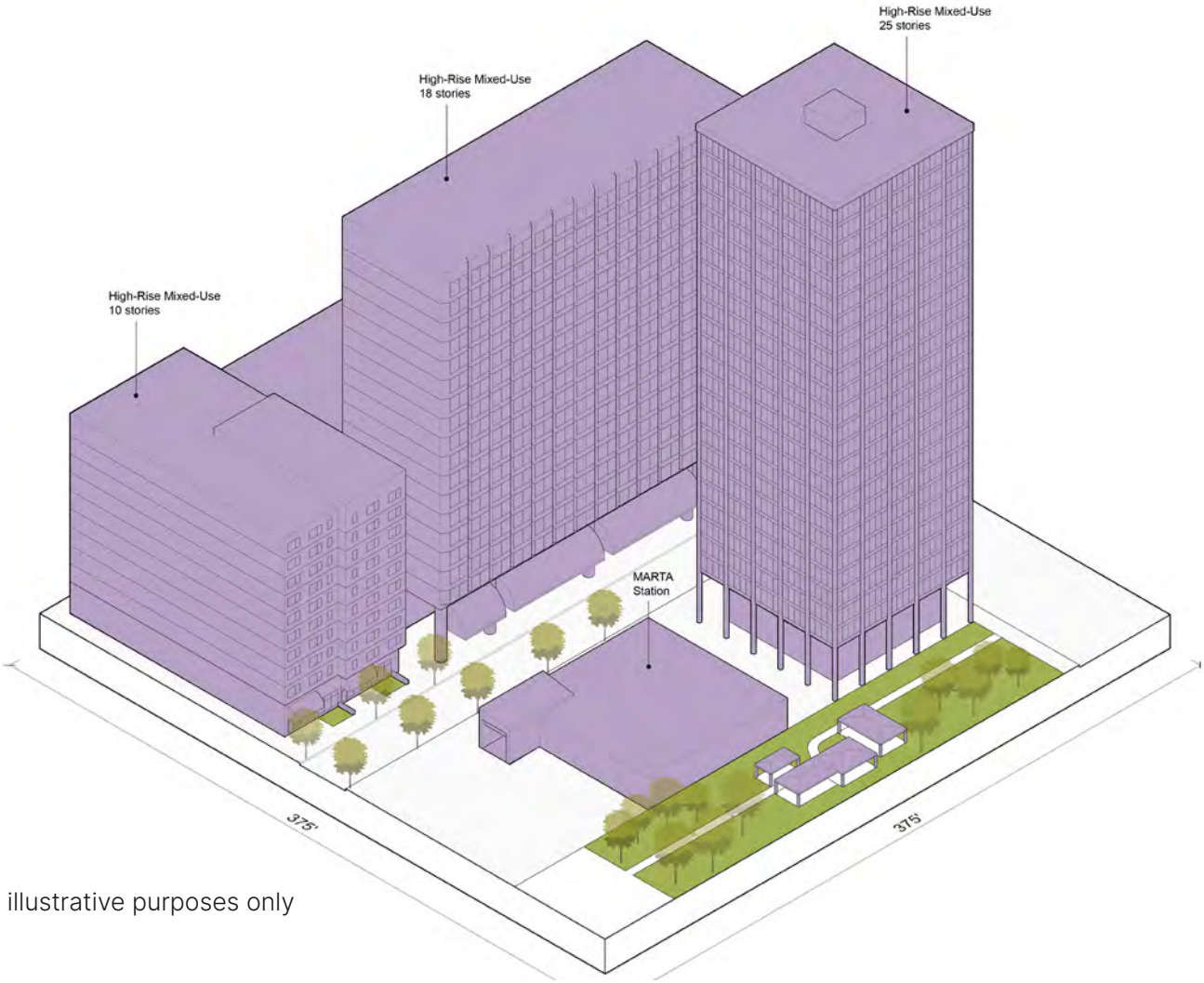
Very walkable; vehicle trips may require a short walk to destination

Parking Types

Structured or surface parking

Transit Access

High; served by bus and adjacent to rail



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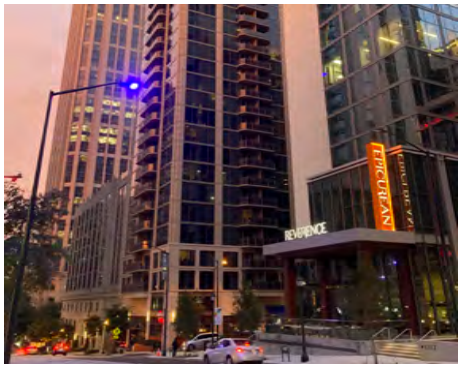


Industrial Flex

IF

Corresponding Zoning Districts: LW, MRC-2, MRC-3, I-1, I-2, I-MIX, PD-MU, PD-BP

Description

Industrial Flex is characterized by a mix of low-impact industrial uses and compatible residential and commercial uses in either a vertical and horizontal mixed use configuration. It seeks to maintain industrial uses and jobs while acknowledging that their location, access, or other factors make them unsuitable for exclusively industrial uses. These areas typically include former industrial buildings converted to new industrial and complementary non-industrial uses. Industrial Flex areas can also include infill industrial buildings, non-industrial buildings, mixed use buildings, open spaces, and an interconnected street network that is pedestrian-orientated with small blocks, and connected to nearby multi-purpose trails. Former industrial areas transitioning to new uses are important to consider in this use mix.

Typical Development Pattern Features

Lot Size

Small to large

Building Types

Light industrial, low- to mid-rise mixed use buildings, civic

Building Placement

Range from close to or further from the street

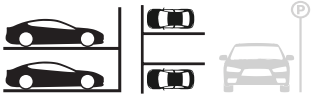
Tree Canopy

Least dense; mostly along streets

Vehicle Access & Walkability

Low to medium walkability; vehicles have direct access from major streets

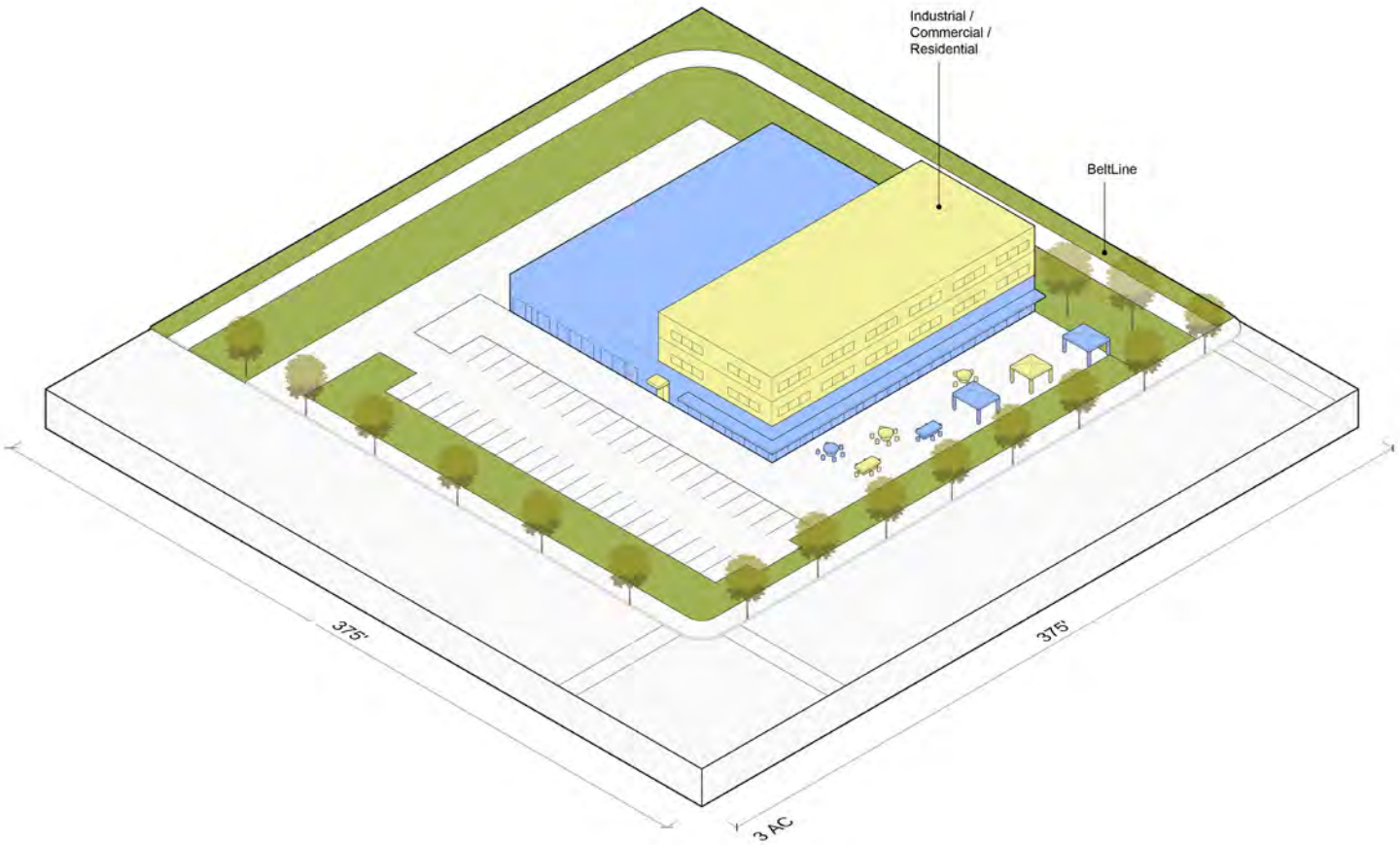
Parking Types



Structured or surface parking

Transit Access

Medium; served by bus



*For illustrative purposes only

Industrial

I

Corresponding Zoning Districts: I-1, I-2, I-MIX, PD-BP

Description

The Industrial Development Pattern is characterized by land, buildings, rail yards, and transportation infrastructure that support traditional industrial uses like manufacturing, warehousing, distribution, repair, and intermodal activities. Although these areas host the most intense industrial uses—and should prioritize these—they can also serve new and emerging industrial uses, such as data centers, E-commerce, caterers, commissary kitchens (e.g., commercial kitchens for food trucks), last-mile distribution, and research and development. Sometimes, they may include compatible non-industrial uses in traditional industrial areas. Many of these activities are needed close to Atlanta's centers and corridors to provide goods and services to local businesses and residents.

Typical Development Pattern Features

Lot Size

Small to large

Building Types

Light industrial, heavy industrial

Building Placement

Range from close to or further from the street

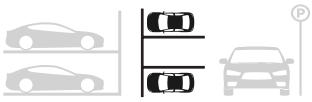
Tree Canopy

Least dense; mostly along streets

Vehicle Access & Walkability

Low to medium walkability; vehicles have direct access from major streets

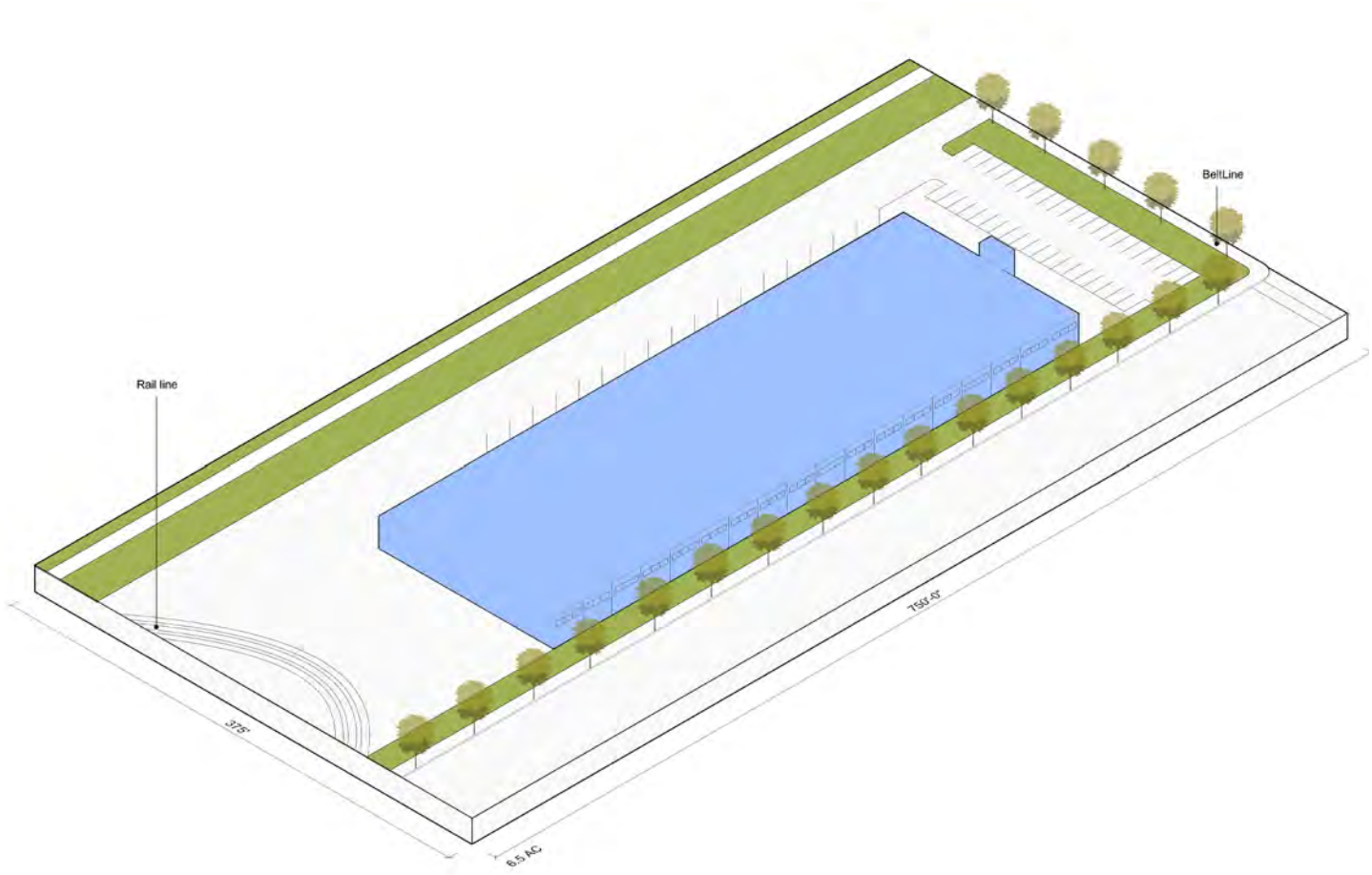
Parking Types



Surface parking

Transit Access

Low; served by bus along edges



*For illustrative purposes only

Open Space

OS

Corresponding Zoning Districts: All zoning districts correspond with Open Space

Description

The Open Space Development Pattern is characterized by undeveloped areas or places set aside for recreation. This includes land for parks and indoor recreation centers; gardens; forests; nature preserves; greenspace along rivers, streams, and lakes; and cemeteries and memorials.

Typical Development Pattern Features

Lot Size

Varies

Building Types

N/A

Building Placement

N/A

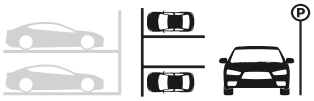
Tree Canopy

Varies; tends to be more dense

Vehicle Access & Walkability

Varies

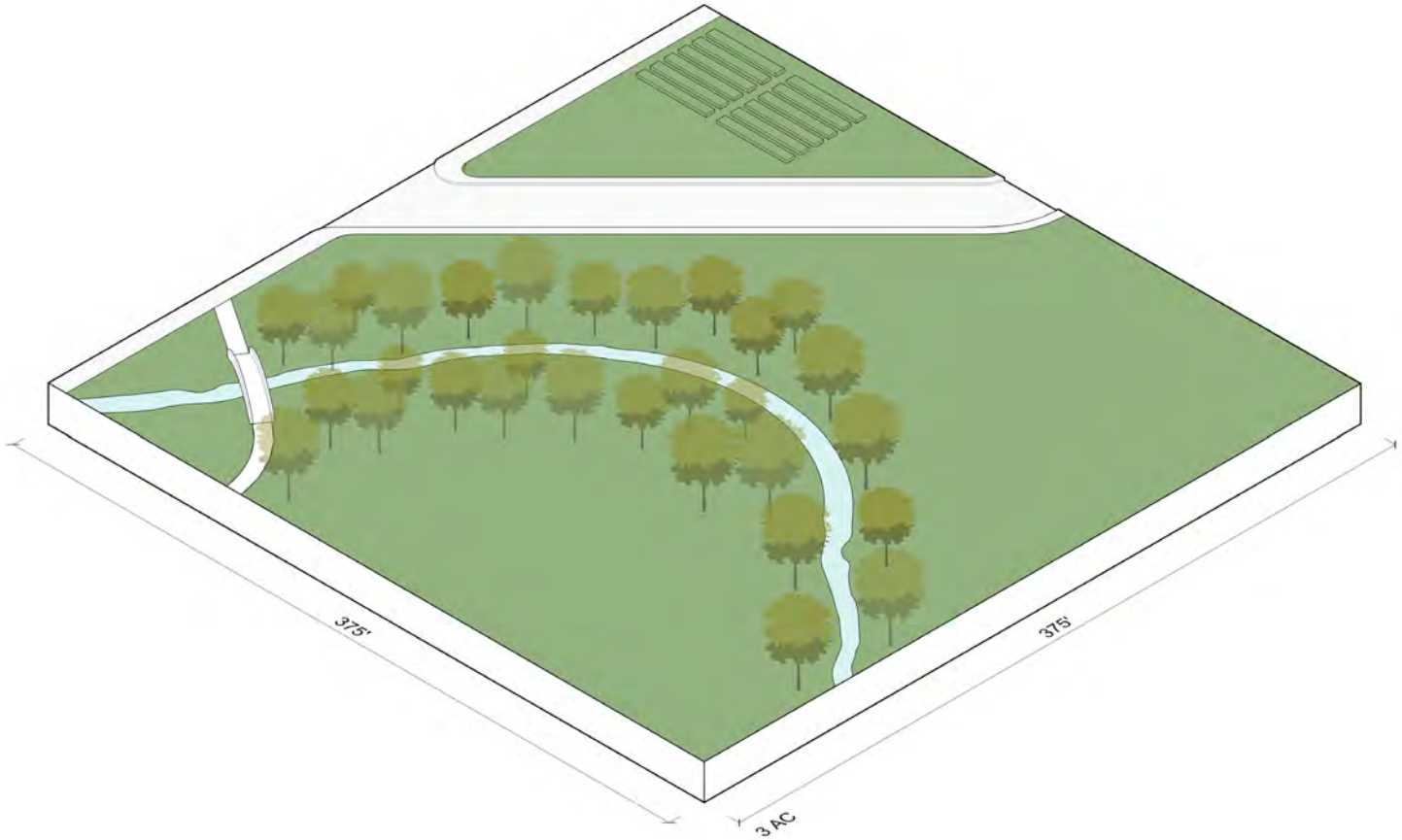
Parking Types



Surface parking; on-street

Transit Access

Varies



*For illustrative purposes only

Community

C

Corresponding Zoning Districts: All zoning districts correspond with Community

Description

Community Development Pattern is characterized by civic, institutional, and public uses that are typically located on larger properties. These areas are normally very different from other Development Patterns; they typically have very large lot sizes, very large monolithic building types, and are less likely to an internal circulation network. The individual uses within this Development Pattern tend to have their own built character as well as their own infrastructure needs. Uses in these areas range from higher education campuses and neighborhood-serving schools to some public works facilities.

Typical Development Pattern Features

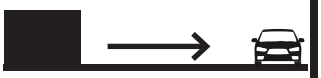
Lot Size

Varies

Building Types

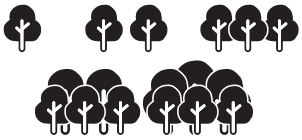
Civic

Building Placement



Range from close to or further from the street

Tree Canopy



Varies; mostly in lots and along streets

Vehicle Access & Walkability

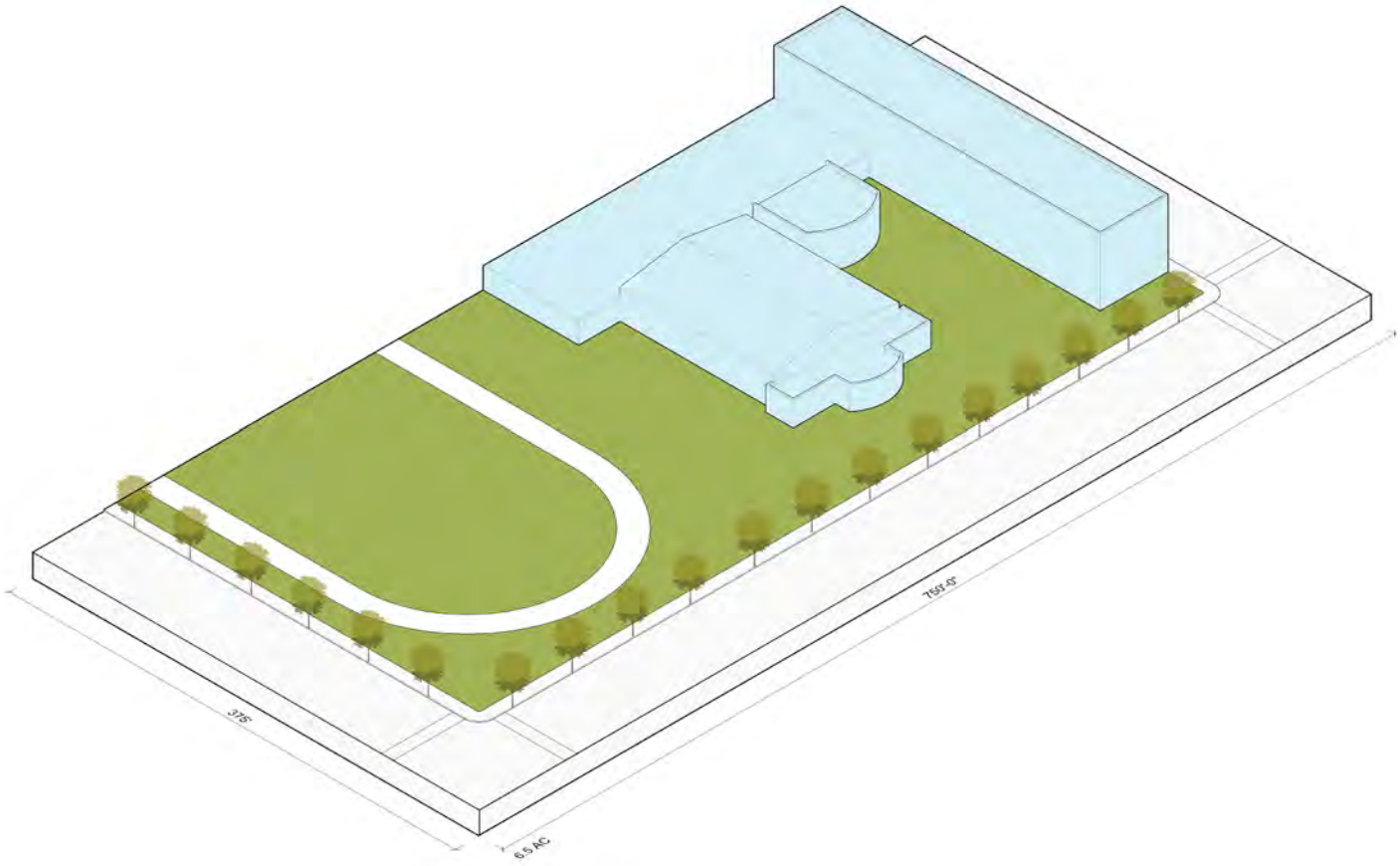
Varies

Parking Types

Surface lots, structured parking, on-street

Transit Access

Varies



*For illustrative purposes only

Guiding Future Conversations About Change

The land use approach presented in this chapter aims to spark important conversations about the future growth and development of Atlanta. By fostering a shared understanding among residents, businesses, property owners, elected officials, and community partners, we can empower each other to make informed decisions that will shape our neighborhoods and the city. Planning our future is a continuous activity, and the following considerations are good to keep in mind as we plan Atlanta together.

Small Area Planning

- **Adopted plans.** Has the City Council established a small area plan for the neighborhood or corridor? If it has, then the policies outlined in that plan genuinely represent the community's desires and aspirations. These policy recommendations are significant to advancing our vision, goals, and policies and are incorporated by reference into Plan A.
- **Relevance.** Is the small area plan less than 10 years old? Plans that are over a decade old may contain recommendations that no longer meet the evolving needs and opportunities of the community. It's essential that we evaluate and refresh these plans to ensure they align with current conditions and interests.
- **Significant changes in conditions.** Have there been major developments in the area that the small area plan didn't foresee? If so, the neighborhood could be facing shifts that contradict the intentions of both the small area plan and Plan A. In such instances, engaging in a community-driven process to update the plan ensures it accurately reflects the neighborhood's present situation and future goals.

Land Use & Mobility

- **Transit.** A half-mile to a rail or bus stop is often considered a comfortable and convenient distance for pedestrians, when sidewalks, topography, safety, weather, and other factors are favorable. What arrangement of development patterns would best promote transit use in an area?
- **Trail access.** Proximity to trails can support walkability, particularly areas within a quarter-mile of the Atlanta Beltline and other multi-use trails. What arrangement of development patterns would best promote trail use in an area?
- **Major streets and nodes.** Certain streets, like arterials and collectors, can support higher density and mixed use development patterns. So can corners at some intersections where these streets come together as nodes—like many of Atlanta's neighborhood commercial districts. What arrangement of development patterns would best promote walkability and transit use along our major streets and nodes?

Neighborhoods & Housing

- **Adding housing.** Is it possible or preferable to build more housing or build different housing types within an area while still maintaining and matching physical character, scale, height, and aesthetic?
- **Housing affordability and variety.** Is existing and new housing in an area fostering a dynamic housing market that supplies housing at all price points, especially where the vision is for a mixed age, mixed income, and mixed ability community?
- **Equitable approach to housing.** Are we achieving widespread prosperity and accessibility in the city by ensuring affordable housing options in our neighborhoods, protecting existing residents at risk of being priced out of their current neighborhoods, and supporting people experiencing homelessness to transition to permanent, stable housing?

Innovations in Industry

- **Complementary uses.** Can the industrial businesses and their activities thrive in the area without burdening the neighborhood's infrastructure, creating unsafe streets, or worsening local air, water, and land? Would these industrial neighbors provide goods and services to Atlantans? Would these types of uses attract complementary businesses, jobs, and activities into the area?
- **Increasing jobs.** Would these industrial uses bring needed job opportunities to the area?
- **Adapted re-use.** Can industrial businesses repurpose vacant or blighted properties? Can their buildings enhance the surrounding public realm and adapt to climate change and future industrial innovations?

Urban Ecology

- **Conservation.** Is it possible to develop or redevelop an area around critical natural systems such as trees, watersheds, stream buffers, and biodiverse habitats? What areas should remain undeveloped? And, when development occurs, how can we minimize impacts on nature?
- **Green infrastructure.** Is it possible to integrate green infrastructure into an area to help reduce pollution, stormwater runoff, or flood risks? What types of green infrastructure are most cost effective and productive?
- **Design.** How can we better design development next to natural areas? What building materials and site design considerations, like clustering buildings and adding transitions and buffers, are most appropriate?

Development Patterns & Zoning

The Zoning Ordinance is the City's primary tool for implementing the land use approach in Plan A. Through its control of building size, building placement, site design, and use, the Zoning Ordinance establishes many Zoning Districts (or, classifications) that can implement a given Development Pattern.

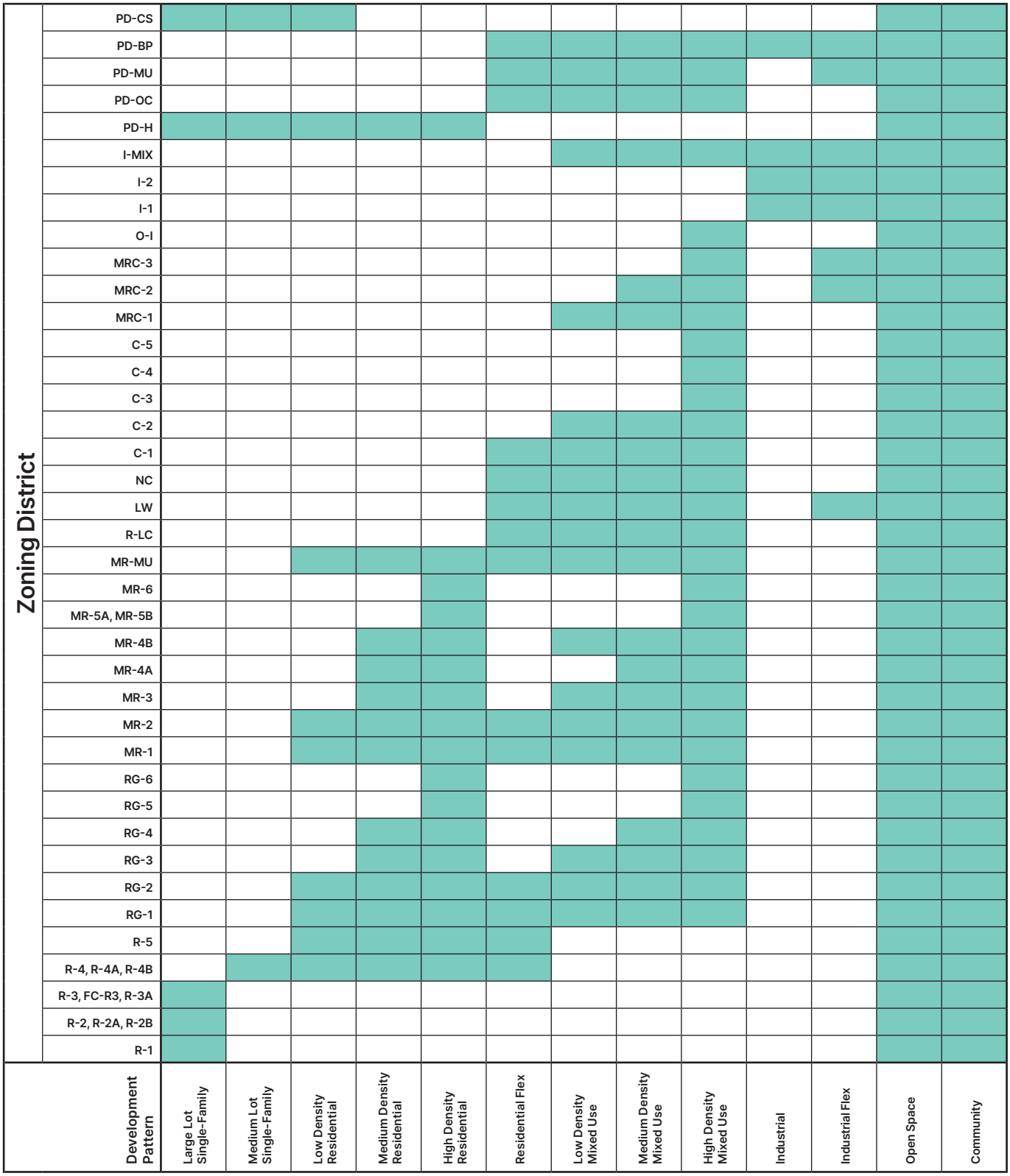
Each Development Pattern establishes which zoning classifications best implement it. One or more Zoning Districts may implement a Development Pattern. The Department of City Planning advises the Atlanta City Council and the Mayor on Zoning Districts that align with a property's Development Pattern.

How to Use the Development Patterns & Current Zoning Table

In the table on page 106, Development Patterns populate rows, and the main Zoning Districts fill in the columns.

A shaded cell indicates that a Zoning District is compatible with the Development Pattern. That is, the Zoning District appropriately implements the Development Pattern. Some Zoning Districts, notably Special Public Interest (SPIs) and Historic Districts (HDs), are not included in the table because the current Zoning Ordinance does not determine their compatibility.

DEVELOPMENT PATTERNS & CURRENT ZONING



The table will be updated with new Zoning Districts when the Zoning Ordinance is replaced.

Policies & Actions

LU 1 **Adopt a New Land Use Planning Approach**. Replace the existing land use approach with the proposed Development Pattern approach, which better interprets the design framework in *Atlanta City Design* and advances the vision for Atlanta. Draw stronger connections with land use across all Plan A elements.

LU 1.1 Revise Atlanta's Zoning Ordinance to better align with *Atlanta City Design*.

LU 1.2 Review and codify the current quarterly amendment process, including schedule, review criteria, and codifying the procedure.

LU 2 **Create a Small Area and Neighborhood Planning Program.** Develop standards for creating small area and neighborhood plans. Prepare a strategy to prioritize areas where design, equity, and livability challenges are pronounced, such as neighborhoods around existing and future TOD areas.

- **LU 2.1** Closely coordinate a small area and neighborhood planning program with the adopted Plan A and the existing and new Zoning Ordinances. This includes establishing a process to guide initial zoning map changes after the new Zoning Ordinance and Zoning Map are adopted.

LU 3 **Provide Effective Customer-Focused Design Review, Planning, Approval, Compliance, and Assistance.** The pace of growth and development is creating new demands on other Department of City Planning activities that facilitate land use across the city. These activities range from brownfield redevelopment to construction permitting to subdivision plat reviews. Continue to explore ways to support these activities as well as increase certainty, efficiency, and fairness.

- **LU 3.1** Continue to leverage U.S. Environmental Protection Agency funding for brownfield assessments and cleanups.
- **LU 3.2** Implement a Code Innovation Team to ensure the development review process is clear, responsive, predictable, streamlined, and equitable.
- **LU 3.3** Create a master address repository and GIS/CAD digital submission standard for subdivisions plats.
- **LU 3.4** Consider updating design review processes as part of *ATL Zoning 2.0* to better align the Comprehensive Development Plan's land use approach with Development Patterns and the new Zoning Districts. This may include updating the review, approval, and notice activities of various groups and elected officials involved in implementing Plan A and the Zoning Ordinance, including, Neighborhood Planning Units (NPUs), Development Review Committees (DRCs), Zoning Review Board (ZRB), Board of Zoning Adjustment (BZA), and City Council.

Concept Review Committee (CRC) and the Development of Regional Impact (DRI)

Concept Review Committee, or CRC, is a bimonthly review of development proposals across Atlanta, where representatives from various city departments provide comments to applicants at the early stages of drafting civil plans, tree plans, subdivision plans, and affordable housing development projects. At CRC, city staff and applicants can address issues prior to applicants entering the permitting process. The idea is that early review and comment leads to better drafted development plans and applications, and, ultimately, better outcomes.

Specific types of development projects and certain large-scale projects that may impact other jurisdictions within the Atlanta region are subject to review as a Development of Regional Impact (DRI). The DRI is managed by the Atlanta Regional Commission (ARC). The process is intended to foster communication and coordination between local governments and other relevant agencies, provide a means of identifying and assessing potential impacts before conflicts arise, and advance quality growth principles and regional planning priorities.

With the new land use approach using Development Patterns, Plan A can provide clearer guidance and recommendations during CRC and DRI processes.

ONE
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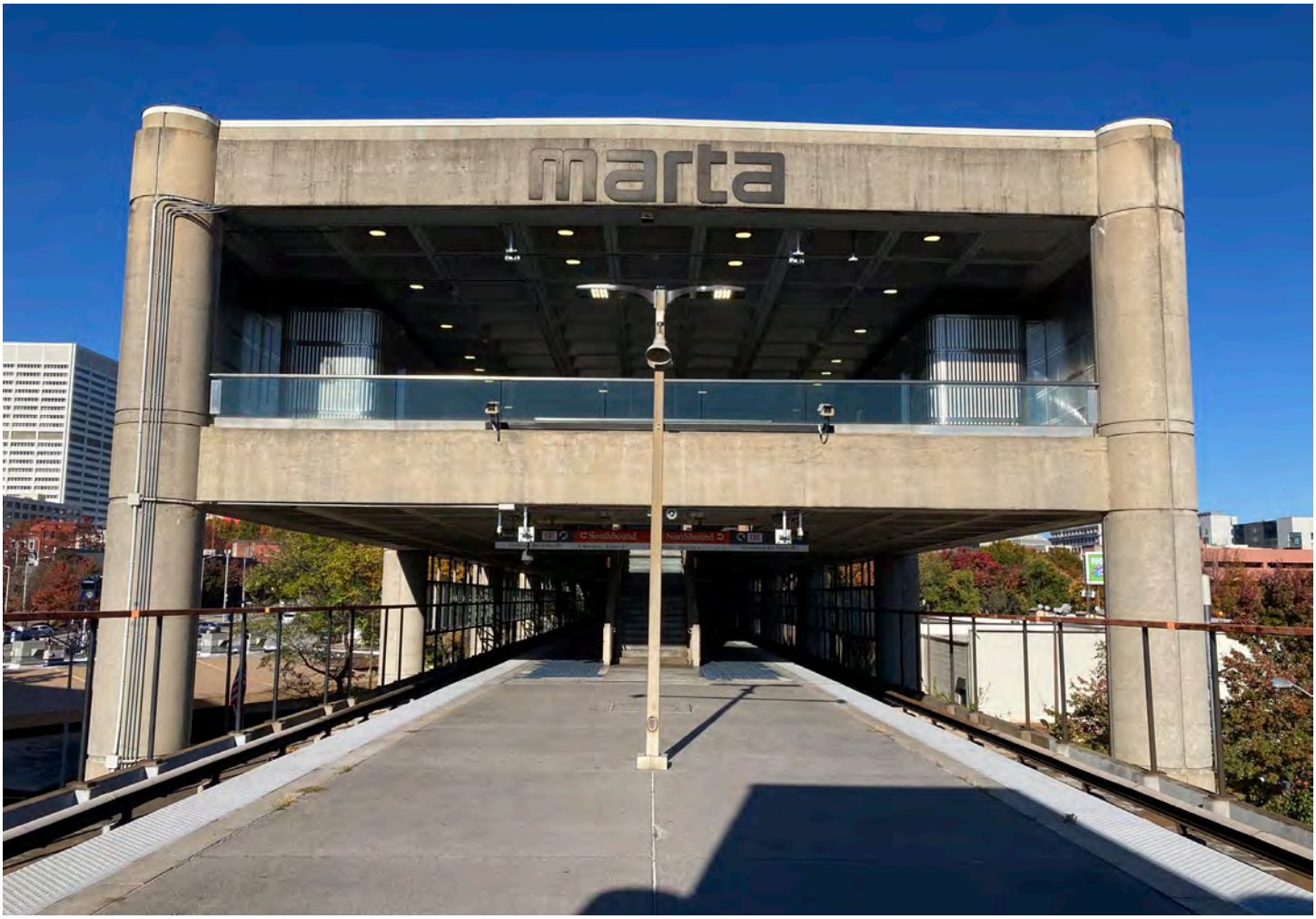
ATLANTA

Transportation

Vision

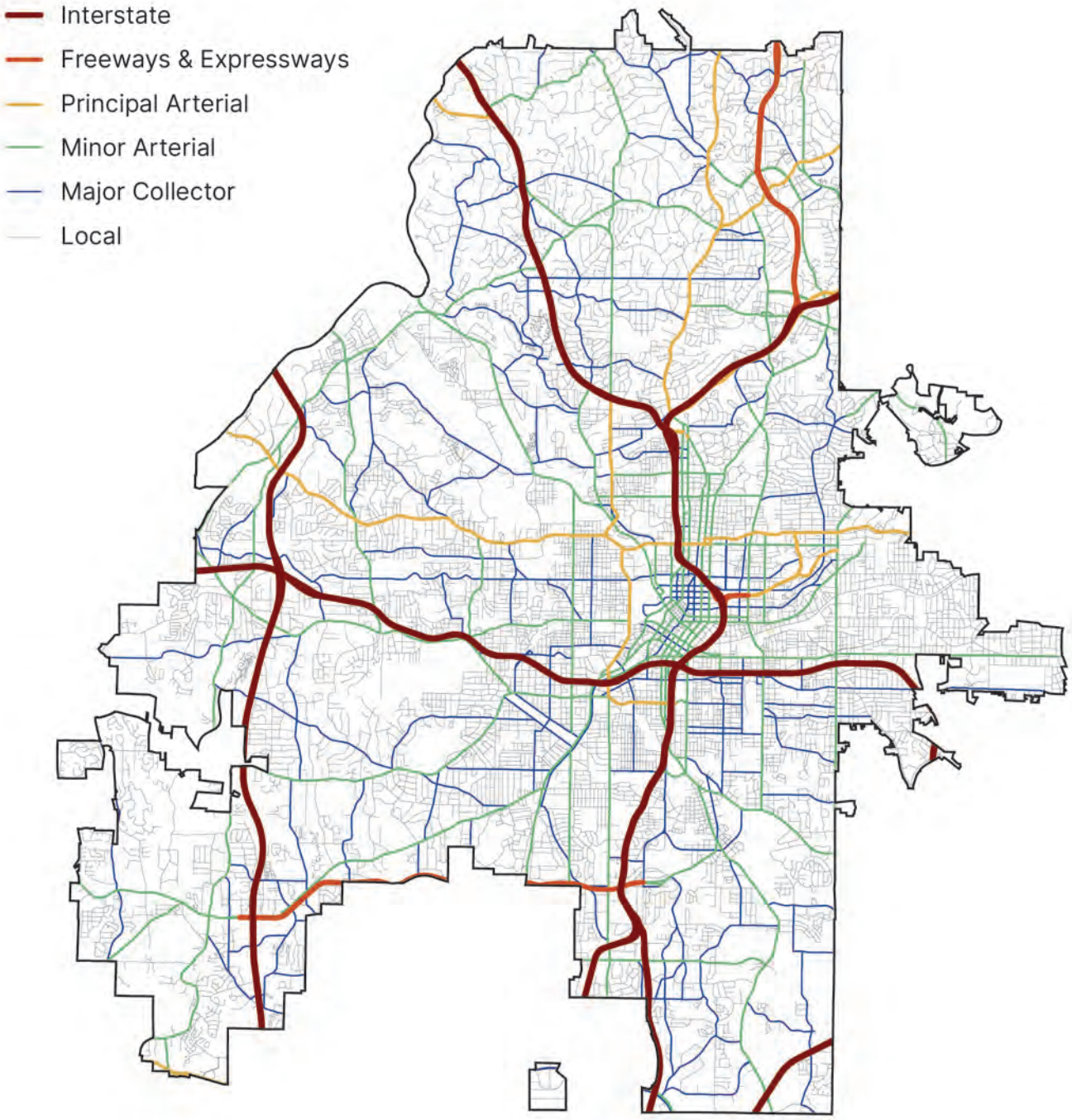
Atlanta's transportation network must be safe, equitable, and sustainable. With a clear, ambitious, and achievable implementation strategy, we will connect our neighborhoods to provide all Atlantans with convenient, affordable, safe, and enjoyable transportation options.



Goals

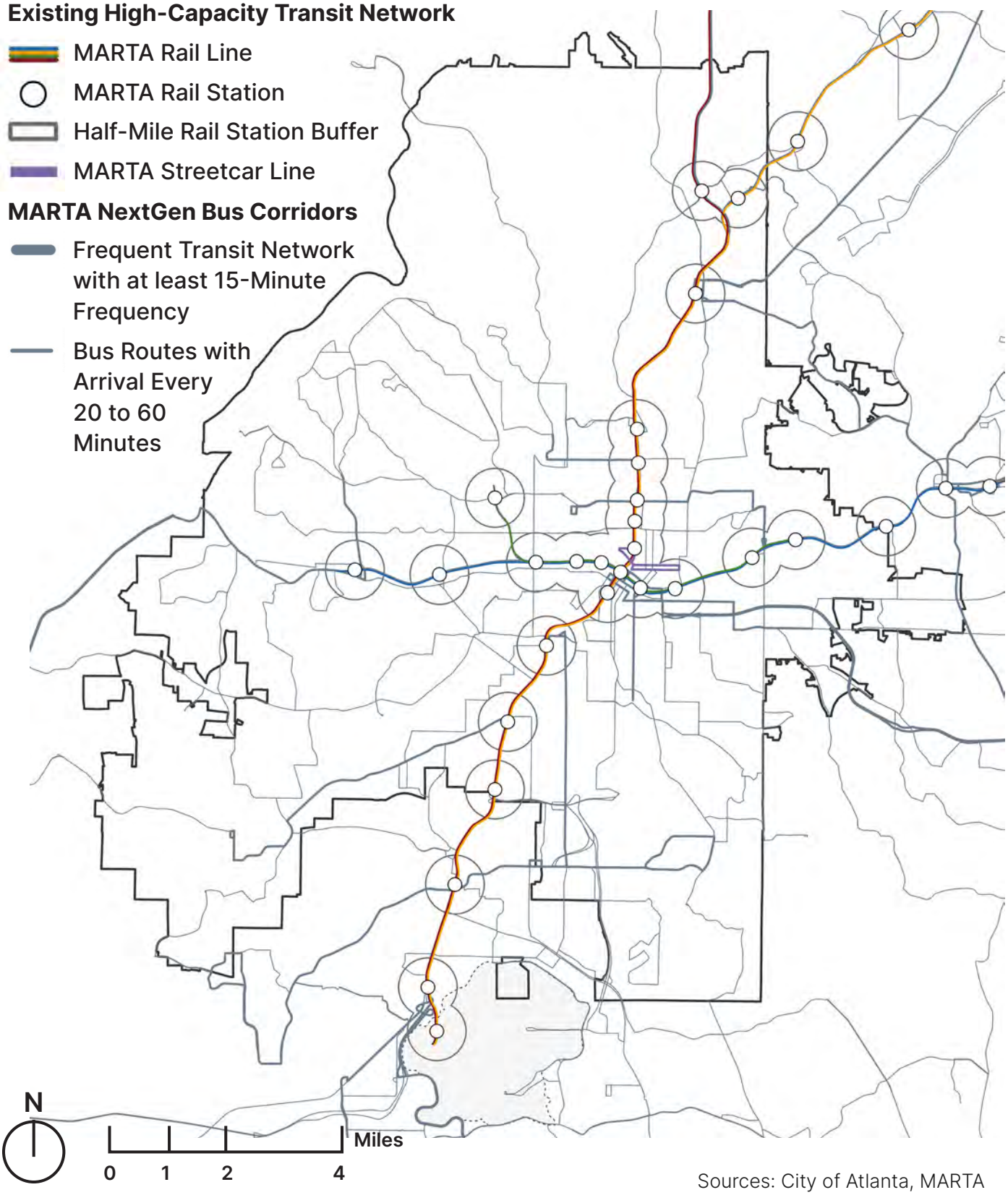
1. **Safety.** Enhance safety and accessibility for everyone on our streets while prioritizing the prevention of fatal and serious injuries. The City of Atlanta has committed to achieving the goals of Vision Zero by 2040.
2. **Equity and Affordability.** Provide various transportation options that meet the needs of Atlanta's most vulnerable populations and communities.
3. **Sustainability and Mode Shift.** Support and prioritize sustainable transportation options like walking, biking, rolling, and other active ways of moving around the city.
4. **An Active Public Realm.** Create and foster opportunities for people-oriented places and spaces in the public right-of-way.
5. **Curb Management.** Efficiently manage the use and functionality of curbs to accommodate varying needs and priorities on city streets.
6. **Regional and National Connectivity.** Maintain Atlanta's standing as the city with the world's busiest airport while planning for improved regional connections for intercity rail and bus.
7. **State of Good Repair.** Ensure that Atlanta's transportation system is well maintained, allowing Atlanta residents and visitors to experience safe and orderly transportation trips.
8. **Innovation in Transportation Technology.** Leverage new and innovative transportation technology that safely expands mobility options and improves operations and performance in Atlanta's transportation network.
9. **Project Delivery.** Implement transportation investments approved by voters via Renew Atlanta and Moving Atlanta Forward Transportation Special Purpose Local Option Sales Tax (T-SPLOST) programs, along with other capital funding programs.
10. **Transportation Funding.** Leverage City investments to maximize state and federal grant opportunities in the communities with the greatest need.

Street Classifications



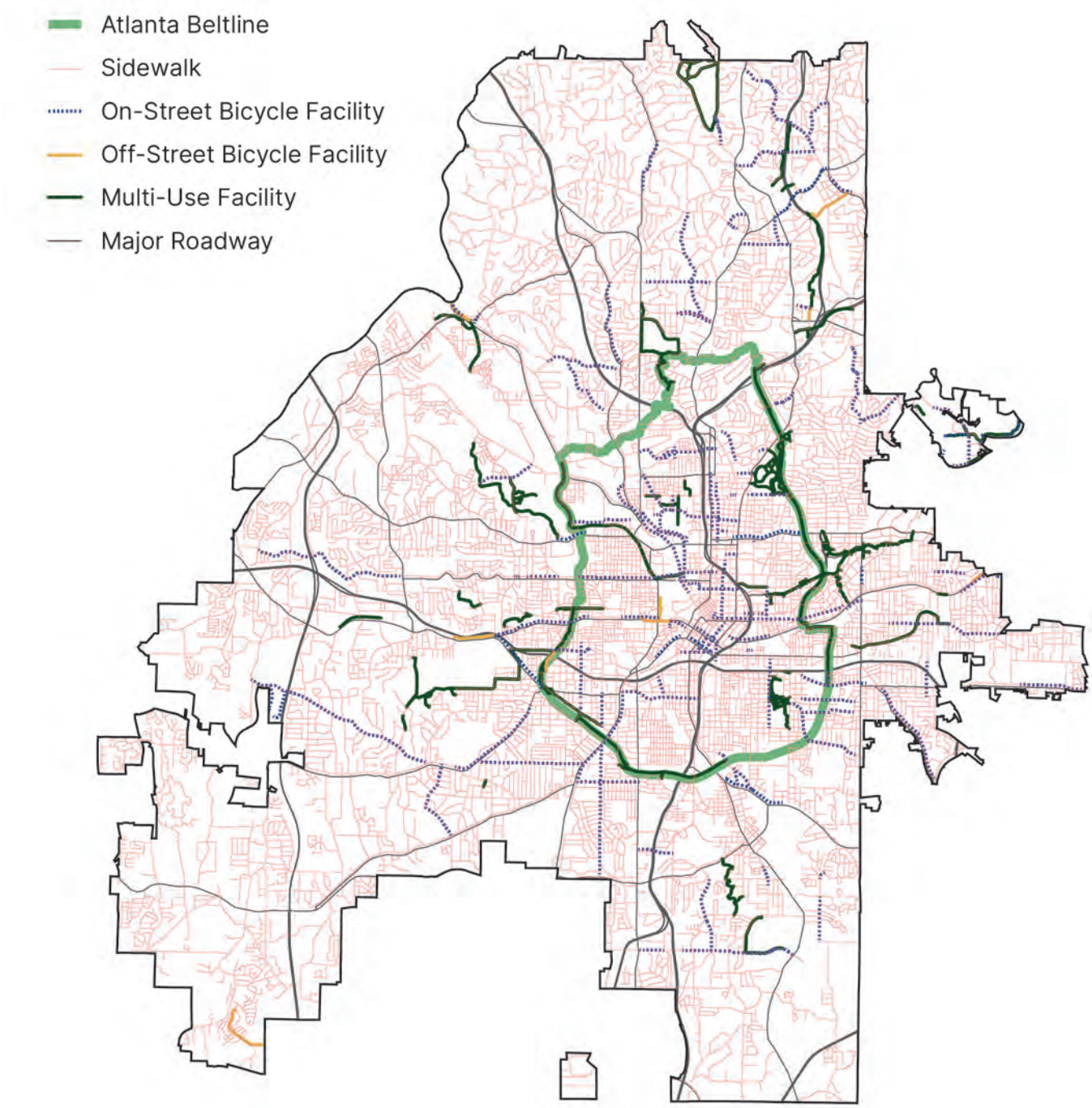
Sources: City of Atlanta, Georgia Department of Transportation

Transit



Sources: City of Atlanta, MARTA

Bicycle & Pedestrian Facilities



Sources: City of Atlanta, Atlanta Regional Commission

Safety

Needs & Opportunities

In 2021, traffic fatalities in Atlanta reached an all-time high of 100 fatalities on freeways and surface streets. Since then, the City has completed its first *Vision Zero Action Plan* to identify the policies and actions needed to eliminate traffic fatalities in Atlanta by 2040. To do so, the Atlanta Department of Transportation (ATLDOT) has adopted a safe systems approach that marks a significant shift in the way city streets are designed and how traffic fatalities and severe injuries can be eliminated.

Policies & Actions

TP 1 **Implement the *Vision Zero Action Plan* to eliminate traffic fatalities and severe injuries.**

- **TP 1.1** Support the Fatal Crash Review Commission to identify multi-disciplinary safety improvement recommendations.
- **TP 1.2** Reduce speed limits systematically and update the Georgia Department of Transportation (GDOT) list of streets for use of speed detection devices, such as automated speed cameras.
- **TP 1.3** Establish a people-centric traffic signal policy.
- **TP 1.4** Prioritize the implementation of Leading Pedestrian Intervals (LPIs).
- **TP 1.5** Implement a citywide “No Turn On Red” policy.
- **TP 1.6** Formalize a proactive traffic calming policy.
- **TP 1.7** Fill sidewalk gaps through the delivery of funded capital projects.

TP 1.8 Expand Atlanta's protected bike network. Near-term expansion of Atlanta's protected bike network will occur through funded capital projects. The Comprehensive Transportation Plan (CTP) update will identify future, longer-term opportunities to expand the network, like projects proposed in the TrailsATL Plan.

TP 1.9 Reduce the distance between safe pedestrian crossings.

TP 1.10 Educate and inform City employees, implementing partners, and the public about the *Vision Zero Action Plan.*

TP 2 Identify, prioritize, and scope projects via data-informed processes to advance cost-effective safety improvements.

TP 2.1 Prioritize capital projects in the Comprehensive Transportation Plan update that advance cost-effective safety improvements.

TP 2.2 Incorporate safe street design practices in ATLDOT capital projects.

TP 2.3 Establish a Quick Build Safety Installation Team.

TP 2.4 Conduct before-and-after safety studies to evaluate the impact of transportation improvements and inform future projects.

TP 2.5 Conduct multimodal street safety audits along all High-Injury Network (HIN) corridors.

What Is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe—and now it's gaining momentum in major American cities. Vision Zero is a multidisciplinary approach that brings together a wide range of partners to address this complex problem. For more information, visit www.visionzeronetwork.org.

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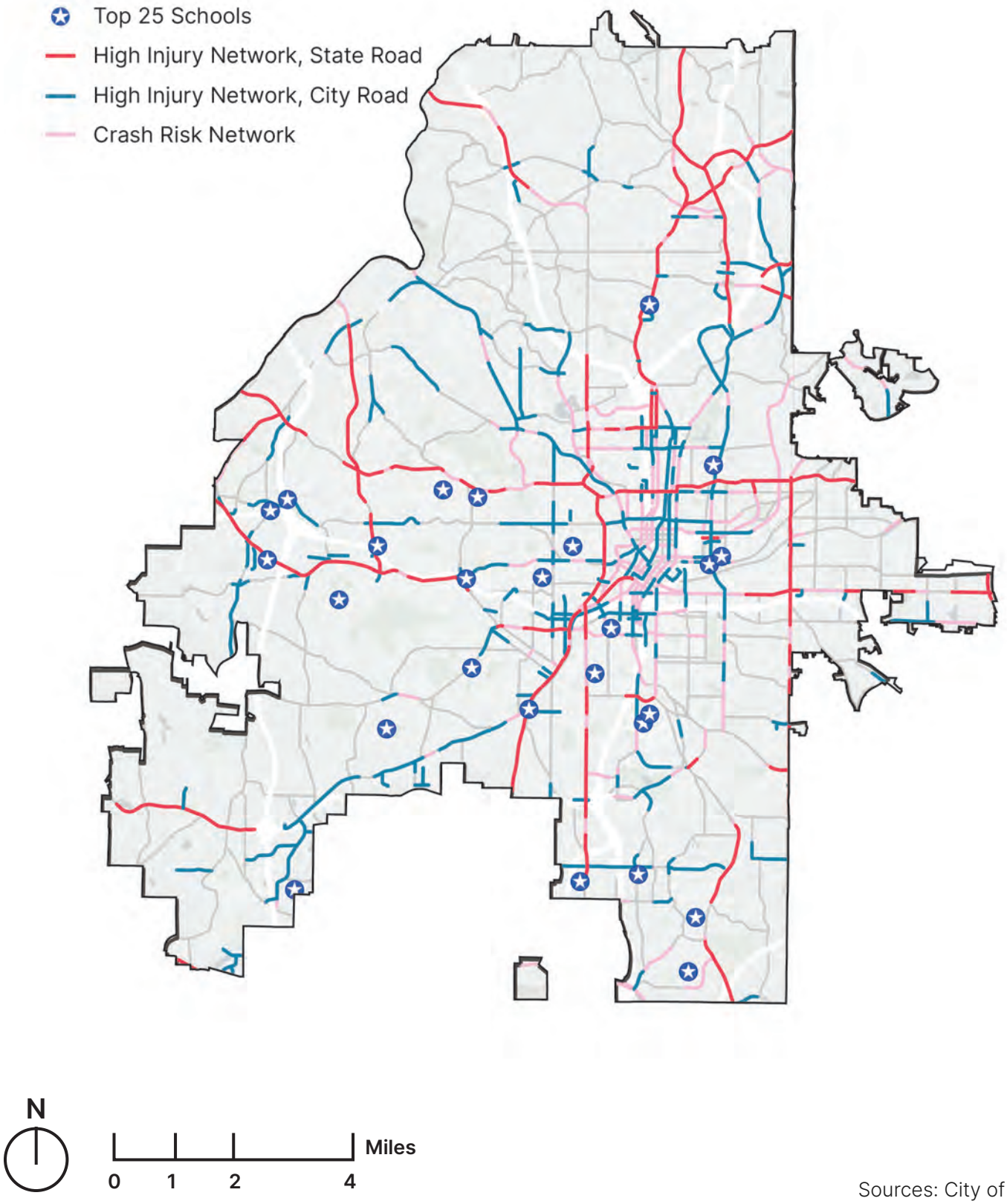
TP 3 **Implement Safe Routes to School (SRTS) programs and projects throughout Atlanta by collaborating with Atlanta Public Schools (APS), partners, and community members to encourage students to walk and bike to school and make it safer for them to do so.**

- **TP 3.1** Develop a data-informed process for identifying and prioritizing schools based on safety and equity.
- **TP 3.2** Identify and fund pedestrian, cycling, and safety-oriented transportation improvements for the top 25 high-priority equity schools.
- **TP 3.3** Develop school safety action plans for five schools per fiscal year based on the Safe Routes to School framework.
- **TP 3.4** Ensure safe speeds around schools.
- **TP 3.5** Analyze priority locations for automated speed enforcement.
- **TP 3.6** Educate and empower schools with toolkits to develop long-term Safe Routes programming.

TP 4 **Ensure a safe workplace and effective modeling of safety-oriented behavior across City departments.**

- **TP 4.1** Require Defensive Driving Course and Vision Zero training for all City employees.
- **TP 4.2** Re-enable the ATLDOT DriveCam Program with expansion to all City fleet.
- **TP 4.3** Ensure proper use of Personal Protective Equipment (PPE) in the field visits and work sites.
- **TP 4.4** Install speed limiters on City-owned vehicles.

Safe Routes to School - High Injury Network



Sources: City of Atlanta

Equity & Affordability

Needs & Opportunities

Transportation costs typically account for the second-largest household expense for most Americans, due to the high costs of car ownership. Furthermore, Georgia frequently ranks as one of the most expensive states to own and drive a car. As Atlanta and the region continue to grow, travel costs and time will be tougher to manage.

Land use, housing, jobs, and transportation are interconnected issues, and we know when planning fails to make this connection. Many Atlanta neighborhoods experiencing growth do not yet have the travel options they need to accommodate more people. Without other viable alternatives to the car, people will spend more time and money driving themselves to run errands or get to work or school. The traffic fueled by this mismatch frustrates many Atlantans. Others are frustrated by the lack of sidewalks, grocery stores, and basic services that often accompany growth. And, in some parts of the city, it is simply more dangerous to travel than in other places, particularly for pedestrians, bicyclists, senior citizens, people with disabilities, and children.

Plan A and *Atlanta's Transportation Plan* (and its upcoming update) focus on the policies and projects to address equity and affordability in our transportation system and the needed government structures and partnerships to implement them in our neighborhoods. Central to the City's equity initiatives is the commitment to removing barriers to accessibility and creating a more inclusive transportation system. The City is also committed to achieving full compliance with the Americans with Disabilities Act (ADA) and the federal Public Right-of-Way Accessibility Guidelines (PROWAG). Atlanta's Department of Transportation's work under the requirements of ADA is a critical part of the City's efforts to make our transportation system accessible to all, particularly in neighborhoods that have been historically marginalized and underinvested.

Policies & Actions

TP 5 **Develop and implement transportation improvements and capital projects that meet citywide needs, especially in historically underserved neighborhoods, to benefit all users, regardless of age, ability, or income.**

- **TP 5.1** Prioritize projects in Communities of Concern and Neighborhood Revitalization Initiative (NRI) geographies.
- **TP 5.2** Continue to fund sidewalk improvement projects and pedestrian infrastructure to support vulnerable users and those with limited mobility.
- **TP 5.3** Align City transportation and affordable housing investments.
- **TP 5.4** Expand the City's protected bike network and eliminate gaps, particularly to critical destinations and in underserved neighborhoods.
- **TP 5.5** Refine equity areas for shared micromobility deployment to increase the number of trips taken in target areas while working to deliver protected infrastructure to support these trips.
- **TP 5.6** Support regional partners with implementing and expanding rebates for electric bicycles, or E-bikes.
- **TP 5.7** Identify funding, partnership, and sponsorship opportunities to re-launch docked and hybrid bikeshare, and explore regional expansion.

Communities of Concern

Using Neighborhood Statistical Area level data, ATLDOT analyzed nine socio-economic indicators to determine which communities are reliant on walking, bicycling, or taking transit, but also significantly burdened by the costs associated with a serious injury or fatal crash. These are our most vulnerable communities, or "Communities of Concern". Learn more at https://atldot.atlantaga.gov/programs/vision-zero.

TP 6 **Promoting accessibility and ensuring ADA compliance.**

TP 6.1 Conduct comprehensive accessibility audits of the City's transportation infrastructure, pedestrian facilities, and internal rules, policies, and practices to ensure that the City follows the most up-to-date ADA and PROWAG guidelines.

TP 6.2 Conduct ongoing staff training focused on ADA compliance and the needs of individuals with disabilities.

TP 6.3 Establish an ADA Advisory Committee to gather feedback and make recommendations to the City related to making Atlanta more accessible to people living with disabilities.

TP 6.4 Upgrade the City's transportation infrastructure through current capital delivery sources to remove physical barriers for people with disabilities and ensure an equitable transportation experience.

TP 6.5 Monitor and report on the City's ADA compliance to assess progress and provide transparency with oversight from a third-party ADA monitor.

Sustainability & Mode Shift

Needs & Opportunities

Streets account for over 20% of Atlanta's built environment, and vehicles on streets are major contributors to greenhouse gas emissions. As a result, redesigning our streets and shifting transportation modes represents a significant opportunity to address sustainability goals.

Driving less and encouraging more people out of cars and onto sidewalks, trails, buses, and trains reduces transportation emissions while also achieving the connected goals of safety, equity, and affordability. Cutting emissions together with adding permeable or reflective surfaces, green infrastructure, plants, and trees on our streets can also help reduce flooding and urban heat islands.

Policies & Actions

TP 7 **Increase transit trips as a share of total trips.**

- **TP 7.1** Establish a framework for transit priorities and develop plans for transit-supportive investments that include dedicated bus lanes, transit signal priority, queue jumps, and safety action plans near transit stations.
- **TP 7.2** Work with local and regional transit partners to implement a frequent and reliable transit network.
- **TP 7.3** Deliver infrastructure improvements that support and provide access to the frequent transit network.
- **TP 7.4** Support MARTA's implementation of its Safe Routes to Transit (SR2T) and bus shelter amenities programs.

TP 7.5 Ensure that land use and zoning decisions on the City's frequent transit network are transit-supportive.

TP 7.6 Create a street typology in the Comprehensive Transportation Plan update that articulate modal priority for all arterial and collector streets.

TP 7.7 Work with MARTA, regional operators, and the ARC to expand free and reduced fare programs for populations in need.

TP 7.8 Coordinate with transit partners and demand generators like stadiums, event centers, and the airport to make the ridership experience easy, intuitive, and comfortable for everyone.

TP 8 Increase walking, biking, and micromobility trips as a share of total trips.

TP 8.1 Ensure that at least a third of Atlantans are within 1/3-mile access to a trail and identify funding opportunities for trail investments developed in the *Trails ATL* plan.

TP 8.2 Increase parking supply for bicycles and micromobility devices, prioritizing high-demand areas.

TP 8.3 Complete and publicize an interactive map of bike parking in the public right-of-way.

TP 8.4 Support safety and affordability goals to expand the sidewalk and protected bike networks to eliminate gaps, particularly to critical destinations and in underserved neighborhoods.

TP 8.5 Identify designated spaces for micromobility parking through partnerships with MARTA, Atlanta Beltline, Inc. (ABI), and Community Improvement Districts (CIDs) and establish no-ride zones for improved access and safety.

Frequent Transit Network

Frequent Transit Network is generally defined as the set of services that run every 15 minutes all day. That 15-minute frequency is the tipping point where many people find that transit is ready to go whenever they need it. See MARTA's NextGen Bus Network resources at www.martanextgenbusnetwork.com to learn more.

TP 8.6 Develop a contract model with micromobility operators to support increasing total sustainable trips and designated parking locations.

TP 8.7 Reinvest revenue generated by the micromobility program to support protected infrastructure and related safety and affordability goals.

TP 9 **Support regional partnerships that invest in active and sustainable modes and Travel Demand Management (TDM) to reduce single-occupancy vehicle trips.**

TP 9.1 Establish an employee TDM program that becomes a model for the region's Transportation Management Associations and employers.

TP 9.2 Inform City employees of TDM benefits available through the City and Georgia Commute Options through employee onboarding.

TP 9.3 Conduct annual employee travel surveys to collect timely data to inform decision-making on employee travel options.

TP 9.4 Support state and regional partners with implementing infrastructure and programs that enable increased zero-emission trips like electric vehicle (EV) charging and the E-bike rebate program.

TP 10 **Ensure coordination between Atlanta Department of Transportation and other City departments (e.g., Watershed Management) and implementation partners (e.g., Community Improvement Districts) to deliver projects that address shared goals.**

TP 10.1 Identify opportunities to include green infrastructure improvements in major capital projects impacting public rights-of-way.

TP 10.2 Identify opportunities to enhance transportation project funding to support green infrastructure and sustainability improvements.

TP 10.3 Strengthen interdepartmental coordination to improve efficiencies in project delivery and cost effectiveness.

An Active Public Realm

Needs & Opportunities

Streets are the largest public space in any city. These public spaces should be designed for people rather than cars. Doing so is safer for all street users, including drivers. As investments in and around the Atlanta Beltline have demonstrated, streets, sidewalks, and trails that are active with people are more welcoming and economically vibrant than places congested with cars. Designing streets as places for people to safely move about, gather, and enjoy our city opens endless possibilities for a future less dependent on cars and more invested in sustainable modes of transportation like walking, biking, and using transit.

Policies & Actions

TP 11 **Create and foster opportunities for people-oriented spaces within the built environment. Center transportation improvements around the needs of people, particularly vulnerable street users.**

- **TP 11.1** Encourage public space programs that activate streets and public spaces for people, like shared streets, neighborhood block parties, Park(ing) Day, etc.
- **TP 11.2** Identify and support demonstration activities that consider alternatives for allocating public right-of-way.
- **TP 11.3** Host Atlanta Streets Alive at varying locations on a recurring basis to support active transportation trips and promote the experience of car-free streets.
- **TP 11.4** Incorporate art into transportation projects to create visually stimulating and educational activities for people.
- **TP 11.5** Improve permitting processes for public space programming and activations.

SPOTLIGHT: ATLANTA STREETS ALIVE

Atlanta Streets Alive opens streets temporarily for constituents to bike, walk, skate, dance, and play. It's free to the public; the event turns the street into a park-like space that connects our city! Atlanta Streets Alive is part of an international open streets movement happening in many cities throughout the U.S., Canada, and around the world. Atlanta Streets Alive opens streets for people by taking cars out of the equation for an afternoon to create a whole new healthy, sustainable, and vibrant city street experience.

TP 12 **Advance neighborhood-led transportation improvements and interventions through Safe Routes to School demonstrations and tactical urbanism implementation.**

TP 12.1 Create a process for community-led "Open Streets" and neighborhood block party efforts.

TP 12.2 Continue to promote and educate communities about opportunities to implement neighborhood-led tactical urbanism projects and expand project types available in the City's *Tactical Urbanism Guide.*

TP 12.3 Explore, support, and share opportunities for partnerships that will provide funding for neighborhood groups to implement projects.

SPOTLIGHT: TACTICAL URBANISM

Tactical urbanism is a low-cost, short-term approach designed to change the overall use and feel of streets and public spaces. These small-scale projects are often used to advance longer-term goals related to street safety and the design of public spaces. Tactical urbanism is temporary, using small-scale actions and limited materials while demonstrating the potential for long-term change. The City has created a guide and process to allow communities to lead, fund, and implement design changes on their neighborhood streets through project review and approval.

Curbside Management

Needs & Opportunities

The spaces along our streets—the curbs and sidewalks—are designed primarily for getting in or out of cars, parking cars, or keeping cars moving. With dockless scooters and bikes, on-demand bus service, and ride-sharing and delivery services growing in popularity, access to Atlanta's curbs and sidewalks, especially in Downtown, Midtown, and Buckhead, is at a premium. Curbside management processes ensure that conflicts along our curbs and on our sidewalks are resolved efficiently while balancing everyone's safety.

Policies & Actions

TP 13 **Establish a comprehensive set of policies that efficiently manage the use and functionality of curb space and balance the needs of multimodal users.**

TP 13.1 Consider and implement various parking pricing strategies, such as dynamic pricing.

TP 13.2 Integrate smart curb management technologies that enhance and simplify usage, pricing, payments, and enforcement of the City's curb and parking program.

TP 13.3 Improve passenger loading and unloading operations and regulations through coordination with property owners, tenants, and major developments to allow for necessary deliveries without negatively impacting safety and operations. The Comprehensive Transportation Plan update will identify additional curb management policies and actions.

TP 13.4 Replace free on-street parking with metered, on-street parking particularly in high-demand areas.

TP 13.5 Create balanced curbside operations and regulations by coordinating with ATLDOT program priorities, including Vision Zero and Safe Routes to School, to identify and accommodate the varying needs along the curb, including deliveries.

TP 13.6 Advance City Code and other legislative changes that will authorize enforcement of certain violations by non-sworn enforcement officers to address illegal parking activity, especially where it blocks access to sidewalks, bicycle facilities, and bus stops.

TP 13.7 Negotiate new contract terms for managing and enforcing the City's curb and parking program.

TP 13.8 Create a compliance plan for on-street accessible parking following the 2024 federal *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way.*

Regional Connectivity

Needs & Opportunities

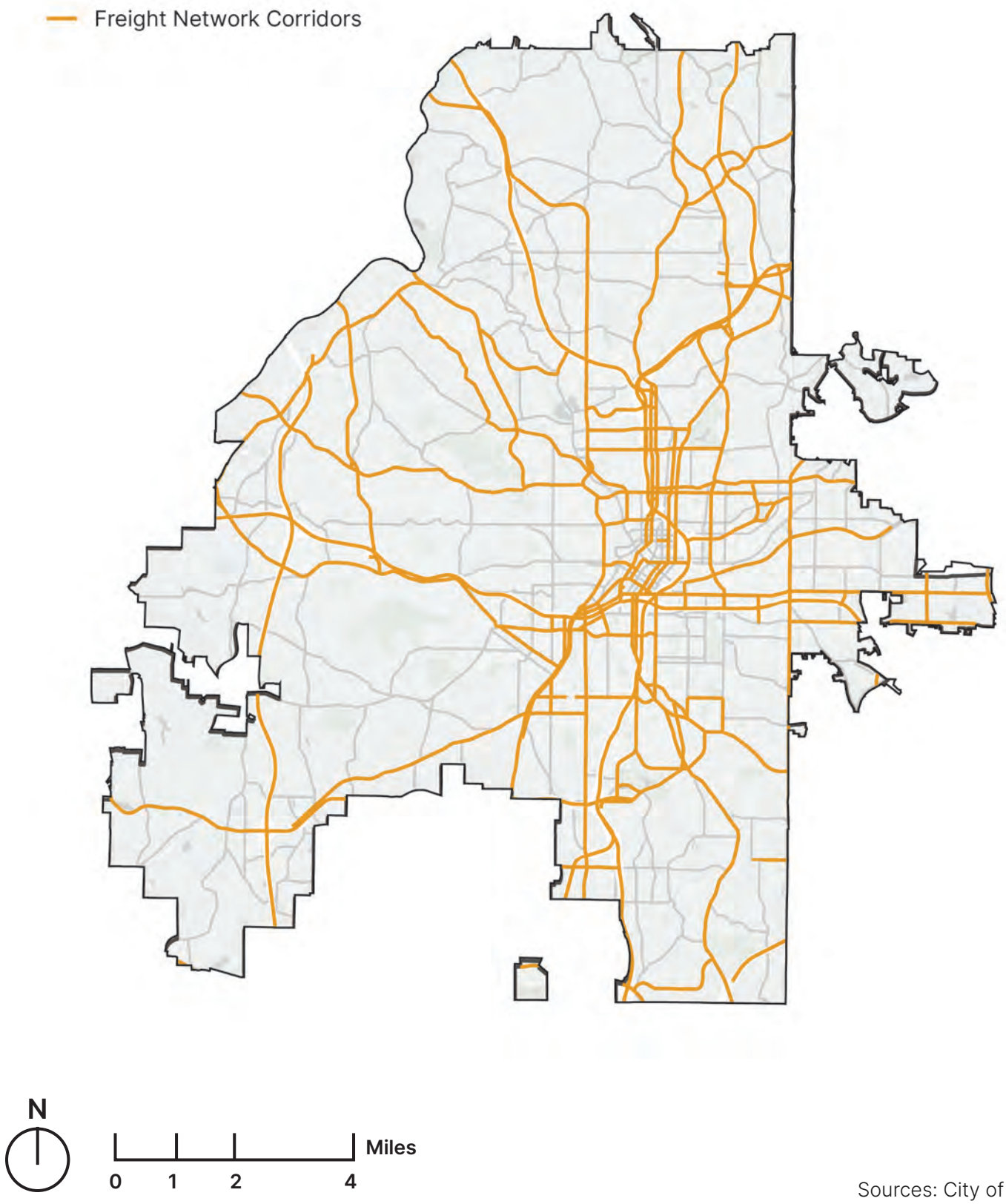
For many, Hartsfield-Jackson Atlanta International Airport is Atlanta's front door and residents' connecting point between home and the world. In addition to boasting the world's busiest airport, Atlanta has one of best airport-to-downtown transit connections in the country, thanks to MARTA. Atlanta is also quickly growing as a hub for other intercity modes and connections, including rail and bus services, and ensuring that these connections are easy for residents and visitors is essential for supporting the city's economic vitality.

Policies & Actions

TP 14 **Support transportation connectivity improvements through coordination between City departments and regional and national transportation partners.**

- **TP 14.1** Partner with neighboring jurisdictions to advance cross-jurisdictional trails and multi-use facilities.
- **TP 14.2** Increase the share of transit trips to and from the airport through improved wayfinding and information signage and transit access to/from the international terminal.
- **TP 14.3** Identify and implement infrastructure improvements to support operations and connections to regional and commuter bus facilities in line with transit priority goals.
- **TP 14.4** Coordinate with major intercity passenger rail corporations and state and federal partners to plan for a future intercity rail hub.
- **TP 14.5** Assess current freight conditions and align with federal, state, and regional policies (e.g., *Atlanta Regional Freight Mobility Plan*) to create a more sustainable and resilient freight network.
- **TP 14.6** Strategically align projects and funding opportunities with regional, state, and federal partners.

Freight Network



Sources: City of Atlanta

Maintain a State of Good Repair

Needs & Opportunities

Maintaining the City's transportation assets is essential for ensuring safety, reliability, and efficiency. Without appropriately scheduled maintenance of aging infrastructure, including streets, bridges, and sidewalks, the results are costly failures, safety hazards, and disruptions in people's livelihoods and city operations. Routine and timely maintenance of transportation assets extends their lifespan and prevents expensive emergency repairs. A well-maintained system supports economic growth, fosters public trust, and creates efficient multimodal movement of people and goods. Preventing damage to transportation infrastructure also reduces the City of Atlanta's maintenance and cost burden.

Policies & Actions

TP 15 **Provide timely response to maintenance requests and adhere to service level agreements (SLAs).**

- **TP 15.1** Establish contracts for annual maintenance of transportation assets.
- **TP 15.2** Review and monitor SLAs for all maintenance operations within the ATLDOT's Transportation Maintenance Division.
- **TP 15.3** Regularly review and update SLAs to reflect evolving priorities, technological advancements, and industry best practices in line with related transportation goals.
- **TP 15.4** Advance mechanisms for tracking, analyzing, and improving key SLA performance indicators.

TP 16 **Streamline and optimize the right-of-way permitting process to reduce processing times and enhance efficiency.**

- **TP 16.1** Implement a user-friendly online platform for permit application submission, tracking, communication, and public visibility through accurate dashboards and online maps.
- **TP 16.2** Enhance coordination with relevant stakeholders to minimize disruptions caused by street lane and sidewalk closures and construction activities.
- **TP 16.3** Improve coordination across City departments for permit issuance. Onboard a single site permitting platform with associated maps of various permit types.
- **TP 16.4** Ensure compliance with the City's right-of-way (ROW) manual to hold contractors and implementation partners accountable for adequately repairing and restoring City infrastructure.
- **TP 16.5** Provide clear guidance to contractors on prioritizing accessibility for pedestrians and cyclists in the permitting and inspection process.

TP 17 **Implement a state-of-the-art asset management system to equitably and proactively maintain transportation assets.**

- **TP 17.1** Develop and implement a comprehensive plan for locating underground assets related to excavation, ensuring compliance with relevant regulations.
- **TP 17.2** Schedule a systematic assessment of pavement and sidewalk conditions and proactively maintain the asset where needed.
- **TP 17.3** Implement routine maintenance schedules to proactively address issues with traffic signals.
- **TP 17.4** Regularly inspect and maintain signage and striping and prioritize critical areas like school zones and high-traffic intersections to improve visibility and effectiveness for enhanced safety.
- **TP 17.5** Evaluate and implement inspection and maintenance measures to enhance safety on sidewalks, streets, and bridges, aligning with related safety initiatives.
- **TP 17.6** Prioritize maintaining and sweeping of protected bikeways in coordination with the Department of Public Works.

Innovation in Transportation Technology

Needs & Opportunities

Demand for Atlanta's streets and curb space has only increased due to recent technology developments such as ride-hailing and delivery services. Future technology changes, like the growing use of electric and autonomous vehicles, may result in similar impacts and increased demand for limited right-of-way. The City will continue developing plans and policies that meet all street users' needs and balance the effects of new technologies and the related safety, sustainability, and mode shift goals. New technologies also present the City with an opportunity to improve all stages of project delivery and enhance the experience of residents and visitors traveling in Atlanta.

Policies & Actions

TP 18 **Identify and implement technology solutions that support the City's transportation goals.**

TP 18.1 Partner with research institutions to monitor and evaluate the impact of autonomous vehicles to inform development of potential policies in line with City goals.

TP 18.2 Use technology that provides accurate and up-to-date assessments of the city's transportation infrastructure.

TP 18.3 Use technology that supports project evaluation during demonstration or post-construction phases.

TP 18.4 Develop data tools for public engagement that support planning, education, and information sharing.

TP 18.5 Apply technology to better understand the use of city curbs and prioritize locations for curbside management strategies.

Project Delivery

Needs & Opportunities

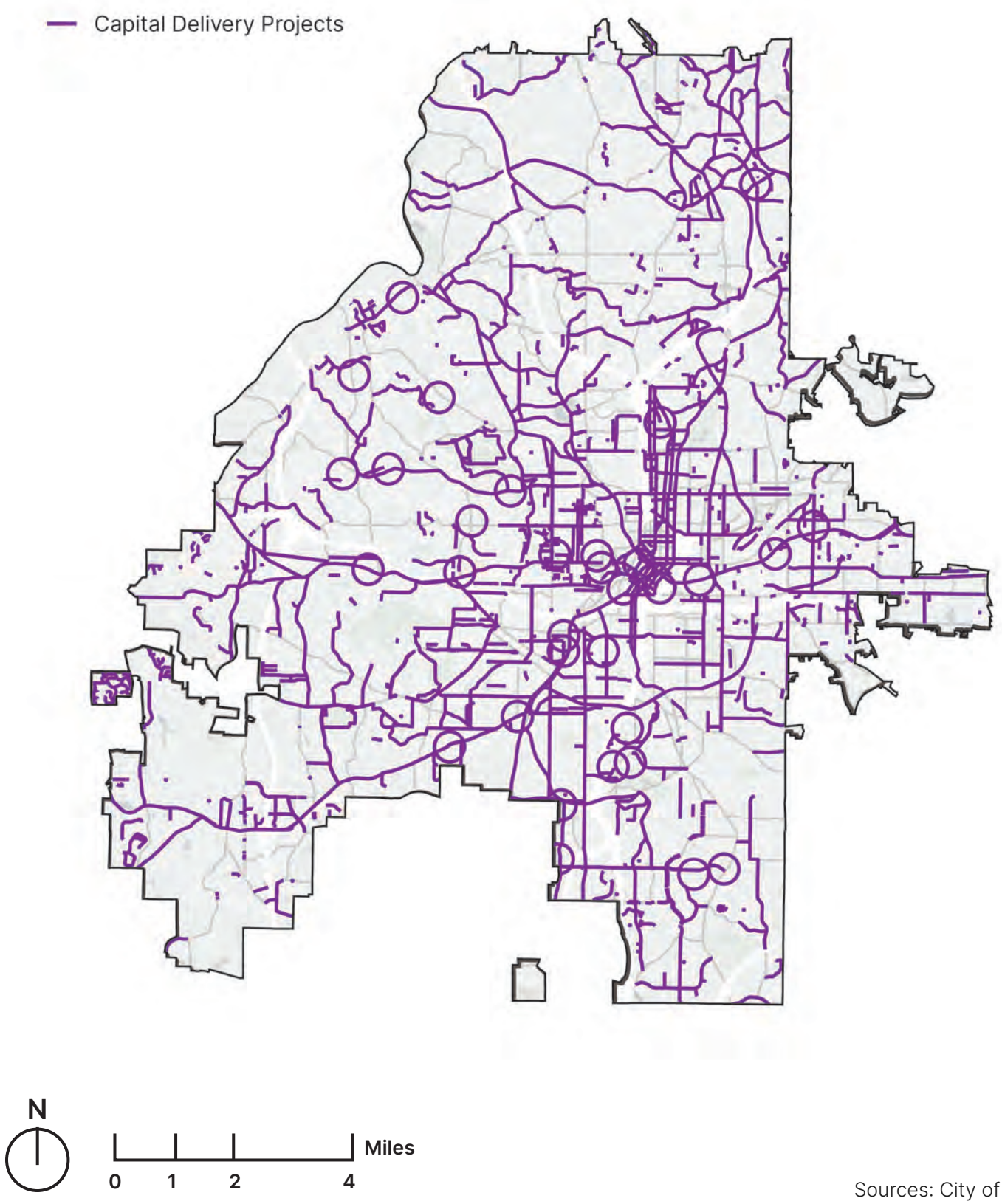
Through the Renew Atlanta Bond, T-SPLOST 1.0, the Moving Atlanta Forward Bond, and T-SPLOST 2.0, Atlanta residents have supported historic investments in transportation funding. With the establishment of ATLDOT, the City is developing internal capacity to advance project delivery through all stages of project development.

Policies & Actions

TP 19 **Implement historic investments in transportation infrastructure efficiently and expeditiously.**

- **TP 19.1** Provide partners and the public with a clear understanding of capital project delivery methods and schedules.
- **TP 19.2** Train project management staff on Vision Zero strategies and goals to ensure inclusion in project development.
- **TP 19.3** Identify opportunities for public feedback during the project development phase to inform project design and implementation. Evaluate opportunities to deploy near-term and high-impact improvements (like tactical urbanism) to inform design.
- **TP 19.4** Continue building in-house project management capacity to deliver capital projects on time with an efficient use of resources.
- **TP 19.5** Identify opportunities for innovative and effective project delivery methods through partnerships with CIDs, ABI, MARTA, GDOT, and USDOT.

Transportation Projects



Sources: City of Atlanta

SPOTLIGHT: MORE MARTA

More MARTA is a transit improvement partnership between MARTA and the City of Atlanta to design and build transit projects to address Atlanta's current and future transportation needs by increasing accessibility, mobility, and connectivity.

The More MARTA program is aligned with *Atlanta's Transportation Plan* and the City's efforts to build upon a layered, integrated, regional transportation network. It includes light rail transit (LRT), bus rapid transit (BRT), and arterial rapid transit (ART) systems, as well as new transit centers, local bus service, and various station upgrades.

The program was first approved in 2016, when 71% of Atlanta voters supported an additional half-penny sales tax. MARTA and the City then executed a robust program of community engagement to establish guiding principles and the project list. The list was narrowed to 17 projects that were adopted by the MARTA Board in 2018.

Transportation Planning & Funding

Needs & Opportunities

With large funding commitments in transportation improvements happening at all levels of government, the City of Atlanta is leveraging a historic opportunity to maximize transportation investments across the city and prioritize funding for underserved areas and areas disproportionately impacted by the federal Interstate Highway System.

Policies & Actions

TP 20 **Evaluate and prioritize the most appropriate opportunities for leveraging transportation funds and aligning project needs.**

- **TP 20.1** Pursue state and federal grants to ensure Atlanta benefits from federal funding opportunities.
- **TP 20.2** Coordinate with MARTA, ARC, and CIDs to identify, strategize, and solicit potential grant funding opportunities.
- **TP 20.3** Manage existing partnerships and federally funded projects to ensure all requirements are met, and previously awarded funds are effectively utilized.
- **TP 20.4** Prioritize project scoping and concept design with local funds to get projects "shovel ready" for more competitive funding requests.
- **TP 20.5** Continue identifying partnership and sponsorship opportunities to support transportation programs like Safe Routes to School, Atlanta Streets Alive, and bikeshare.
- **TP 20.6** Hire dedicated staff to strategically pursue funding opportunities as well as effectively manage secured and awarded grants.

TP 21 **Update the City's Comprehensive Transportation Plan.**

- **TP 21.1** Leverage ARC's *Metropolitan Transportation Plan* program to update the City's long-range Comprehensive Transportation Plan.

Plan A Partners & Implementation

The following transportation plans have shaped the needs, opportunities, policies, and actions identified in Plan A. Descriptions of these plans can be found in the Appendix.

- *Transit-Oriented Atlanta (2015)*
- *Cargo Atlanta (2015)*
- *Walk. Bike. Thrive!* (2016)
- *Atlanta's Transportation Plan* (2018)
- *One Atlanta Strategic Plan* (2019)
- *Vision Zero Action Plan* (2023)
- *Northwest Atlanta Freight Study* (2023)
- *ARC's Metropolitan Transportation Plan* (2024)
- *Atlanta Beltline Transit Study* (underway)
- *Trails ATL* (2025)

Atlanta's Transportation Plan Update

In 2025, ATLDOT will begin updating *Atlanta's Transportation Plan.* The Comprehensive Transportation Plan update will be aligned with Plan A's vision and goals regarding transportation. The Department of City Planning will be a key partner in the development of the update to ensure that the connection between mobility and land use is prioritized. In addition to participating in the plan update, the Department of City Planning will continue to collaborate with ATLDOT to implement major transportation projects and initiatives.

Housing & Community Development

Vision

A city of opportunity for all. We want all Atlantans to share in Atlanta's growth and prosperity. We invest in our young people, care for the most vulnerable, and create opportunities for all to advance. This means focusing on education, workforce development, equitable wealth-building, stable and affordable housing, and other initiatives to support our residents. We recognize the importance of healthy, whole neighborhoods as the place where Atlantans live their lives. Every single Atlantan deserves the ability to afford to live in the neighborhood of their choice.

Goals

1. **Housing Affordability.** Foster a dynamic housing market that supplies housing at all price points in mixed-income communities.
2. **Housing Variety.** Encourage neighborhood planning and prioritize partnerships and strategies to deliver various housing types so more residents live near higher-paying jobs, high-performing schools, quality services and amenities, and transit.
3. **Innovation in Housing.** Encourage supportive plans, rules, and tools for housing in citywide and neighborhood plans to address inequality and improve people's lives. Ensure that the legal, administrative, and data resources are in place to implement the plans and advance access to quality houses.
4. **An Equitable Approach.** Achieve widespread prosperity and accessibility throughout the city by ensuring affordable housing options in all neighborhoods and protecting existing residents at risk of being priced out of their current neighborhoods.
5. **Homelessness is a Housing Problem.** Expand the number of housing units and funding for Atlantans experiencing or at risk of homelessness that links them with community support and resources as they transition from homelessness to permanent, stable housing.

Housing Affordability

Needs & Opportunities

Atlanta continues to add new households.

However, growth has not been equally possible for everyone. Since 2019, Atlanta has experienced a net loss in Black households, families, and workers in key employment sectors such as hospitality while Atlanta's households become wealthier, smaller, and more highly educated. Housing affordability is a key factor that accounts for demographic change.

Coordinated public action across departments and agencies, paired with strong participation from the private and philanthropic sectors, will be critical to building housing at the price points that Atlanta needs. The City, alongside its public agency partners, is in a prime position to leverage its public resources toward ensuring widespread affordability and opportunity for all Atlantans in every neighborhood.

Atlanta's Impact Fee Exemptions

The City of Atlanta may exempt all or portions of particular development projects from impact fees for the purposes of encouraging economic development and employment growth or affordable housing provided that alternative revenue sources other than development impact fees are identified to fund system improvements.

Policies & Actions

HC 1 **Increase the availability of affordable housing units for Atlantans of all incomes throughout the city.**

- **HC 1.1** Coordinate programming of federal funds to preserve and create affordable housing units.
- **HC 1.2** Recruit new landlords into affordable housing production through new partnership models within missed-income developments.
- **HC 1.3** Continue to fund the Housing Trust Fund annually, identify dedicated revenue streams to contribute to the Housing Trust Fund, and provide an annual process to determine the allocation of Housing Trust Fund funding.
- **HC 1.4** Promote broader participation in the Housing Choice Voucher program, encouraging broader acceptance of tenant-based vouchers throughout the city.
- **HC 1.5** Institutionalize the capacity to construct or preserve 2,500 units of affordable housing units each year.
- **HC 1.6** Expand opportunities for private property owners to commit income-restricted units into new and existing developments, including through participation in Inclusionary Zoning (IZ) or Density Bonus programs.
- **HC 1.7** Identify recurring revenue sources to support the construction of housing for unhoused residents.

Affordable Housing Programs in Atlanta

Examples of federal programs for affordable housing in Atlanta include:

Community Development Block Grants (CDBG)

Home Investment Partnership Program (HOME)

Low-Income Housing Tax Credits (LIHTC)

Rental Assistance Demonstration (RAD)

Faircloth-to-RAD programs

SPOTLIGHT: HOUSING STRIKE FORCE

The Housing Strike Force, a quarterly meeting of the heads of land-owning public agencies and philanthropic partners, monitors the pipeline and funding of public land developments and other housing and community development initiatives.

Strike Force members align funding, identify and address barriers to redevelopment, streamline regulatory processes, and share best practices for activating public land. The Strike Force is specifically designed to break down institutional siloes and maximize impact through a whole-of-government approach to housing. To date, the Strike Force is advancing and accelerating mixed-income, mixed use development projects on 40 underutilized public land sites across the city.

Strike Force members include the City of Atlanta, Atlanta Housing, Invest Atlanta, Atlanta Public Schools, Atlanta Beltline, Atlanta Urban Development Corporation, Atlanta Fulton County Recreation Authority, the Metro Atlanta Land Bank, the Community Foundation of Greater Atlanta, and others.

HC 2 **Support inclusive and mixed-income communities of opportunity.**

HC 2.1 Implement the City of Atlanta's Urban Enterprise Zone Program.

HC 2.2 Work with public agency partners and deploy new tools to increase the number of units affordable for residents earning 30%, 50%, 60%, and 80% Area Median Income (AMI) in new and existing developments.

HC 2.3 Apply Atlanta Housing's Payment Standards to increase the affordability of existing rental units in high-opportunity areas with access to schools, public transit, amenities, and jobs.

HC 2.4 Support affordable homeownership through the expansion and improvement of down payment assistance and low-interest mortgages, and mobilization of low-cost land and delivery vehicles.

What Is Area Median Income?

Area median income—often referred to as AMI—is a key metric in affordable housing.

AMI is defined as the midpoint of a metropolitan statistical area (MSA)'s income distribution and is calculated on an annual basis by the Department of Housing and Urban Development (HUD).

AMI is important because many of HUD's housing programs are based on this value, impacting who is eligible for what programs, among other uses. Using AMI benchmarks for renter eligibility is typically a requirement if a housing development benefits under the LIHTC, program. For these programs, eligibility is generally set at a percentage of AMI, usually less than 100%. Specifically for housing under HUD's Section 8 program, eligibility is determined by three tiers of renters by income:

- Low Income (at or below 80% of AMI)
- Very Low Income (at or below 50% of AMI)
- Extremely Low Income (at or below 30% of AMI)

HC 3 **Leverage public resources—federal, state, and local capital, funding, and land—to support shared housing goals.**

HC 3.1 Engage with public agencies to increase their capacity to mobilize public land for affordable housing development and supportive uses.

HC 3.2 Continue the use of public financing tools, and in particular, tax allocation district (TAD) funding, to encourage the development of affordable housing in high-opportunity areas.

HC 3.3 Support community land trusts and other alternative ownership models with funding and technical assistance to establish new avenues for permanently affordable housing.

HC 3.4 Continue to support faith-based institutions with their effort to develop land for affordable and mixed-income housing by providing technical assistance, pre-development support, and gap financing.

SPOTLIGHT: PUBLIC LAND DEVELOPMENT

Public land has been identified as a valuable resource to meet the City's housing and neighborhood goals. From small parcels to larger tracts, much of the public land that was once on the City's periphery is not in valuable locations that can be leveraged to support City goals. The City recognizes how smarter, more strategic use of vacant or underutilized land can contribute to stabilized housing and neighborhood amenities and provide housing solutions that the market, on its own, cannot deliver.

Over the last few years, public land has been the anchor for projects like the Melody, Midtown Fire Station, the Englewood and Bowen Homes redevelopments, and planning for Gun Club, Thomasville Heights, Civic Center, and more. The value of land, paired with public control, make land into a unique asset to achieve many of the City's most innovative and impactful Plan A goals.

The City's public land strategy puts public partners in the driver's seat not only for redevelopment, but leading neighborhood outreach and conversation about individual projects. The City and its partners are actively committed to working with neighborhoods throughout the city to determine the best, most appropriate, and most long-term impactful ways that public land can be activated.

Housing Variety

Needs & Opportunities

Atlanta's vibrancy, community, culture, history, jobs, educational institutions, and cost of living continue to make it a place that people from all over the world choose to call home.

As Atlanta's population grows, so does our responsibility to plan for more housing. We must ensure that housing supply keeps up with demand and that housing options reflect the diversity of household sizes and compositions in Atlanta's future. We must also stay true to the physical characteristics of Atlanta's neighborhoods while responding to contemporary needs, which is a core priority of the city's housing plan.

Opportunity for all Atlantans in every neighborhood means more than just housing affordability. We can address climate change, racial justice, displacement pressures, and the need for community-focused neighborhoods through policy changes and changes to our built environment. Building various housing types to accommodate households of all sizes within neighborhoods with access to schools, jobs and retail, healthy food, wellness services, safe places to gather and play, and dependable transit and other infrastructure is critical to creating a city where everyone can thrive.

Policies & Actions

HC 4 **Align housing opportunities with access to jobs, fresh food, retail, schools, healthcare, and public investments in transportation, recreation, water and stormwater, and other infrastructure.**

HC 4.1 Prioritize housing near transit, particularly in mixed use, higher density transit-oriented development.

HC 4.2 Work with neighborhoods to prepare small area plans that expand strategies to connect housing opportunities with services and amenities.

HC 4.3 Increase office-to-residential conversions that provide high-quality housing in major employment centers, such as Downtown, Midtown, and Buckhead.

HC 4.4 Support climate-resilient interconnected infrastructure to minimize energy, water, and other costs to housing.

HC 4.5 Encourage family-size (3+ bedrooms) housing options in new developments.

HC 5 **Encourage housing density increases in amenity-rich areas.**

- **HC 5.1** Increase support and funding for missing middle housing options near transit, services, grocery and fresh food access, and amenities.
- **HC 5.2** Streamline entitlement and review processes (e.g. zoning, land use, permitting) to support conversions from non-residential to residential and mixed use uses.
- **HC 5.3** Proactively rezone publicly-owned land that is development-ready to meet city and neighborhood housing and community development needs.

HC 6 **Encourage mixed use within both buildings and neighborhoods.**

- **HC 6.1** Continue to identify opportunities to support a mix of uses to support complete buildings and neighborhoods.
- **HC 6.2** Prioritize infrastructure to connect housing developments to nearby jobs, retail, schools, and other services and amenities, with a focus on supporting non-automobile connectivity.

HC 7 **Continue to make progress supporting future-oriented housing options.**

- **HC 7.1** Promote Atlanta-specific guidelines for climate resilient housing.
- **HC 7.2** Work with public, private, and nonprofit capital to fund the development of climate resilient housing and neighborhood infrastructure.
- **HC 7.3** Promote building materials and design standards to support long-lasting housing developments that create high-quality, attractive neighborhoods.
- **HC 7.4** Encourage housing density near transit and trail networks to reduce long-term car dependency.

SPOTLIGHT: MISSING MIDDLE HOUSING

Many of Atlanta's neighborhoods historically developed with several styles of small multi-unit buildings. These duplexes, triplexes, and multi-unit buildings were often located near or among single-family houses and were compatible with their scale, placement, and look. These housing types are now known as "missing middle housing."

The rise of both rental and for-sale housing costs, combined with a housing shortage, an unpredictable economy, higher material costs, and a growing number of new households, has left a demand for housing that costs less and is in areas with high walkability and transit. However, many find themselves having to compromise and, as a result, they end up in housing that is either too expensive for their budget or in a house or apartment that does not meet their specific household's needs.

Preserving and building more missing middle housing can be part of a solution for aligning housing inventory with shifting demographics and the growing demand for walkability. Increasing residential density and housing choices in select areas can help builders keep their costs down while attracting buyers and renters whose needs are currently unmet by the housing market.

The City of Atlanta is committed to promoting the preservation of existing missing middle housing and constructing new units in areas where the local community supports them.

SPOTLIGHT: OFFICE-TO-RESIDENTIAL CONVERSIONS

In early 2024, Central Atlanta Progress (CAP) released the *Downtown Atlanta Commercial-to-Residential Conversion Feasibility Study*, which examines the challenges and opportunities for office-to-residential conversions and identifies potential policies and incentives to facilitate them.

The COVID-19 pandemic drove the shift to hybrid or fully remote work environments and increased office vacancy in Downtown Atlanta to over 5 million square feet. At the same time, the City of Atlanta demonstrated a commitment to increasing housing supply and attainability. Adaptive reuse is a proven strategy for residential development in Atlanta, especially Downtown, where approximately 20% of the housing supply is in converted office or industrial buildings.

While conversion is not the end-all-be-all solution to Atlanta's housing supply problem, the right policy tools can provide opportunities for certain buildings. It is estimated that around 1,500 units of mixed-income housing can be created using 1.6 million square feet of vacant office space and some public subsidies. New and expanded funding tools will be necessary to fund these subsidies and unlock the potential for underperforming buildings.

Innovation in Housing

Needs & Opportunities

New technologies can support the production, quality, delivery, affordability, and evaluation of housing activities, which in turn helps ensure that housing policies meet the goals they strive to achieve. Technologies include improvements to regulatory processes, innovations in housing production and materials, and administrative and governance tools to make sure everyone can enjoy the benefits of the City's housing policies and programs. Openness and transparency about the processes of housing production help build trust and support for housing policies and inclusive communities.

Policies & Actions

HC 8 **Continue regulatory reforms that streamline the construction and rehabilitation of housing.**

- **HC 8.1** Continue to strengthen the collaboration between public agencies to expedite the development of public land assets for housing and community development, providing affordable housing, strengthening physical, social, and civic infrastructure, and realizing co-location benefits within neighborhoods.
- **HC 8.2** Further streamline the permitting process for affordable housing through the City's Welcome H.O.M.E. initiative, and increase awareness of the program.
- **HC 8.3** Support new construction methods and technologies, especially in applications reducing energy and water costs for residents. Train the local workforce in these new methods and technologies.

HC 8.4 Develop a standard application and shared evaluation process across public, nonprofit, and quasi-public agencies to improve the distribution of public funds for affordable housing and to simplify the process of applying for housing development subsidies.

HC 8.5 Reduce response time for applications to federal entitlement funding (CDBG, H.O.M.E., etc.).

HC 9 Research and deploy the most impactful policy tools and standards for housing using public resources.

HC 9.1 Adopt consistent guidelines for affordability, fair housing, universal design, food access, health, and energy efficiency for new housing supported by public subsidy or built on public land.

HC 9.2 Continue to strengthen partnerships across local, state, and federal agencies to define shared goals, leverage investments, and maximize the use of available tools for housing production and preservation.

HC 9.3 Continue to support a Housing Commission to provide recommendations and best practices for housing and community development policies to policymakers.

HC 10 Improve residents' access to existing housing programs and resources.

HC 10.1 Continue to promote the Housing Help Center as a one-stop-shop for residents to learn about and connect to available housing resources.

HC 10.2 Use the Housing Help Center and other centralized resources to identify and fill resource gaps.

HC 10.3 Simplify and support the ability for residents to apply for housing resources.

HC 10.4 Coordinate and publicize data resources to ensure residents have timely access to accurate information about housing programs, opportunities, and outcomes.

HC 10.5 Expand and align technical assistance to community-based development and service organizations.

HC 10.6 Expand opportunities for first-time homebuyers, land trust members, and cooperative members to lay roots in Atlanta.

SPOTLIGHT: HOUSING HELP CENTER

The Housing Help Center is the City of Atlanta's official housing resource center. It was created to help Atlanta's most vulnerable residents. The Center's website (www.housinghelpcenter.com) has resources on renting, homeownership, and receiving other kinds of housing help such as emergency relocations, rental and utility assistance, legal aid, eviction diversion programs, and code enforcement help.

Information about housing and housing-related programs is available to all residents, and some programs have individual eligibility requirements. Personalized help is available to those who qualify. Assistance is prioritized for households at or below 60% of the area's median income, which equates to $43,000 for a one-person household or $62,000 for a four-person household.

HC 11 **Use electrical and digital tools to improve the governance of housing programs and investment.**

- **HC 11.1** Continue to evaluate and streamline reporting and tracking mechanisms for affordable housing.
- **HC 11.2** Support the production of and access to data products that allow the public and research partners to understand and evaluate housing activities in the city and region.
- **HC 11.3** Simplify and align compliance processes for property owners who receive housing development subsidies.
- **HC 11.4** Provide training and guidance resources to landlords with affordability obligations and landlords unfamiliar with affordable housing program requirements.

HC 12 **Promote ongoing, consistent compliance with the City's housing code to ensure public health and neighborhood quality of life.**

- **HC 12.1** Continue to monitor vacant and dilapidated properties and their impact on neighborhood quality-of-life.
- **HC 12.2** Leverage existing and new policy levers to disincentivize property neglect, improve the efficacy and speed of code enforcement, and provide resources to return properties to compliance.
- **HC 12.3** Establish a process to force a change of ownership for vacant or dilapidated properties that have serial and long-term housing code violations.
- **HC 12.4** Create and maintain an inventory of vacant and dilapidated properties to improve communication with owners, establish property maintenance requirements, and track progress.

SPOTLIGHT: HOUSING AFFORDABILITY TRACKER

The City of Atlanta Affordable Housing Tracker is a web-based dashboard on the City's website that provides a real-time estimate of affordable housing production and preservation throughout the city since 2022. The dashboard includes a map of multifamily housing developments that achieve affordability through public subsidy or local ordinances that require set-asides of affordable units in new construction.

To date, the dashboard includes data on projects supported by ABI, Atlanta Housing, Metro Atlanta Land Bank, Invest Atlanta, MARTA, and City of Atlanta departments—along with projects subject to affordability requirements in the City's Inclusionary Zoning ordinances. In addition to new multifamily developments, the Tracker includes subsidy estimates for single-family homeownership programs (such as down-payment assistance) and rehab or preservation of existing affordable housing.

The Tracker only includes projects that have obtained a Certificate of Occupancy, are actively leasing, are under construction, or have secured financing. Because project characteristics can change significantly during the development process, the figures shown in the Tracker should be interpreted as point-in-time estimates that are subject to change.

As of October 2024, 5,885 affordable units have been delivered, with an additional 4,122 under construction or funded, with the majority serving renter households at 51 to 60% AMI.

An Equitable Approach

Needs & Opportunities

The lack of existing affordable housing, the loss of remaining affordable housing, and little increase in new affordable options impede housing choice—especially in neighborhoods with access to schools, transit, amenities, and jobs. People with disabilities or limited English language skills experience increased housing discrimination. We have seen increasing hardships among those vulnerable to displacement or at risk of housing discrimination since the end of the COVID-19 pandemic.

Increased public and private investment unquestionably results in community improvement. If unregulated, those same investments can cause harm to long-time residents through predatory buying practices, increased foreclosure and eviction, and other forms of involuntary displacement. Evidence-based actions will be created and implemented to improve fair housing choices and help our long-time neighbors live in the communities that matter most to them.

Policies & Actions

HC 13 **Strengthen Atlanta's ability to pursue equitable, fair, and just housing outcomes for vulnerable residents.**

- **HC 13.1** Codify feedback channels to maximize equitable outcomes when pursuing new housing developments and policies.
- **HC 13.2** Expand the range of choices for the location, housing typology, and tenure of affordable housing resources.
- **HC 13.3** Conduct an annual evaluation on impediments to fair housing choice and report on remedial actions.
- **HC 13.4** Continue to identify and administer resources to prevent evictions and provide legal support to help stabilize housing for Atlanta renters.
- **HC 13.5** Ensure affordable housing is developed and maintained in a broad diversity of neighborhoods throughout the city.
- **HC 13.6** Enforce legally binding Community Benefits Agreements (CBAs) between community groups and developers.
- **HC 13.7** Continue to mobilize policy interventions to ensure that no Atlantan lives in unsafe or substandard housing.
- **HC 13.8** Support access to environmental justice resources, including high-quality greenspace and clean water and air for all Atlantans.

HC 14 **Implement an anti-displacement strategy in neighborhoods facing economic pressures.**

- **HC 14.1** Identify displacement indicators for renters and homeowners and develop mitigation programs, especially in areas of increased public investment.
- **HC 14.2** Promote residential stability for new and legacy residents alongside affordability when deploying public funds for housing.
- **HC 14.3** Expand the anti-displacement tax fund and pursue other options to limit the impact of rising property taxes on legacy homeowners.

HC 14.4 Increase availability and accessibility of resources to protect existing homeowners from housing vulnerabilities that lead to property loss, including repair grants, loans, estate planning, legal support, and tax support.

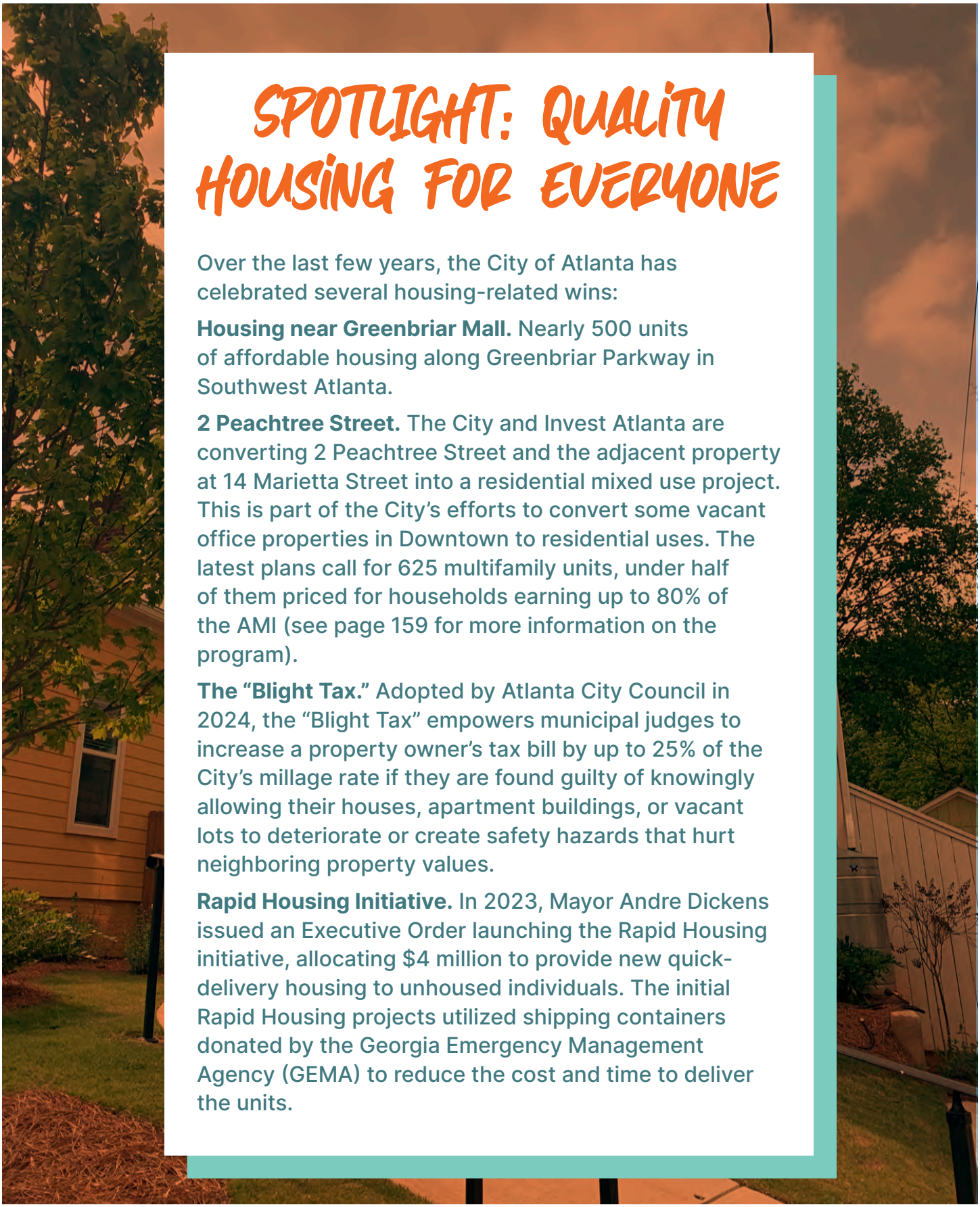
HC 14.5 Prioritize the rehabilitation of existing multifamily buildings to reduce displacement.

HC 14.6 Continue to fund energy efficiency modification and weatherization programs to help residents reduce housing and utility costs.

HC 15 Reduce cost and administrative burdens for vulnerable Atlanta residents.

HC 15.1 Ensure that low-income Atlantans can access existing public programs, including homeowner and rental assistance programs, retrofitting funding, and down payment assistance.

HC 15.2 Create user-friendly resources to help Atlantans find and apply for housing options that meet their preferences and needs, reducing the cost and burden of finding suitable housing.



SPOTLIGHT: QUALITY HOUSING FOR EVERYONE

Over the last few years, the City of Atlanta has celebrated several housing-related wins:

Housing near Greenbriar Mall. Nearly 500 units of affordable housing along Greenbriar Parkway in Southwest Atlanta.

2 Peachtree Street. The City and Invest Atlanta are converting 2 Peachtree Street and the adjacent property at 14 Marietta Street into a residential mixed use project. This is part of the City's efforts to convert some vacant office properties in Downtown to residential uses. The latest plans call for 625 multifamily units, under half of them priced for households earning up to 80% of the AMI (see page 159 for more information on the program).

The "Blight Tax." Adopted by Atlanta City Council in 2024, the "Blight Tax" empowers municipal judges to increase a property owner's tax bill by up to 25% of the City's millage rate if they are found guilty of knowingly allowing their houses, apartment buildings, or vacant lots to deteriorate or create safety hazards that hurt neighboring property values.

Rapid Housing Initiative. In 2023, Mayor Andre Dickens issued an Executive Order launching the Rapid Housing initiative, allocating $4 million to provide new quick-delivery housing to unhoused individuals. The initial Rapid Housing projects utilized shipping containers donated by the Georgia Emergency Management Agency (GEMA) to reduce the cost and time to deliver the units.

Homelessness is a Housing Problem

Needs & Opportunities

Housing stability and security form the foundation for individual and community health, wellbeing, and prosperity. Recognizing this, the City of Atlanta is committed to making homelessness rare, brief, and nonrecurring through a housing-first approach that prioritizes permanent housing solutions, supportive services, and systemic policy updates.

Homelessness is fundamentally a housing problem, but it is deeply interconnected with economic insecurity, systemic inequities, and gaps in social safety nets. Without stable housing, individuals cannot effectively address other barriers such as mental health challenges, substance abuse, employment instability, or access to healthcare.

Homelessness takes many forms. While federal definitions of homelessness define eligible recipients of some types of federal funds, other forms of housing insecurity are closely related to homelessness and are included in the City's response to the issue. These include frequent displacement and couch-surfing, informal and unstable living arrangements, overcrowding and substandard housing, or staying in motels or cars due to lack of affordable options.

Homelessness does not only impact single adults, but also families, seniors, youth, college students, children in Atlanta Public Schools (APS), Atlantans with disabilities, veterans, low-wage workers, sex workers, LGBTQIA+ youth and more.

Whether visible or hidden from public view, homelessness and housing instability impact every neighborhood in the City of Atlanta. A comprehensive homelessness policy integrates a range of solutions that take into consideration the varied nature, geographies, needs, and faces of homelessness and housing instability in the city. The City is committed to fortifying the entire housing ecosystem to provide multiple pathways to housing stability, including:

- Immediate interventions: Warming centers and emergency shelters (day and night).
- Transitional housing: Bridge housing, group homes, and sober living homes.
- Permanent solutions: Permanent supportive housing (PSH), single-room occupancies (SROs), Accessory Dwelling Units (ADUs), rapid rehousing, diversion, prevention, vouchers, and affordable housing options for households with homelessness in their histories.

Policies & Actions

HC 16 **Create, maintain, and implement the City's current, most urgent policy initiatives to improve short-term responsiveness to the present homelessness crisis.**

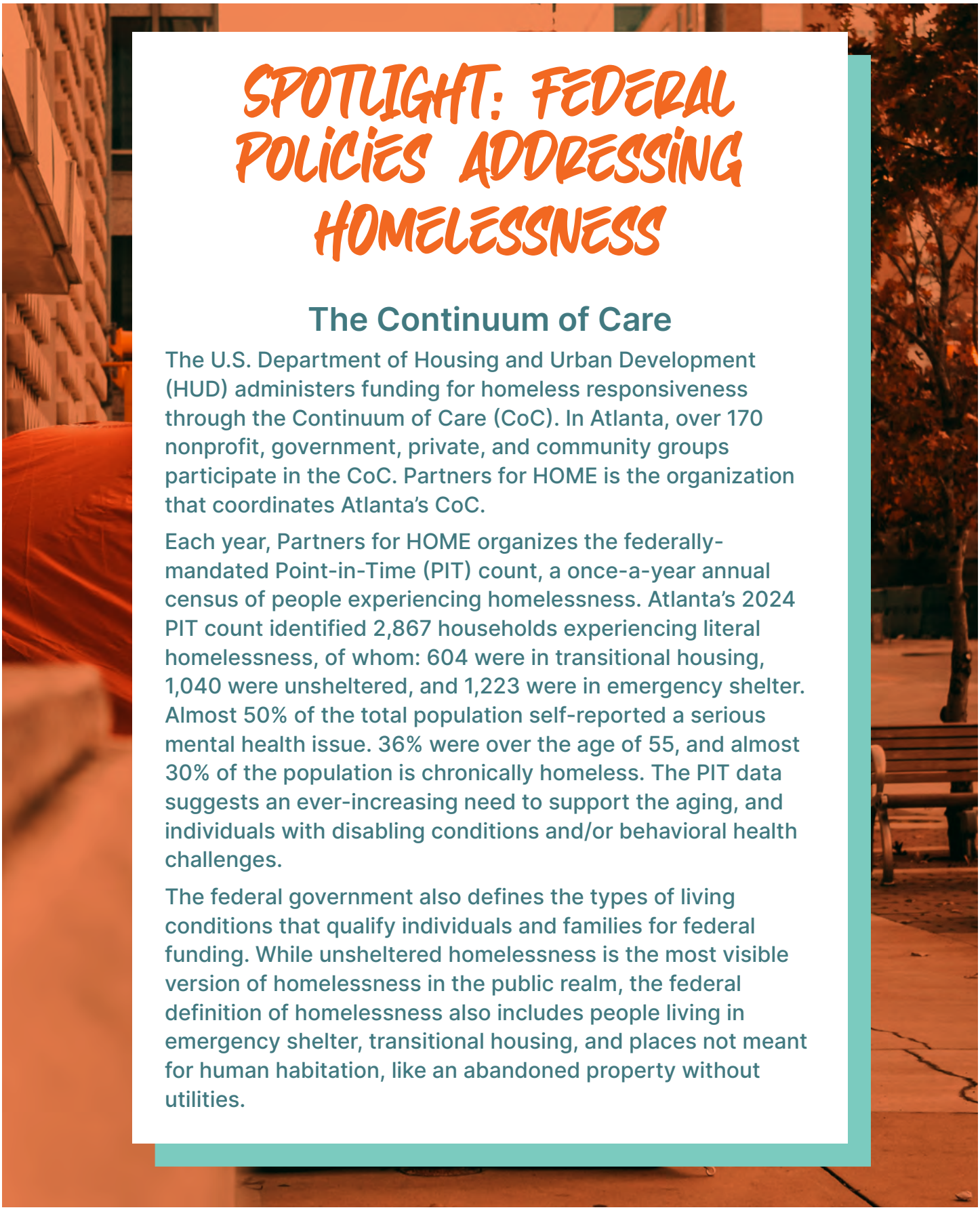
HC 16.1 Work with Homelessness Task Force members to ensure that the recommendations are implemented, monitored, and updated.

HC 16.2 Complete the construction of 500 units in the Rapid Housing Initiative, pair these units with supportive services, and integrate those and additional units into the portfolio of housing solutions to address homelessness.

HC 16.3 Continue to support Partners for H.O.M.E.'s Atlanta Rising Initiative to move individuals and families experiencing homelessness into stable housing, with a goal to help 2,000 families in the next two years.

HC 16.4 Scale street outreach worker capacity to engage with unsheltered individuals where they are, connecting them with shelter, medical and mental health care, and navigate them to housing, beginning in the Downtown neighborhoods.

HC 16.5 Launch a Downtown Rising strategy to better serve Downtown's unsheltered population, including expanding access to public restrooms, improving coordination of shelter beds, addressing challenges with street feedings, and enhancing medical and mental health outreach.



SPOTLIGHT: FEDERAL POLICIES ADDRESSING HOMELESSNESS

The Continuum of Care

The U.S. Department of Housing and Urban Development (HUD) administers funding for homeless responsiveness through the Continuum of Care (CoC). In Atlanta, over 170 nonprofit, government, private, and community groups participate in the CoC. Partners for HOME is the organization that coordinates Atlanta's CoC.

Each year, Partners for HOME organizes the federally-mandated Point-in-Time (PIT) count, a once-a-year annual census of people experiencing homelessness. Atlanta's 2024 PIT count identified 2,867 households experiencing literal homelessness, of whom: 604 were in transitional housing, 1,040 were unsheltered, and 1,223 were in emergency shelter. Almost 50% of the total population self-reported a serious mental health issue. 36% were over the age of 55, and almost 30% of the population is chronically homeless. The PIT data suggests an ever-increasing need to support the aging, and individuals with disabling conditions and/or behavioral health challenges.

The federal government also defines the types of living conditions that qualify individuals and families for federal funding. While unsheltered homelessness is the most visible version of homelessness in the public realm, the federal definition of homelessness also includes people living in emergency shelter, transitional housing, and places not meant for human habitation, like an abandoned property without utilities.

HC 17 **Promote permanent solutions to expand housing options for people experiencing homelessness and housing insecurity.**

- **HC 17.1** Identify recurring revenue sources to support the construction and operation of deeply affordable and supportive housing.
- **HC 17.2** Ensure permanent supportive housing (PSH) units are included in both new and existing developments.
- **HC 17.3** Prioritize development of supportive housing on publicly-owned and acquired sites.
- **HC 17.4** Enable faith-based, nonprofit, and institutional land to be leveraged for transitional and permanent housing solutions.
- **HC 17.5** Strengthen tenant protections, resources, and emergency rental assistance to prevent housing loss.
- **HC 17.6** Encourage the development, upkeep, and responsible management of a continuum of housing options for individuals and families across a range of housing stability needs.
- **HC 17.7** Work with Atlanta Housing to support the deployment of HUD's Restore Rebuild program to expand long-term Section 8 availability in the city.

HC 18 **Establish land use, zoning, and planning tools to support homelessness solutions.**

- **HC 18.1** Encourage rezonings and density allowances to expand housing options for unhoused Atlantans.
- **HC 18.2** Work with neighborhood planning processes to discourage blanket bans on transitional and supportive housing.
- **HC 18.3** Require that services tailored toward unhoused Atlantans (e.g., mental health, employment, addiction recovery) are accessible near housing solutions.
- **HC 18.4** Streamline permitting, zoning, and land-use approvals to expedite housing development for urgent housing needs.
- **HC 18.5** Develop a policy framework for adaptive reuse of vacant properties to house individuals experiencing homelessness.

HC 19 **Continue to support a Housing First approach and secure funding for wraparound services linked with housing options.**

HC 19.1 Strengthen Atlanta's Housing First model by integrating rental assistance, medical and mental health care, workforce training, and case management into housing solutions.

HC 19.2 Fully fund and expand key service infrastructure, including:

- The Continuum of Care (CoC) system.
- 24/7 low barrier shelters and navigation centers.
- Housing choice and project-based vouchers.
- Rapid rehousing and diversion.
- Case management and behavioral health services.
- Removing barriers to accessing services (e.g., documentation, eligibility requirements).

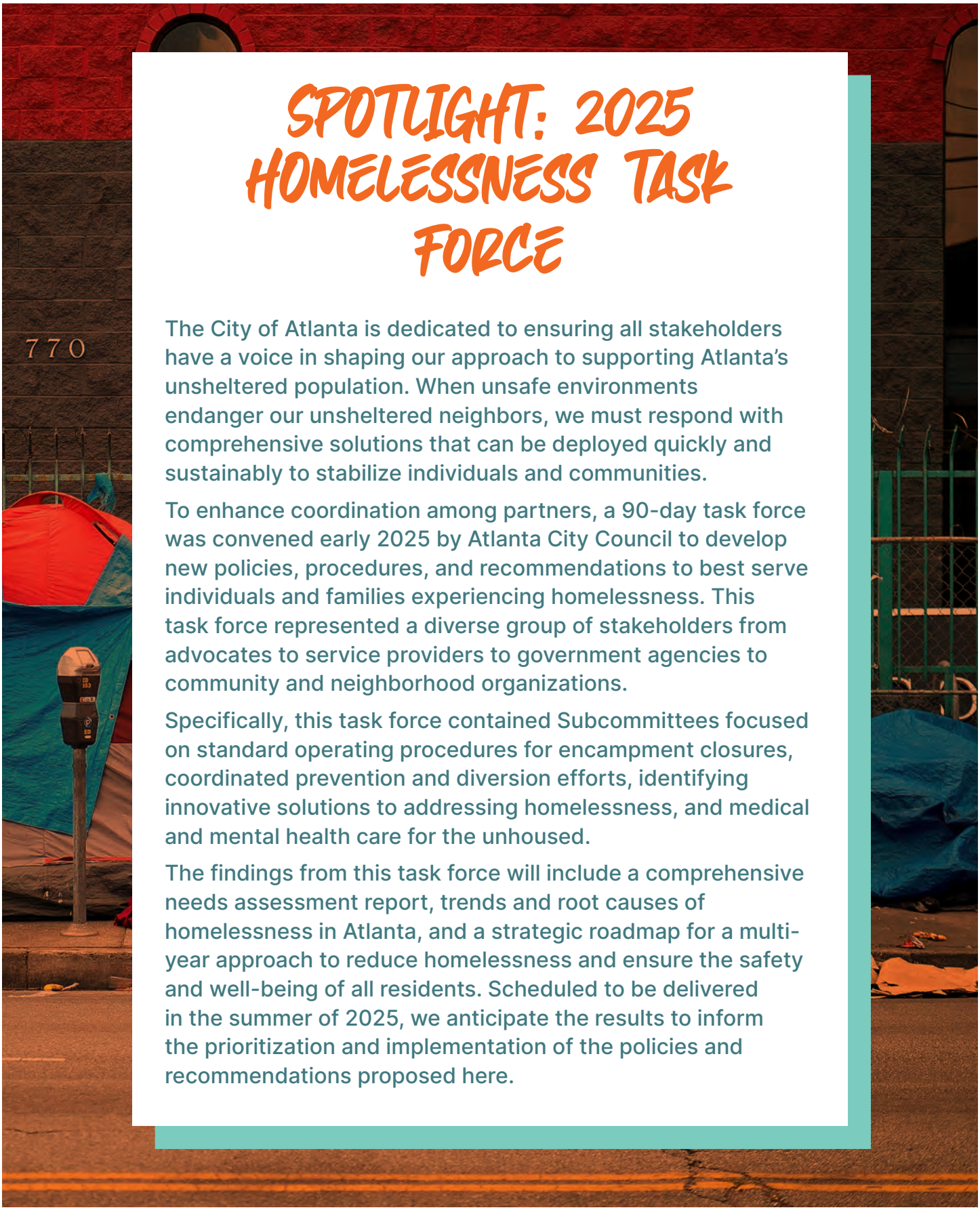
HC 19.3 Establish dedicated local funding sources to sustain homelessness prevention and housing stabilization programs.

HC 20 **Improve the coordination and alignment across service providers to improve accessibility of services for individuals and families.**

HC 20.1 Enhance the user experience of the Continuum of Care (CoC) system ensuring a no-wrong door approach with both in person and telephonic/virtual access that is zero barrier, accessible and streamlined.

HC 20.2 Align public and private funding to CoC strategic plan, including:

- Low barrier/housing first solutions.
- Programs that participate in community wide homeless management information system (HMIS).
- Performance metrics outlined by Continuum of Care adopted program models.
- Participation in the CoC's Coordinated Entry system.



SPOTLIGHT: 2025 HOMELESSNESS TASK FORCE

The City of Atlanta is dedicated to ensuring all stakeholders have a voice in shaping our approach to supporting Atlanta's unsheltered population. When unsafe environments endanger our unsheltered neighbors, we must respond with comprehensive solutions that can be deployed quickly and sustainably to stabilize individuals and communities.

To enhance coordination among partners, a 90-day task force was convened early 2025 by Atlanta City Council to develop new policies, procedures, and recommendations to best serve individuals and families experiencing homelessness. This task force represented a diverse group of stakeholders from advocates to service providers to government agencies to community and neighborhood organizations.

Specifically, this task force contained Subcommittees focused on standard operating procedures for encampment closures, coordinated prevention and diversion efforts, identifying innovative solutions to addressing homelessness, and medical and mental health care for the unhoused.

The findings from this task force will include a comprehensive needs assessment report, trends and root causes of homelessness in Atlanta, and a strategic roadmap for a multi-year approach to reduce homelessness and ensure the safety and well-being of all residents. Scheduled to be delivered in the summer of 2025, we anticipate the results to inform the prioritization and implementation of the policies and recommendations proposed here.

Plan A Partners & Implementation

The following housing plans have shaped the needs, opportunities, policies, and actions identified in Plan A. Descriptions of these plans can be found in the Appendix.

- *One Atlanta: Housing Affordability Plan* (2019)
- *Atlanta Consolidated Plan* (2020)
- *Atlanta City Design: Housing* (2020)
- *Atlanta Housing Strategic Plan* (2023)

A City of Opportunity for All

Mayor Andre Dickens is committed to making Atlanta "A City of Opportunity for All." A key part is ensuring that all Atlantans have access to safe, quality, and affordable housing. This means development without displacement and providing all residents with practical, diverse housing options.

Mayor Dickens set the ambitious goal of building or preserving 20,000 affordable housing units across the city by 2030. The City has made progress towards this goal since 2022: nearly 6,000 affordable housing units have been delivered and over 4,000 are in development.

The City would not be able to fulfill its mission of ensuring high-quality,stable, affordable housing options for every resident without the collective efforts and robust collaboration of our public, private, and philanthropic partners, such as Atlanta Housing, the Atlanta Beltline, Inc., Atlanta Public Schools, Invest Atlanta, MARTA, the Metro Atlanta Land Bank, the Whitehead and Woodruff Foundations, and the Community Foundation for Greater Atlanta.

Coffee
Cruffles

Local Economic Development

Vision

We want to make Atlanta one of the most economically dynamic and competitive cities in the world. To achieve this, equity—equitable access to opportunity and pathways to wealth creation—must be front and center of everything we do.

Goals

1. **Good and Promising Jobs.** Create intentional strategies to grow and recruit businesses and companies to create more jobs. Build more relationships and partnerships with institutions of learning to establish training programs to fill the gaps in the workforce.
2. **Small Business, Big Impact.** Make small businesses and buying local a priority.
3. **Thriving Neighborhoods.** Build a city where neighbors trade goods, services, and stories.

Atlanta's Impact Fee Exemptions

The City of Atlanta may exempt all or portions of particular development projects from impact fees for the purposes of encouraging economic development and employment growth or affordable housing provided that alternative revenue sources other than development impact fees are identified to fund system improvements.

Current Initiatives

The following are a few City-led initiatives shaping Atlanta's economic development.

- **Tax Allocation Districts.** Tax allocation districts (TADs), also known as tax increment financing (TIF districts), are economic development tools used to pay for infrastructure and other improvements with revenue captured from increases in property values and corresponding property taxes within the districts. There are 10 TADs in Atlanta, each managed by Invest Atlanta and has an adopted Redevelopment Plan guiding their use of funds.
- **Brownfield Program.** A brownfield is a real property whose expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Examples include former industrial sites, gas stations, and dry cleaners. Atlantic Station and the Atlanta Beltline are two brownfield cleanup success stories. The City of Atlanta's Brownfield Program started in 1996 with its first brownfield grant from the U.S. Environmental Protection Agency (EPA). Since then, the Department of City Planning, in partnership with Invest Atlanta, has managed several initiatives identifying, assessing, and remediating brownfields. The City promotes brownfield redevelopment in targeted areas by providing no-cost Phase I & II Environmental Site Assessments, cleanup grants, and even low-interest loans for priority brownfields. Atlanta's Brownfield Stakeholder Advisory Committee, a board with government staff, brownfield professionals, and community and nonprofit representatives, provides input and recommendations to the City.
- **Public Vending Programs**. The City of Atlanta's Microenterprise Programs create opportunities for micro businesses interested in operating in the public right of way. Microenterprises are locally-owned small businesses operated with less than ten employees. They add big impact by bringing vibrancy to the public realm.
    - ATL Hearts Carts permits cart businesses in approved locations through an annual lottery process.
    - Atlanta Street Eats designates parking spots for food trucks in partnership with Street Food Finder.
    - The Kiosk Program offers micro-retail space for rent in downtown's green kiosks through a competitive solicitation process.

- **Food Systems Planning.** The City appointed Atlanta's—and the country's—first Urban Agricultural Director and is home to the largest food forest in the nation. To build on Atlanta's momentum around food access, urban agriculture, and sustainable systems, the City developed a number of food system policy actions. While food systems are integrated into the success of the local economy, food is a basic need and a strong food system plays a large role in advancing a variety of community goals. To learn more about policies and action items related to food systems planning, see pages 221-225.
- **AgLanta Programs.** There is increased demand for accessing locally grown and raised food. Through the City of Atlanta's AgLanta program, more people are gaining access to healthy, local, and affordable foods while building stronger communities and spurring economic development. AgLanta is creating a more resilient food system. The AgLanta program engages the community in a variety of ways around issues of food access and security and about the importance of local food systems, in general. Leading up to the development of Plan A, the AgLanta team engaged the community in a variety of ways around issues of food access, food security, and the importance of food systems. The outreach programs included an urban agriculture academy and virtual skill share on a range of topics such as love, passion, farming, community gardening, and edible neighborhoods. The team organized volunteer days at AgLanta sites and hosted Trees Atlanta at the Food Forest for Grow-and-Learn activities. In partnership with the Beloved Community, Atlanta Botanical Gardens, State Botanical Gardens, US Forest Service, The Conservation Fund, the University of Georgia, and Repair the World, the team planted pollinator gardens across the city during Earth Week. The AgLanta team supported community members responsible for running urban agriculture programs on City-owned land with trained community mediators.
- **The Grows-a-Lot Program** is the City of Atlanta's municipal lot lease program. The program seeks to increase vacant and underutilized City-owned sites for farming. Local farmers receive technical assistance from the City's urban agriculture expert to increase crop yield and use regenerative farming practices.
- **AgLanta Grown** is the City's local food promotion program. The program increases access to locally grown and produced food by developing a trusted brand for the local agriculture economy; increasing access to market for both AgLanta Grown producers and consumers; and, building a broad coalition of producers, consumers, and advocates to stimulate the local food economy and increase revenue for farmers.

SPOTLIGHT: ATLANTA MAIN STREET

Neighborhood business districts are the heart and soul of Atlanta. They are where communities come together to shop, dine, catch a show, or just catch up. Strong main streets support better access to healthier, more sustainable lifestyles. The Department of City Planning is partnering with Atlanta Main Street to launch a new program to support community-led initiatives that are critical to equitable, preservation-based economic development. The Main Street approach has been used across the country for 40 years. It is a framework for community-driven, comprehensive revitalization of older and historic commercial districts.

Currently, the City has six Main Street Districts: East Atlanta Village, Little Five Points, Sweet Auburn, Virginia Highlands, West End, and MLK. The Main Street program model is shifting from the traditional small town model to a big city, urban model.

SPOTLIGHT: B3

Breaking Barriers to Business (B3) is an initiative to accelerate wealth-building pathways for business owners of color in cities and corridors around the southeastern United States. In partnership with Living Cities and Main Street America, and made possible by Truist Foundation, the City of Atlanta serves as a participating city for this initiative. Through December 2026, the B3 project will seek to transform systemic barriers found in the relationship between local government business-serving agencies (BSAs) and community-based business-serving organizations (BSOs) into systemic pathways that serve business owners of color with the knowledge and financial capital they need to start, grow, and create jobs in their commercial corridors.

Atlanta is a B3 participating city, in partnership with Living Cities and Main Street America, made possible by the Truist Foundation. Atlanta's B3 BSOs are Grove Park, Historic West End, and Sweet Auburn. Over the next few years, Living Cities will work with local government leaders to do the following:

Shift more financial capital via BSOs to business owners in participating corridors;

Amplify narratives that redress harmful perceptions about the participating corridors;

Utilize anti-racist organizing alongside BSOs to balance power dynamics;

Influence local government policy to encourage inclusive participation in the entrepreneurial ecosystem; and

Facilitate cross-BSA peer learning opportunities to share best practices.

Good & Promising Jobs

Needs & Opportunities

Atlanta's economy thrives because of our talented people, higher education institutions, entrepreneurs, and infrastructure. Still, we acknowledge the disparity in economic outcomes in Atlanta, especially for people of color who earn modest incomes.

While the cost of living and productivity have increased over decades, wages remain flat, and wealth inequality is rising. That inequity means families, often generations, remain impoverished despite hard work. As a result of COVID-19 and a changing economy, we expect the labor market to shrink opportunities for already vulnerable workers. Many will need support to reskill and transition from poor wages and automated jobs into good and promising careers.

To respond to these demands, we will safeguard businesses and workers. We will address the economic, education, and food systems that should be the foundation of economic mobility. We will clear pathways for building wealth, health, and neighborhood social capital. To create these opportunities, we will develop sound and promising jobs that provide stable employment, middle-class wages, and benefits. We will focus on industries creating jobs that pay full-time workers without a college degree, at least in the area's median earnings, along with employer-sponsored health insurance.

Policies & Actions

ED 1 **Address inequality of market outcomes and barriers to economic mobility for workers.**

- **ED 1.1** Investigate and address the benefits cliff and other barriers to economic mobility.
- **ED 1.2** Continue to utilize the Middle Wage Job Fund to support communities in using data to invest in creating higher quality jobs in their communities, particularly for historically underserved residents.

ED 2 **Retain, attract, and expand businesses that bring good and promising jobs.**

- **ED 2.1** Align subsidies and incentives to target competitive industries more effectively.
- **ED 2.2** Update Atlanta's Urban Redevelopment Plans.
- **ED 2.3** Support Invest Atlanta's use of TADs in creating more economic activity and strengthening neighborhood businesses.
- **ED 2.4** Use the brownfield program to attract mid-wage jobs back to industrial and commercial districts.
- **ED 2.5** Point contract bidders affiliated with the City of Atlanta to State Opportunity Zone tax credits and other subsidies.
- **ED 2.6** Develop and offer pre-bid jobs across all City departments.

ED 3 **Retain and attract a diverse workforce of people with a variety of backgrounds, abilities, talents, skills, and education levels.**

- **ED 3.1** Conduct analysis to identify, target, and create toolkits for new industry clusters.
- **ED 3.2** Prioritize programming for youth ages 16 to 24 who are not in school or the labor market.

Small Business, Big Impact

Needs & Opportunities

Small businesses are the cornerstone of Atlanta's economy. Small businesses build wealth for business owners, spur additional business growth in neighborhoods, create employment opportunities for residents, and contribute neighborhood services and social capital. Atlanta has a strong small business culture and has historically ranked as a good place to start a business. This makes the path to entrepreneurship a strong opportunity to improve economic mobility.

Unfortunately, the conditions for small businesses have deteriorated in recent years. Outdated land use, zoning, permitting, and licensing practices have created unnecessary hurdles for small businesses. Small businesses took an especially hard hit from the COVID-19 pandemic in 2020. As conditions improve, we will capitalize small businesses, especially women- and minority-owned, and create local business opportunities. We will support these business-to-business activities through our land use policies and other planning work.

Policies & Actions

ED 4 **Drive resources and spending to local small businesses and neighborhood economies.**

- **ED 4.1** Align local small business development with other City initiatives such as public art, placemaking, historic preservation, and green building construction.
- **ED 4.2** Increase funding for local small businesses through grants and loans, focusing on increasing access to capital for minority- and women-owned businesses.
- **ED 4.3** Create a coordinated capital fund to support employee- and community-owned business models.

ED 4.4 Support Small Business Hubs serving small businesses with fewer than 100 employees and providing end-to-end services for every phase of the business cycle.

ED 4.5 Expand Storefront Rehabilitation Program in neighborhood commercial districts.

ED 4.6 Provide access to technical assistance to help businesses reopen and benefit from disaster business relief and adapt to business disruptions, major infrastructure projects, and economic shocks.

ED 4.7 Conduct a study of small businesses in Atlanta to support new programs to assist small businesses and entrepreneurs and increase outreach and education opportunities.

ED 4.8 Leverage banking and other funding sources partners to expand access to capital to fund small businesses.

ED 5 Help more startups and small businesses in underserved neighborhoods.

ED 5.1 Support local buyer programs, especially in underserved neighborhoods.

ED 5.2 Increase opportunities, training, and capital for microenterprises and vendors.

ED 5.3 Simplify zoning, permitting, and licensing for small businesses.

ED 5.4 Create a Small Business Anti-Displacement Program.

ED 5.5 Hire staff in the Department of City Planning who will focus on small business strategy and support**.**

ED 5.6 Develop wealth by linking small business owners/operators to resources and tools to purchase commercial properties in priority areas.

ED 5.7 Identify and apply for new State Opportunity Zone designations.

ED 6 Increase markets for locally grown food.

ED 6.1 Get commitments from companies, local government, and anchor institutions to buy locally produced food.

ED 6.2 Support local food entrepreneurs by providing access to public land for urban agriculture and food production.

ED 6.3 Increase the number of farms registered with the Farm Service Agency and participating in the Census of Agriculture.

Thriving Neighborhoods

Needs & Opportunities

During the 1940s, Atlanta had a density sustaining over 100 miles of trolley lines supporting residential neighborhoods with mixes of local businesses, customers, and workers. Many neighborhood commercial districts developed in these early transit corridors because Atlanta's design allowed businesses to thrive alongside residential neighborhoods. Over the decades, Atlanta removed its trolley lines and excluded businesses from many residential neighborhoods.

While regional economic growth is critical to Atlanta's place within the global economy, that model has not served many people well for a long time. The COVID-19 pandemic made clear what we have long known—the value of close access, proximity, and walkability. While we do not fully understand how the impacts of the COVID-19 pandemic will reshape city life, we know, based on our past, that Atlanta's businesses are resilient and will innovate.

Atlanta's population growth and unprecedented development have meant welcome and concerning change for neighborhoods; those with the most change saw newcomers with higher education and income levels moving in and neighbors with lower income levels moving out.

Neighborhoods experiencing little growth, rapid change, or displacement pressures need intentional investing and stabilizing to manage growth and development. Today's disconnected development pattern where homes are far from jobs keeps people in poverty despite hard work, and the need for a strong local food system remains urgent and persistent.

We must intentionally pursue an equitable economic development strategy for Atlanta's future. To do so, we will expand resources and find creative ways to support local neighborhood-scale economies that can tap into regional and global networks. Atlanta ranks low in the number of jobs people can reach using transit; we will address this spatial mismatch between jobs and housing in our city, making it difficult for low-income families to get to work.

Manufacturing is returning to other large cities. Low-impact production is essential to an equitable local economy, creating jobs for people without college degrees and providing skill development. We need that to happen in Atlanta, too.

Policies & Actions

ED 7 **Plan for a balance of jobs and housing in neighborhoods.**

- **ED 7.1** Equip organizations to be able to invest in retaining and strengthening neighborhood business districts through the Atlanta Main Street program.
- **ED 7.2** Ensure that childcare facilities are close to employment centers.
- **ED 7.3** Amend the Zoning Ordinance to allow small-scale production of goods in commercial and mixed use districts. Preserve space in the city for new urban industry and manufacturing for "Made in Atlanta" tangible goods and intellectual products, including distilleries, bakeries, food production, makerspaces, etc.
- **ED 7.4** Assess, clean, and reuse contaminated properties through the City of Atlanta and Invest Atlanta Brownfield Program.
- **ED 7.5** Identify and remove barriers in the Zoning Ordinance for house-based business and cottage industry.

ED 8 **Localize investment in neighborhoods that need it most.**

- **ED 8.1** Attract investment from Community Development Financial Institutions and other lenders to under-invested neighborhoods.
- **ED 8.2** Extend Invest Atlanta's reach with satellite offices and hubs to help businesses engage the community in economic development.

ED 9 **Raise the standards for public subsidy.**

- **ED 9.1** Implement a strategic Urban Enterprise Zone Program to support economic development goals and bring shared value through Community Benefit Agreements.
- **ED 9.2** Create and maintain a public equity dashboard to ensure equitable investment from public resources.
- **ED 9.3** Require local food purchasing for publicly-subsidized food access projects.

ED 10 **Recognize the role of the arts as an economic driver.**

- **ED 10.1** Establish a creative district on the south side of the city to support fashion designers, artists, and entrepreneurs.
- **ED 10.2** Expand resources currently offered to film to other artists engaged in music, the visual and performing arts, culinary arts, fashion, and other industrial arts.

ED 11 **Invest in our neighborhood commercial districts with vibrant public spaces.**

- **ED 11.1** Create Pink Zones (areas with little red tape for small-scale projects) to facilitate innovation and built environment experiments.
- **ED 11.2** Improve pedestrian mobility and pedestrian-focused public spaces in Atlanta's neighborhood commercial districts.
- **ED 11.3** Remove barriers and support and expand opportunities for community-supported vending and microenterprise activity in neighborhood business districts.

ED 12 **Connect people to healthy food sources and strengthen neighborhood food systems.**

- **ED 12.1** Work with Invest Atlanta, Atlanta's AgLanta program, and others to attract healthy food-producing enterprises and markets to neighborhoods.
- **ED 12.2** Work with existing businesses to introduce healthier food options.
- **ED 12.3** Simplify regulations to encourage a strong local food system.
- **ED 12.4** Attract, retain, and expand major grocery stores, neighborhood markets, and other innovative food access models.
- **ED 12.5** Identify and apply for federal, state, and private sources to help eliminate inequitable access to fresh, healthy food.

Plan A Partners & Implementation

The following economic development plans have shaped the needs, opportunities, policies, and actions identified in Plan A. Descriptions of these plans can be found in the Appendix.

- *CATLYST: A Strategy for Economic Competitiveness* (2017)
- *City of Atlanta Local Workforce Development Plan* (2020)
- *One Atlanta Economic Mobility, Recover, & Resiliency Plan* (2021)

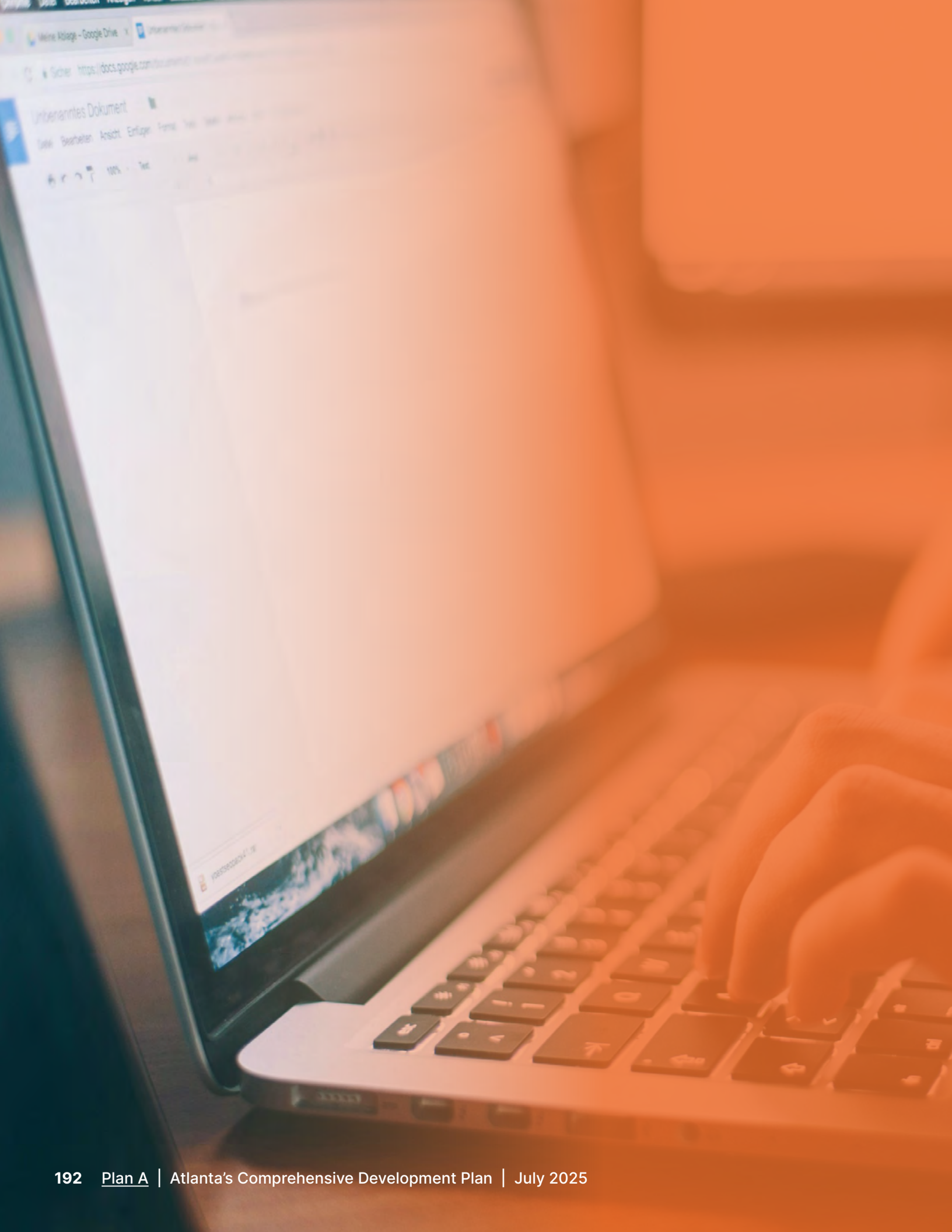
Our Partnerships

Partnerships are vital to creating a more robust network of resources and support tailored to meet the needs of today's businesses and into the future. The Department of City Planning works with Invest Atlanta, Atlanta Beltline, Inc., and business districts throughout the city to implement economic development strategies contained in these citywide and regional strategies. These plans aim to build a stronger city and regional economy, providing entrepreneurs and small businesses with the resources and connections they need to grow and thrive.

Through this collaboration, partners identify areas of strength, barriers to business creation, and opportunities for improvement. Partnerships are vital to creating a more robust network of resources and support that is tailored to meet the needs of today's businesses and into the future.

Atlanta's Impact Fee Exemptions

The City of Atlanta may exempt all or portions of particular development projects from impact fees for the purposes of encouraging economic development and employment growth or affordable housing provided that alternative revenue sources other than development impact fees are identified to fund system improvements.



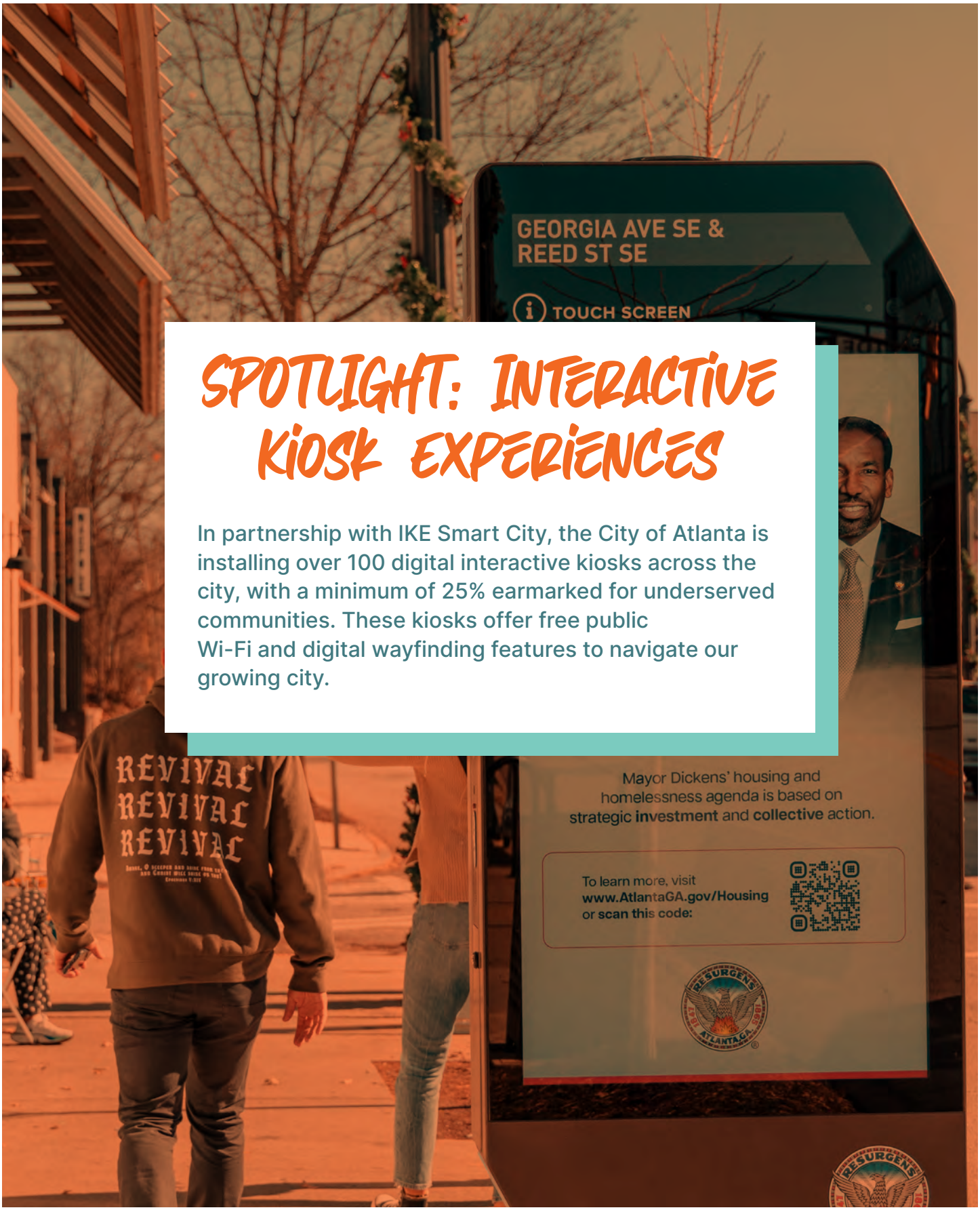
Broadband Internet

Vision

America's digital divide results in unequal access to information technology—especially broadband internet—based on income, race, ethnicity, gender, age, and geography. Atlanta's comprehensive development plan promotes digital inclusion through coordination between local government, businesses, and community groups to expand internet access to everyone.

Goals

1. **Expand Service.** Coordinate and support public and private resources and activities to provide reliable broadband internet services, especially in areas of Atlanta where the digital divide is most pronounced.
2. **Eliminate Barriers.** Where the digital divide is significant, eliminate barriers to delivering affordable, or even free, broadband internet.
3. **Be Competitive.** Keep Atlanta's unique competitive advantages for industries that rely on super-fast internet, particularly in information technology, analytical instruments, finance and business services, video production, marketing, design, publishing, and higher education.



SPOTLIGHT: INTERACTIVE KIOSK EXPERIENCES

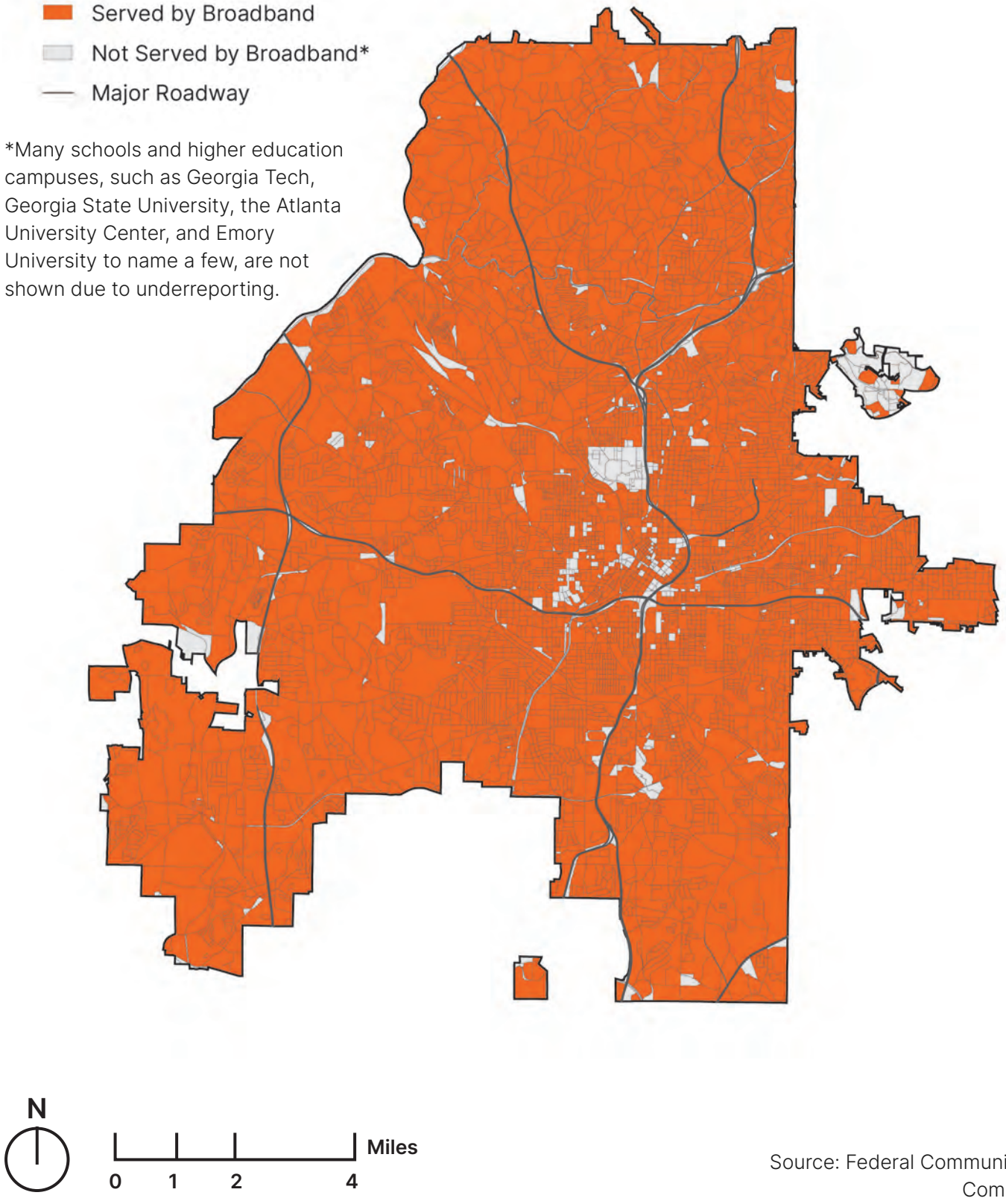
In partnership with IKE Smart City, the City of Atlanta is installing over 100 digital interactive kiosks across the city, with a minimum of 25% earmarked for underserved communities. These kiosks offer free public Wi-Fi and digital wayfinding features to navigate our growing city.

21st-Century Connectivity

Needs & Opportunities

The State establishes new policies to coordinate broadband internet planning in local comprehensive development plans. The initiative incentivizes cities to recognize broadband internet as critical infrastructure and achieve certification as a Broadband Ready Community that reduces barriers to expanding broadband internet. Local governments are also encouraged to designate areas as "Georgia Broadband Ready Community Sites" to attract companies that need fast and reliable internet. Georgia's statewide broadband internet mapping shows the availability of high-speed internet at every location down to the census block. There are parts of Atlanta without access to broadband internet, and people living, working, or going to school in these locations are facing challenges. To address these needs, a series of initial policies and actions are proposed.

Broadband Service



Source: Federal Communications Commission

SPOTLIGHT: DIGITAL NPU MEETINGS

The use of virtual and hybrid formats allows for NPU Meetings and educational Neighborhood Planning Unit University (NPU-U) courses to be offered to a larger percentage of the community. Recently, Atlanta's NPU team began a pilot program offering a full suite of Google Workspace tools to NPU leadership teams to assist the volunteer teams who lead each NPU. Through Plan A, improving access to broadband internet will continue to be underscored as central in removing barriers to public participation citywide.

Policies & Actions

BI 1 **Evaluate the need for incentives or regulatory changes to expand broadband internet services to sites or areas with limited access.**

BI 1.1 Identify specific sites and areas of the city where residents, students, businesses, and other community members are most at risk of having little to no access to high-speed internet.

BI 1.2 Coordinate across City departments and offices, Invest Atlanta, APS, Atlanta-Fulton County Library System, ARC, Atlanta Housing, and other partners to review regulations, initiatives, and programs in an effort to expand affordable and reliable broadband internet access to these people.

BI 1.3 Work with Neighborhood Planning Units (NPUs) to ensure high-speed internet and other technology are available so they can conduct their meetings and expand participation, both in-person and virtually.

BI 1.4 Leverage Beltline's fiber infrastructure with projects that tackle the digital divide in nearby neighborhoods, such as expanding free public Wi-Fi, building autonomous stores, and installing digital kiosks.

BI 2 **Explore incentives or regulatory changes to attract, retain, and support businesses and their workforces in high-growth industry sectors that depend on the latest broadband internet technology and skills.**

BI 2.1 Support Invest Atlanta's partnerships with state, regional, and local economic development agencies and chambers of commerce to strengthen broadband internet planning guided by the *One Atlanta Economic Mobility, Recovery, and Resiliency Plan.*

BI 3 **Strengthen and promote Atlanta's public Wi-Fi network.**

BI 3.1 Regularly monitor and improve network security to minimize fraudulent activity and minimize other internet security threats, to the City and the public.

BI 3.2 Use creative and effective strategies to promote the availability of free public Wi-Fi.

BI 3.3 Explore new areas to expand the network, including different public spaces, urban gardens, and trails. Consider adding power outlets in select areas, as well.

Plan A Partners & Implementation

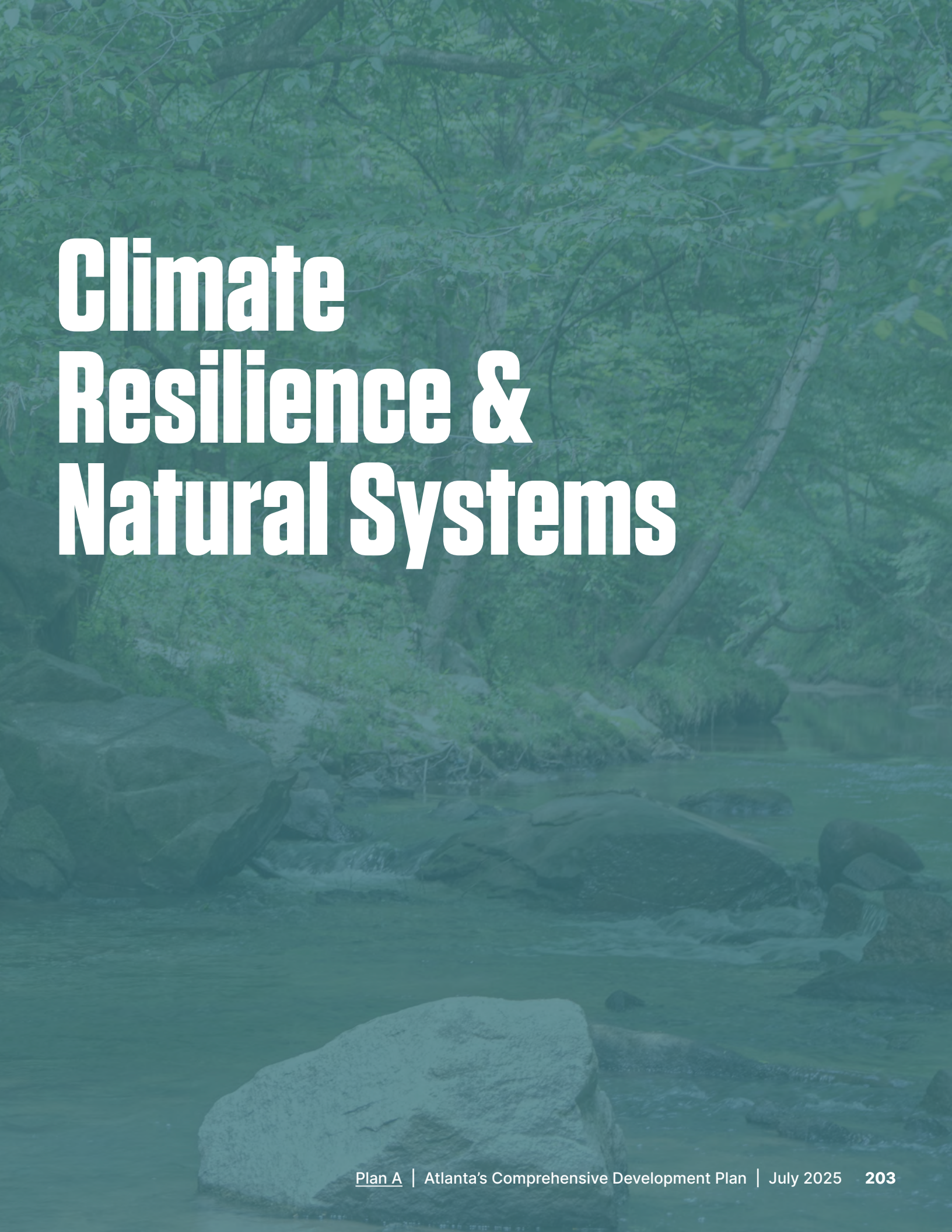
BEAD Program

Georgia's Broadband Equity, Access, and Deployment (BEAD) Program is the state's framework and plan for broadband services, where broadband services are defined as 25Mbps download and 3Mbps upload speed. When 20% of homes and businesses in a census block cannot subscribe to these services, the entire census block is deemed unserved.

While Atlanta has nearly 100% broadband service, there remains vulnerable populations, defined in the Georgia Technology Authority's *Digital Connectivity Plan* as low-income, aging, incarcerated, veteran, disabled, and minority populations who require additional support. Throughout 2023, City of Atlanta representatives attended stakeholder meetings and digital symposiums to provide input for this statewide *Digital Connectivity Plan*, and organizations across the city are focusing efforts within digital connectivity plans to continue to bridge this digital gap.

Examples include the A*tlanta Public School's 2020-2025 Strategic Plan*, which created the Center for Equity and Social Justice to support digital equity, and *Atlanta Housing's 2023 Strategic Plan*, which highlights its Achieving Connectivity to Create Equity and Self Sufficiency (ACCESS) digital inclusion program, which connects those in need to training, such as digital literacy training for seniors. Through the leveraging of private and public organizations, Atlanta will continue to focus efforts towards our communities to strengthen citywide broadband access so that all residents, businesses, and neighborhoods benefit from 21st century connectivity.

Climate Resilience & Natural Systems



Vision

Atlanta celebrates its juxtaposition of a vibrant city and a verdant forest. Nature is part of Atlanta's identity, but it is much more than that.

The physical and mental health of Atlanta residents is inextricably linked to the health of the city's natural systems. These systems are our first defense against environmental pollution and climate vulnerabilities to extreme heat, drought, and flooding. These and other impacts driven by our rapid urbanization and climate change stress our infrastructure and affect marginalized people and communities more significantly than others. Atlanta's ability to become a model of climate resilience depends on how we care for the natural systems that were here before us. A growing city requires that nature flourish even as we become denser and more urban.

Goals

1. **Climate Resilience.** Develop, adopt, and implement *Climate Resilient ATL* to build our capacity to prepare, adapt, and respond to climate change Invest in climate-resilient infrastructure and integrate it into natural systems to reduce pollution, heat, flooding, and other unintentional growth and development impacts, especially on our most vulnerable residents.
2. **Tree Canopy.** Protect and enhance Atlanta's urban forests and stream corridors, and the habitats they provide. The "green lungs" of the city provide critical benefits such as cleaner water, cleaner air, and cooler temperatures.
3. **Watersheds.** Address flooding and water quality impacts from stormwater runoff to support cleaner downstream waterways and improve resiliency in Atlanta's watersheds.
4. **Parks and Trails.** Implement *Activate ATL* (and, *Trails ATL*) and its community vision of increasing access to exceptional recreational programming and fostering human connections to nature through parks and trails. Carry that vision forward to designing and building "nature spaces" as new public spaces at the intersection of streets with streams and forests.
5. **Food Systems.** Develop resilient local food systems to increase food access, especially to fresh and healthy foods, and to create new opportunities for education, employment, and racial, economic, and social equity within Atlanta's food industry.
6. **Environmental Justice and Critical Partners.** Engage Atlantans in decision-making for climate resilience and natural systems. Connect the vision of *Climate Resilient ATL* and the framework of *Atlanta City Design: Nature* to City and community-led actions to protect human health and the environment.

Climate Resilience

Needs & Opportunities

Atlanta is increasingly becoming a regional refuge for people displaced by climate disasters. Our role, actions, and initiatives for climate resilience are as diverse as Atlanta's challenges in building capacity for preparing, adapting, and responding to climate change. The City of Atlanta must continue investing in climate resilience through various actions and initiatives.

Policies & Actions

CR 1 **Reduce energy burdens in the most energy-burdened communities by 10%.**

CR 1.1 Provide information on utility costs and energy systems and provide assistance for building retrofits to help residents and businesses save energy, save money, and reduce greenhouse gas emissions.

CR 2 **Develop incentives and education programs to promote the decarbonization of buildings.**

CR 2.1 Update the City's Sustainable Building Ordinance with the goal of achieving net zero emissions from municipal buildings by 2050 utilizing three key strategies: energy efficiency, electrification, and renewable energy.

CR 3 **Evaluate and implement new waste management programs to divert construction and demolition, yard waste, solid, organics, hazardous and other waste from landfills.**

- **CR 3.1** Invest in specific City facilities and collections operations. Collaborate with other organizations to enhance commercially viable waste diversion and recycling programs.
- **CR 3.2** Support waste diversion actions, such as composting, repair and reuse, and substituting single use plastics, to keep valuable materials out of landfills, conserve natural resources, reduce pollution, and generate local economic development.

CR 4 **Advance the commitment to *Clean Energy Atlanta's* goals for 100% of the City's energy to be clean by 2035.**

- **CR 4.1** Support and educate the public about two key strategies: consuming less electricity through investing in energy efficiency and generating electricity from renewable sources.
- **CR 4.2** Develop Atlanta's first climate resilience action plan anchored in data, equity, and environmental justice.
- **CR 4.3** Reduce energy burdens in the most energy-burdened communities by investing in programs that help residents save on energy costs.

CR 5 **Continue education and outreach about climate resilience actions through the City's Sustainability Ambassador Program and the Climate Resilience Advisory Board.**

- **CR 5.1** Partner with governmental, nonprofit, academic, and for-profit organizations to expand education and outreach about all City sustainability and climate resilience actions.
- **CR 5.2** Continue to include implementing partners and community members in the decisions recommended by the Climate Resilience Advisory Board. The board is a forum to share experiences and identify solutions for a more sustainable future in Atlanta.

CR 6 **Coordinate investments and public private partnerships to advance sustainability and climate action goals by adopting an Atlanta Climate Budget framework to leverage the existing city-wide budgeting process.**

- **CR 6.1** Develop a City procurement strategy that embeds local sustainability goals into processes for selecting goods and services.
- **CR 6.2** Advocate for utility incentives that increase investment in energy efficiency and renewable energy.

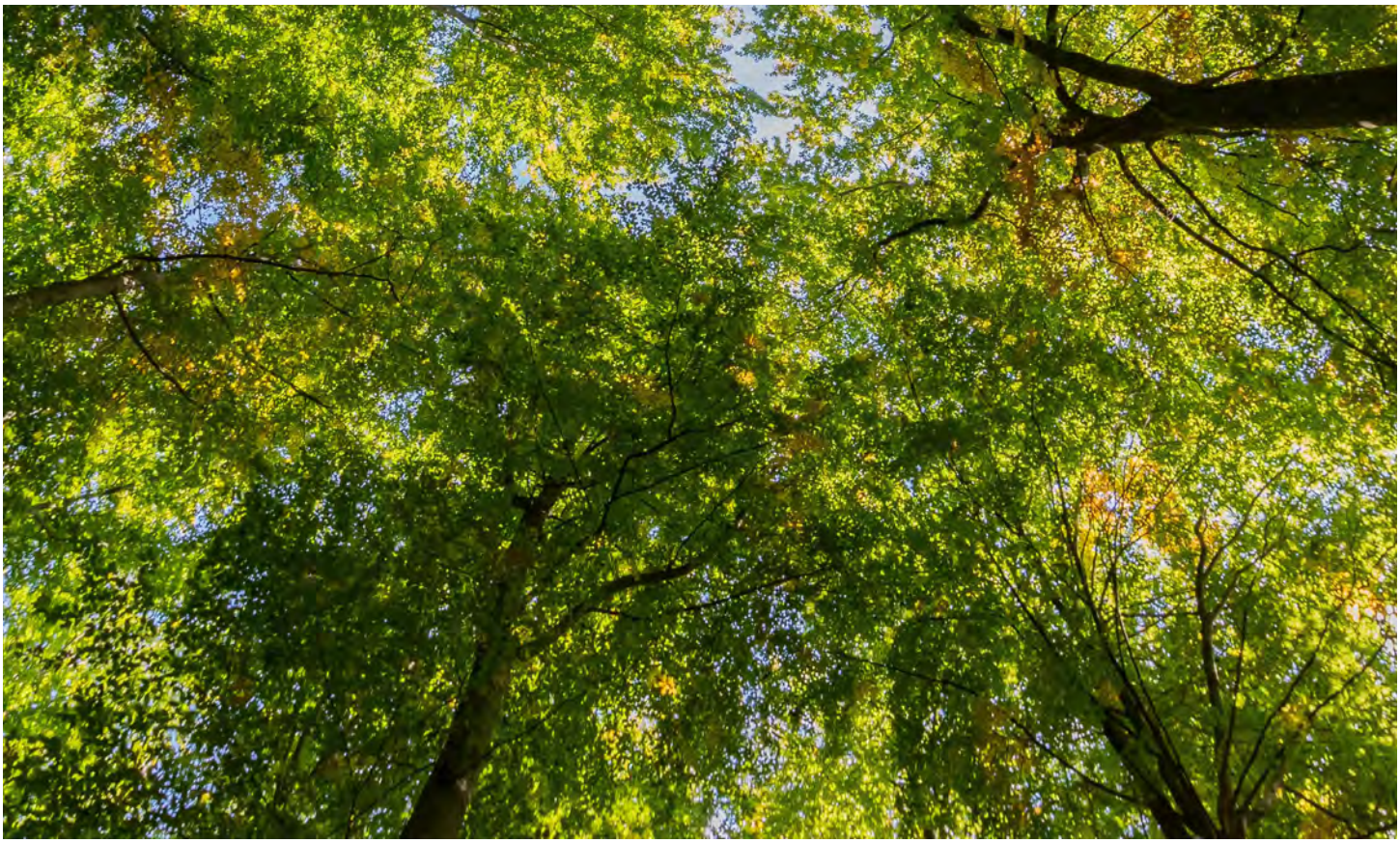
CR 7 **Implement the City of Atlanta's EV Readiness Ordinance to advance cleaner, more efficient, and greater adoption of electric vehicles by community members and within vehicle fleets.**

CR 8 **Continue to invest in Atlanta's water future through the City's Department of Watershed Management's Clean Water Atlanta and Capital Improvement Program.** These initiatives for clean water resilience ensure that our residents and businesses have access to clean, safe drinking water for the next 100 years.

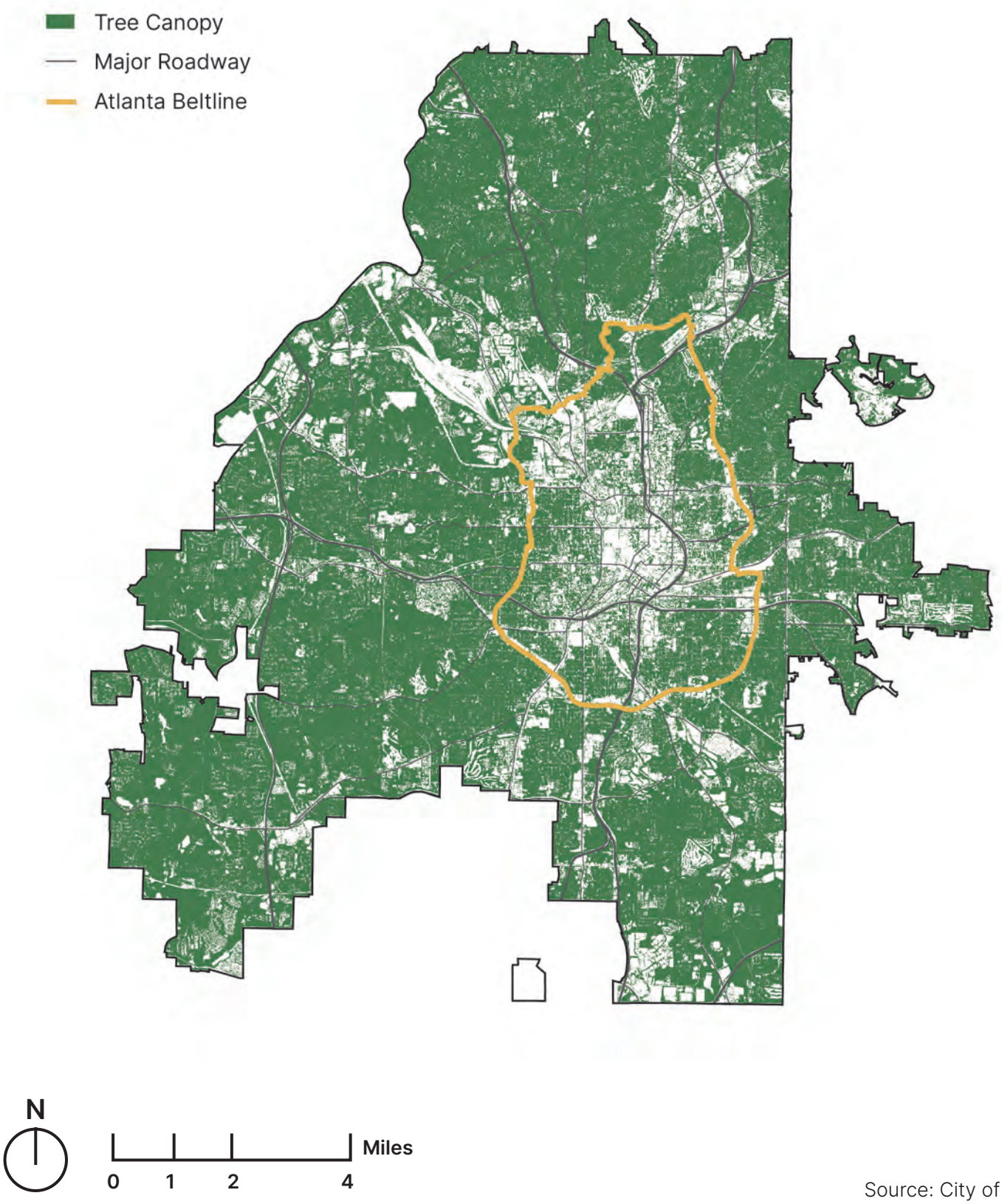
Tree Canopy

Needs & Opportunities

Often referred to as “the city in the forest,” Atlanta has greater tree canopy coverage than nearly any other American city. Our past development patterns have left remnants of old growth and high-biodiversity forest throughout Atlanta. However, development, invasive species, and climate change are threatening our tree canopy and urban forests. Our trees provide countless physical, mental, and social health benefits to Atlanta’s residents. To maintain these benefits, Atlanta’s tree canopy and forests need stronger protections and more effective restoration actions.



Atlanta's Tree Canopy



Source: City of Atlanta

Policies & Actions

CR 9 **Protect, enhance, and restore Atlanta's tree canopy as we strive for 50% tree canopy across the city.**

- **CR 9.1** Implement the new Tree Protection Ordinance adopted in June 2025.
- **CR 9.2** Use Tree Trust funds to implement citywide planting programs.
- **CR 9.3** Develop an Urban Forest Master Plan for Atlanta and implement its management and restoration projects in the public right-of-way and City-owned forests.
- **CR 9.4** Expand the 2023 Carbon Credit Program to include tree preservation.
- **CR 9.5** Actively manage forest areas to benefit urban habitat, ecosystem services, and the public realm.
- **CR 9.6** Continue to plant street trees and support more resilient planting standards, especially in more dense areas of the city.

CR 10 **Acquire and restore forested land to support physical and mental health and enjoyment in Atlanta's most vulnerable neighborhoods.**

- **CR 10.1** Expand public access to forests and waterways, especially for children and seniors.
- **CR 10.2** Continue to implement Atlanta's Watershed Improvement Plans to permanently protect high-quality natural areas in forested riparian corridors and floodplains. Expand efforts by allocating City funds and leveraging community partnerships to remove invasive vegetation, plant native trees, and stabilize riparian edges.
- **CR 10.3** Reduce risks to extreme heat in Atlanta's most vulnerable neighborhoods, recognizing that strengthening the tree canopy is only part of the solution to Atlanta's urban heat islands—cooling centers, water stations, reflective building materials, and other investments over time all play a part.

Watersheds

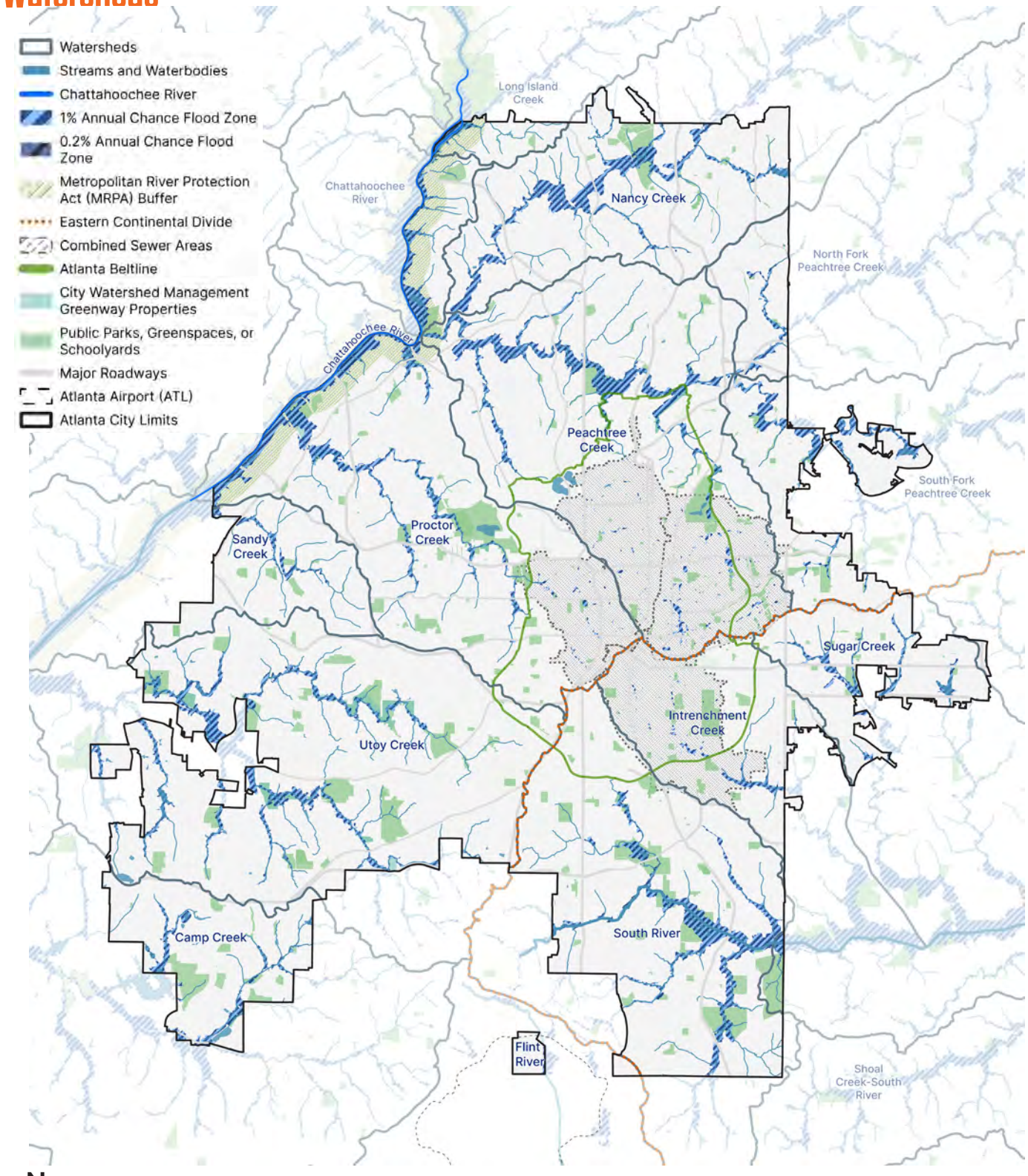
Needs & Opportunities

Watersheds illustrate how land is connected to water. All land within a watershed directs rainfall to an associated network of streams and rivers. Atlanta's boundaries contain ten watersheds, which supply two river basins, the Chattahoochee River and the Ocmulgee River.

Atlanta, like many cities, struggles with managing stormwater runoff. Streets, sidewalks, parking lots, rooftops, and other impervious surfaces prevent rainfall from easily infiltrating into the soil. Instead, rain becomes stormwater runoff flowing across our urbanized landscape picking up pollutants such as oils, sediment, and nutrients and depositing them directly into our rivers and streams.

The first inch of runoff, called the "first flush," is often the most polluted since it accumulates physical, chemical, thermal, and biological pollutants. Green infrastructure (GI) is a holistic approach to managing stormwater by preserving or replicating natural hydrologic systems. Green infrastructure can relieve the burden on and maintain the capacity of gray, or human-engineered, infrastructure while providing multiple environmental, economic, and community benefits. The City is committed to expanding green infrastructure solutions for stormwater management.

Watersheds



Source: City of Atlanta

Policies & Actions

CR 11 **Integrate water resources management across multiple mutually beneficial actions for wastewater, stormwater, green infrastructure, low-impact development, asset management, operations, and regulatory compliance.**

CR 11.1 Carry out Atlanta's Watershed Improvement Plans to improve water quality and watershed health within each watershed. The activities within the 10 watershed planning areas are completed to comply with the requirements in the Metropolitan North Georgia Water Planning District (MNGWPD) and the City of Atlanta's storm sewer system permit.

CR 11.2 Align individual capital investments for water resource management to address the interrelationships between water and wastewater sub-systems as well as certain watershed protection assets and services.

CR 11.3 Advance natural resource management and restoration activities (e.g., invasive species removal, riparian buffer revegetation, etc.) across the city's natural GI inventory to preserve and enhance the watershed protection benefits provided by City-owned forestland and natural areas.

CR 11.4 Consider watersheds as geographies for small area planning.

CR 12 **Provide sustainable stormwater management and mitigation of the adverse impacts of flooding while leveraging partnerships to protect, restore, and enhance our watersheds and water quality. Ensure GI is considered in future infrastructure investment throughout the city by breaking down barriers to project implementation.**

CR 12.1 Prioritize capital programs for GI implementation and develop GI maintenance agreements between the Department of Watershed Management and other City departments to promote the installation of GI.

CR 12.2 Use vacant land (publicly and privately owned) to manage stormwater runoff. Identify land to serve the dual purpose of GI/ stormwater infiltration and recreational/open space.

CR 12.3 Identify opportunities to expand beyond stormwater-focused green infrastructure to include street tree planting and maintenance, reforestation, invasive species management, native planting, and stream restoration in public right-of-way projects and City park improvement projects.

CR 12.4 Ensure the inclusion of GI projects in Special Purpose Local Option Sales Tax (SPLOST) and Municipal Option Sales Tax (MOST) funding programs.

CR 12.5 Consistently engage in the scoping of public capital projects for possible GI projects, working interdepartmentally (Department of Watershed Management, Department of Parks and Recreation, Department of City Planning, ATLDOT) and with outside agencies that implement capital projects, such as Community Improvement Districts and other non-governmental organizations.

Parks & Trails

Needs & Opportunities

Atlanta has many beautiful and popular parks and trails woven through its urban fabric. However, there are several areas of our city that are "park deserts" where residents must travel for more than 10 minutes to access a public park. Trails provide access to parks as well as schools, transit, and commercial areas. Right now, less than 40% of our residents live within a 10-minute walk or wheelchair ride to an all-ages/all-abilities trail.

Barriers to parks and trails tend to disproportionately impact neighborhoods with other environmental injustices. The COVID-19 pandemic further accentuated the benefits of parks and trails as well as the barriers preventing Atlantans from accessing them.

Parks and trails are essential to restore our natural systems, improve our health, connect our neighborhoods, and make our city more resilient and enjoyable.

City of Atlanta Activate ATL Plan and Strategic Action Policy

Strategically acquire park land through property donations, purchases, public/private partnerships, easements, or similar means to ensure parks are available and accessible throughout the city—with the goal of providing a park within a 10-minute walk for all Atlantans. This action includes identifying vacant/undeveloped properties that are suitable for parks and recreation acquisition. Ultimately, this policy involves updating progress annually with an initial goal of acquiring 275 acres per year in an effort of adding 2,750 acres between 2022 and 2032. In 2025, the Trust Public Land ParkScore Index indicated that 85% of Atlanta residents live within a 10-minute walk of a park.

Policies & Actions

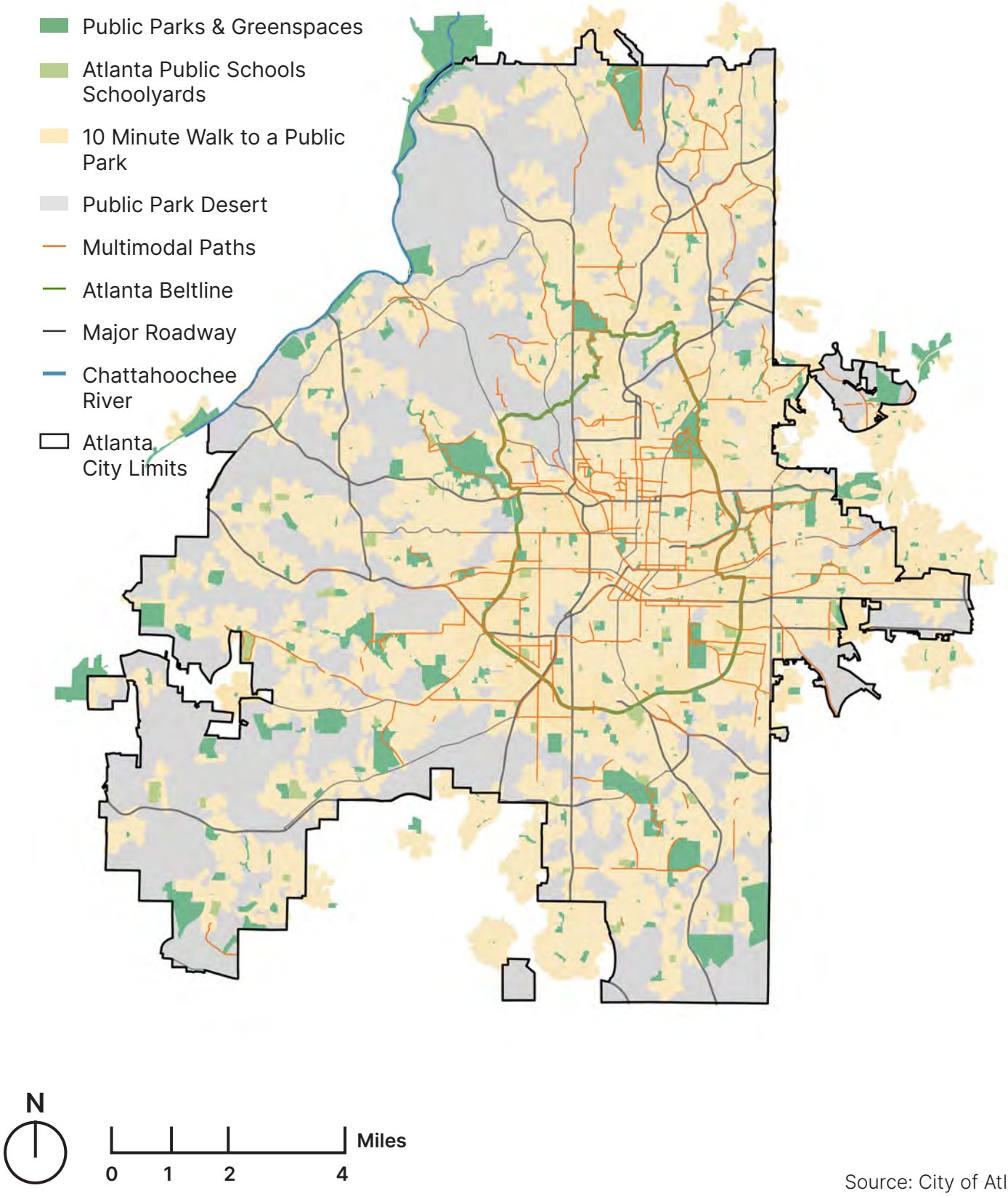
CR 13 **Maintain and improve existing parks and recreation facilities while increasing access to these areas and creating new public open spaces, greenways (through forested or vegetated corridors), and blueways (along rivers and streams). Additionally, prioritize the protection and restoration of native plant communities and the buffers along rivers and streams (e.g., riparian areas).**

- **CR 13.1** Implement *Activate ATL*, Atlanta's comprehensive parks and recreation plan.
- **CR 13.2** Maintain and improve park and recreation facilities across the city , and expand public services, programming, and activities offered at them.
- **CR 13.3** Pursue opportunities to expand Atlanta's parks and trails along rivers and streams—including Proctor Creek, Peachtree Creek, Utoy Creek, Nancy Creek, South River, the Chattahoochee River, and their tributaries—to celebrate, protect, and restore these critical waterways.
- **CR 13.4** Take the first steps toward implementing the Chattahoochee RiverLands and South River Park visions.
- **CR 13.5** Assess vacant land for further opportunities to connect new parks and open space.

CR 14 **Support pedestrian, bicycle, and other means of active and micromobility transportation to expand access to these greenways and blueways.**

- **CR 14.1** Continue to support connections between the Atlanta Beltline corridor, PATH, and other local and regional trail networks.
- **CR 14.2** Increase the number and frequency of connections within Atlanta's trail network by implementing *Trails ATL*, the new citywide trail network plan adopted in 2025.

Parks Access



Source: City of Atlanta

SPOTLIGHT: TRAILS ATL

Atlanta has a unique opportunity to lead the nation in urban trails.

The City of Atlanta Department of Parks and Recreation is sponsoring a citywide trail network plan called *Trails ATL*. This plan is a key action item identified in the comprehensive parks plan—*Activate ATL*—where statistically valid and significant public opinion surveys indicated that the top priority for public investment was multi-use trails. The Departments of Transportation, City Planning, and Watershed Management, as well as the Atlanta Beltline are collaborating on this trail network planning effort. The PATH Foundation, the City's nonprofit trail partner since 1991, is leading the plan.

Generally, trail network development proceeds in three stages: (1) citywide trail network plan, (2) detailed trail project plan, and (3) permitting/construction. At each stage, the public is invited to provide input and feedback. *Trails ATL* represents the first stage of a longer process, and it will not provide detailed information regarding exact trail alignment, street configurations, the location of amenities, or surface materials—although guidelines for these characteristics are included in the report published in early 2025.

Food Systems

Needs & Opportunities

Food systems include biodiverse options for food production, operations, processing, retail/market, distribution, education, and waste management that can respond to ecological, social, and environmental needs and also offer food access to all.

During the summer of 2024, Atlanta Department of City Planning's Food Systems team in partnership with the Mayor's Office of Sustainability and Resilience sought out to learn more about the current state, needs, and opportunities across Atlanta's food system by visiting over 300 grocery stores, neighborhood markets, community gardens, farmers markets, and related fresh food access points.

The policy actions below intend to help address Atlanta's areas of opportunity for a more connected and climate-responsive food systems.

Policies & Actions

CR 15 **Reduce food insecurity across the city by offering all Atlantans access to fresh, affordable, and culturally preferred food within a half-mile of their homes.**

- **CR 15.1** Conduct an internal survey across City agencies to assess projects and funds spent to address food security as well as local food procurement.
- **CR 15.2** Invest $20 million of public, private, and philanthropic capital into a Resilient Food Fund. A Food Policy Council will help advise the City to ensure the funds are used to meet the goal of 100% of residents living within a walkable half-mile of fresh food.

CR 15.3 Seek out opportunities to fund and integrate edible green infrastructure (GI) and outdoor green spaces in the form of, but not limited to: regenerative gardens, edible trees and shrubs, rooftop gardens, vertical, hydroponic, aeroponic farms, and native pollinator corridors into future developments within Low-Income and Low-Access (LILA) areas identified by the United States Department of Agriculture (USDA).

CR 15.4 Use the Urban Enterprise Zone's tax abatement program to help incentivize an increase in nutritionally-dense, culturally-preferred, and plant-forward food options within food retail, edible landscapes, and other fresh food access points throughout LILA areas.

CR 15.5 Collaborate with farmers, residents, and community partners to scale and co-design Grows-A-Lot sites, the Department of City Planning's municipal lot lease program, into nourishing, outdoor spaces that address neighborhood needs.

CR 15.6 Increase the number of participating Grows-A-Lot program farmers, plant diversity, and acreage by a minimum of 50%.

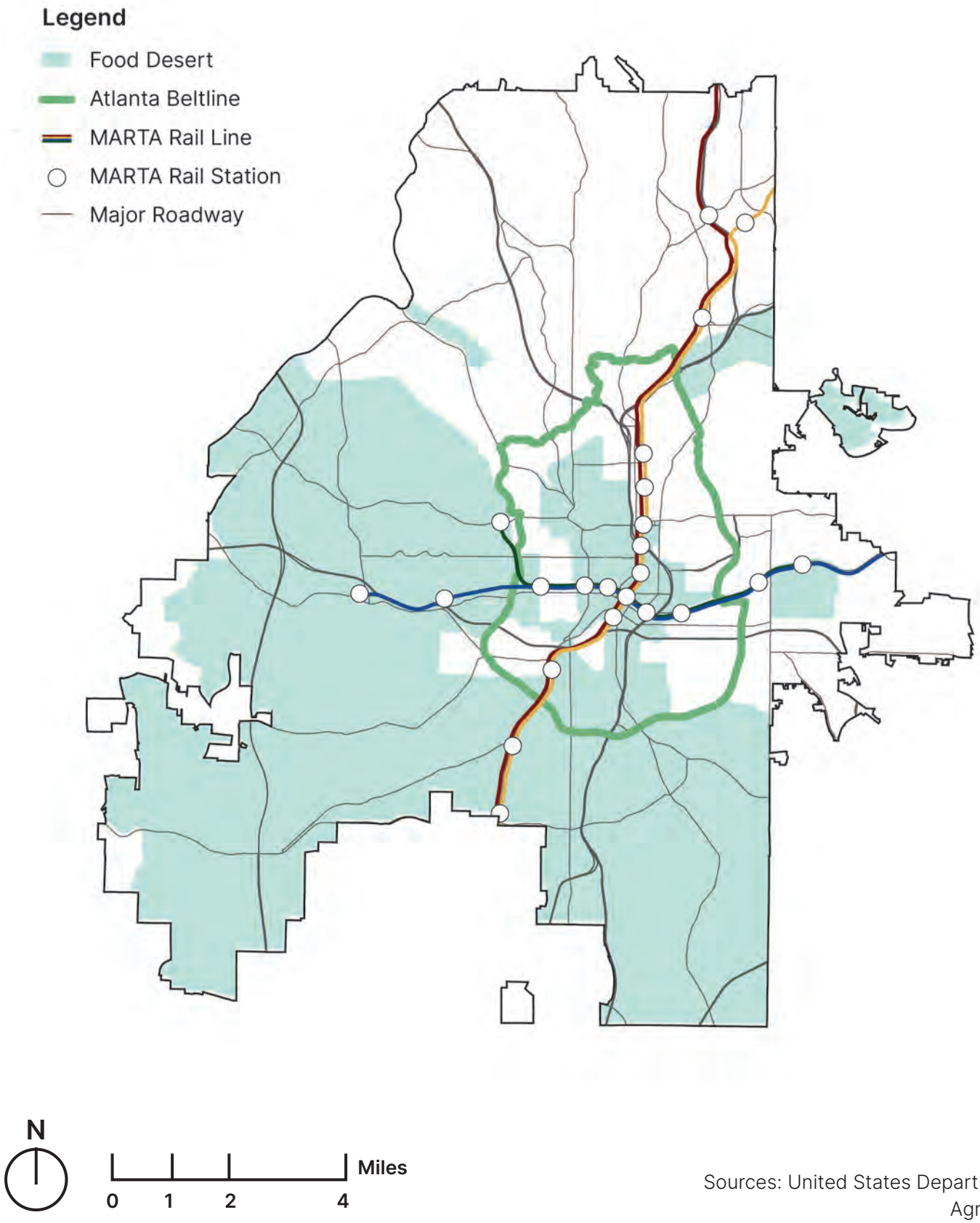
CR 15.7 Promote Black and Indigenous regenerative farming practices, green jobs workforce training, and neighborhood beautification through collaborative City programming and dedicated capital.

CR 15.8 Leverage national and international sustainability initiatives, such as the United Nations' Sustainable Development Goals and USDA Climate-Smart Practices, to prepare the City of Atlanta for climate adaptiveness and emergency food preparedness.

CR 15.9 Publish an annual Fresh Food Access Report showcasing the state of food access, health, areas of place-based opportunities, including edible green infrastructure citywide and within the Atlanta region.

CR 15.10 Leverage food systems reporting and planning to help drive City policy recommendations involving food access and health equity.

Food Access



Sources: United States Department of Agriculture

CR 16 **Create fresh food access sites in Low-Income and Low-Access (LILA) areas and other vulnerable neighborhoods to attract grocers of various formats and sizes to provide affordable, quality, fresh food. The sites will also support further neighborhood development, job creation, and capital investment in the city.**

CR 16.1 Conduct a citywide audit and suitability analysis to identify underutilized and vacant parcels to transform into food systems uses through lot adoption, land banking, and land trusts.

CR 16.2 Cultivate collaboration between City agencies and other related efforts to increase access to public lands for food production, small business food retail, food recovery (and diversion) to drive a resilient and transit, pedestrian-accessible local food systems.

CR 16.3 Increase City staff dedicated to food systems planning, policy research, implementation, and reporting

SPOTLIGHT: COMMERCIAL PROPERTY IMPROVEMENT GRANT

In July 2024, Invest Atlanta announced the opening of a $750,000 grant opportunity for grocery store owners and operators to make internal or external improvements to their stores. Grantees receive up to $50,000 to maintain or expand their properties, including facade improvements, interior renovations, energy-efficient upgrades, and modifications that contribute to a better shopping environment for patrons. This grant is part of the Commercial Property Improvement Grant (CPIG) created within the Atlanta Open for Business Fund in partnership with the United Way of Greater Atlanta. The Atlanta Open for Business Fund was made possible by a $20 million donation from Wells Fargo to help small business owners in Atlanta own more of their businesses' assets.

In addition to grant funding, grocers have access to technical assistance provided through the Independent Grocers Alliance in the form of support and resources needed to optimize supply chain processes and increase their communities' access to healthy, affordable food.

(Source: Invest Atlanta)

SPOTLIGHT: FRESH FOOD EQUITABLE ACCESS INCENTIVES PROGRAM

In 2023, Atlanta City Council authorized the development of the Fresh Food Equitable Access Incentives Program that creates and manages an economic opportunity fund for food access for low-income and low-access (LILA) communities. This $1.5 million fund will help with job creation by providing incentives to businesses, encouraging investments, and offering tools to areas lacking access to quality groceries and fresh food. The program will spur growth and attract grocers to Atlanta's food deserts.

Environmental Justice & Critical Partners

Needs & Opportunities

The needs of all residents must be considered in any action that addresses climate resilience and improves natural systems in Atlanta. Our ability to become a model for integrating environmental justice into our efforts to protect, restore, and enhance the city's ecological health and well-being depends upon innovative modes of collaboration. Some proposed actions in *Climate Resilient ATL* and *Atlanta City Design: Nature* are based on current initiatives and projects already underway while others are far more aspirational. We are proceeding with an understanding that the benefits of climate resilience and healthy natural systems should be experienced equitably and require cooperative partnerships with a diverse ecosystem of organizations, agencies, and community groups.

Needs & Opportunities

CR 17 **Adopt sustainability and resilience policies and commit to implementing *Climate Resilient ATL.***

CR 17.1 Institutionalize the community engagement infrastructure like the Climate Resilience Advisory Board and Water Equity Task Force to strengthen coordination between the City and its community partners.

CR 17.2 Work with the Atlanta Regional Commission to align the City's climate actions with the *Metro Atlanta Climate Action Plan* (MACAP). The MACAP will serve as a roadmap to create a sustainable and resilient future for all while also highlighting strategic initiatives to transition to net-zero greenhouse gas emissions by 2050.

CR 17.3 The City must continue participation in the Integrated Resource Plan (IRP) and Rate Case proceedings at the Georgia Public Service Commission (PSC) to reach its clean energy goals. These proceedings outline how Georgia Power will direct ratepayer-funded energy efficiency, renewable and non-renewable energy investments over 20-year periods, and how much revenue Georgia Power can collect from ratepayers. Those decisions and potential investments have broad impacts—from catalyzing our economy with climate-resilient infrastructure to promoting energy equity, conserving the environment, and creating economic development opportunities.

CR 18 **Incorporate *Atlanta City Design: Nature* recommendations and data in the Zoning Ordinance and plans and initiatives such as parks comprehensive plans, watershed improvement plans, and food access programs.**

CR 18.1 Increase and formalize coordination and decision-making across City departments for public land management and related regulation and policy enforcement.

Plan A Partners & Implementation

The following plans have shaped the needs, opportunities, policies, and actions identified in Plan A. Descriptions of the plans are in the Appendix.

- *Atlanta's Climate Action Plan (2015)*
- *Green Infrastructure Strategic Action Plan (2017)*
- *Resilient Atlanta: Actions to Build an Equitable Future* (2017)
- *Clean Energy Atlanta* (2019)
- *Atlanta City Design: Nature* (2020)
- *Metropolitan North Georgia Water Resource Management Plan* (2020)
- *Chattahoochee Riverlands* (2020)
- *Climate Resilient ATL* (coming in 2025)

Climate Resilient ATL

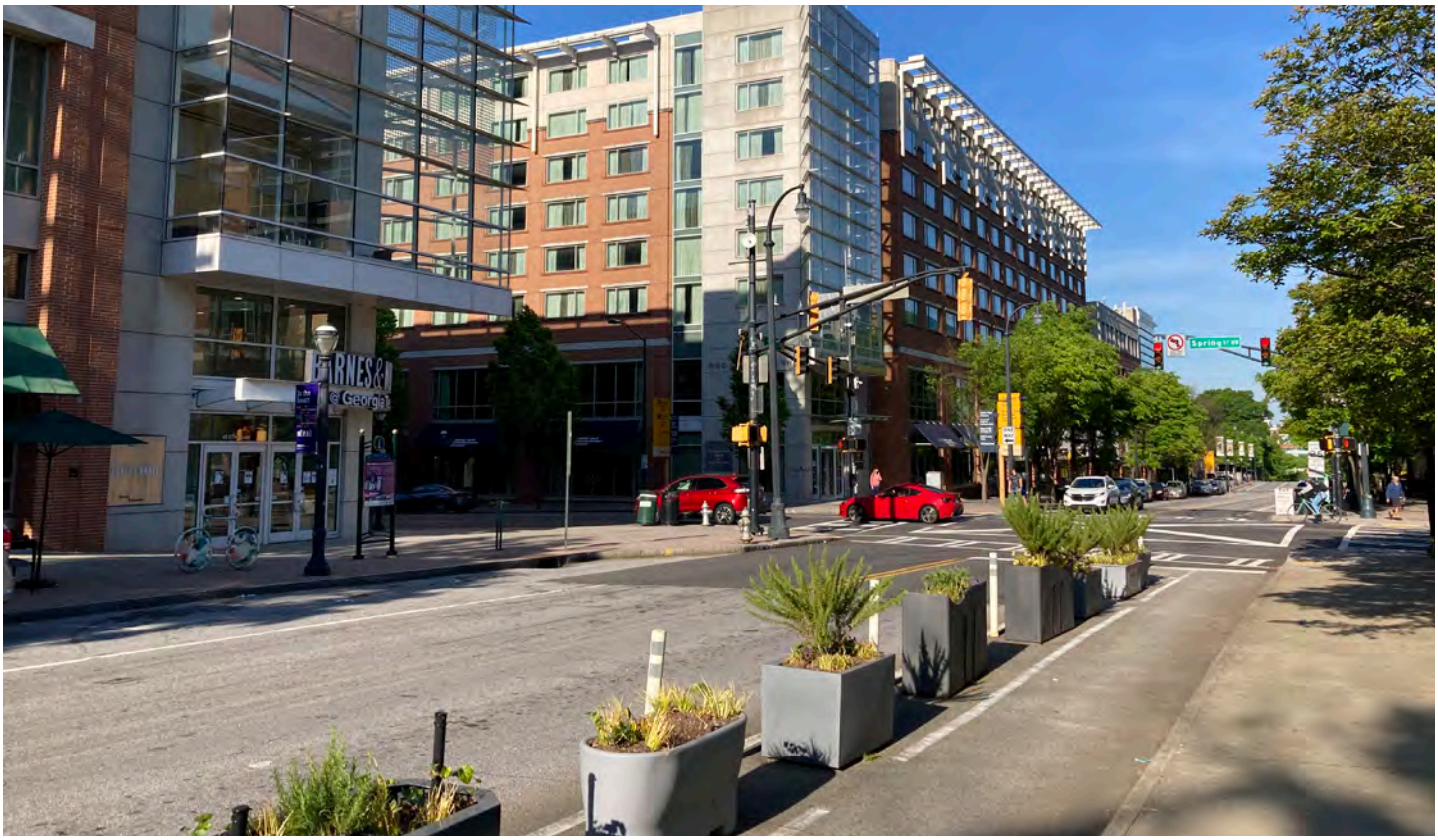
Atlanta's first climate action plan identified a range of ambitious goals in alignment with the "National Climate Resilience Framework." *Climate Resilient ATL*, expected to be adopted in 2025, is intended to position Atlanta for managing the increasing effects of climate change, preventing those effects from affecting neighborhoods more at risk of adverse impacts than others and elevating climate action as a path to more sustainable, healthy, and equitable communities. The recommendations from the plan will inform future updates to Plan A.

Urban Design

Vision

The Department of City Planning looks at the design and plans for Atlanta's future through five core values or lenses—Equity, Progress, Ambition, Access, and Nature.

The exceptional design of the city's public and private areas of activity and buildings can celebrate Atlanta's rich arts and cultural heritage, foster artistic expression, preserve historical elements, districts, landmarks, and places, and inspire pride in Atlanta. They help to create a vibrant, equitable, functional public realm with a distinct community identity and sense of place. The planning and quality of Private Development, Public Spaces, Streetscapes, and Trails and Waterways in the built environment are essential to that version of Atlanta.



Goals

1. **Engagement and Equity.** Expand how Atlanta's community is involved in the decisions about policies, programs, and services that impact them and the public realm; ensure a fair and equal public engagement process for greater public contributions to the city's design and physical form.
2. **Private Development.** Guide private development to contribute to the public realm; collaborate with developers; and encourage the inclusion of art, cultural elements, and historic preservation in the design of buildings, the spaces contributing to Atlanta's cultural landscape, and other new projects.
3. **Public Spaces.** Create functional public spaces—accessible and shared by the entire community—designed for people, infused with cultural expression, that support healthy ecosystems that enhance Atlanta's built environment.
4. **Streetscapes.** Transform the appearance and function of Atlanta's streets to serve pedestrians and cyclists better, expand the city's urban tree canopy cover, and manage stormwater runoff sustainably with green infrastructure.
5. **Trails and Waterways.** Leverage and preserve our waterways and trails to connect Atlantans to nature, culture, and history; improve water quality and the health of the city's riparian forests; and collaborate with the nonprofit community and foster those relationships to achieve this goal.

Urban Design's Role in Plan A

Plan A's Urban Design chapter focuses on strategic actions in Atlanta's built environment, shaping a compelling future for the city. It provides a way to honor and respect differences while enabling the city's diverse neighborhoods to embrace their most beloved spaces and adapt to change. This chapter outlines goals, initiatives, plans, policies, and actions related to four key aspects of Atlanta's built environment: 1) Private Development, 2) Public Spaces, 3) Streetscapes, and 4) Trails and Waterways.

To ensure that Atlanta is a safe, accessible, and equitable city for everyone, we need to carefully examine how we plan and design private developments, public spaces, streetscapes, and trails and waterways. This assessment will help us identify what is needed to enhance both public and private buildings and spaces that we all enjoy. Achieving this goal requires a shared understanding of Atlanta's physical form and the key urban design elements that influence our streets, buildings, open spaces, and the overall layout of the city.

Plan A's Urban Design chapter is all about making our neighborhoods better places to live. It takes a closer look at the unique conditions, history, and natural features of our communities. We explore the size, layout, and shape of buildings, as well as how walkable and connected our streets are—all of which play a big role in how experience our built environment. This chapter also offers a framework, along with practical initiatives and policies, to help bring these urban design ideas to life in a way that works well together. Other chapters in Plan A also dive into these aspects of urban design, helping us create a vibrant, welcoming Atlanta for everyone.

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Equity & Engagement

Needs & Opportunities

To build a vibrant public realm that benefits all Atlantans, it is essential to prioritize equitable and inclusive community engagement in each of the following policies and initiatives.

Policies & Actions

UD 1 **Correct or counteract community harm and damage to Atlanta's urban fabric caused by urban renewal and highway construction using Reconnecting Communities strategies.**

- **UD 1.1** Prioritize projects that reduce barriers to opportunities, address disparities and vulnerabilities, and increase access to resources and infrastructure through equitable development.
- **UD 1.2** Develop a design and planning framework that better incorporates the people and locations cut off, impacted, or isolated by the City's design and planning activities, acknowledges Atlanta's planning-related history and the associated harms, addresses past racism and inequity, and better fulfills the needs of every person.
- **UD 1.3** Align and integrate future planning efforts to address housing, infrastructure, transportation, and other services to meet community needs comprehensively, efficiently, equitably, and resiliently.
- **UD 1.4** Determine new project and investment locations for each urban design policy action using data indicators and vulnerabilities like households without access to motor vehicles, percentage of school-age children, seniors, and persons with disabilities, race, income, and others in ATLDOT's Vision Zero Equity Priority Areas to establish a basis for prioritization for communities of concern.

UD 1.5 Enhance community resilience and sustainability, foster a sense of ownership and collaboration, and strengthen a sense of belonging in residents by applying local knowledge, resources, and skills to address neighborhood challenges.

UD 1.6 Ensure Small Area Plans, Neighborhood Plans, and other site planning efforts highlight the City's history and include actionable recommendations for historic preservation where applicable.

UD 1.7 Ensure that all impacted areas, especially historically underserved neighborhoods, have equitable access to tools and cultural resources.

UD 2 Focus engagement in historically and intentionally underserved communities due to past policies and practices.

UD 2.1 Leverage the Neighborhood Revitalization Initiative (NRI), part of Mayor Dickens's efforts to revitalize Atlanta's communities and close the racial wealth gap, when determining project and investment locations for each private development policy action in Plan A.

UD 2.2 Use Department of City Planning programs and projects to highlight Atlanta stories and elevate the city's culture and history.

UD 2.3 Pursue historical designations and commemorate them with the community.

UD 2.4 Ensure that the public realm reflects the unique artistic and cultural expressions and histories of all neighborhoods, especially historically underserved areas, in the City.

UD 2.5 Use public engagement tools to tell stories and identify places associated with Atlanta's African American Community that the City preserves.

UD 2.6 Expand the City of Atlanta's list of African American and LGBTQ+ Landmark Building and Site (LBS) designations.

UD 2.7 Develop and implement a cultural and historical interpretative signage program highlighting Atlanta's relevant landscapes and experiences.

UD 2.8 Continue to support local efforts by others like the Georgia Community Schoolyards® Projects, which aims to increase public access to open space and parks, and work of The Stitch to "advance …equitable revitalization…through enhanced access to affordable housing, low-cost transportation, jobs, and community resources" to increase access to greater commercial and residential opportunities in the City.

UD 2.9 Collaborate with the Mayor's Office of Equity and Inclusion (MOEDI) to identify policies and practices in city plans, regulations, and planning activities that created inequities in the City of Atlanta and ways to address them.

UD 2.10 Continue interdepartmental collaboration with Atlanta Main Street, the Mayor's Office of Constituent Services (MOCS), DCPS's Neighborhood Planning Unit, and the Office of Housing and Community Development.

UD 2.11 Encourage the design of public and private areas of activity and buildings that celebrate Atlanta's rich arts and cultural heritage, preserve historical elements, districts, landmarks, and places, inspire pride in the City, and foster artistic expression.

UD 2.12 Broaden the City's reach through relationships that will enhance and promote rich and diverse cultural experiences, preserve and protect Atlanta's heritage, and elevate its reputation as a cultural destination internationally.

UD 2.13 Use art programming as a public awareness, education, and activation tool.

UD 3 Utilize existing frameworks like the LGBTQ+ Historic Context Statement and the DPR Equity Data Tool to inform Work Plans in the Department of City Planning.

UD 3.1 Refer to and use the most recent update to the Office of Housing and Community Development's Neighborhood Change Report and StoryMap webpage to identify communities that are presently underserved.

UD 3.2 Perform greater citywide outreach, engagement, and equity efforts, expand awareness of the Department of City Planning's interactions, and actively involve communities in incorporating arts, culture, and history in public spaces.

UD 4 **Showcase the City's ongoing work related to engagement and equity.**

UD 4.1 Develop, host, and sponsor awareness and educational programs about Atlanta's African American and LGBTQ+ heritage and history, a specific property, historical event, or person at the Atlanta City Studio.

UD 4.2 Host Small Area and Neighborhood Planning Program awareness and education events to share the standards and process with the public at the Atlanta City Studio.

UD 4.3 Collaborate with the NPU team and host awareness and education events about initiatives and legislative policies designed for neighborhood empowerment and NPU system improvements.

UD 4.4 Host events with neighborhood leaders supporting the Neighborhood Revitalization Initiative (NRI) at the Atlanta City Studio.

UD 5 **Educate Atlantans on *Atlanta City Design***

UD 5.1 Host Office of Design developed and sponsored awareness and educational offerings about Atlanta's design and planning at the Atlanta City Studio.

UD 5.2 Create easily accessible digital and print content featuring *Atlanta City Design* and the City's ongoing work to implement its aspirations.

The City of Atlanta departments and partners involved in Equity and Engagement are:

- Atlanta Main Street
- Mayor's Office of Equity, Diversity, and Inclusion (MOEDI)
- Mayor's Office of Constituent Services (MOCS)
- Neighborhood Planning Units (NPUs)
- The Office of the Commissioner, Department of City Planning
- Office of Housing and Community Development

Private Development

Needs & Opportunities

Private development affects and contributes to the public realm; the design, height, width, and depth of private buildings and their related spaces dramatically impact how we experience the public realm, particularly our streets. Private development has prioritized vehicular access and connection for decades, resulting in building faces that negatively impact public street life. To truly transform Atlanta's streets, private development should employ sound urban design principles that result in buildings and structures that connect and seamlessly contribute to streets and the public realm.

Policies & Actions

UD 6 **Expand a design review process for development projects to address building and public space design, curbside management, and related transportation concerns, allow for unique perspectives, and guide designs to complement and be sympathetic to neighborhoods and the City of Atlanta.**

- **UD 6.1** Align investments in city streets with redeveloping related spaces in or adjacent to the right-of-way.
- **UD 6.2** Require and enable the Concept Review Committee (CRC) to review and comment on private development design and planning layouts.
- **UD 6.3** Ensure the Office of Design reviews and comments on private development plans related to the Right of Way, green, and outdoor spaces.

UD 7 **Develop a design review process for private entities designing public spaces.**

UD 7.1 Implement a steering committee to review and approve public spaces being designed in the city of Atlanta.

UD 7.2 Introduce legislation to ensure the approval process of public spaces reviewed by the steering committee.

The City of Atlanta departments and partners involved in Private Development are:

- Atlanta Beltline, Inc.
- Atlanta Downtown Improvement District (ADID)
- Atlanta Planning Advisory Board (APAB)
- Atlanta Urban Design Commission (UDC)
- Buckhead CID
- Central Atlanta Progress (CAP)
- Concept Review Committee (CRC)
- Little Five Points (L5P) Alliance
- Livable Buckhead
- Midtown Alliance
- Office of Design's Historic Preservation Studio
- Office of Zoning and Development
- Tree Conservation Commission
- Upper Westside Improvement District
- West End Community Improvement District

Public Spaces

Needs & Opportunities

Public spaces come in various forms, large and small, and include parks, civic buildings, plazas, nature preserves, pocket plazas, and sidewalks. They are opportunities for rest and relief throughout the city that foster informal or planned social interactions. Public spaces can integrate with streets and contribute to the built environment's sustainability, often using natural resources such as tree canopies for shading or native plantings as safety barriers.

As Atlanta's population grows, well-designed public spaces become increasingly essential for a larger population to provide equitable access to outdoor and leisure areas. To do that, we must leverage a variety of public spaces.

Policies & Actions

UD 8 **Utilize existing City of Atlanta frameworks to inform Work Plans in the Department of City Planning.**

- **UD 7.1** Use Every Park Tells a Story and the DPR Equity Data Tool to collaborate with the Departments of Parks and Recreation and Watershed Management on future locations of public space investments.
- **UD 7.2** Make historic districts and public spaces central hubs for community life and cultural exchange.
- **UD 7.3** Develop urban design guidelines that support the city's land use and zoning policy.
- **UD 7.4** Design new public spaces and redesign existing ones to host cultural events, dedications for newly completed projects, and public art.

UD 9 **Integrate art and culture in the design of public spaces.**

UD 9.1 Engage artists, cultural organizations, and residents in the early stages of designing public spaces.

UD 9.2 Prioritize public art and cultural investments in historically underserved communities.

UD 9.3 Incentivize private development to integrate public art, cultural markers, and site-specific artistic elements.

UD 9.4 Incorporate permanent and temporary public art installations in public spaces, including plazas, transit infrastructure, crosswalks, bus stops, and pedestrian pathways.

UD 9.5 Design public spaces and streetscapes to support cultural programming, performances, and exhibitions.

UD 9.6 Transform underutilized infrastructure, such as bridges and retaining walls, into cultural landmarks.

UD 9.7 Implement culturally responsive wayfinding and signage highlighting local heritage and history.

UD 9.8 Develop cultural storytelling and historical interpretation signage along trails and waterways.

UD 9.9 Collaborate with community organizations to activate public spaces with arts and cultural programming.

UD 9.10 Work with the stewards of trails and greenways to commission public art and placemaking.

UD 9.11 Collaborate with community organizations to program cultural events in natural spaces.

UD 9.12 Partner with the Mayor's Office of Cultural Affairs to produce a Cultural Plan for the City of Atlanta, ensuring that arts and culture are prioritized in urban development and community engagement.

UD 9.13 Establish an Art + Design Salon at the Atlanta City Studio to foster creative dialogue, connect artists and designers with city planners, and explore the role of arts and culture in shaping Atlanta's built environment.

UD 10 **Invest in long-term public space adjustments, enhancements, and interventions to elevate Atlanta's culture and history.**

UD 10.1 Relaunch the Department of City Planning's Love Our Places (LOP) Program with a new focus on Design Review and Design Assistance for Public Spaces being implemented by private entities, community organizations, and neighborhood groups.

UD 10.2 Develop a Guidebook and Application Process for the LOP Program.

UD 10.3 Launch the Public Space activation and redesign Demonstration Program tentatively known as Experience 404.

UD 10.4 Program for community organizations to implement, manage, and activate public spaces.

UD 10.5 Develop a formal process to identify and convert unused City-owned spaces outside of the right-of-way into permanently accessible and active public spaces where possible and productive.

UD 10.6 Promote design practices in public spaces—accessible and shared by the entire community—that do not damage or lessen the quality, quantity, or value of existing resources or their ability to adjust to and recover from change.

UD 10.7 Design public spaces that enhance urban ecosystem resources and achieve multiple benefits, such as expanding canopy cover, optimizing stormwater management, and incorporating native and adaptive plantings in all its projects.

UD 10.8 Explore and develop internal and external collaborations to advance opportunities for local, regenerative, resilient, and sustainable agricultural and landscape efforts that are also culturally relevant in public spaces.

UD 11 **Educate and teach Atlantans to invest in good design.**

UD 11.1 Launch Design Office Hours Program that compliments the Love Our Places Application Program and extends to allow for general design advice to locals working on design projects in the city.

UD 11.2 Launch a Design Club to encourage citizens to learn and invest in good design in all areas of designing space and creative placemaking.

UD 11.3 Encourage the hosting of local school and university design diddle term and final juries, encouraging design conversations within the Atlanta City Studio.

UD 12 **Integrate greenspaces and linear parks into the Department of Parks and Recreation's broader city park and open space network.**

The City of Atlanta departments and partners involved in Public Spaces are:

- Department of Parks & Recreation
- Department of Watershed Management
- MARTA Artbound
- Mayor's Office of Cultural Affairs
- Tree Conservation Commission

Streetscapes

Needs & Opportunities

The design of Atlanta's streets has favored cars rather than people for decades, but that is changing. As we shift our focus to transforming Atlanta's streets to accommodate more uses and people, we must leverage exceptional urban design principles and coordinate efforts across the City. Our streetscapes and rights-of-way can do more than accommodate pedestrians and cyclists more safely. Their designs can be beautiful, and they can expand the City's urban tree canopy and sustainably manage stormwater runoff.

For decades, the design of Atlanta's streets has favored cars over pedestrians. However, this is changing. As we shift our focus towards transforming Atlanta's streets to accommodate more diverse uses and people, it is essential to apply exceptional urban design principles and coordinate efforts across the city. Our streetscapes and rights-of-way can do more than just enhance safety for pedestrians and cyclists; they can be beautiful. Furthermore, we have the opportunity to expand the Atlanta's urban tree canopy and manage stormwater runoff sustainably.

Policies & Actions

UD 13 **Facilitate more effective interdepartmental coordination among the Office of Design, Department of Public Works, ATLDOT, and Department of Watershed Management to implement street infrastructure improvements that achieve multiple benefits, such as integrating traffic calming measures with green infrastructure and increased tree canopy cover.**

UD 13.1 Align infrastructure investments in streets with the City's Capital Improvement Programs and other public funds.

UD 13.2 Collaborate with the Departments of Public Works and Watershed Management to identify potential locations and funding for implementing green infrastructure.

UD 13.3 Develop citywide curbside management and transportation-related recommendations for the Mixed Use, Industrial, Community, and Open Space Development Patterns using the *CAP Curbside Management Action Plan* and the *Midtown Alliance Curbside Management Action Plan* as inspiration and for reference.

UD 13.4 Make planning and design recommendations incorporating standard details to increase soil volume in new tree plantings to support healthy urban tree growth within the street right-of-way.

UD 13.5 Collaborate with ATLDOT to create typical street typologies for each Development Pattern in Plan A.

UD 13.6 Require typical street typologies to address and improve public health concerns like air quality, heat, and flooding.

UD 14 **Use phased implementation to implement streetscape improvements quickly and more easily execute and test new ideas in the public realm, including artistic elements and historical designations.**

- **UD 14.1** Integrate a phased implementation approach into the City's planning efforts, such as ARC's Livable Centers Initiative (LCI) plans and neighborhood plans.
- **UD 14.2** Develop street typologies to include artistic elements, cultural landmarks, and historical designations as integral components.

UD 15 **Further develop, expand, and improve the *Tactical Urbanism Guide.***

- **UD 15.1** Develop more accessible ways for communities to access and use the *Tactical Urbanism Guide.*
- **UD 15.2** Expand partnerships with internal and external partners to implement amenity and public art projects through the *Tactical Urbanism Guide.*
- **UD 15.3** Include information on incorporating arts, culture, and historical preservation into urban interventions in the *Tactical Urbanism Guide.*

UD 16 **Integrate design considerations, including artistic and cultural dimensions and historical contexts, into the City's process for capital improvements.**

- **UD 16.1** Develop street framework plans to promote a vibrant, art-focused public realm that respect and highlight the area's historical elements.
- **UD 16.2** Integrate temporary interventions into the City's pipeline for capital improvements, such as public art installations, cultural activities, and elements highlighting historical significance.

The City of Atlanta departments and partners involved in Streetscapes are:

- ATLDOT
- MARTA Transit-Oriented Development (TOD) Group
- Tree Conservation Commission

Trails & Waterways

Needs & Opportunities

Trails and waterways are two of Atlanta's primary connections to nature. They support pedestrian and cyclist mobility, enable recreational activities, and provide spaces for leisure. These critical assets are often inaccessible to many Atlanta communities due to a lack of connections with other sidewalks, trails, cycle tracks, pedestrian bridges, signage and maps, and related infrastructure. As we prioritize connections to nature and stewardship of natural waterways, we must design cohesive and legible trail and waterway networks that connect all Atlanta communities while protecting and enhancing the health of the City's natural waterways and their forests.

Policies & Actions

UD 17 **Design a cohesive trail network connecting Atlanta communities that can protect natural waterways and riparian forests while also becoming a viable commute option.**

- **UD 17.1** Develop a broadly encompassing, legible, inter-neighborhood trail system and plan that is easy to describe and understand in a narrative and graphic form.

UD 18 **Expand Atlanta's regional stormwater infrastructure facilities network, such as Cook Park and publicly accessible conservation and restoration areas, and integrate these public spaces into the more extensive park and open space network.**

- **UD 18.1** Prioritize safeguarding natural resources, pollution mitigation, and adaptation to changing climatic conditions, resulting in sustainable development and resilient communities now and in the future.
- **UD 18.2** Prioritize projects that foster healthier ecosystems, enhance quality of life, and strengthen community cohesion citywide.

UD 19 **Implement the recommendations from the *Trails ATL* and the *Chattahoochee RiverLands* plans.**

- **UD 19.1** As part of zoning approval, ensure that private developers leave space for a portion of the metro Atlanta trail network access, per the *Trails ATL* plan.
- **UD 19.2** Further develop the Chattahoochee RiverLands Demonstration Sites.
- **UD 19.3** Design and develop a Pilot Nature Space—where the major waterways and growth corridors intersect, and people and nature connect, as described in *Atlanta City Design.*

UD 20 **Integrate art installations, cultural storytelling, and historical interpretation signage along trails and waterways, creating functional and rich pathways with artistic, cultural, and historical significance.**

The City of Atlanta departments and partners involved in Trails and Waterways are:

- Atlanta Beltline, Inc.
- Altamaha Riverkeeper
- Burnt Fork Watershed Alliance
- Chattahoochee NOW
- Chattahoochee Riverkeeper
- The Conservation Fund
- Department of Parks & Recreation
- Department of Watershed Management
- Eco-Action Atlanta
- EcoAddendum
- Flint Riverkeeper
- Georgia Adopt-A-Stream
- Georgia Trust for Public Land
- Park Pride
- PATH Foundation
- Peachtree Creek Greenway
- Proctor Creek Stewardship Council
- South Fork Conservancy
- South River Watershed Alliance
- Tree Conservation Commission
- West Atlanta Watershed Alliance (WAWA)

Plan A Partners & Implementation

The following plans and initiatives reflect the needs, opportunities, policies, and actions identified in Plan A related to urban design. Descriptions of these plans can be found in the Appendix.

- *Atlanta City Design* (2017)
- *Urban Tree Canopy Study* (2018)
- *Atlanta's Transportation Plan* (2018)
- *Streets Atlanta: A Design Manual for Multimodal Streets* (2018)
- *City of Atlanta Environmental Impact Bond* (2019)
- *Atlanta City Design: Nature* (2020)
- *Chattahoochee RiverLands: Final Report* (2020)
- *Activate ATL Comprehensive Parks and Recreation Master Plan* (2021)
- *Transportation Management Plan: Development Guide* (2021)
- *AeroATL Greenway Model Mile Atlanta Project Feasibility Study* (2021)
- *Activate ATL 2022-2026 Strategic Plan* (2022)
- Atlanta Cemetery Network (2022)
- *City of Atlanta Department of Parks and Recreation Equity Data Tool* (2022)
- *Chattahoochee RiverLands Design Guidelines: Part 01* (2022)
- *Cascade Heights Greenway Network Feasibility Study* (2023)
- *City of Atlanta Tree Protection Ordinance Rewrite* (2023)
- *Freight ATL: Northwest Atlanta Industrial Area Freight Study* (2023)
- *Mayor's Office of Equity, Diversity, and Inclusion (MOEDI) Strategic Impact Framework* (2023)
- *Tactical Urbanism Guide* (2023)
- *Vision Zero Action Plan* (2023)

- *Downtown Atlanta Urban Tree Planting Plan* (2021 and 2024)
- *Trails ATL* (2025)
- Arts & Entertainment (A&E) Atlanta and Local Stories (Ongoing)
- City of Atlanta Green Infrastructure Design Challenge (Ongoing)
- Georgia Community Schoolyards® Project (Ongoing)
- Love Our Places (coming in 2025)

Collaboration with ADID

Peachtree Street holds incredible potential for a rich public asset. Peachtree Street can be a space that prioritizes pedestrians over automobiles and supports pedestrian activity spilling out from private buildings into the street, instead of discouraging it. Together with the Stitch "capping the Connector," investing into Downtown public spaces repairs the harm and damage to Atlanta's urban fabric caused by past urban renewal and highway construction.

Tactical Urbanism Guide

As we shift our focus to transforming Atlanta's streets to accommodate more uses and people, we must leverage exceptional urban design and coordinate efforts across the City. The Departments of City Planning and Transportation created the Tactical Urbanism Guide to provide neighborhoods, organizations, and businesses with tools for low-cost, short-term interventions within the right-of-way, Atlanta's most extensive public realm, to catalyze change.

Historic Preservation

Vision

Atlanta has a story like no other city in the United States. From its beginnings as a small railroad junction to its rise as a hub for transportation and business to its central role in fulfilling the promises made during our country's founding, Atlanta is a place of opportunity, struggle, progress, and hard work. It is a place to learn, a place to work, a place to create, and a place to call home. Atlanta can only be the city that we love and care about if we—all of us—remember the people and events that shaped it into a special place.

The authentic Atlanta is rooted in history and continues on in our stories and communities. Atlanta's stories, communities, and culture are not abstract—they can be seen, felt, and experienced every day all around the city. They live in the smiles of residents, the art on our walls, and the historic structures around us. We should not erase our stories by allowing our historic places and spaces to disappear. Instead, we need to know and respect those who came before us and created opportunity and success through struggle and hard work. We must take action to keep our city vibrant now and in the future so everyone can enjoy, learn from, and shape Atlanta in their own way.

Goals

1. **Perception.** Determine the status and perception of the City's current historic preservation work.
2. **Dialogue.** Elevate the overall understanding of historic preservation in the City and build a sustainable community dialogue.
3. **Redefine Historic.** Expand the definition of what is considered historic to Atlanta.
4. **Learn.** Learn from fellow Atlantans and other cities.
5. **Move Forward.** Outline a path forward and make recommendations the Department of City Planning and other City agencies could consider for their historic preservation work.

Culture

Needs & Opportunities

The Department of City Planning has historically used racist and other discriminatory practices on behalf of and against residents and communities in Atlanta. These practices are part of our comprehensive planning, zoning, code enforcement, and other activities. Acknowledging this history not only is an important first step in taking action to address the role that racism and inequity have played in Atlanta's development, but it also provides a more secure foundation upon which to build a framework that better fulfills the needs of every person. Considering culture, as it relates to comprehensive planning, helps remind everyone involved in the process that planning is not, nor should it be, divorced from the people who will be impacted by planning decisions. Culture is the heart of all human behavior, as such, the City has a responsibility to ensure that sensitivity to culture is reflected in all planning efforts across Atlanta.

Policies & Actions

HP 1 **Provide opportunities to educate the public about the history of our city and its neighborhoods through the lens of its former, existing, and future communities.**

- **HP 1.1** Conceptualize and develop a yearly series of educational lectures and activities that center the heritage and history of Atlanta's varied and diverse communities including, but not limited to, African American and LGBTQ+ individuals.
- **HP 1.2** Pursue relationships with individuals, groups, and community organizations that will assist with efforts to broaden the City's reach into and within specific cultural groups.
- **HP 1.3** Identify grants, organizations, and partnerships that provide financial resources to assist with departmental efforts to designate historic properties or create programming.

HP 2 **Create strategies to identify and prioritize historic designations related to the history, culture, special places and events, and people of Atlanta's diverse communities.**

- **HP 2.1** Build relationships with scholars, community experts, and other key stakeholders to assist the Department of City Planning's efforts to prioritize greater diversity with Landmark Building/Site (LBS) designations.
- **HP 2.2** Use public engagement tools to tell stories and identify places associated with Atlanta's African American community and historically marginalized communities that the City preserves.
- **HP 2.3** Compile documentation from various existing sources on historic African American resources in Atlanta.

Places & Spaces

Needs & Opportunities

Since the adoption of Atlanta's Historic Preservation Ordinance in 1989, not much has changed with how the City designates or reviews projects on historic properties. As a result, the City continues to lose historic properties that are central to its story and identity to demolition. In contrast, designated properties are subject to out-of-date processes that cannot handle the number of projects the Department of City Planning receives for review. Studies such as the *Future Places Project* and the Zoning Ordinance Rewrite Diagnostic highlight the need to update the City's Historic Preservation Ordinance to reflect modern best practices, address the City's operational capacity, and produce a historic preservation program that meets Atlanta's needs.

Policies & Actions

HP 3 **Increase the designation of individual buildings and sites in areas typically underserved by traditional preservation programs.**

- **HP 3.1** Develop an operating policy for proactively identifying historic properties eligible for designation under the City's Historic Preservation Ordinance.
- **HP 3.2** Set an annual goal to nominate properties for designation as an LBS under the City's Historic Preservation Ordinance.
- **HP 3.3** Create new designation categories that allow new options and flexibility for future designations.
- **HP 3.4** Expand options for the nomination of individual properties.
- **HP 3.5** Ensure small area planning and other related planning efforts recognize Atlanta's significant history and include actionable recommendations for Atlanta's historic preservation program.

HP 4 **Revise the City's Historic Preservation Ordinance, including Chapter 20 Historic and Cultural Conservation Districts in Atlanta's Zoning Ordinance.**

- **HP 4.1** Use the findings and recommendations of the Future Places Project and the *ATL Zoning 2.0* to revise Chapter 20 of the Zoning Ordinance, and the Historic and Landmark District sub-chapters.
- **HP 4.2** Standardize the required review process for projects on Historic and Landmark designated properties and districts.
- **HP 4.3** Strengthen the review and comment process for City agencies to require approval by the Atlanta Urban Design Commission (UDC) for specific projects.

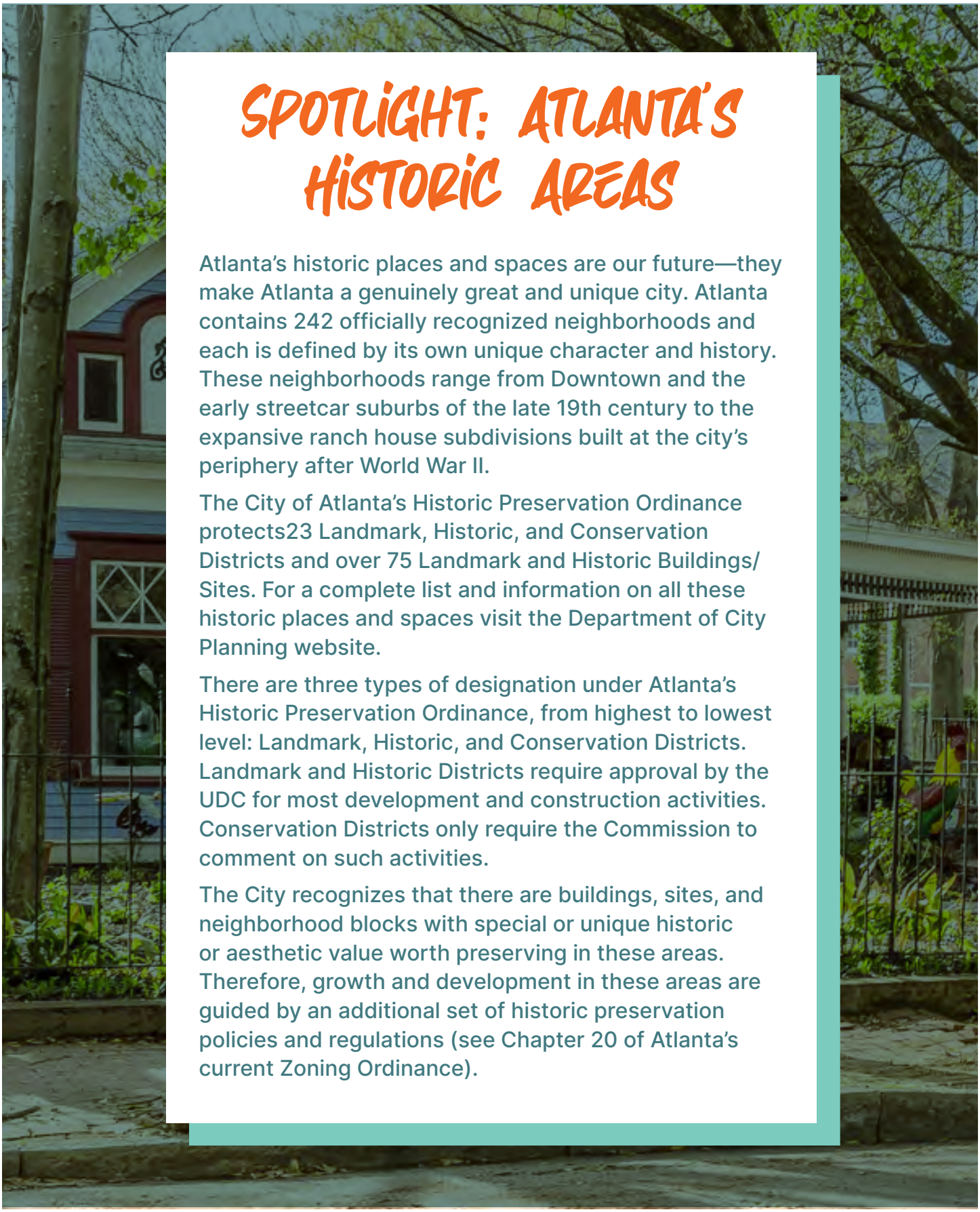
HP 5 **Implement process improvements for the Department of City Planning administrative reviews and Atlanta Urban Design Commission review for designations.**

- **HP 5.1** Create new application forms that better explain the required process for Department of City Planning administrative and UDC reviews.
- **HP 5.2** Develop supplemental materials to help applicants for Historic and Landmark designations to better understand, collect, and present the information needed to review their projects.
- **HP 5.3** Continue to increase the use of administrative reviews for projects that do not involve adding to historic structures, demolishing historic structures, or constructing new principal structures.

Definitions of Historic Area Designations

There are three types of designations under Atlanta's Historic Preservation Ordinance.

- **Landmark District.** An area of exceptional and significant importance to the City, the State, or the nation. These areas also contain significant architectural integrity. Projects that are seeking a building permit in these districts require a review by the Office of Design regardless of whether it is visible to the public or not.
- **Historic District.** An area of general importance to the City, State, or nation. Projects in these districts are typically only reviewed if the work is visible from the public right of way, or specify a limited area where reviews take place on a structure.
- **Conservation District.** An area that has retained some limited architectural integrity. Projects in this district require a review and comment by the UDC at a public hearing, where the Commission issues comments and suggestions on the proposal.



SPOTLIGHT: ATLANTA'S HISTORIC AREAS

Atlanta's historic places and spaces are our future—they make Atlanta a genuinely great and unique city. Atlanta contains 242 officially recognized neighborhoods and each is defined by its own unique character and history. These neighborhoods range from Downtown and the early streetcar suburbs of the late 19th century to the expansive ranch house subdivisions built at the city's periphery after World War II.

The City of Atlanta's Historic Preservation Ordinance protects23 Landmark, Historic, and Conservation Districts and over 75 Landmark and Historic Buildings/ Sites. For a complete list and information on all these historic places and spaces visit the Department of City Planning website.

There are three types of designation under Atlanta's Historic Preservation Ordinance, from highest to lowest level: Landmark, Historic, and Conservation Districts. Landmark and Historic Districts require approval by the UDC for most development and construction activities. Conservation Districts only require the Commission to comment on such activities.

The City recognizes that there are buildings, sites, and neighborhood blocks with special or unique historic or aesthetic value worth preserving in these areas. Therefore, growth and development in these areas are guided by an additional set of historic preservation policies and regulations (see Chapter 20 of Atlanta's current Zoning Ordinance).

Landmark Districts:

Baltimore Block (1989)
Briarcliff Plaza (2017)
Cabbagetown (1989)
Castleberry Hill (2006)
Druid Hills (1989, 2001, 2017)
Hotel Row (1991)
Means Street (2017)
Martin Luther King, Jr. Historic Site (1989)
Oakland Cemetery (1989)
Pratt-Pullman (2017)
Washington Park (1989)

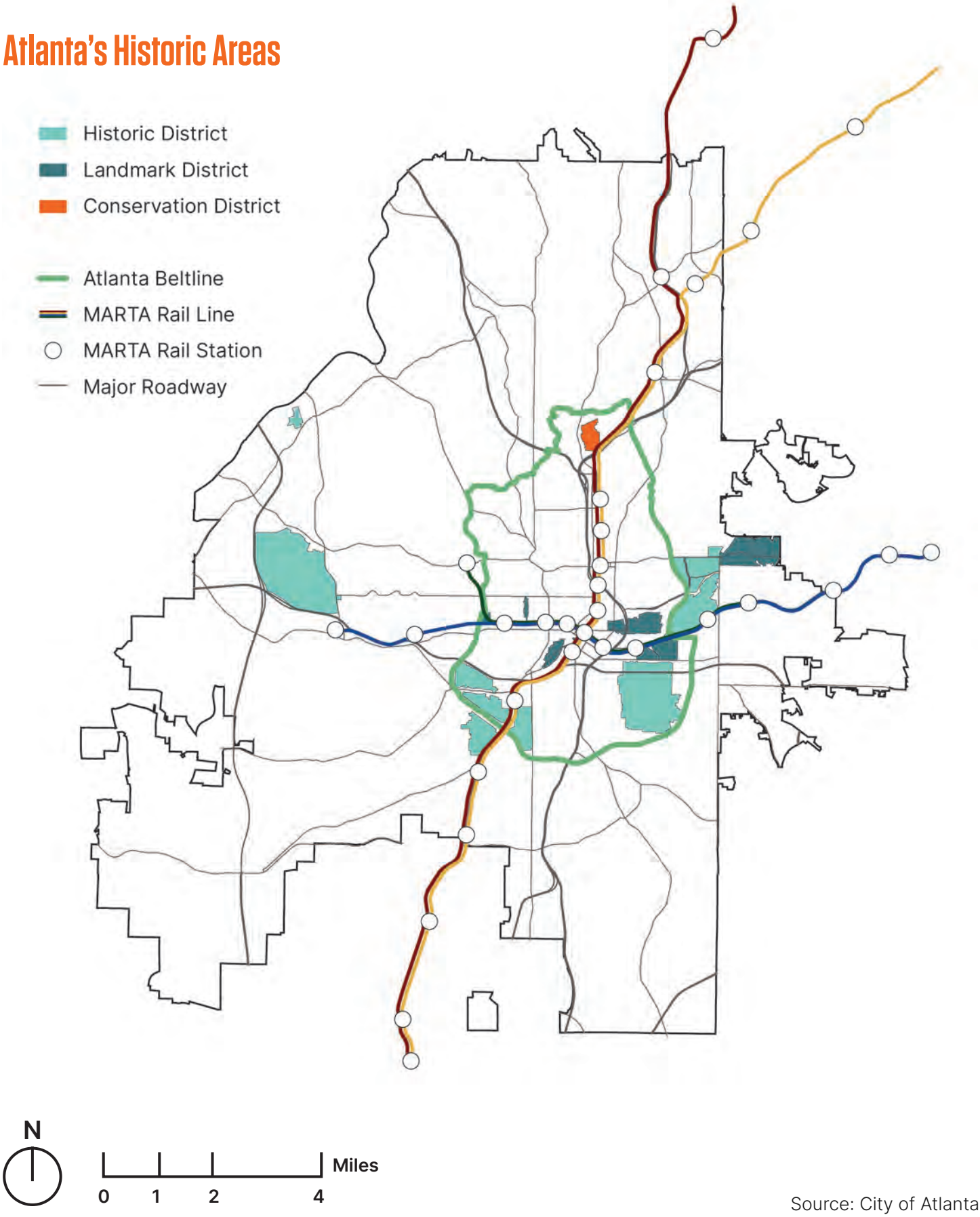
Historic Districts:

Adair Park (1994)
Atkins Park (2007)
Bonaventure-Somerset (2019)
Collier Heights (2013)
Grant Park (2000, 2003)
Inman Park (2002)
Oakland City (2004)
Poncey-Highland (2020)
Sunset Avenue (2011)
West End (1991, 2002)
Whittier Mill (1994)

Conservation District:

Brookwood Hills (1994)

Atlanta's Historic Areas



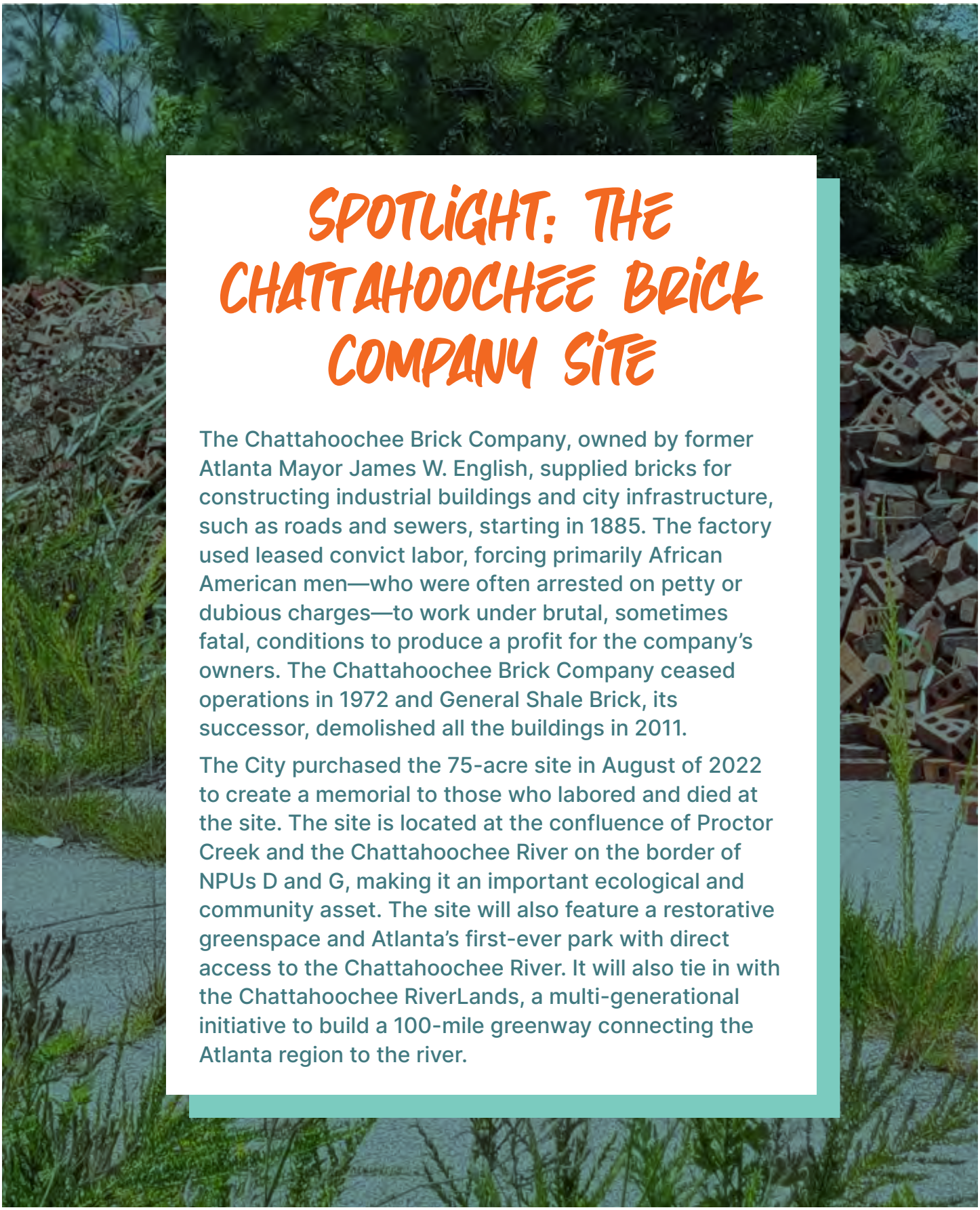
Source: City of Atlanta

Understanding

Needs & Opportunities

A common misconception is that Atlanta does not value historic preservation. While the City's Historic Preservation Program needs improvements, it has successfully designated over 11,000 properties, or roughly 6% of all properties in the city. Atlanta's preservation program has a track record of innovation and continually "pushes the envelope" of the conversations around historic preservation within the State of Georgia. However, as pointed out by the *Future Places Projec*t findings, the City has done a poor job of educating the public about its historic preservation program. To build a constituency around preserving historic places, spaces, and stories, the City must help the public understand the value of historic preservation as a useful planning and development tool to retain Atlanta's authentic identity.

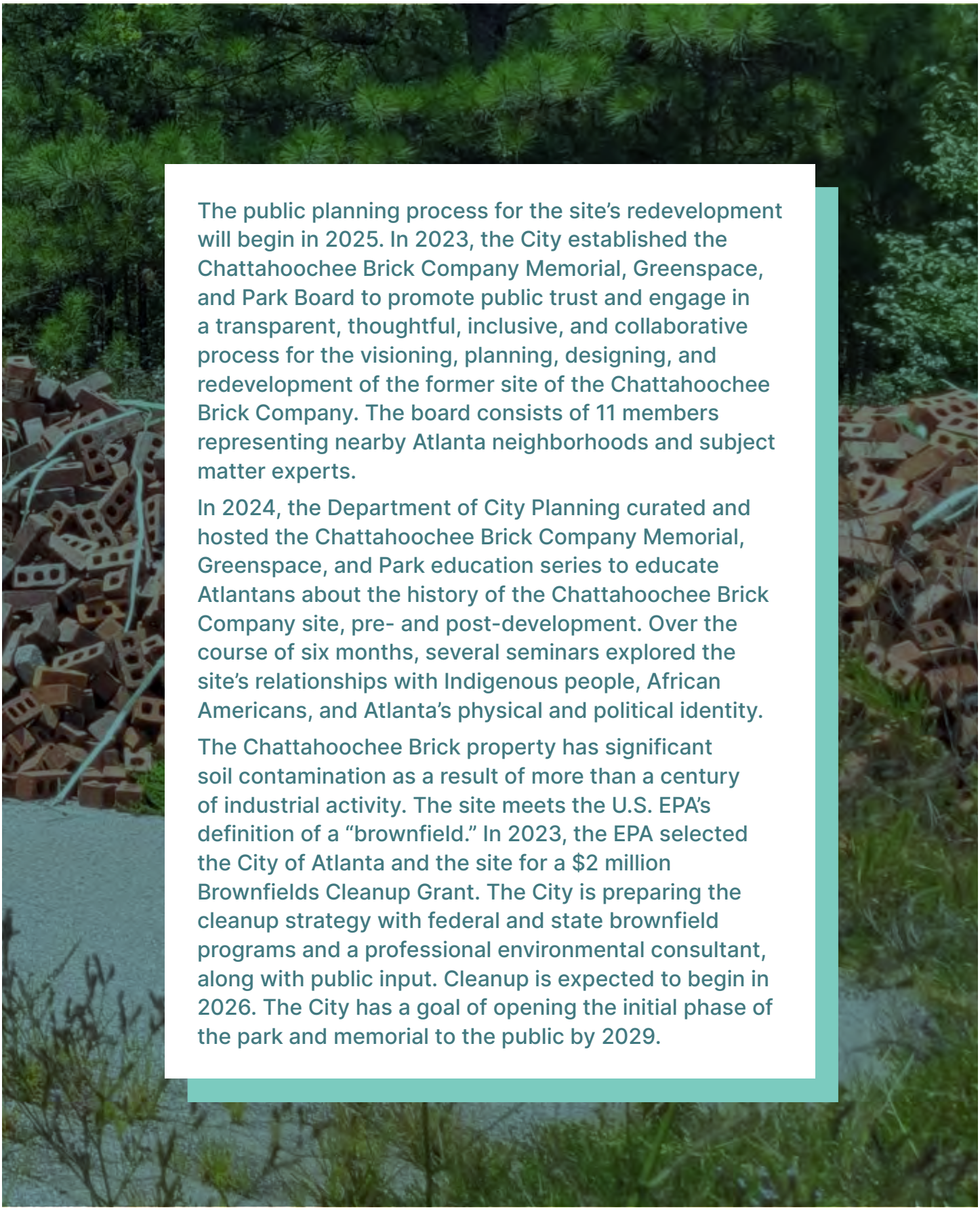
Source: Early Edgewood Candler Park Bi-Racial History Project



SPOTLIGHT: THE CHATTAHOOCHEE BRICK COMPANY SITE

The Chattahoochee Brick Company, owned by former Atlanta Mayor James W. English, supplied bricks for constructing industrial buildings and city infrastructure, such as roads and sewers, starting in 1885. The factory used leased convict labor, forcing primarily African American men—who were often arrested on petty or dubious charges—to work under brutal, sometimes fatal, conditions to produce a profit for the company's owners. The Chattahoochee Brick Company ceased operations in 1972 and General Shale Brick, its successor, demolished all the buildings in 2011.

The City purchased the 75-acre site in August of 2022 to create a memorial to those who labored and died at the site. The site is located at the confluence of Proctor Creek and the Chattahoochee River on the border of NPUs D and G, making it an important ecological and community asset. The site will also feature a restorative greenspace and Atlanta's first-ever park with direct access to the Chattahoochee River. It will also tie in with the Chattahoochee RiverLands, a multi-generational initiative to build a 100-mile greenway connecting the Atlanta region to the river.



The public planning process for the site's redevelopment will begin in 2025. In 2023, the City established the Chattahoochee Brick Company Memorial, Greenspace, and Park Board to promote public trust and engage in a transparent, thoughtful, inclusive, and collaborative process for the visioning, planning, designing, and redevelopment of the former site of the Chattahoochee Brick Company. The board consists of 11 members representing nearby Atlanta neighborhoods and subject matter experts.

In 2024, the Department of City Planning curated and hosted the Chattahoochee Brick Company Memorial, Greenspace, and Park education series to educate Atlantans about the history of the Chattahoochee Brick Company site, pre- and post-development. Over the course of six months, several seminars explored the site's relationships with Indigenous people, African Americans, and Atlanta's physical and political identity.

The Chattahoochee Brick property has significant soil contamination as a result of more than a century of industrial activity. The site meets the U.S. EPA's definition of a "brownfield." In 2023, the EPA selected the City of Atlanta and the site for a $2 million Brownfields Cleanup Grant. The City is preparing the cleanup strategy with federal and state brownfield programs and a professional environmental consultant, along with public input. Cleanup is expected to begin in 2026. The City has a goal of opening the initial phase of the park and memorial to the public by 2029.

Policies & Actions

HP 6 **Educate the public about the City's existing historic preservation program.**

- **HP 6.1** Create courses that remain relevant over time to educate the public about Atlanta's historic preservation program and the UDC's architectural review processes.
- **HP 6.2** Create a series of informational brochures (digital and print) that explain essential maintenance for historic houses, preservation-based repair methods for routine issues, and increased energy efficiency measures of historic houses.
- **HP 6.3** Create online maps of official Historic and Landmark districts and sites, complete with pertinent information such as photographs, designation reports, and other materials that are difficult to access.

HP 7 **Educate the public about Atlanta's history and the need to preserve the areas associated with our city's unique story and identity.**

- **HP 7.1** Use online tools to share maps, text, images, and other content with Atlantans, creatively telling stories about Atlanta's places, neighborhoods, and people in ways that highlight a specific period of development, theme, or cultural aspect of the city.
- **HP 7.2** Implement annual surveys of existing historic districts, and partner with universities and private groups to implement an ongoing program of inventories throughout the city.

HP 8 **Develop an ongoing oral history program that allows Atlanta residents to record their individual and collective histories.**

- **HP 8.1** Create and establish an oral history program with a publicly accessible online archive.
- **HP 8.2** "Incorporate oral history opportunities in routine planning efforts.
- **HP 8.3** Use collected oral histories to help educate the public about the history of the people and groups who call Atlanta home.

Plan A Partners & Implementation

The following historic preservation plans and initiatives reflect the needs, opportunities, policies, and actions identified in Plan A. Descriptions of these plans are in the Appendix.

- *Historic Preservation Ordinance* (1989)
- *Future Places Project* (2020)

Historic Preservation Ordinance

The Historic Preservation Ordinance, adopted by City Council and signed by the Mayor in 1989, establishes and outlines the City's historic preservation program and defines the Urban Design Commission's responsibilities and outlines their procedures. This policy requires the Urban Design Commission to identify, protect, enhance, and honor the use of buildings, sites, and districts of special character, historic interest, or aesthetic value. It is in the interest of the health, prosperity, safety, education, and general welfare of the public that the City maintains this policy. Among other activities, the UDC implements the City's Historic Preservation Ordinance by nominating and regulating buildings, properties, and districts to categories of protection offered under the ordinance. Multiple policies and actions in Plan A recommend revising the ordinance and its associated policies to strengthen and modernize Atlanta's historic preservation practices.

SAFE SPOTS
855

Public Safety Facilities

Vision

Atlanta City Design emphasizes public safety; therefore, the City of Atlanta's strategies and policies should ensure everyone feels welcome to participate in the life of the city.

Goals

1. **Training.** Implement cultural competency training for all front-line public safety personnel engaging with Atlanta's diverse population.
2. **Community.** Support regular, friendly interaction between communities and public safety personnel and modernize technology to reduce crime and increase safety in the communities we serve.
3. **Facilities.** Update, maintain, and construct new fire, police, emergency shelters, and other public safety facilities.

CITY OF ATLANTA
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4531
ATLANTA FIRE RESCUE

Facilities

Needs & Opportunities

Atlanta's Fire and Rescue Department and Police Department improve the city's quality of life by ensuring the safety of our residents, reducing crime, and building trust in our communities. The Departments are focused on meeting the future needs of our city through innovative training, modern technology, and investments in facilities.

Atlanta Police Department has over 30 locations housing various operations. The City leases 18 of these properties. The Fire Department operates six battalions out of 31 fire stations and one Emergency Medical Service (EMS) micro station. The City is upgrading existing locations and investing in new, permanent public safety facilities.

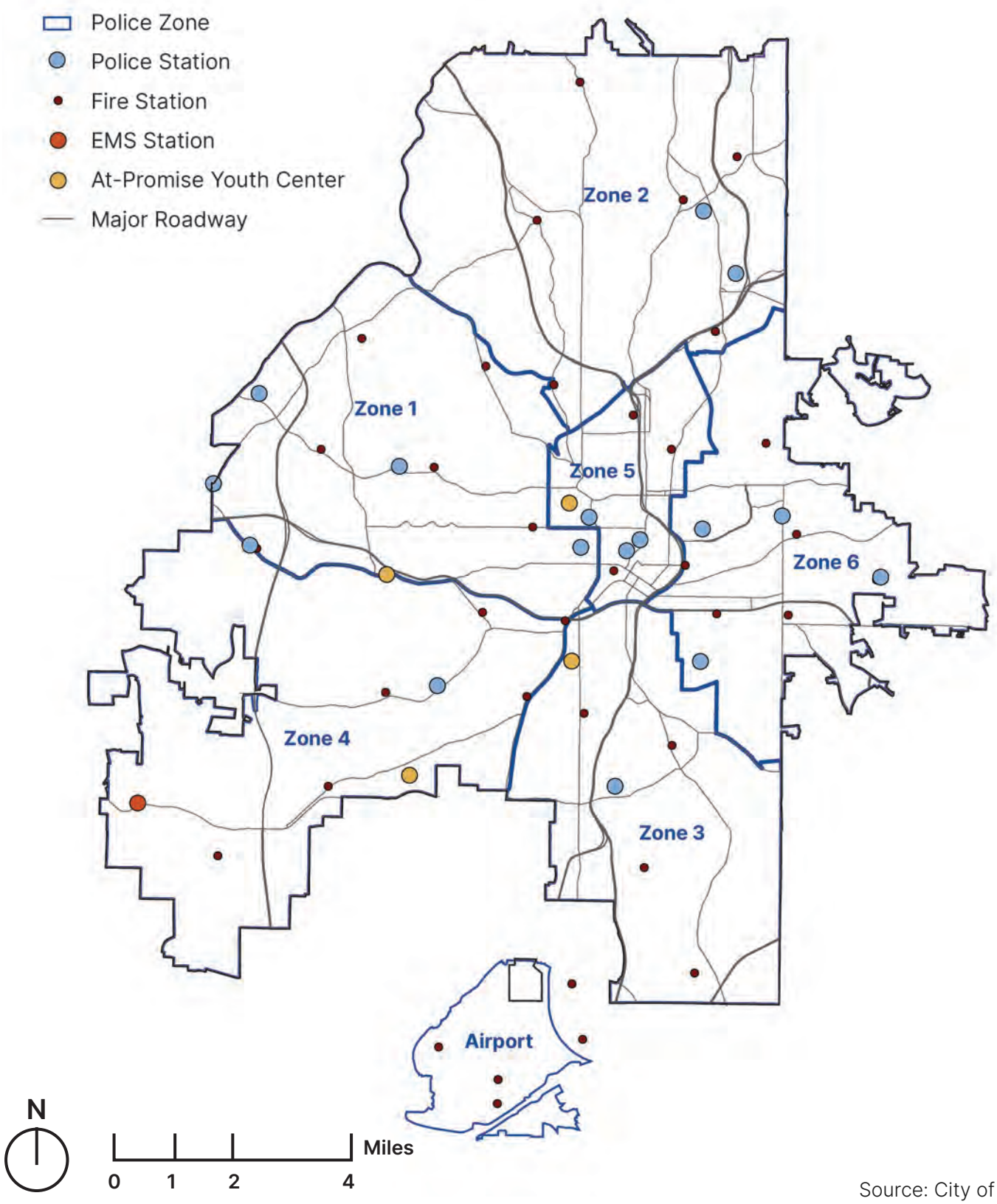
The recent opening of Atlanta's first-ever EMS Station, constructed on City-owned property at Station 37 on Campbellton Road in southwest Atlanta, meets the need for enhanced emergency services. The City seeks to relocate from leased locations to City-owned property as it continues to invest in public safety facilities throughout Atlanta.

Policies & Actions

PS 1 **Promote resilience in public safety facilities planning for Atlanta's growing and diversifying population.**

- **PS 1.1** Replace and update fire and police stations and emergency vehicles throughout the city.
- **PS 1.2** Enhance the quality of responses and support to our communities by investing in new resources and services designed to handle non-emergency situations and allowing officers to focus on life-critical situations.
- **PS 1.3** Maintain and improve court and corrections facilities.
- **PS 1.4** Maintain and improve emergency shelters in neighborhoods across the city.

Public Safety Facilities



Source: City of Atlanta

SPOTLIGHT: THE AT-PROMISE INITIATIVE

The City of Atlanta partners with the Atlanta Police Foundation to provide community-focused empowerment and support to Atlanta's youth.

The At-Promise Initiative's mission is to reduce crime by diverting susceptible young people from mischief and petty criminal activity toward productive lives.

More than 2,000 youth have formally enrolled in the At- Promise programs since operations began in 2017.

There are three existing At-Promise Youth and Community Centers and a fourth center breaking ground in the Florida Heights neighborhood.

More than 30 social service agencies work as partners at the Centers, surrounding enrollees with professional services, including psychological counseling, tutoring, mentoring, and health and wellness programming. Individualized programs are based on a comprehensive therapeutic assessment for all enrollees. Additional services include individual therapy, group therapy, educational assistance, GED classes, skills testing, workforce prep, and arts and music instruction.

Locations:

836 Metropolitan Parkway SW

2220B Campbellton Road SW

740 Cameron Madison Alexander Boulevard NW

2175 Martin Luther King, Jr. Drive (under construction)

Plan A Partners & Implementation

The Capital Improvements Element & Public Safety Facilities

Atlanta's Development Impact Fee program was established in 1993. **Impact fees are a one-time fee assessed by a local government on a new or proposed development project to pay for all or a portion of the costs of providing public services to the new development.**

The City funds public safety facility improvements through the impact fees, which are listed in the Capital Improvements Element (CIE). The CIE is comprised of the Impact Fee Annual Financial Report and a Schedule of Improvements. The Annual Financial Report summarizes impact fees collected, encumbered, and expended by the category of public facility and service area for the last audited fiscal year.

The Schedule of Improvements identifies capital projects to be financed in whole or in part by impact fees during the upcoming five-year planning horizon. CIEs are adopted annually and must be incorporated into comprehensive development plans. This update of Plan A includes the latest CIE, which will include both new and currently funded public safety facility improvements aimed at improving police, fire, and emergency services for all Atlantans.

The last adopted CIE included funding for the new Fire Station 22 facility in northwest Atlanta and the installation of emergency vehicle preemption in Buckhead. The new CIE will fund land acquisition for a new police precinct in southwest Atlanta.

As time passes, it is important for the City to continuously monitor any needs for increasing, or even shifting, public safety services throughout the city, especially as the residential and daytime populations grow. The most recent estimates from 2021 forecast that the City will need to increase the number of police and fire stations by 20% and 25%, respectively, through the year 2040. The City will keep Plan A and the CIE updated to ensure Atlanta remains a safe place for all.

*HERO
to get into this great
ping this nation. Get
ets of every city, every
this nation until true
the revolution of 1776
JOHN LEWIS

Neighborhood Planning

Vision

The Neighborhood Planning Unit (NPU) system promotes equity and public participation in Atlanta's planning process by educating and empowering residents and community leaders. We will celebrate and expand neighborhood-based planning as a testament to the collaborative nature of planning Atlanta's future.

Goals

1. **Community Outreach and Expanded Education.** Ensure every Atlantan knows of their opportunity to participate in civic processes and provide relevant education and information about that process.
2. **Resources and Technical Support.** Provide the resources and technical support necessary to further the effectiveness of the NPU system's growth and empower the NPUs to plan their communities.
3. **Neighborhood-Based Planning.** Prepare and implement neighborhood-based plans designed to build safe, healthy, thriving communities and further the values of *Atlanta City Design*.
4. **Reduce Racial Equity Gaps.** Engage neighborhood leaders to facilitate and implement multi-stakeholder, action-oriented plans through the Neighborhood Revitalization Initiative (NRI).

Atlanta celebrated the NPU system's 50th Anniversary in 2024 to honor NPU trailblazers, commemorate former Mayor Maynard Holbrook Jackson's legacy, and acknowledge the NPU system at present while reimagining the system for the next 50 years.

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Neighborhood Planning in Atlanta

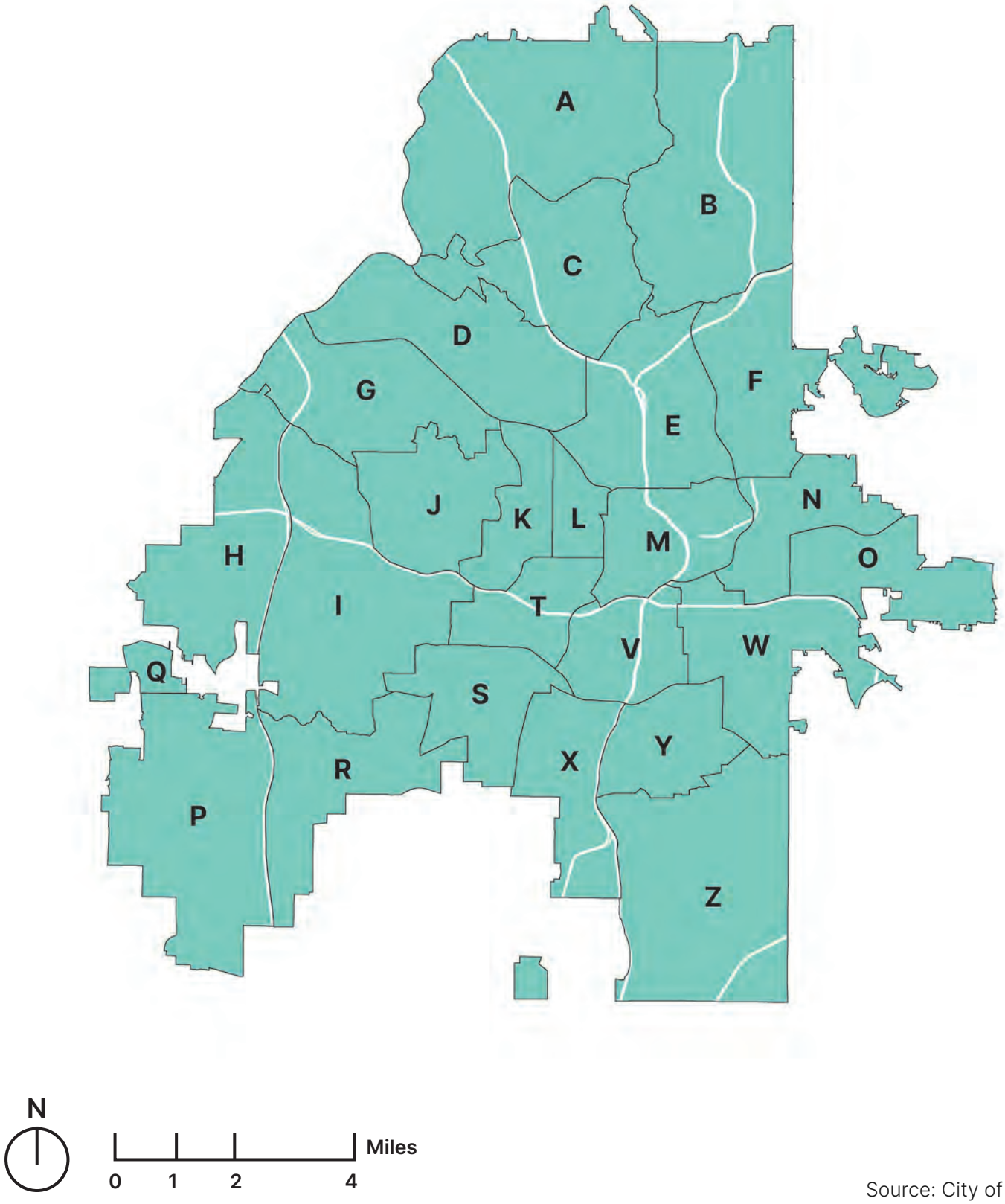
Atlanta's NPU System

Atlanta has 25 Neighborhood Planning Units, or NPUs, which are citizen advisory councils who make recommendations to the Mayor and City Council on zoning, land use, and other planning-related matters. Mayor Maynard Jackson established the NPU system in 1974 to provide the opportunity for all residents to actively participate in comprehensive planning. Commemorating its 50th year in 2024, the NPU system continues to be the official avenue for the City to inform residents—and for residents to recommend actions to the City—on matters affecting Atlanta's neighborhoods.

The 25 NPUs are lettered from A to Z, except U. Each NPU represents the citizens in a specified geographic area. Each NPU meets once a month to review applications for use permits and rezoning properties, zoning variances, applications for liquor licenses and pawn shops, applications for festivals and parades, any changes to fees charged by the City, any changes to the City's comprehensive development plan, and any amendments to the City's Zoning Ordinance. Once an NPU has voted on an item, the NPU submits its vote to the relevant body, which carefully considers the NPU's recommendation as the official view of the community on a topic and makes the ultimate determination about that issue. Enabling citizens to express concerns and provide input helps the City in preparing plans that best meet the needs of each neighborhood.

Plan A 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 5-year comprehensive plan update. The Department of City Planning worked with each NPU to revise their policies (see Appendix 1).

Atlanta's Neighborhood Planning Units



Source: City of Atlanta

Small Area & Neighborhood Plans

Atlanta has a rich history of neighborhood planning. Small area and neighborhood plans, including the Atlanta Beltline Subarea and ARC's Livable Centers Initiative (LCI) plans, keep comprehensive planning fresh. These plans are outcomes of the City collaborating with diverse community organizations and neighborhood groups so residents and businesses can more deeply explore their local needs and opportunities and propose actionable policies.

When City Council adopts a small area or neighborhood plan, it is incorporated into the comprehensive development plan and its recommendations are considered in future decisions over land use, zoning, infrastructure, and other city-building activities. The table below lists the adopted small area and neighborhood plans amending Plan A since 2021. The Department of City Planning website contains a complete list of adopted small area and neighborhood plans amending the comprehensive development plan over a longer period.

SMALL AREA & NEIGHBORHOOD PLANS ADOPTED SINCE OCTOBER 2021

Small Area & Neighborhood Plan	Adoption Date	Ordinance
Northwest Atlanta Industrial Area Freight Cluster Plan	August 2022	22-O-1254
Atlanta Beltline Subarea 4 Master Plan	April 2023	22-O-1905
Thomasville Heights Neighborhood Plan	September 2023	23-O-1272
Atlanta Medical Center Small Area Plan	September 2024	24-O-1339
Campbellton Corridor Transit-Oriented Development Master Plan	September 2024	24-O-1428
Atlanta Beltline Subarea 6 Master Plan	December 2024	24-O-1637
Stitch Master Plan	June 2025	25-O-1225

SPOTLIGHT: NRI

The Neighborhood Revitalization Initiative (NRI) addresses the most pressing equity challenges facing Atlanta residents—affordable housing, youth development, education, economic mobility, and neighborhood empowerment. The initiative prepares and executes action plans that marshal various resources and drive project implementation in priority areas with community members who provide critical support and guidance while coordinating with departmental staff implementing priority projects. The Mayor's Office identified priority neighborhoods in the Donald Lee Hollowell Parkway corridor, the Campbellton Road corridor, Downtown, and Thomasville Heights.

Colleges & Universities

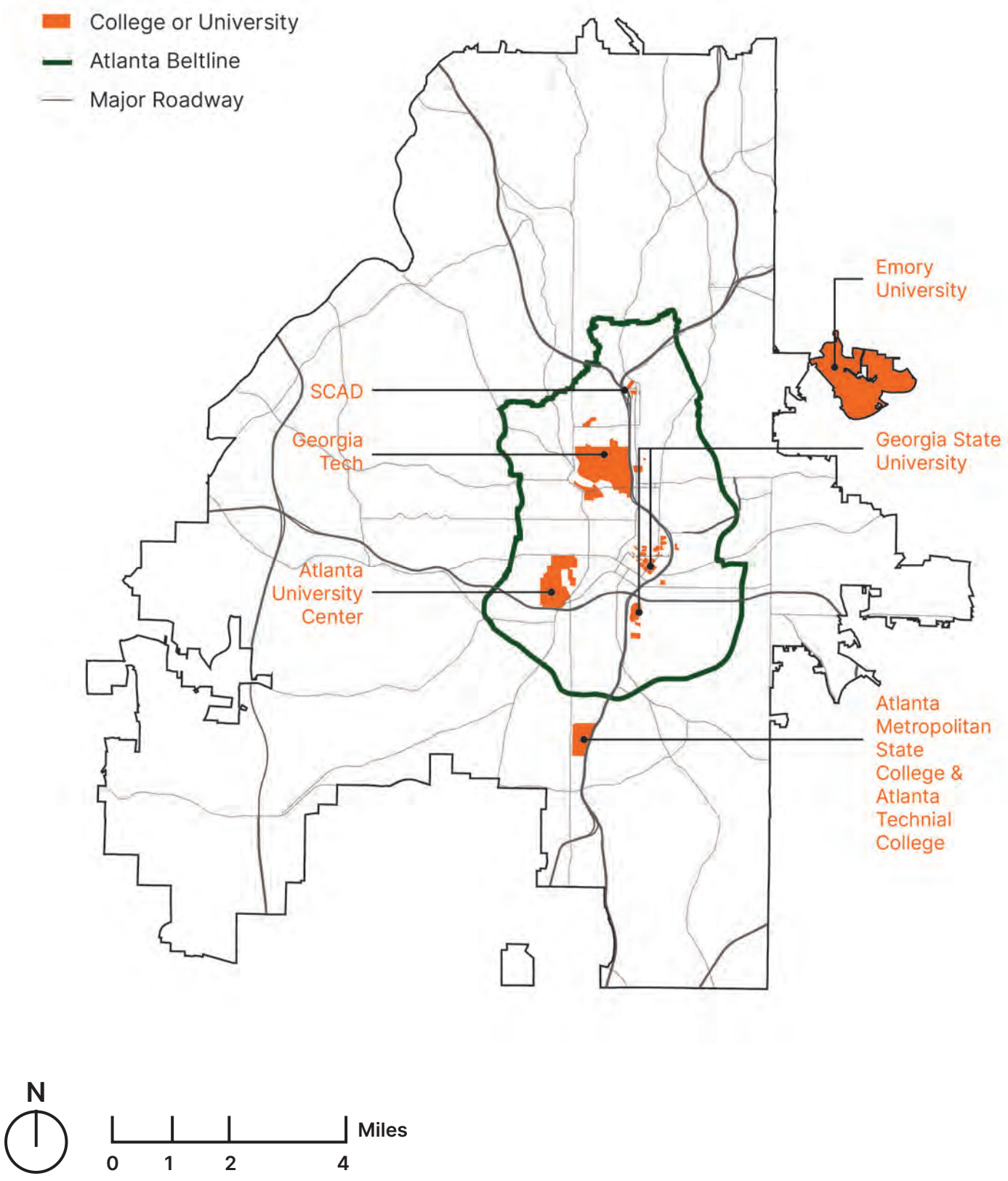
Atlanta is a major educational hub in the Southeast, home to several campuses of higher education that shape the city's landscape. In the Historic Westside Atlanta, the Atlanta University Center includes several Historically Black Colleges and Universities (HBCUs) such as Clark Atlanta University, Morehouse College, Morehouse School of Medicine, and Spelman College (and previously, Morris Brown College and the Interdenominational Theological Center). Emory University anchors the Druid Hills neighborhood while the Georgia Institute of Technology (Georgia Tech) and the Savannah College of Art & Design (SCAD)'s Atlanta campus are located in Midtown. Georgia State University occupies a growing footprint in Downtown. Beyond these larger institutions are numerous smaller colleges, such as Atlanta Metropolitan State College and Atlanta Technical College located in Sylvan Hills, that are vital to Atlanta's educational environment.

Each of these institutions serves as an anchor for growth across different parts of the city, shaping neighborhood-level planning by expanding and enhancing their campuses, addressing both institutional and community needs, and responding to broader trends. Their presence drives demand for housing, affects mobility patterns, spurs business development, and contributes to neighborhood well-being. These effects are often articulated in campus master plans, which lay out long-term visions for growth and development on university and college properties. While distinct in purpose, these plans function much like neighborhood plans, addressing local issues such as land use, transportation, housing, and economic development. When aligned with Plan A, campus master plans help balance institutional growth with equitable community development, infrastructure demands, and broader public interests. This positions higher education institutions as key partners and community stakeholders in shaping Atlanta's future.

EXISTING UNIVERSITY & COLLEGE CAMPUS MASTER PLANS IN ATLANTA

Campus Master Plan	Last Updated
Atlanta Metropolitan State College Campus Master Plan	March 2011
Atlanta University Center Consortium Strategic Vision Plan	September 2019
Emory University Framework Plan	May 2020
Georgia State University Master Plan	April 2021
Georgia Tech Comprehensive Master Plan	November 2023

Colleges & Universities in Atlanta



The Atlanta Beltline

The Atlanta Beltline is an ambitious revitalization project codified by Atlanta City Council in 2005. It is one of the largest, most wide-ranging urban redevelopment projects currently underway in the United States. The project is repurposing an old rail corridor connecting 45 neighborhoods with 22 miles of transit, 33 miles of multi-use trails, 1,300 acres of greenspace, 5,600 units of affordable workforce housing, and billions of dollars in economic development. The project will serve as a last-mile connection to MARTA's rail and bus network and the Atlanta Streetcar system. The Atlanta Beltline is a catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable city life. This vision ensures that new and legacy residents and businesses enjoy the vibrancy and connectivity of the Atlanta Beltline.

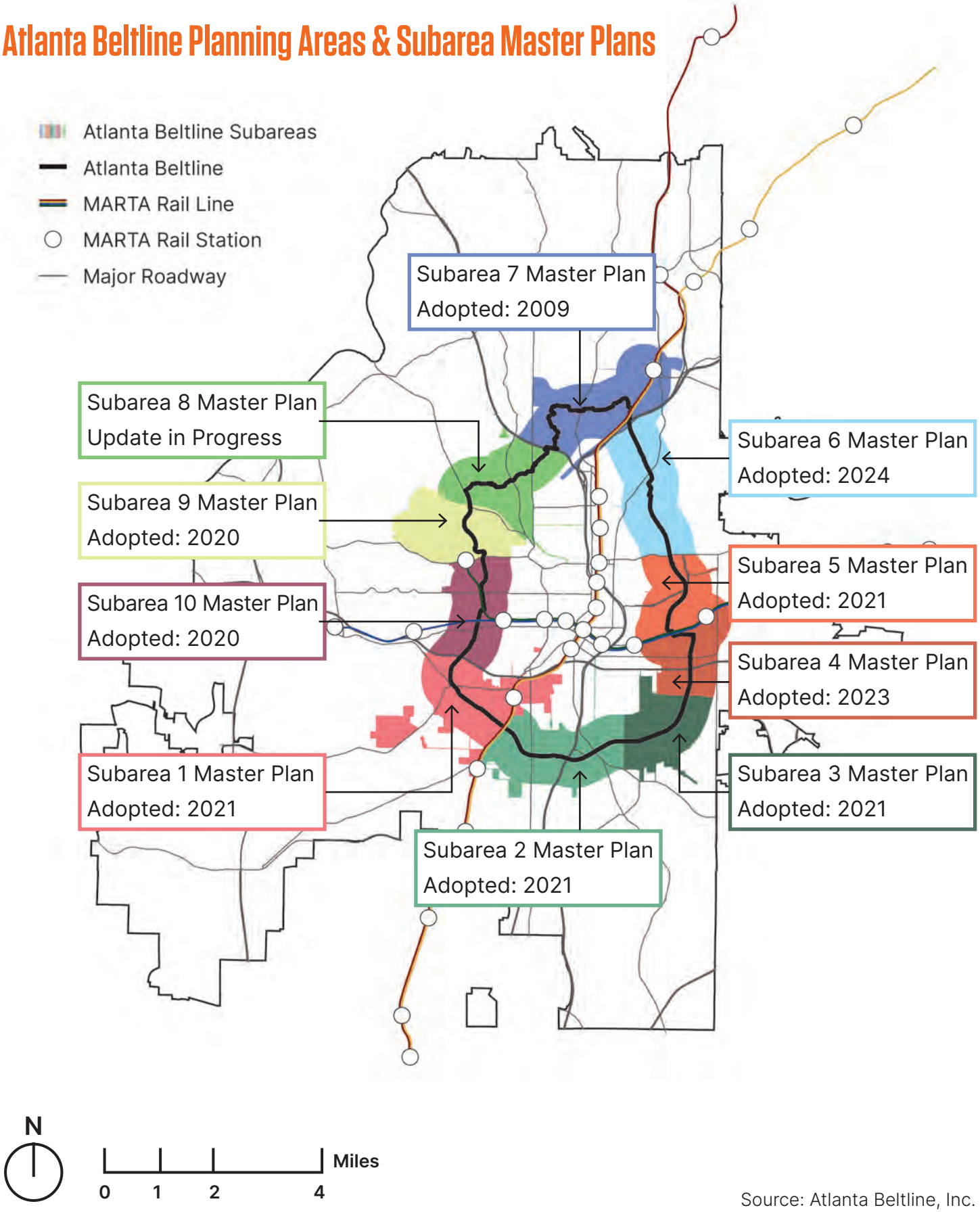
The Atlanta Beltline links comprehensive land use planning with transit-oriented development principles to produce a framework for long-term implementation. The *Beltline Tax Allocation District Redevelopment Plan* (2005), *Beltline Equitable Development Plan* (2009), *Strategic Implementation Plan* (2013 and 2024), and 10 Subarea Master Plans (2009-present) capture the framework for planning the Atlanta Beltline through 2030. Planning is led by Atlanta Beltline, Inc. (ABI) who works closely with Atlanta Beltline Partnership (ABLP), the City of Atlanta, and other stakeholder organizations, consultants, and community members.

The Atlanta Beltline Subarea Master Plans follow best management practices for planning equitable, inclusive, and vibrant neighborhoods. These plans are updated to align with other small area and neighborhood plans. Each plan focuses on a specific geography within a half-mile on either side of the Atlanta Beltline corridor, referred to as the Atlanta Beltline Planning Area. Subarea Master Plans, like many other adopted neighborhood plans, serve as policies for land use, mobility, housing, and other activities shaping Atlanta's future growth and development.

The 10 Subarea Master Plans are subject to periodic review and revisions to reflect changing local conditions, refined neighborhood visions and city policies, demographic shifts, and other factors. Plans are based on a variety of data, including projections of population and employment growth, economic conditions, travel patterns and behaviors, and existing physical constraints and opportunities. From time to time, with appropriate community and technical input, these plans may be revisited and adjusted. The map on the next page shows the Atlanta Beltline Planning Areas and the status of updating the 10 Subarea Master Plans.

To learn more about the Atlanta Beltline and its Subarea Master Plans, visit www.Beltline.org.

Atlanta Beltline Planning Areas & Subarea Master Plans



Source: Atlanta Beltline, Inc.

Policies & Actions

NP 1 **Strengthen the NPU System.** Support initiatives and legislation implementing policies for neighborhood empowerment and NPU system improvements.

- **NP 1.1** Expand Participate! ATL, an initiative led by Atlanta's Department of City Planning to steadily increase NPU participation.
- **NP 1.2** Advance the Planning Atlanta Together initiative to assess the NPU system and enhance the acceptability, capacity, and effectiveness of NPUs.
- **NP 1.3** Develop the civic infrastructure to support unified planning efforts that involve NPUs in coordination with City departments, community organizations, and other neighborhood stakeholders.
- **NP 1.4** Direct resources, policies, and investments toward community-driven solutions, particularly for historically marginalized and underserved neighborhoods.

NP 2 **Create a Small Area and Neighborhood Planning Program.** Develop standards for creating small area and neighborhood plans. Prepare a strategy to prioritize areas where design, equity, and livability challenges are pronounced, such as neighborhoods around existing and future TOD areas.

- **NP 2.1** Closely coordinate a small area and neighborhood planning program with the adopted Comprehensive Development Plan and the new and existing Zoning Ordinances. This includes establishing a process to guide initial zoning map changes after the new Zoning Ordinance is adopted.
- **NP 2.2** Ensure renters and other community members historically under-represented in local planning are included and empowered in small area and neighborhood planning processes.

NP 3 **Support the Neighborhood Revitalization Initiative.** Support public implementation efforts in all designated priority neighborhoods with community members and neighborhood leaders through the NRI, starting with the Donald Lee Hollowell Parkway corridor, the Campbellton Road corridor, Downtown, and Thomasville Heights.

- **NP 3.1** Identify processes needed to coordinate neighborhood-based planning with the NRI efforts, including prioritizing recommendations in adopted small area and neighborhood plans for implementation.

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Plan A Partners & Implementation

Dozens of small area and neighborhood plans and initiatives have informed the needs, opportunities, policies, and actions in Plan A. Page 286 identifies a number of plans adopted since 2021. For a list of more current plans and initiatives, visit the Department of City Planning's website.

Neighborhood Planning Program

The Department of City Planning will launch a neighborhood planning program after Plan A's adoption. Neighborhood plans make recommendations that implement both short- and long-term projects that align with *Atlanta City Design*'s vision and Plan A's goals and policies. The program will focus on equitable delivery of planning services and work to build strong and vibrant communities.

End of Plan A
Main Document

Department of
CITY PLANNING

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

July
2025

Plan A: Appendix 1
Neighborhood Planning Unit Policies

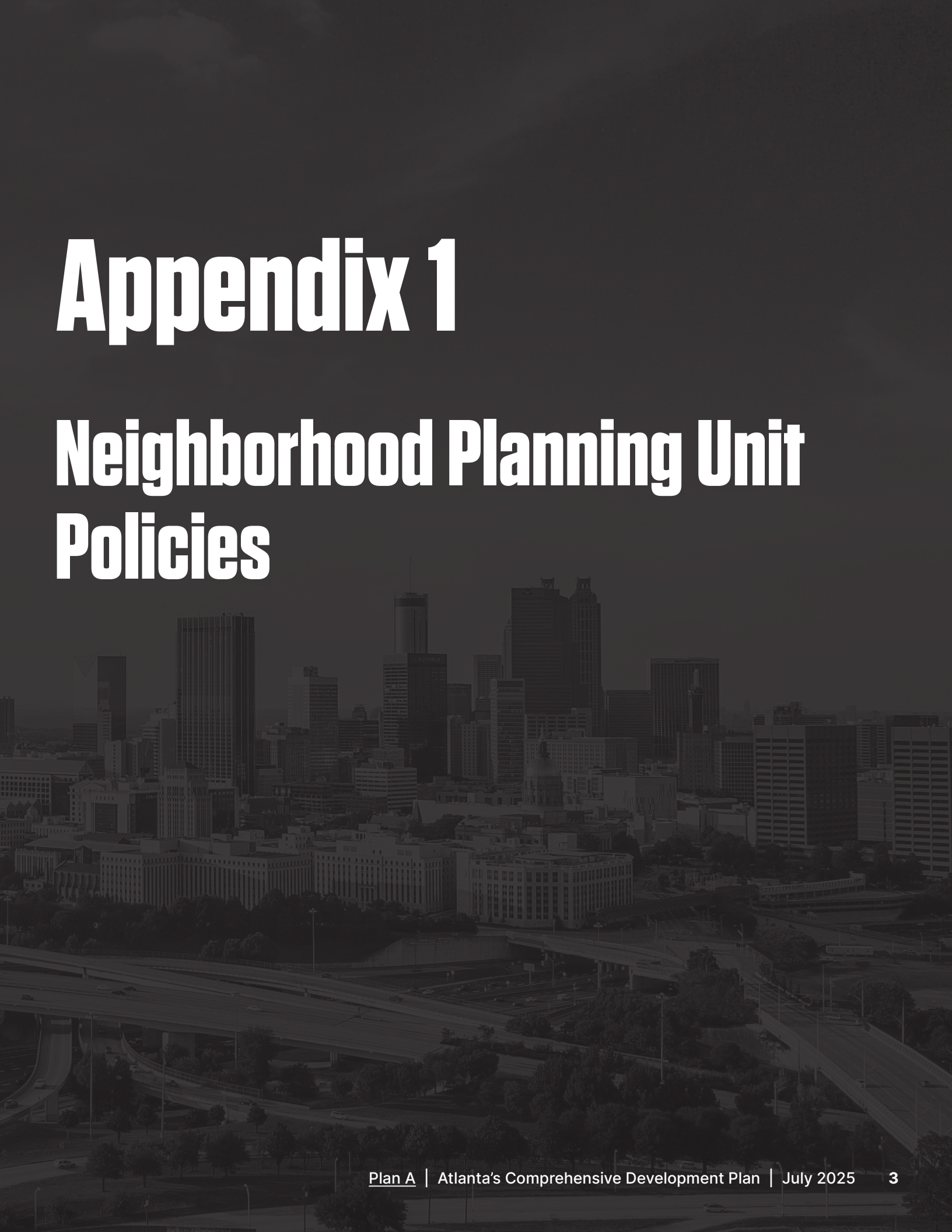
FINAL DRAFT

PLAN A

DELTA
1-800-411-PAIN

Appendix 1

Neighborhood Planning Unit Policies



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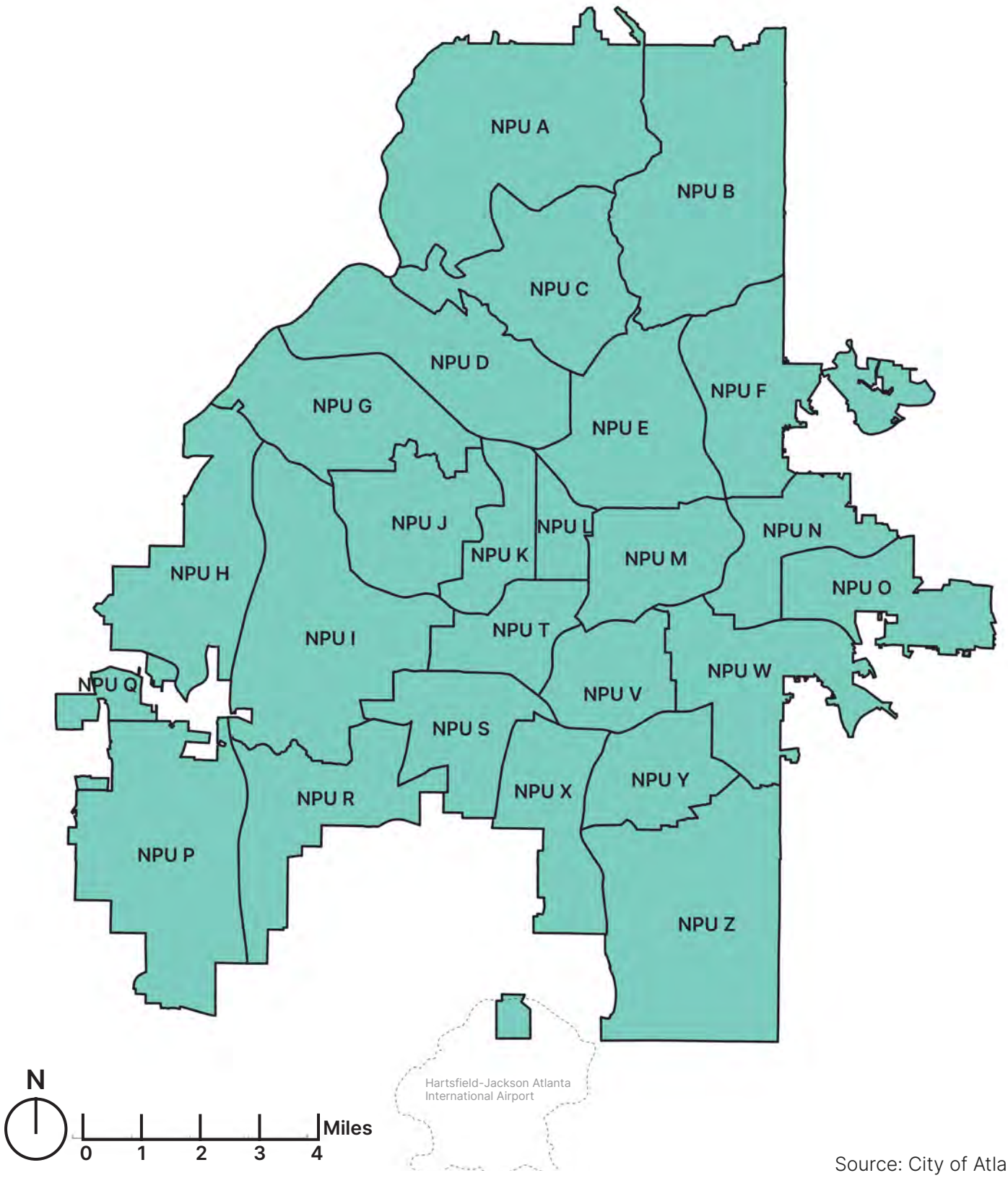
Atlanta's Neighborhood Planning Units



Source: City of Atlanta

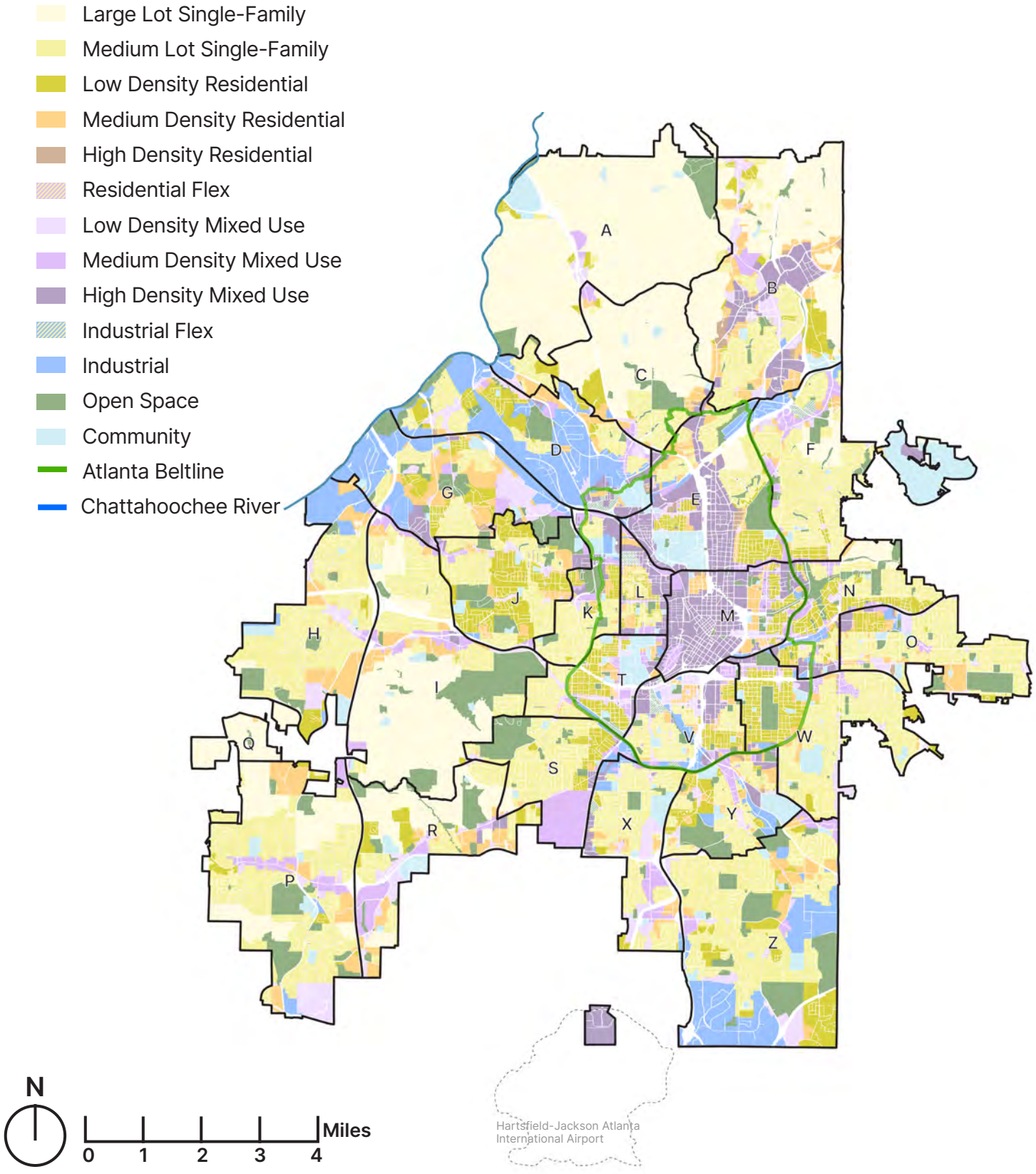
Neighborhood Planning Unit Policies

Atlanta's comprehensive development plan includes NPU-Policies, which are statements of visions, goals, policies, and actions prepared by individual NPUs and submitted to the Department of City Planning for inclusion in Plan A. 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 Plan A, particularly when changing future land use designations and preparing small area and neighborhood plans.

NPU-Policies: Click on each NPU below to go to their list of policies.

- NPU-A
- NPU-B
- NPU-C
- NPU-D
- NPU-E
- NPU-F
- NPU-G
- NPU-H
- NPU-I
- NPU-J
- NPU-K
- NPU-L
- NPU-M
- NPU-N
- NPU-O
- NPU-P
- NPU-Q
- NPU-R
- NPU-S
- NPU-T
- NPU-V
- NPU-W
- NPU-X
- NPU-Y
- NPU-Z

Development Patterns Map



NPU-A

Chastain Park | Kingswood | Margaret Mitchell Mt. Paran Parkway | Mt. Paran/Northside | Paces Pleasant Hill | Randall Mill | Tuxedo Park | West Paces Ferry/ Northside | Whitewater Creek

NPU-A Policies

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.

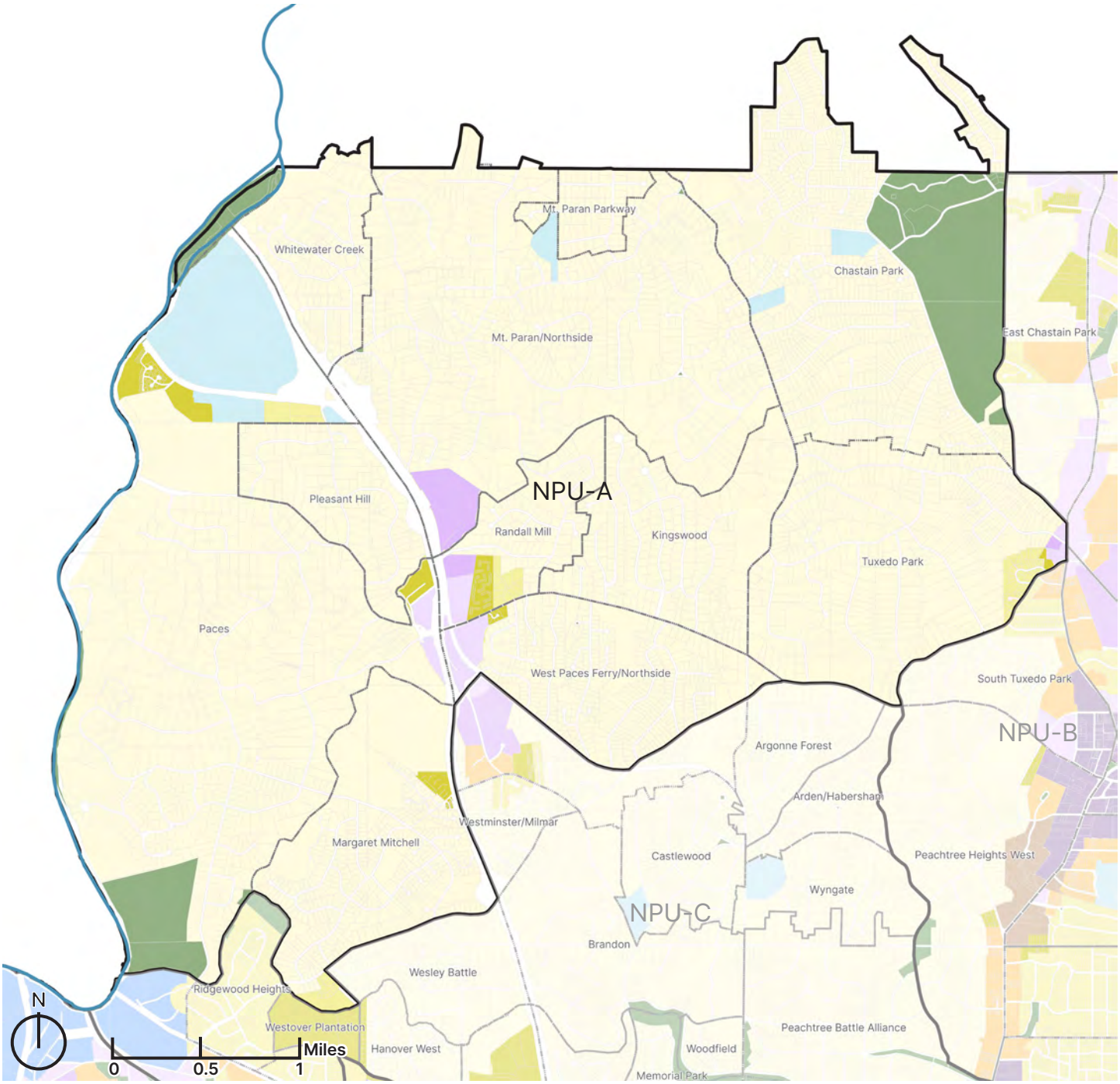
A-2 Promote the restoration of vegetation in all stream buffers, and, through limiting development where inadequate infrastructure exists, promote the regulation of flows within stream buffers in order to limit erosion and flooding, including recognizing that limiting water flow through retention ponds, detention and other means is an inadequate substitute for preservation and restoration of the tree canopy and other vegetation.

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, 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.

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.

NPU-A Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



A-5 Maintain the established transitional buffers of that part of residential West Paces Ferry Road between Peachtree Road and Northside Parkway, as The History Center/Regions Bank to the east and the Paces West/Longcourte Drive townhome developments to the west.

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 Wieuca, Interlochen, Laurel Forest, Le Brun, and Powers Ferry Roads.

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.

Special Area: Tuxedo Park

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-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 multifamily uses on Northside Parkway 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.

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.

NPU-B

Brookhaven | Buckhead Forest | Buckhead Village
East Chastain Park | Garden Hills | Lenox
Lindbergh/Morosgo | North Buckhead | Peachtree Heights East
Peachtree Heights West | Peachtree Hills | Peachtree Park
Pine Hills | Ridgedale Park | South Tuxedo Park

NPU-B Policies

B-1 Implement minimum standards for "open" space and "greenspace" in lieu of "open space" only. Minimum standards should be based on square feet of development in all categories except single-family residential (R-1 through R-4).

B-2 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.

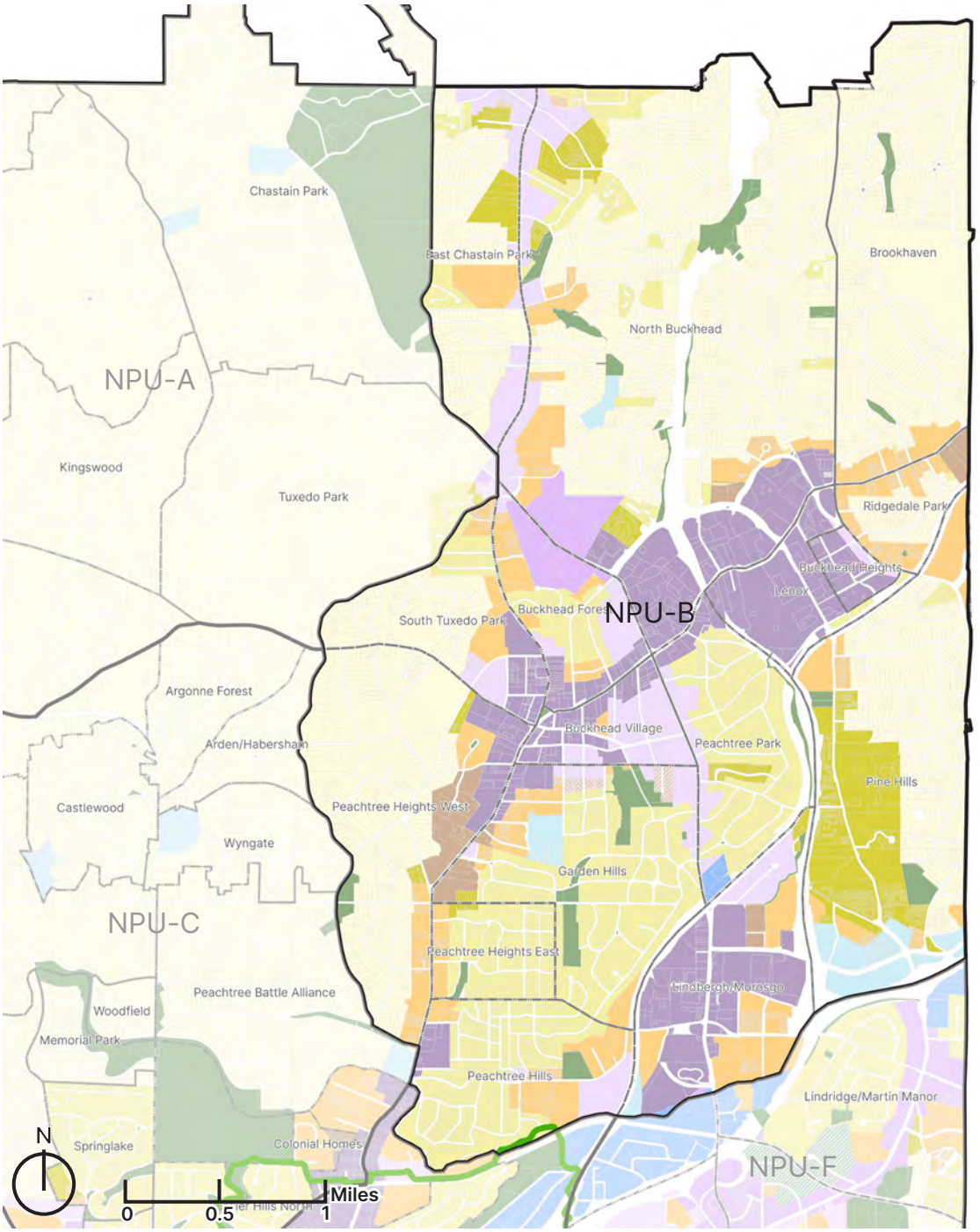
B-3 Promote the restoration of vegetation in all stream buffers and, through limiting development where inadequate infrastructure exists, promote the regulation of flows within stream buffers in order to limit erosion and flooding, including recognizing that limiting water flow through retention ponds and other means is an inadequate substitute for preservation and restoration of the tree canopy.

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.

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.

NPU-B Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



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.

B-7 Promote the increase in the amount of park space.

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 multifamily). Protect single-family uses in the interior of the neighborhood and limit multifamily uses to those properties having frontage along Lenox Road.

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.

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 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-11 Within the capacity of the existing sewer, transportation, and stormwater 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-use 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 (Transit 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 ATLDOT for long term traffic plans to reduce cut through traffic to protect residential streets.

B-19 Encourage the increase of a variety of affordable housing through preservation of existing affordable housing and well planned redevelopment while protecting the historic properties and established single-family residential neighborhoods.

NPU-C

Arden/Habersham | Argonne Forest | Brandon | Castlewood
Channing Valley | Collier Hills | Collier Hills North
Colonial Homes | Cross Creek | Fernleaf | Hanover West
Memorial Park | Peachtree Battle Alliance | Ridgewood Heights
Springlake | Wesley Battle | Westminster/Milar
Westover Plantation | Wildwood | Woodfield | Wyngate

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 I-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.

NPU-C Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
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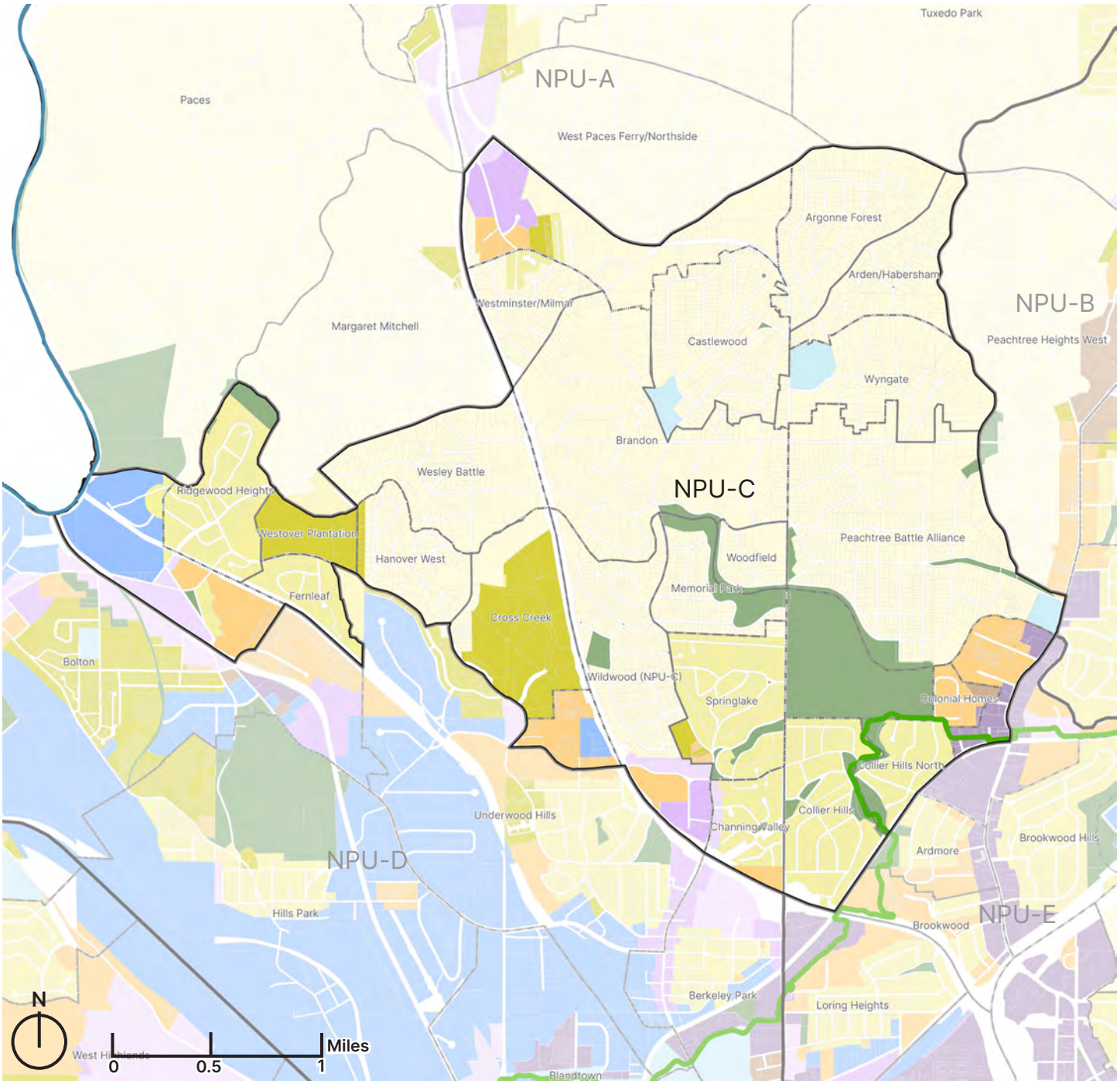
- Chattahoochee River



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, and R-4.

C-8 The City cannot propose zoning changes to reduce minimum lot sizes.

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NPU-D

Berkeley Park | Blandtown | Bolton | Hills Park | Riverside
Underwood Hills | Whittier Mill Village

NPU-D Policies

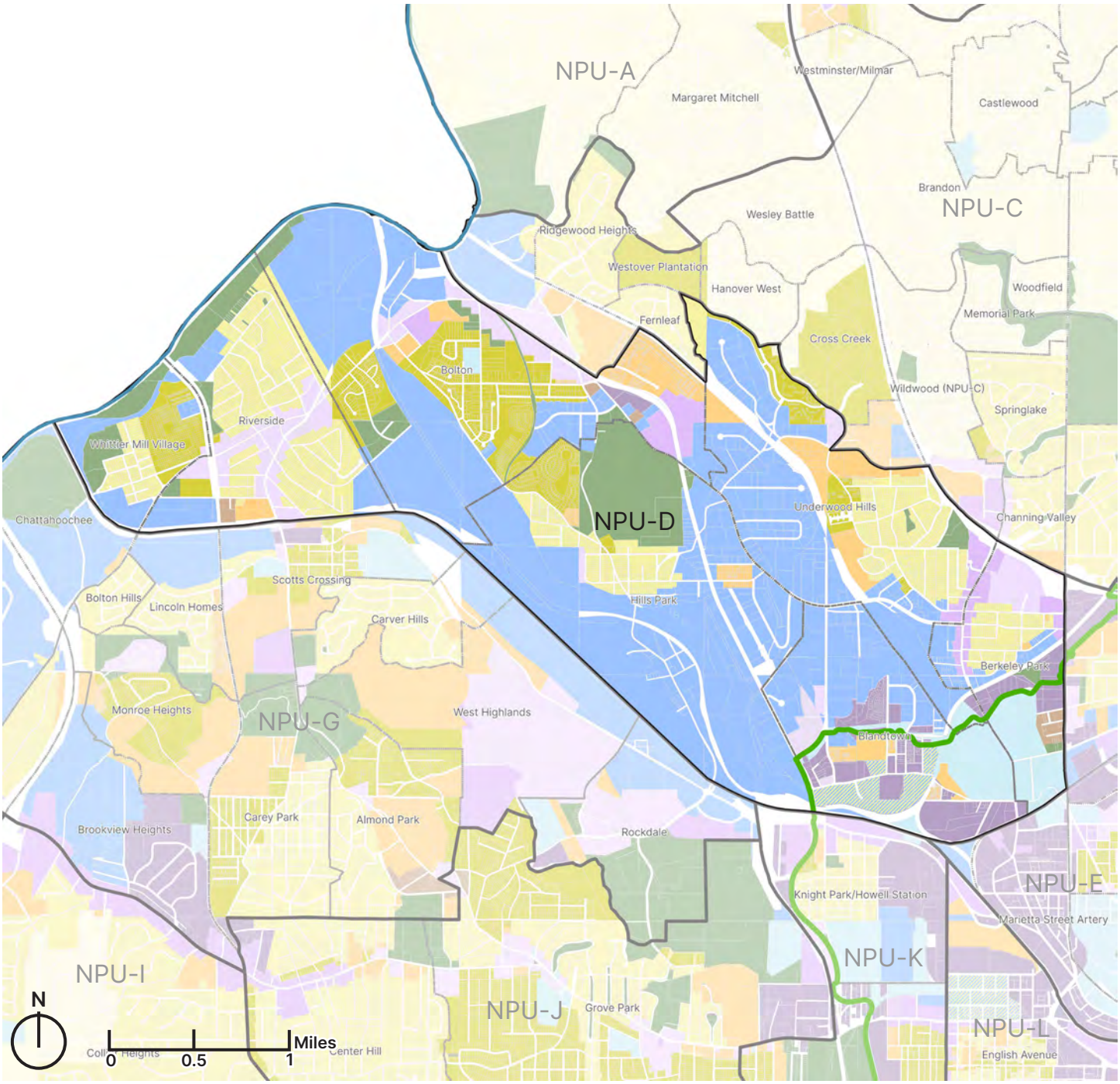
D-1 **Core Residential Areas.** Protect the single-family and low-density residential areas in NPU-D, including the following neighborhoods: Underwood Hills, Bolton, Riverside, Whittier Mill Village, Hills Park, and Berkeley Park from commercial intrusion and rooming-house uses. Preserve all existing 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 R.M. 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 Parkway should serve as the main public entrance to the RiverWalk Atlanta corridor. Encourage the extension of the Silver Comet multi-use 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 floodplains 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, greenspace 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.

NPU-D Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



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 Avenue to Huber Street to relieve traffic from Huff Road, the extension of Trabert Street from Howell Mill to Northside Drive in order to relieve traffic from Howell Mill Road, the extension of Culpepper Street to Ellsworth Industrial Boulevard to relieve traffic from Huff Road, the extension of Old Chattahoochee to rejoin Old Chattahoochee to relieve traffic from the intersection of Chattahoochee Avenue and Howell Mill Road, and the improvement of Thomas Street along the north side of Tilford Yard connecting Marietta Road to Marietta Boulevard to relieve traffic from Marietta Road, 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 Avenue.** Preserve the residential character of Bellemeade Avenue and Defoor Avenue between the commercial nodes at the intersections with Northside Drive, Howell Mill Road, and Collier Road. Discourage commercial and multifamily development on the East Side of Defoor Avenue away from these nodes. Encourage a transition to residential or office land use for the industrially zoned properties on the west side of Defoor Avenue. Encourage continuous sidewalks and bike lanes on both sides of Defoor Avenue between Howell Mill Road and Bolton Road.

D-7 **James Jackson Parkway.** Encourage the development of James Jackson Parkway into a major commercial corridor in the northwest 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 Street, 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 Avenue and Huff Road 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 by implementing the 2025 Huff Road Multimodal Concept, which identifies a continuous ten-foot-wide multi-use path on the north side of Huff Road, provides a landscaped buffer, and improves pedestrian crossings with the goal of improving safety.

D-11 **Marietta Boulevard.** Preserve Marietta Boulevard 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-12 **Marietta Road.** Divert truck traffic tied to sites south of Tilford Yard to Marietta Boulevard 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-13 **Chattahoochee Avenue.** Preserve Chattahoochee Avenue between Howell Mill Road and Marietta Boulevard as a primarily light industrial, commercial and mixed-use corridor. Discourage truck traffic from accessing the intersection of Chattahoochee Avenue and Howell Mill Road. Improve sidewalks and pedestrian crossings particularly in the vicinity of Central Mobile Home Village.

D-14 **Collier Road.** Preserve the southeast side of Collier Road between Howell Mill Road and Defoor Avenue for low- and medium-density residential uses.

D-15 **Northside Drive.** Encourage medium- and high-density residential and mixed commercial/residential developments along the west side of Northside Drive between 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 Avenue, Holmes Street, Deering Road, and 17th Street. 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 Street, "Central Mobile Home Village" at 1505 Chattahoochee Avenue in Bolton, the Marietta Road Senior Living Highrise at 2295 Marietta Road in Bolton, the "Bridge Side" apartments at 1955 LaDawn Lane 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 Boulevard 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 greenspace at the Atlanta Waterworks. This should include recreational amenities in the existing greenspace 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 Street. Incorporate the unused Appletree Street 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 Georgia 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 and 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 Boulevard such as the summer and after school programs for children.

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 Avenue 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 Road and Bolton Road 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 Street and Alma Street, The Defoor Centre (1710 Defoor Avenue), the Northside Church of God (1736 Harper Street at the intersection with Defoor Avenue), the Defoor Avenue Baptist Church (1871 Defoor Avenue), the Southern Bearing Lofts (1791 Harper Street) and the trolley tunnel and substation next to Bolton Road on the R.M. 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 Avenue 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 Stormwater 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 Street and Forrest Avenue). Encourage a survey of existing stormwater and sewer infrastructure throughout NPU-D.

D-30 **R.M. 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 Road.

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 Street and Verner Street and the intersection of Forrest Avenue and Berkeley Avenue in Berkeley Park.

D-38 Freight Rail Lines. Encourage enforcement of City ordinances with regard to freight rail operations.

NPU-E

Ansley Park | Ardmore Park | Atlantic Station | Brookwood Brookwood Hills | Georgia Tech | Home Park | Loring Heights Marietta Street Artery | Midtown | Sherwood Forest

NPU-E Policies

General

E-1 Preserve the historic integrity of Ansley Park, Ardmore Park, Brookwood, Brookwood Hills, Georgia Tech, and Midtown.

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.

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.

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.

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.

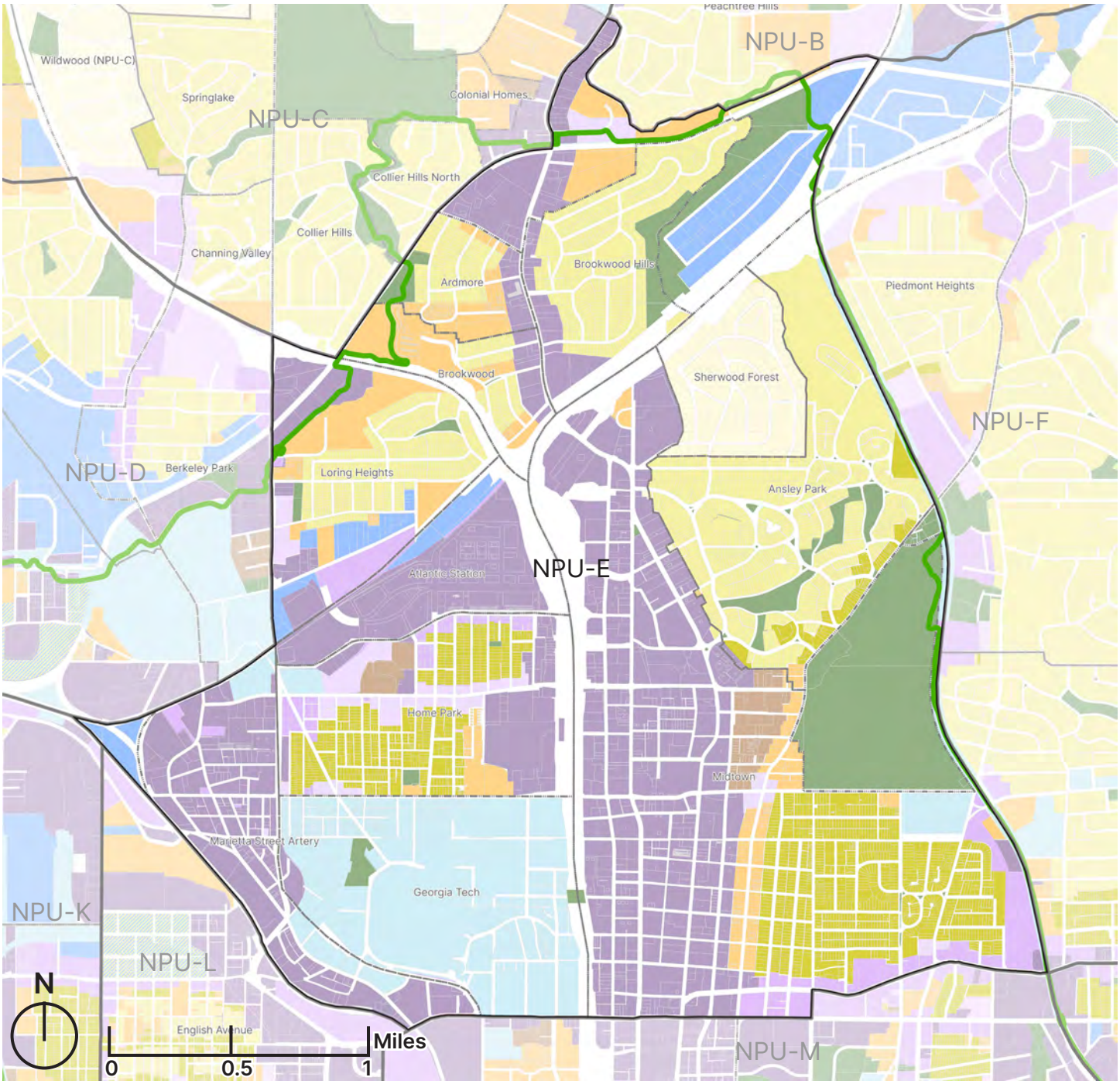
E-6 Where NPU-E Traditional Neighborhood Existing policies and Transit-Oriented Development policies conflict, support the TNE policy to preserve historic NPU-E neighborhood fabric.

E-8 Where there is NPU-E support, protect existing “missing middle” housing from demolition.

E-8 Provide landscaped or architectural buffers between diverse land uses in order to minimize impacts on residential areas including appropriate transitional zoning and land use regulations.

NPU-E Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



E-9 Support the continued development of the Atlanta Beltline Northeast and Eastside Trail segments including:

- Strategic integration with Midtown Place, Midtown Promenade, Piedmont Park, Atlanta Botanical Gardens, Amsterdam Walk, Ansley Square, and Ansley Mall that prioritizes safe pedestrian and bicycle access and encourages increased non-vehicular access to these major commercial nodes;
- Improvements to the intersection located at 10th Street NE and Monroe Drive NE as part of the RENEW / TSPLOST Monroe corridor road improvement project and as an ongoing concern for the high volume, multi-modal exchange.

E-10 Support the prioritization of pedestrian and bicycle safety in the intersection design to include the consideration of: 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 that reflects the priorities of their specific communities.

E-11 Support legislative and policy changes guaranteeing NPUs the right to present at all License Review Board hearings including Due Cause proceedings. Support legislative changes that allow NPUs to formally request City of Atlanta investigations into nuisance properties.

E-12 Support legislation that requires NPU support or support with conditions for special event permits and alcohol license applications prior to the issuance of said permit or license.

E-13 Protect existing parks, public open space, and public greenspace in NPU-E from encroachment, sale, or redevelopment. Encourage opportunities to increase greenspace.

E-14 Support legislation and policy changes that establish scheduling limitations and guidelines for the operation of special events including formalized plans for neighborhood parking management, traffic controls, road closures, signage requirements, waste management and security.

E-15 Support legislation that provides protections to protected multi-modal transit lanes from unnecessary closure or blockage from private citizen vehicles, third-party contractors, construction projects, City services vehicles, and special events logistics.

E-16 Support the expansion of and investment in our city's multimodal network including a focus on connecting to major MARTA and other right-of-way 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 citywide

circuit. Prioritize multi-modal lanes as permanent transit lanes.

E-17 Support Short Term Rental (STR) licensing legislation and policies that:

- Prioritize and protect a neighborhood's availability of long-term housing;
- Prioritize and establish preference for owner occupied properties;
- Support sovereignty of neighborhoods with respect to short term rental policy;
- Outline clear sanctions (including revocation of license) for violations and provide adequate departmental funding for program enforcement.

E-18 Support participatory budgeting initiatives that allow residents to choose infrastructure, curb management initiatives, and safety programs that have a positive impact on the community.

E-19 Engage with City of Atlanta, MARTA, Atlanta Beltline, Atlanta Botanical Gardens, and Piedmont Park Conservancy to develop comprehensive traffic management, parking and transit plans to adequately address the challenges of increasing visitation to premier event venues.

E-20 With neighborhood support, implement traffic calming techniques within the neighborhood to enhance the safety of pedestrians and encourage bicycle use.

E-21 Support infrastructure improvements to replace damaged, failing or inadequate water and sewer lines.

E-22 Support initiatives and designs that minimize light pollution.

E-23 Prioritize street tree plantings that are compatible with the City of Atlanta's Tree Protection Ordinance and Georgia Power's guidance for plantings under power lines. Support the proactive removal of street trees that are hazardous due to their age, species, or condition.

E-24 Support the continued inclusion of NPU-E, Midtown Neighbors' Association, and Ansley Park as stakeholder seats on the Midtown Development Review Committee.

E-25 Collaborate with the Atlanta Beltline and stakeholders to foster development that is respectful and appropriate to existing residential areas adjacent to the Beltline and support development that aligns with the *Atlanta Beltline Subarea 6 and Subarea 8 Master Plans.*

Ansley Park

E-26 Preserve Ansley Park, founded in 1904 and listed on the National Register of Historic Places, as an intentional residential neighborhood without encroachment by commercial or institutional development.

E-27 Preserve and enhance the linear public park system and its connection to Piedmont Park as an amenity for the entire city.

E-28 Preserve the open green space in traffic islands and interior blocks.

E-29 Maintain that alleys are not right-of-ways.

E-30 Maintain the existing Olmstedian lot pattern and building placement.

E-31 Maintain the current blend of housing options.

E-32 Encourage appropriate transitional zoning and land use regulations along the Peachtree Street, Piedmont Avenue, 14th Street and Atlanta Beltline corridors.

E-33 Encourage comprehensive streetscape improvements of Piedmont Avenue from 15th Street to Monroe Drive to reduce automobile travel speed and provide greater safety and accessibility for pedestrians and cyclists.

E-34 Consider the impact of property development both within and adjacent to the neighborhood on stormwater sewer capacity and soil erosion in the streams traversing public parks.

Brookwood Hills

E-35 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.

E-36 Preserve Brookwood Hills, founded in 1922, listed on the National Register of Historic Places and designated a City of Atlanta Conservation District.

E-37 Preserve Brookwood Hills as an intentional residential neighborhood without encroachment by multifamily, commercial development, institutional development, incompatible zoning, rezoning, or future land use amendment.

E-38 Preserve Brookwood Hills' enclave pocket design, curvilinear street system, development density, provisions for recreational areas, and regularity of landscape design which provide a semi-rural environment within an urban setting.

E-39 Limit vehicular access to Brookwood Hills to the existing Peachtree Street intersections at Huntington Road, Palisades Road, and Brighton Road.

E-40 Maintain a transitional height plane requirement between Single-Family Residential zoning and any other zoning for all parcels located on the eastern side of Peachtree Street from Deering Road to Brighton Road.

Home Park

E-41 Maintain all current neighborhood boundaries, including 10th Street as the boundary between the Georgia Tech campus and the Home Park neighborhood and Northside Drive, 16th Street, and the Downtown Connector (i.e., I-75/I-85) as the boundaries between Home Park and the adjacent neighborhoods of Marietta Street Artery, Atlantic Station, and Midtown.

E-42 Maintain the SPI-8 (Special Public Interest) district for Home Park as a mechanism to preserve neighborhood-specific parking and short-term rental requirements.

E-43 Encourage preservation of the architectural history of Home Park represented in the century-old single-family bungalow residences and larger historical assets like the Home Park School on State Street and the former Wiggins Scale Company building at the corner of Hemphill Avenue and McMillan Street, while allowing newer designs to complement the historic architecture without replacing it.

E-44 Preserve and even restore Home Park, founded by at least 1901 with homes and the neighborhood of Chastaintown going back to about 1870, as an intentional residential neighborhood without encroachment by commercial or institutional development except to a limited degree on the Techwood Drive, 10th Street, and 14th Street corridors.

E-45 Recognize the contributions that Home Park has made to the city in the form of giving away itself to form Georgia Tech, Atlantic Station, and Marietta Street Artery to facilitate higher density developments.

E-46 Support the evolution of 14th Street into a neighborhood-friendly street that will transport the same volume of traffic but at safer speeds and consistent with neighborhood-friendly commercial development on the corridor.

E-47 Facilitate non-motorized (e.g., bicycle) traffic from and through the neighborhood by improving bike facilities from Georgia Tech (e.g., on State Street) and on major corridors (e.g., 14th Street).

E-48 Facilitate pedestrian traffic from residents to nearby schools (e.g., Georgia Tech) and businesses (e.g., in Midtown and Atlanta Station) by supporting and restoring worn-down pedestrian facilities (e.g., sidewalks), especially where currently formed from brick or hexagonal pavers.

E-49 Maintain the residential nature of the current single-family and two-family residential properties of Home Park.

E-50 Enhance the SPI-8 (Special Public Interest) district for Home Park by incorporating Short-Term Rental (STR) regulations that either ban STRs or, at a minimum where desired by the community and enforceable by the city, restrict them heavily. The need for housing for students, intown professionals, families, and/or others weighs against any STR use.

E-51 Preserve the SPI-8 (Special Public Interest) district mandating stricter off -street parking requirements that ensure safe passage of narrow streets by emergency vehicles and neighborhood residents, which would otherwise not be passable due to the overdevelopment/overbuilding of small residential lots.

E-52 Maintain Home Park as a conservation area.

E-53 Support the establishment of businesses and amenities that serve community residents.

E-54 Support pedestrian-friendly streetscape improvements and commercial development.

E-55 Develop improved neighborhood-scale commercial centers (such as at the intersections of Calhoun and Tumlin Street, 10th Street and Hemphill Avenue, and 14th Street and State Street).

E-56 Discourage land use directly adjacent to residentially zoned properties that is incompatible with enjoyment of those residentially zoned properties by mandating the proper use of buffers where the residentially zoned properties interface with the aforementioned neighborhood-scale commercial centers.

E-57 Support the Home Park neighborhood's current and future greenspaces, including two City parks (on Calhoun Street and Holly Street).

E-58 Increase, not decrease green spaces in the neighborhood.

E-59 Maintain and even improve the tree canopy that causes Home Park to serve as an oasis of cooler temperatures in an area of the city that is otherwise dominated by concrete and high lot coverage.

Loring Heights

E-60 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-61 Maintain SPI-16 and SPI-17 zoning districts and all associated required project review by the Midtown Development Review Committee.

E-62 Maintain, in zoning code, a gradual density transition from Peachtree to Piedmont Avenue to allow a natural density allocation from the Midtown Improvement District to the Midtown Garden District.

E-63 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.

E-64 Encourage mixed-use nodal development in the Midtown Neighborhood that is centered on high-capacity transit stations.

E-65 Promote activated street-level engagement to maximize vibrancy and pedestrian movement through the entire Midtown Neighborhood. Encourage a variety of retail and personal services that address residential needs in addition to dining. Discourage the out-sized use of street-level square footage for entry lobbies and building-specific amenity spaces.

E-66 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-67 Support 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 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 Atlanta Beltline Eastside Trail.

E-68 **S**upport 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-69 Support the expansion of art placement throughout the Midtown Neighborhood.

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NPU-F

Atkins Park | Edmund Park | Druid Hills | Emory Lindridge/Martin Manor Morningside/Lenox Park Piedmont Heights | Virginia Highland

NPU-F Policies

Policies F-1 to F-9 are specific to the residential and commercial districts in NPU-F.

F-1 Protect the historic integrity and character of existing single-family districts in NPU-F. Unless specifically supported by neighborhood master plans, assemblages and re-zonings of such districts to higher-density residential, commercial, or mixed-use categories should be rejected.

F-2 Protect the low-density multifamily residential character of the St. Charles-Greenwood district.

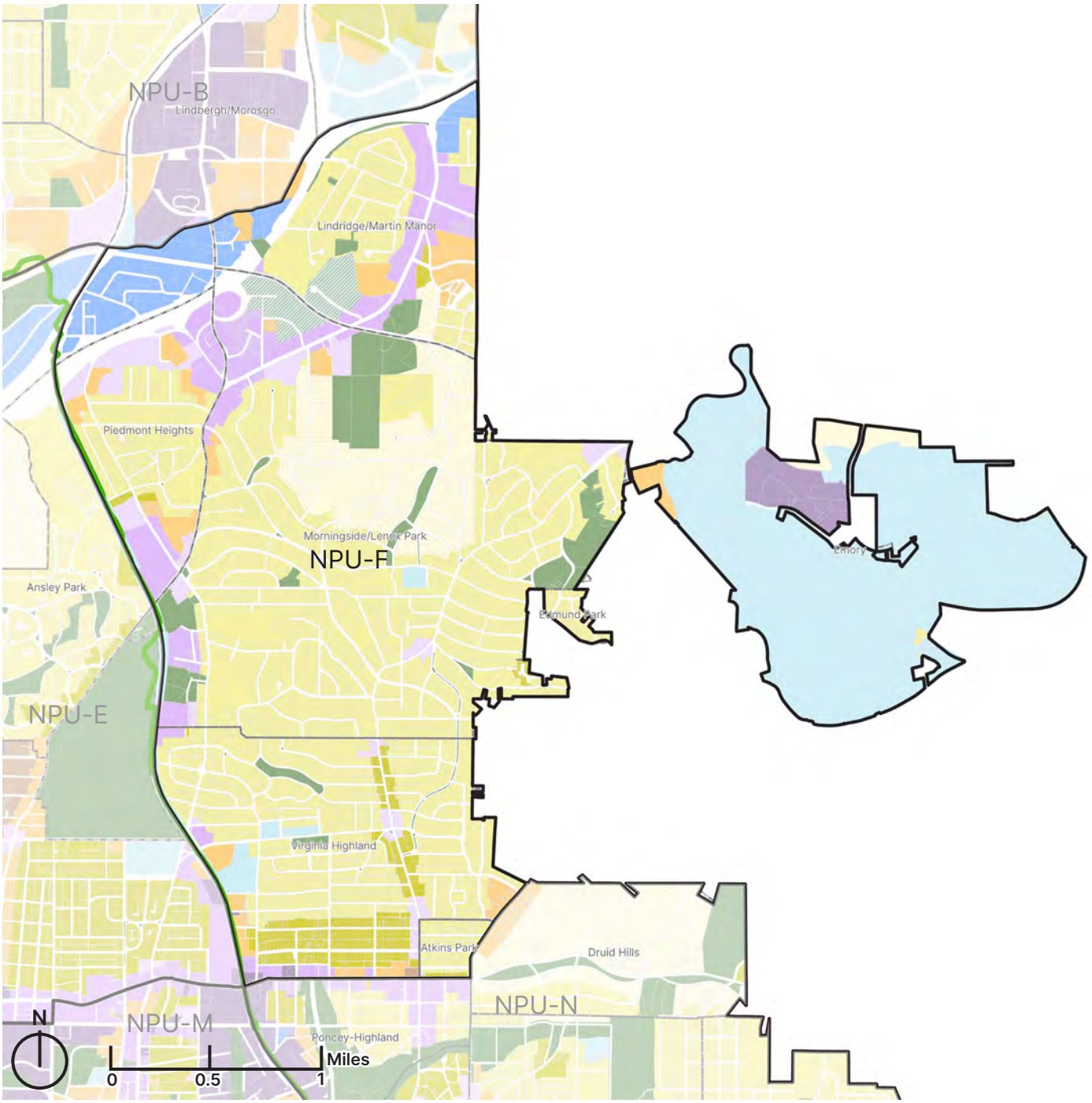
F-3 Evaluate proposals, especially those along the Monroe Drive corridor, for land use changes and rezoning amendments in light of their overall impacts on the quality of life, transit, density, and compatibility with neighborhood, NPU, and city plans and goals, including those referenced in F-1.

- 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-4 Utilize substantial foliage to preserve the character and livability of existing residential communities and screen them from the impacts of new parking decks.

NPU-F Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



F-5 Promote individual mobility and provide improved and safer conditions and facilities for pedestrians and cyclists.

F-6 Preserve existing Open Space.

F-7 Support inter-modal transit planning and functionality that will address the "last mile" challenge. Emphasize more local access along new transit lines.

F-8 Observe and protect our parks, stream and riparian corridors in NPU-F.

F-9 Given the cumulative effect of significant development within NPU-F over the last five years without any expansion of public transit, recognize that transit facilities, in particular light rail transit or other transit alternatives in the Beltline overlay district, ideally would be constructed concurrently with any further redevelopment within NPU-F generally, and in particular within Subarea 6 of the Beltline Overlay District.

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-10 Minimize impact of facilities and expansion in surrounding neighborhoods.

F-11 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-12 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-13 Encourage integrated modes of transportation including pedestrian, bicycle, auto, private shuttles and the use of public transportation.

F-14 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-10 through F-14.

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NPU-G

Almond Park | Atlanta Industrial Park | Bolton Hills
Brookview Heights | Carey Park | Carver Hills
Chattahoochee | English Park | Lincoln Homes
Monroe Heights | Rockdale | Scotts Crossing
West Highlands

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.

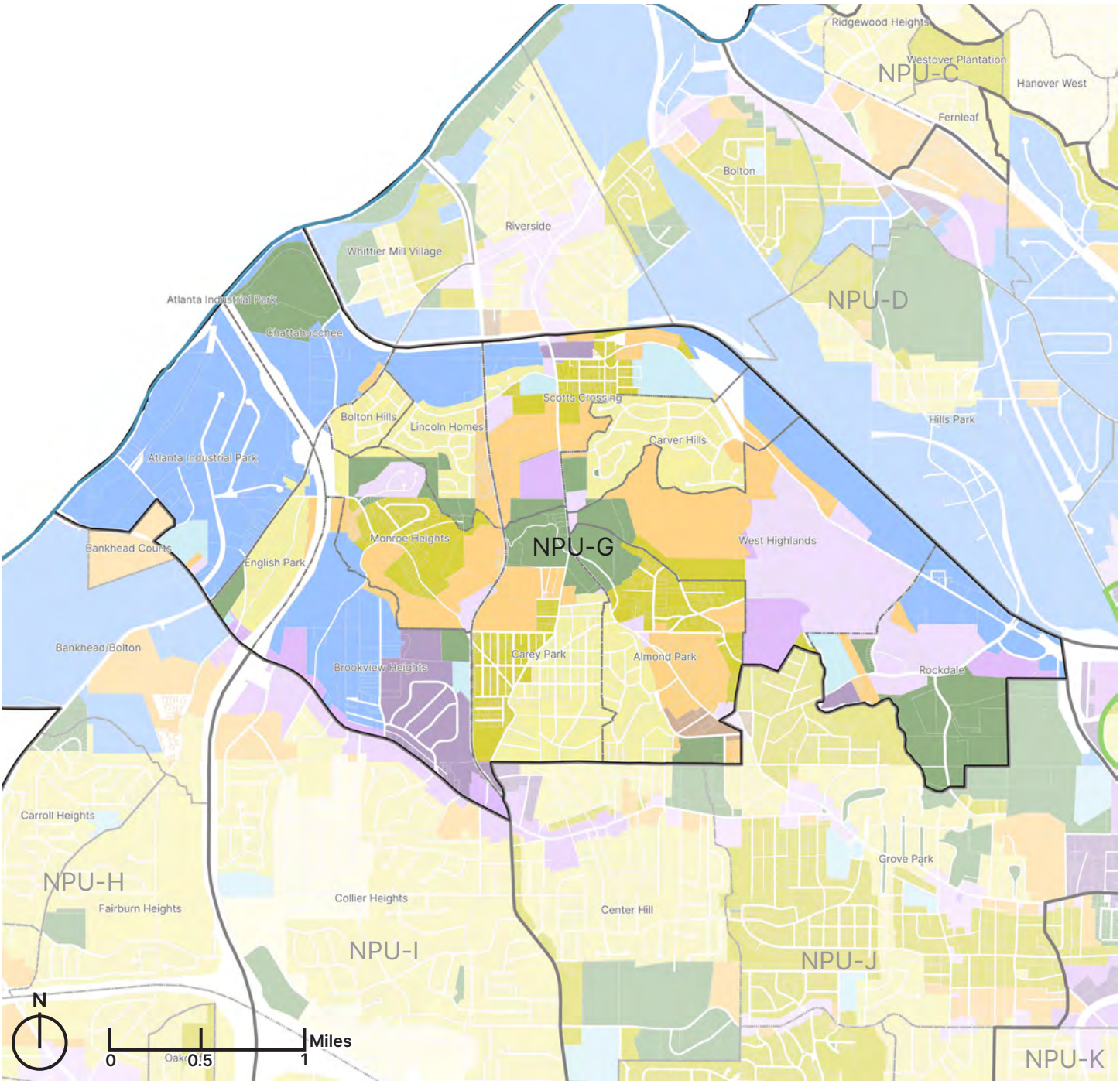
G-4 Retain industrial uses (such as Atlanta Industrial Park and Inman Yard) and provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas. Work with industrial property owners, Fulton Industrial Boulevard CID, and City of Atlanta to establish I-MIX 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 Parkway, James Jackson Parkway), 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.

NPU-G Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



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 multifamily 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.

G-20 When reviewing new development proposals in NPU-G consider the following:

1. Support low- and medium-density development projects.
2. Beautification; save greenspace; curb appeal; public trash cans.
3. Safety—with added people is the need for more police officers; crosswalks; pedestrian crossing on Johnson Road; require developers to add lighting and cameras (e.g., Flock camera) to the existing neighborhood.
4. Limit commercial; no title stores; no liquor stores; no smoke shops
5. Grocery; affordable corner store options (SNAP/EBT).
6. Property taxes; how to regulate tax increase; five-year slow down on increase.
7. No restriction on solar power.
8. Transportation; paving streets; bike trails; street restoration (no metal plates, create timeline for the repair).

Johnson Road

G-21 Limit high-density with parameters. Stop lights, crosswalks, limit building stories, increase traffic lights, increase streetlights.

NPU-H

Adamsville | Baker Hills | Bakers Ferry | Bankhead Courts Bankhead/Bolton | Boulder Park | Carroll Heights Fairburn Heights | Fairburn Road/Wisteria Lane Fairburn Mays | Mays | Oakcliff | Old Gordon Ridgecrest Forest | Wildwood | Wilson Mill Meadows Wisteria Gardens

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 greenspace 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 re-build 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.).

NPU-H Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
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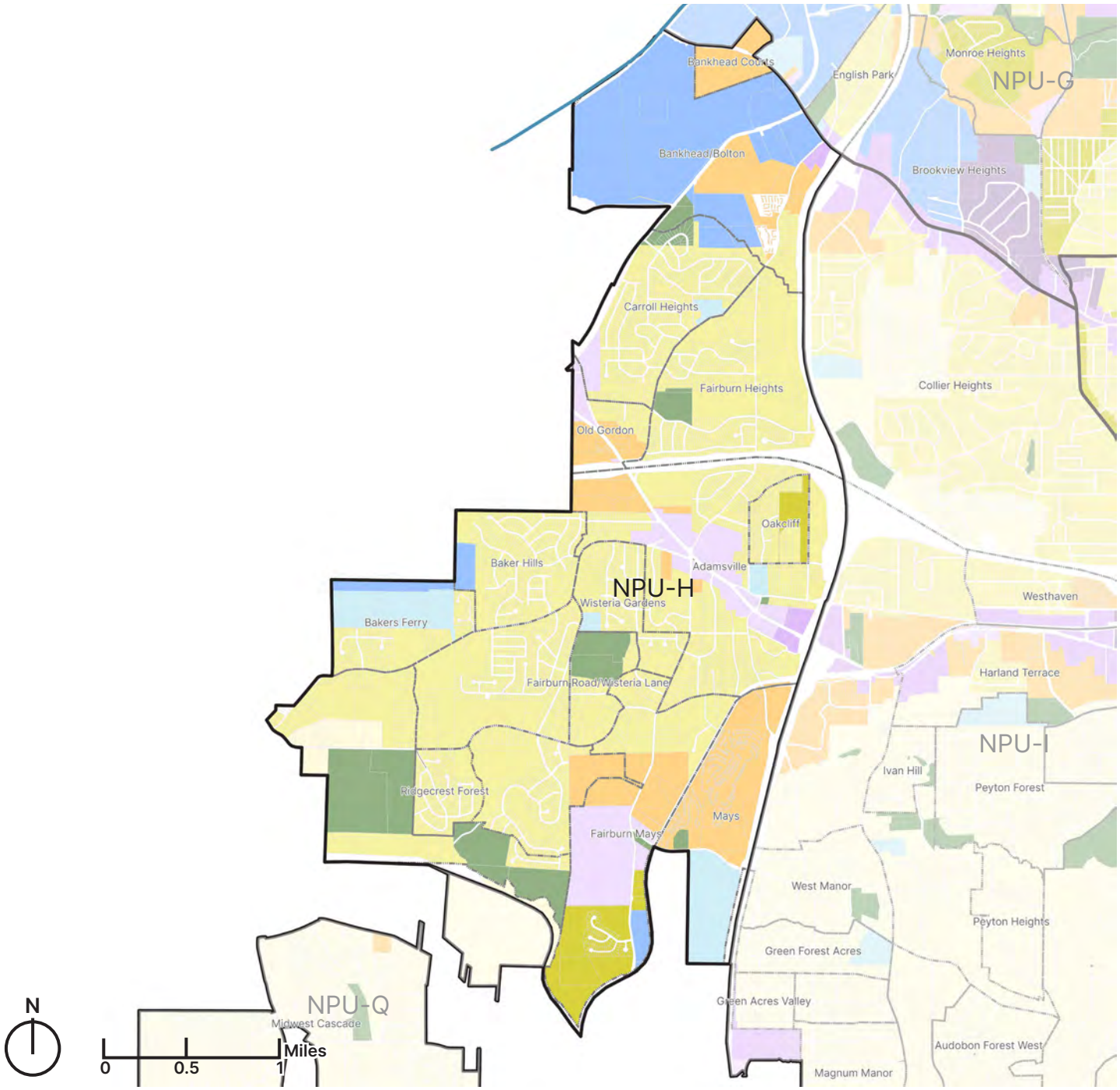
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



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 stormwater 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 rehabilitation and weatherization programs, and climate resilient energy programs to mitigate the cost of living for current homeowners.
- Engage renters in the community and encourage them to stay through apartments-to-house programs.
- 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 caused in part by new development, increased government taxations, and utility bill rate increases.
- Provide funding specific for area to have landscaping, home renovations/ maintenance, weatherization, climate resilient energy upgrades, in home garden builds, tree maintenance and removal, and plumbing and street pipe maintenance.

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 via signage, security cameras, and Victorian lamp lighting.
- 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.
- Consistent maintenance of street signs and walkway lights.
- Consistent upkeep of Martin Luther King, Jr. Drive pavers/planters.
- Usage of Victorian Lamp Lights to improve beautification and visible lighting for pedestrians.
- Add community signs, and consistent maintenance for them for each community in NPU-H at their entry and exit points.
- Add community sign names above the street sign names.
- Add flag poles to power poles and lighting poles for beautification, announcements,and community pride.

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

- 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, such as bikes, scooters, wheel chairs, walkers, electric vehicle chargers, etc.
- Add white street lighting to improve the characterization of the community.
- Add Victorian light posts to high traffic volume roads, and highways such as Martin Luther King, Jr. Drive, Fairburn Road, Boulder Park, Bolton Road, Bakers Ferry, Adamsville, and Collier Heights, to improve visibility, safety, and character.
- Create and maintain green spaces along the high traffic areas, such as Martin Luther King, Jr. Drive, Fairburn Road, etc. to serve as pollution and noise buffers to local communities.

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, Collier Heights, Oakcliff, Wisteria Gardens, and Bakers Ferry 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-4 Support and encourage Martin Luther King Jr. Drive and Fairburn Road are areas developed for multifamily dwellings, mix use development, and supportive housing.

H-5 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-6 Encourage multifamily development of two-third acres or more such as apartments, duplexes, senior facilities to include a section of greenspace and play area; efforts should be made to include outdoor quiet spots with benches for residents, with walking trail for larger developments.

H-7 Support the preservation and the development of senior housing units and particularly affordable housing units along Fairburn Road.

Residential - Undeveloped/Vacant

H-8 Encourage new housing developments that are compatible with the character of existing neighborhoods, in design and value.

Commercial - Industrial

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

H-10 Encourage diversity of commercial businesses on Martin Luther King Jr. Drive, such as a grocery store, sit down restaurant, and small stores.

H-11 Support unified development of the Adamsville commercial area and its associated community facilities without encroaching into adjacent residential areas.

H-12 Create a greenspace collection fund to save, add, and maintain our greenspaces along our major use roads such as Martin Luther King, Jr. Drive as they are the only buffers helping to keep our community safer from the heavy pollution sources surrounding our communities.

H-13 Encourage the re-zoning from RG-3 to Mixed-Use Development from on Martin Luther King, Jr. Drive from Bolton Road to Fulton Industrial Boulevard without encroaching into adjacent single-family residential areas.

H-14 Discourage unkept 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.

H-15 Encourage new business with acceptable storefront designs according to guidelines identified in the *NPU-H Adamsville 2011 Comprehensive Development Master Plan.*

H-16 Maintain the boundaries of commercial, industrial, and institutional uses without encroaching into low-density residential areas.

H-17 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

H-18 Retain industrial uses. Provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.

H-19 Preserve, protect, and maintain flood plain areas in their natural states.

H-20 Encourage developers and private owners to install sidewalks throughout NPU-H which will eliminate residents, especially children walking in the street. 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.

H-21 Support the preservation and the development of senior housing units and particularly affordable housing units.

Transportation

H-22 Encourage additional storm drains on streets where street flooding occurs during heavy rain as well as use green infrastructure on sidewalks beside major flooding roads.

H-23 Encourage the creation of turn lanes on major thorough fares (Martin Luther King, Jr. Drive, Fairburn Road, Bolton Road, Boulder Park Drive, Bakers Ferry Road, Delmar Lane) at all intersections.

H-24 Encourage the creation and designation of Bike Lanes on major thorough fares (Martin Luther King, Jr. Drive and Fairburn Road)—as well as any road with a school.

H-25 Encourage the creation of Bus Stop Lanes in front of shopping areas, apartment complexes, churches, medical facilities, and other properties where large numbers of riders may load and unload the bus on Martin Luther King, Jr. Drive and Fairburn Road; shall be included in the development plans of all new retail/commercial projects and multifamily housing complex in NPU-H.

H-26 Encourage the City to install pedestrian crossings equipped with count down signals, bright street lighting, and well-defined crossing walk.

H-27 Encourage the City to install traffic calming techniques and devices in community areas where traffic violation issues are creating problems for community safety and well-being.

H-28 Support and encourage connectivity such as marked routes, bus routes and walking paths/routes to nature preserves in NPU-H.

H-29 Every road with a school must have sidewalks installed on both sides, with security cameras, crosswalk lights, and signage with buttons for crossing, and Victorian lights to ensure visibility for the youth and families.

H-30 Bridges

- All bridges must have water mitigation updated to dissipate water, and have updated sidewalks for safe pedestrian usage upwards of 4 feet of walking space.
- All bridges must have upgraded siding and fencing for safety and beautification, as well as, Victorian light fixtures, and signage of names of natural fixtures, historical namings, and industrial traveling for all travelers who go over, and under the bridges.

Planning and Urban Design

H-31 In new development or redevelopment of properties encourage the creation of areas of play for children and family activities.

H-32 In multifamily development, a community/family activity center is encouraged to allow for residents to host small events, meetings, etc.

H-33 Residential or commercial development that stops or alters the natural flow of water in creeks, streams, or lakes is not encouraged.

H-34 New residential infill and subdivision development in single-family residential neighborhoods should reinforce the existing character of nearby housing matching the mass, scale, height, and building characteristics.

H-35 Best practices for managing stormwater and sanitary sewer infrastructure, as well as mitigating flooding, are encouraged.

Planning and Urban Design/Parks Recreation & Cultural Affairs Coordination

H-36 Historic Preservation (education of the 1700s, 1800s, and early 1900s footprint) of NPU-H is encouraged in the form of workshops, digital records, family roots study, and street history of the NPU-H geography and nearby neighborhoods.

H-37 Encourage community center and recreation center development of two-third acres or more include a section of greenspace and play area. Senior facilities should include outdoor bench(es)/quiet spot for residents. Walking trails should be encouraged in larger developments.

H-38 Encourage the maintenance of city parks, public, and private greenspace areas

H-39 Support installation of well-lit, safe pedestrian walkways and paths around City of Atlanta parks, public facilities. Natural Resources and Historic Designations (greenspaces, wetlands).

H-40 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 Road Land Lot 14-244 - Parcel #1402430003011
- 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.
- Collier Park, Adamsville Garden, Adamsville Astro-Fain Garden, Harper-Archer School Planetarium, Gratitude Botanical Farm, G.A.Towns Garden, Klauss Nature Preserve

Create a grant fund to support jobs created specifically to the maintenance of these spaces by the hands of residents of the community.

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NPU-I

Audubon Forest | Audubon Forest West | Beecher Hills, Cascade Heights | Chalet Woods | Collier Heights East Ardley Road | Florida Heights | Green Acres Valley Green Forest Acres | Harland Terrace | Horseshoe Community Ivan Hill | Magnum Manor | Peyton Forest Rosalie H. Wright Community Council | West Manor Westhaven | Westwood Terrace

NPU-I Policies

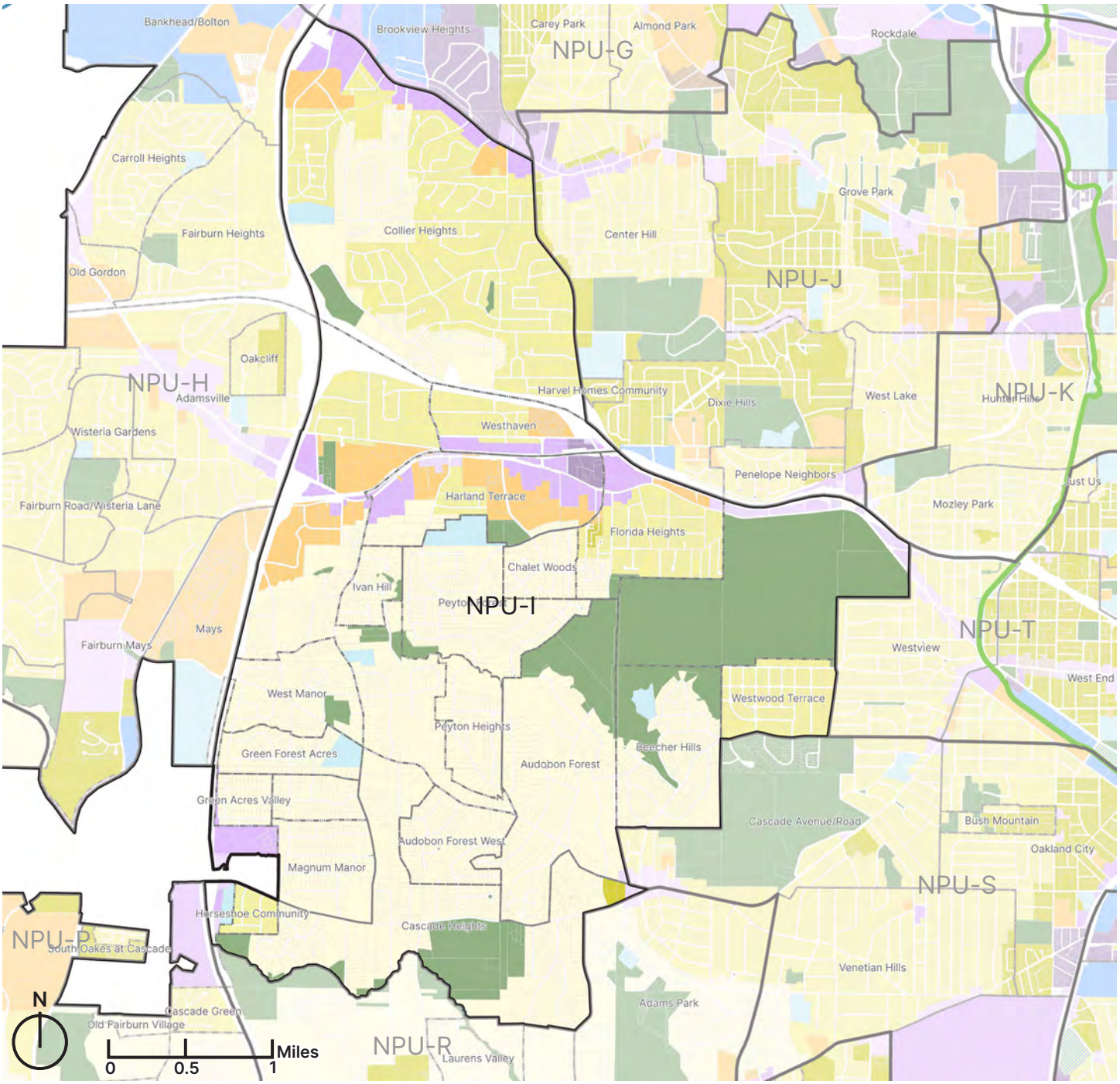
I-1 **Core residential areas.** Preserve the single-family residential character of all NPU-I Neighborhoods. Single-family residential neighborhood is the character of NPU-I and the desire are to maintain single-family homes with similar zoning requirements and building materials. Special preference 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.

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, Jr. Drive 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, multifamily, missing middle housing is encouraged.

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.

NPU-I Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



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. Drive serving residents between 80% AMI and 120% AMI.

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.

I-6 Support strong oversight, upkeep and 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-infrastructures with a focus on ensuring that all water systems are highly supported and managed.

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.

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.

I-9 Encourage community centers and recreation center development of two-third acres or more including a section of greenspace and play area for children. Senior facilities—efforts should be made to include outdoor bench(es)/quiet spots for residents. Walking trail(s) would be encouraged for larger development.

I-10 Address flood, sewer, stormwater, brownfields, poor water quality, and stormwater management and upgrades. Protect and preserve and maintain waterways and maintain 75-foot stream buffer, do not allow encroachment in the buffer.

I-11 Promote the construction of sidewalks and greenspaces 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.

I-12 Support more adequate street-lighting, well-marked pedestrian crosswalks, and more sidewalk community / connectivity to subdivisions and for single-family infill development.

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.

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.

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.

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.

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 Parkway, Martin Luther King, Jr. Drive, 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.

NPU-J

Center Hill | Dixie Hills | Grove Park | Harvel Homes
Penelope Neighbors | West Lake

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. They should be detached single-family homes. Within the Corridors, multifamily, missing middle housing is encouraged.

J-3 Support growth and patronage of local businesses.

J-4 Support the implementation of researched-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 Support growth and patronage of local businesses.

J-6 Encourage medium density commercial uses around Donald Lee Hollowell Parkway, Joseph E. Boone Boulevard, 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.

NPU-J Development Patterns Map

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- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
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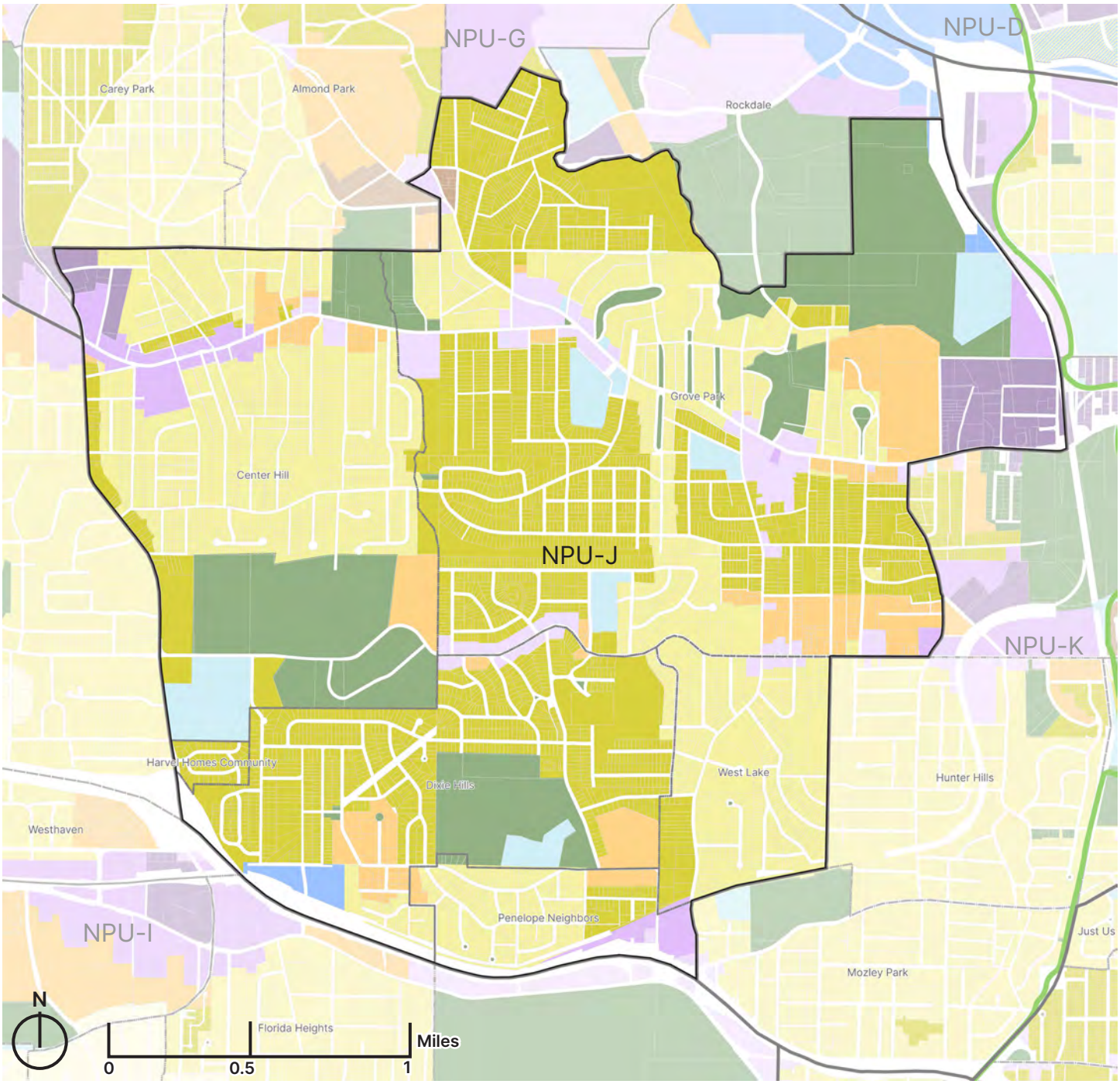
- Chattahoochee River



J-9 Restrict the following developments:

- Storage facilities (e.g., self-storage units).
- Adult venues (e.g., adult entertainment).
- Event spaces and nightclubs (which raise concerns over traffic or noise).
- Automobile shops (e.g., mechanic and body shops).
- Convenience stores and dollar stores (which are often linked with lower property values or over saturation).

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.

J-14 Encourage new residential development to be consistent with existing character, scale, and design of the surrounding neighborhood.

Infrastructure

J-15 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-16 Encourage public and private partnerships and resources to support improvement, development, and programing for NPU-J recreation centers.

J-17 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-18 Foster and encourage the installation and preservation of green infrastructure for recreational, environmental and stormwater benefits.

J-19 Encourage mobility options to reduce motorized vehicles and improve walkability.

Safety

J-20 Support funding and resources to continue and expand policing alternative programs.

J-21 Promote safe and repaired sidewalks that connect residents to needs within and outside of the community.

J-22 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-23 Support legislation that will strengthen the penalties for absentee owners whose vacant properties contribute to blight and illegal activity.

J-24 Support a city-funded study to determine the impact of changing US-29 (Donald Lee Hollowell Parkway) 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.

NPU-K

Bankhead | Hunter Hills | Knight Park/Howell Station
Mozley Park | Washington Park

NPU-K Policies

K-1 Preserve the single-family and low-density residential character of the following neighborhoods: Hunter Hills, Mozley Park, Knight Park/Howell Station, Bankhead, Westin Heights, and Washington Park Historic District.

K-2 Provide landscaped and/architectural buffers between commercial/industrial and residential uses, and correct neighborhood gateway signs.

K-3 Prevent encroachment of commercial uses into residential areas, and discourage higher density uses in designated single-family and low-density residential areas.

K-4 Support the redevelopment/ revitalization of neighborhood commercial nodes. Support the creation of Neighborhood Commercial Nodes around commercial intersections with a focus on retail and mixed-use development serving nearby neighborhoods in NPU-K.

K-5 Support the creation of Opportunity Zones which would take advantage of the huge diversity of homes in the area that could attract young professionals.

K-6 Increase collaboration with the Atlanta University Center to provide students incentives to stay after graduation; to reverse the "brain drain."

K-7 Promote branding and marketing in NPU-K communities by enhancing cultural and historical activities for tourism and home ownership.

K-8 Maintain Industrial land uses and business to keep and attract more jobs.

K-9 Remove unusable home stock on existing flood plains.

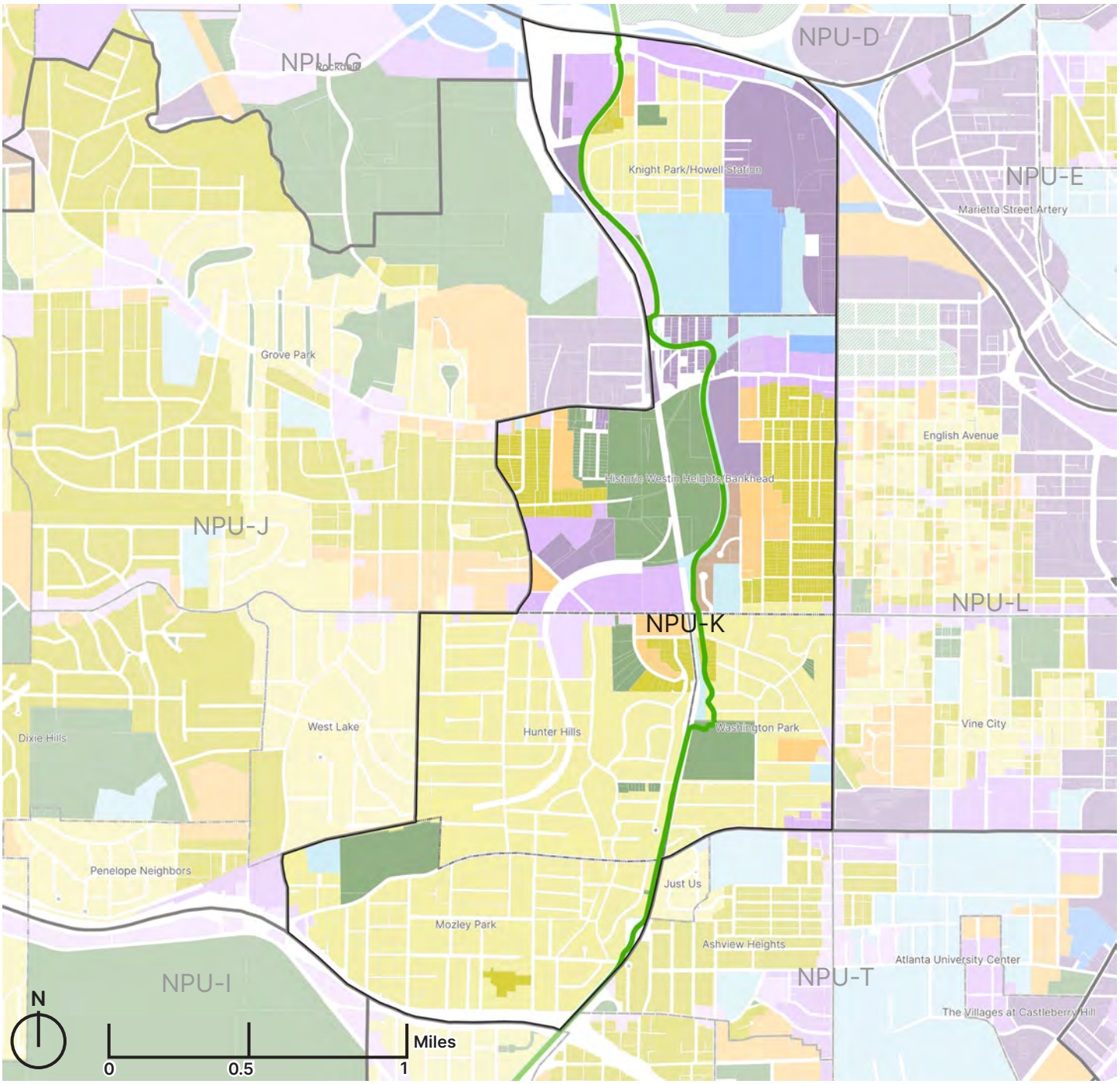
K-10 Address poor water quality and stormwater management.

K-11 Increase walkability and cleanliness.

K-12 Protect historic resources with City codes and designation; and by adding markers to highlight the historical significance of homes and businesses; as well strengthening the City's ability to take over vacant and abandoned properties.

NPU-K Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



K-13 Address recruitment and retention of APD officers and address the disrepair of AFD Fire stations.

K-14 Transform corridors from barriers to linkages through infrastructure investments; and prepare existing neighborhood infrastructure for 21st century modes of transportation.

K-15 Support the Implementation of the Heritage Community Initiative.

K-16 Promote employment centers with Live/Work options that are consistent with the Character and Vision of Redevelopment Corridors Character Areas.

K-17 Increase partnership with City to encourage developers to build grocery stores and other businesses in the Hollowell/Joseph Lowery/Boone Boulevards/Martin Luther King, Jr. Drive areas.

K-18 Encourage development of affordable senior housing and supporting seniors' ability to age in place.

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.

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

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NPU-L

English Avenue | Vine City

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 Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
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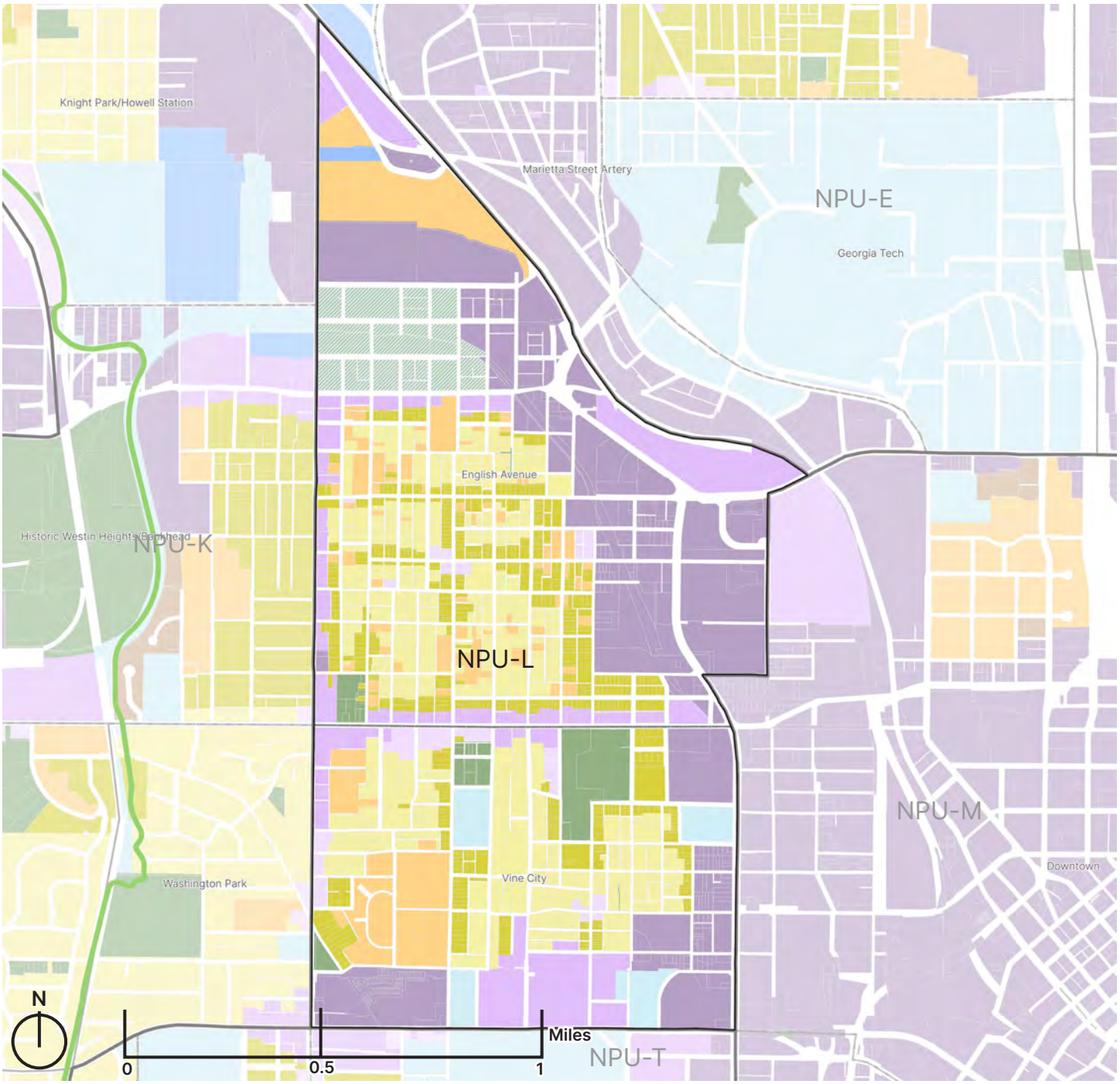

NPU-M

Castleberry Hill | Downtown | Fourth Ward Neighbors
Old Fourth Ward | Sweet Auburn | Five Points

NPU-M Policies

M-1 Historic Neighborhoods

Preserve and protect the historic characteristics of NPU-M neighborhoods including: The Old Fourth Ward, Sweet Auburn, The MLK Jr. Landmark District, Castleberry Hill, Fairlie-Poplar, South Downtown, Baltimore Block.

New development within NPU-M must fit in character and design of these neighborhoods. Developments within NPU-M shall follow the Quality of Life Amendments for Landmark Districts.

M-2 Adaptive Reuse

Promote adaptive reuse of historic and significant structures. Support commercial to residential conversions. Encourage sustainable design and construction.

M-3 Housing

Provide high density affordable family housing within NPU-M and near transit stations.

M-4 Public Spaces

Expand green and open spaces in medium and high density developments. Provide public amenity spaces and discourage private internal amenities that to not promote greater community interactions.

M-5 Parking & Transit

Decouple parking requirements with new development and require new developments to present a parking feasibility study to the NPU-M. Prohibit any new parking within 1,000 feet of transit stations, and restrict special event parking in residential neighborhoods. Advocate Beltline transit and the MARTA infill station in the Krog district. Support public parking regulations that protect residence local business.

NPU-M Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
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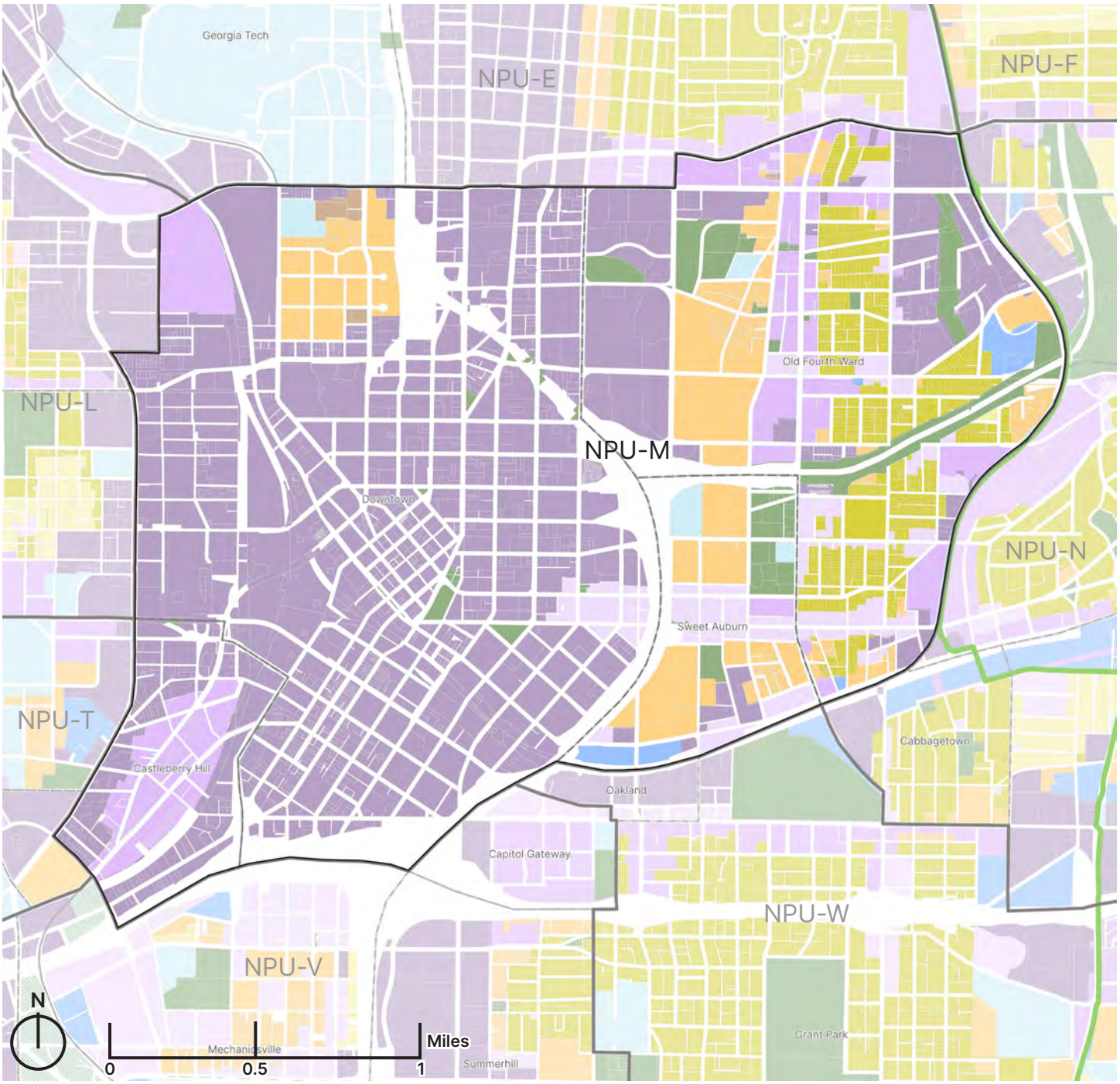

M-6 Best and Highest Use of Land

Proactively engage the City to promote the development of surface parking lots, vacant parcels, and abandoned structures to their highest density and best use. New developments should incorporate incremental investment and public space for the benefit of the community. Commercial development without street level retail should be designed to maximize pedestrian activity and public connection to the development through public access.

M-7 Data Centers

Data centers do not fit the land use plan within NPU-M.

M-8 Street Re-naming

NPU-M does not support street renaming.

M-9 LRB Applications

NPU-M shall not recommend a LRB application without a sufficient public safety plan. Single container liquor sales at convenience stores are not supported.

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NPU-N

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

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.

Promote and support local historic designation of eligible historic neighborhoods or parts of neighborhoods.

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.

Promote maintenance and rehabilitation of existing housing stock.

Promote and support standards to discourage demolition of historic structures.

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.

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

Promote and encourage pedestrian-oriented development and the redevelopment of underutilized and auto-oriented development in mixed-use corridors.

Promote and encourage mixed-use residential, retail and office uses, and multifamily residential development with pedestrian-oriented forms in already zoned mixed-use corridors.

NPU-N Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
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- Open Space
- Community
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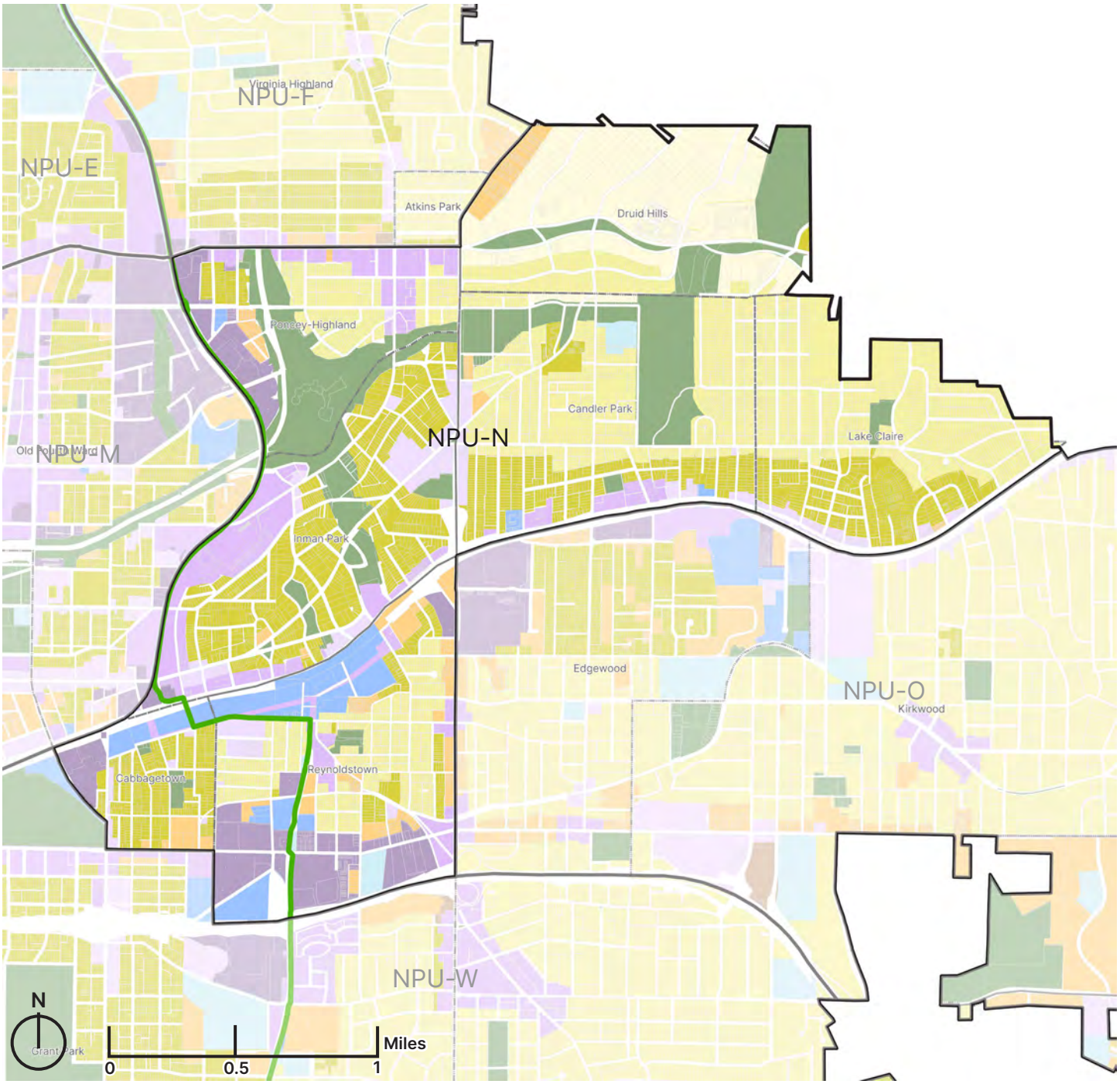
- Chattahoochee River



Support locally-owned businesses.

Encourage removal of minimum parking requirements and establish maximum parking limits.

Encourage redevelopments to make reasonable efforts to place utilities underground or to the rear of the structures to allow for unobstructed use of sidewalks.

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.

Enforce existing city codes with priority for violations that impact individual and community health and safety.

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). The character of each of the neighborhoods shall be preserved. Specific objectives are detailed in the sections that follow.

The renovation of existing structures shall be the preferred option over demolition and new construction where feasible.

Infill development within the neighborhoods of NPU-N shall be compatible with and complementary to the structures in the immediate vicinity.

The use of existing neighborhood alleys for parking access to private homes, trash pickup, utility lines and stormwater management should be encouraged.

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.

Preservation of the existing tree canopy should be a priority. When this is not possible, planting of new trees should be required.

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.

New developments should require pedestrian- and bicycle-friendly street frontages.

Implementation of transit along the Beltline should be encouraged.

Encourage affordable housing, housing stock diversity, live-work, age-in-place, and proactive traffic planning in all new developments.

Support the *Hulsey Yard Master Plan* (2019), as adopted by the Cabbagetown, Inman Park, Old Fourth Ward, and Reynoldstown neighborhoods.

N-2 Cabbagetown

Historic Preservation

Ensure development in Cabbagetown remains consistent with and supported by the 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.

Support the Cabbagetown Landmark Historic District by maintaining buffers that reduce noise, light pollution, and heavy vehicle traffic from industrial or dense areas of the parcel, under any use.

When possible, reopen historic alleyways to mitigate intra-neighborhood congestion and to allow increased public access between community streets.

Affordable Housing & Development

Encourage affordable housing, housing stock diversity, live-work, age-in-place, and proactive traffic planning in all new developments.

Support initiatives that reduce corporate-managed housing units (e.g. Air BnBs,VRBOs, Minty Living, etc.) that limit housing opportunities for long-term primary residents to live in Cabbagetown.

Encourage the continued development of vacant residential infill lots in Cabbagetown with structures compatible in scale and character with the existing fabric of the neighborhood. This includes the support for incremental density via buffer zones and housing diversity (e.g., accessory dwelling units or duplex conversion).

Transit Options

Support and encourage safe transit connections to heavy rail, light rail, and other Beltline transportation infrastructure, especially those that focus on the last-mile for pedestrians and cyclists.

Maintain pedestrian and bicycle access along Wylie Street and through the Krog Street Tunnel connector at all times.

Increase pedestrian and bicycle safety with crosswalks, curb cuts, and other shared road measures. This includes supporting measures to reduce cut-through traffic, enforce restrictions on heavy vehicles, contra bike lanes, and clearly defined micro-mobility access points or drop-off zones.

Facilitate safe pedestrian and mobility access to King Memorial MARTA station by improving infrastructure near Boulevard Drive SE and DeKalb Avenue.

Support Transit-Oriented Development with meaningful density and affordable housing standards that exceed Beltline Overlay requirements.

Support safe pedestrian and cyclist access to the Inman Park Reynoldstown MARTA station by supporting Reynoldstown transportation improvements.

Carroll Street

Facilitate the transition of Carroll Street into a safer Slow Street that prioritizes pedestrian and bicycle access, dining parklets, and innovative traffic calming measures. Explore additional traffic calming solutions including ground murals, the transition to a one-way, and other possibilities.

Advocate for a pedestrian crosswalk with a flashing beacon that allows for pedestrian access from Carroll Street across Boulevard Street.

Memorial Drive

Encourage development on Memorial Drive in a mixed-use urban pattern with density and height transitions that integrate smoothly with the scale of adjacent residences, and a design that inspires mobility options that minimize new vehicle parking.

Advocate for improvements to the Memorial Drive corridor that keep Cabbagetown pedestrians and cyclists safe, including cycle track improvements, bus shelter upgrades, and the installation of a flashing beacon pedestrian crosswalk between Berean and Estoria Streets.

Cultural Landmarks

Protect and preserve the large concrete retaining wall (1986) along Wylie Street, including its ceramic mosaics as commissioned by then Bureau of Cultural Affairs (1987), and the Forward Warrior murals, as a cultural asset that improves the lives of residents and visitors.

Protect and preserve public art inside the Krog Street Tunnel as a cultural landmark that serves as a free speech hub and a safe space for creative expression.

Hulsey Yard Master Plan

Support the *Hulsey Yard Master Plan* (2019), as adopted by the Cabbagetown, Inman Park, Old Fourth Ward, and Reynoldstown neighborhoods.

Maintain meaningful dialogue and transparent planning processes that include open, accessible, and frequent public meetings.

Encourage and support the creation of City of Atlanta public parks within future zoning or development considerations, in cooperation with existing Friend of Parks organizations and transit-oriented development advocates.

N-3 Candler Park

All recommendations of *Candler Park Master Plan* for projects within the Candler Park neighborhood should be implemented.

Promote appreciation and preservation of the historic residential character of the Candler Park neighborhood. 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.

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.

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*.

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 through mixed-use development.

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").

Encourage mixed-use development at the Candler Park MARTA Station with commercial uses fronting on DeKalb Avenue.

Prohibit the expansion of commercial uses into the existing surrounding residentially zoned areas.

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.

Maintain and improve existing greenspace in Candler, Iverson and Freedom Parks.

Support the continued naturalization of the creek in Candler Park.

Within the NC-1 zoned properties, continue to promote pedestrian safety improvements.

Support traffic calming measures and create safe bicycle lanes.

Ensure the long-term sustainability of Atlanta Fire Station #12 on DeKalb Avenue and the Little Five Points mini-precinct.

Support funding for public art in Freedom Park.

Maintain 'passive' designation for the section of Freedom Park that is located within the boundaries of the Candler Park neighborhood.

Promote protection and expansion of the tree canopy in Candler Park neighborhood.

N-4 Druid Hills

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

Support traffic calming measures including but not limited to school zone cameras and pedestrian scrambles throughout the school zones on Ponce de Leon Avenue and on Briarcliff Road from Virginia Avenue to Ponce de Leon Avenue.

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.

Reclassify Fairview Road on future land use maps as Low Density Residential.

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.

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.

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

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.
The Inman Park Historic District Regulations shall serve as Inman Park's Master Plan.

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 Historic District Ordinance"), as well as the Beltline Subarea 5 recommendations.

Prohibit the expansion of industrial and commercial uses along DeKalb Avenue through Inman Park.

Prohibit the expansion of commercial uses into the existing surrounding residentially zoned areas at parcels located at the intersections of Hurt and Edgewood, at Austin and Elizabeth, at N. Highland and Copenhill, at N. Highland and Colquitt, at Euclid and Colquitt, and at Waddell and Edgewood.

Encourage mixed-use, development and/or re-development of formerly industrial and commercial property along the DeKalb Avenue corridor through Inman Park, enhancing and encouraging compatibility with the "small-town/downtown" character of the neighborhood.

Discourage "park for hire" surface parking lots to insure against unsightly and incompatible development. This is not meant to discourage shared parking with existing surface parking lots and parking garages.

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 GDOT).

Implement the "Complete Streets" plan for DeKalb Avenue, particularly near its intersection with Moreland Avenue. Per the section of the Inman Park HD Ordinance addressing Subarea 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.

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 Subarea 5 Master Plan Update*. Maintain the 1-4 story height requirement for those areas.

Maintain 'passive' designation for the section of Freedom Park that is located within the boundaries of the Inman Park neighborhood.

N-6 Lake Claire

Promote destination-oriented and pedestrian friendly activity along DeKalb Avenue (from Clifton Road east to Ridgecrest Road) 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.

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.

Preserve single-family residential character of the Lake Claire neighborhood by maintaining single-family as the predominant land use.

Maintain, improve, and expand existing greenspace in the neighborhood, including Lake Claire Park, the Lake Claire Community Land Trust, and the Harold Avenue Greenspace.

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.

Maintain and improve the health of streams 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.

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

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 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.

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 Avenue.
- 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

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.

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.

Support the recommendations of the *Hulsey Yard Master Plan* (2019) and emphasize the results of its public input workshops.

Encourage and facilitate the expansion and development of Lang-Carson Park that is 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-Carson Park is consistent with the updated Park Pride 2019 *Lang Carson Park Vision Plan*.

Encourage the development of affordable housing as a priority in Reynoldstown.

Encourage buffering of existing and new residential developments in the Reynoldstown area from more intensive non-residential development.

Encourage the city of Atlanta to make the water town lot on Holtzclaw Street SE into a park or usable greenspace.

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.

North Avenue – Support and implement the *Poncey-Highland Master Plan* for a road diet for North Avenue (April 29, 2009).

Moreland Avenue - The recommendations of the *South Moreland Avenue LCI Study: Final Plan Document* (dated March 31, 2008, approved by the Atlanta City Council (July 7, 2008) should be implemented.

Ponce de Leon/Moreland Avenue – 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.

Memorial Drive - The recommendations of the *Memorial Drive/Martin Luther King, Jr. Drive Revitalization Plan* (October 1, 2001, adopted by City Council per 01-R-0921) should be implemented.

The recommendations of the applicable Atlanta Beltline Subarea Plans should be implemented.

The recommendations of *Atlanta Beltline Redevelopment Plan* and *Subarea Plan* should be implemented.

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 Road NE to Ponce de Leon Avenue

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

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

- Implement *L5P Mobility Study*. 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.
- Slow vehicular traffic to promote pedestrian and micro-mobility safety.

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NPU-O

East Lake | Edgewood | Kirkwood | The Villages at East Lake

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 subdivides of parcels less than 10,000 square feet, including lots of record.

O-11 Discourage spot zoning.

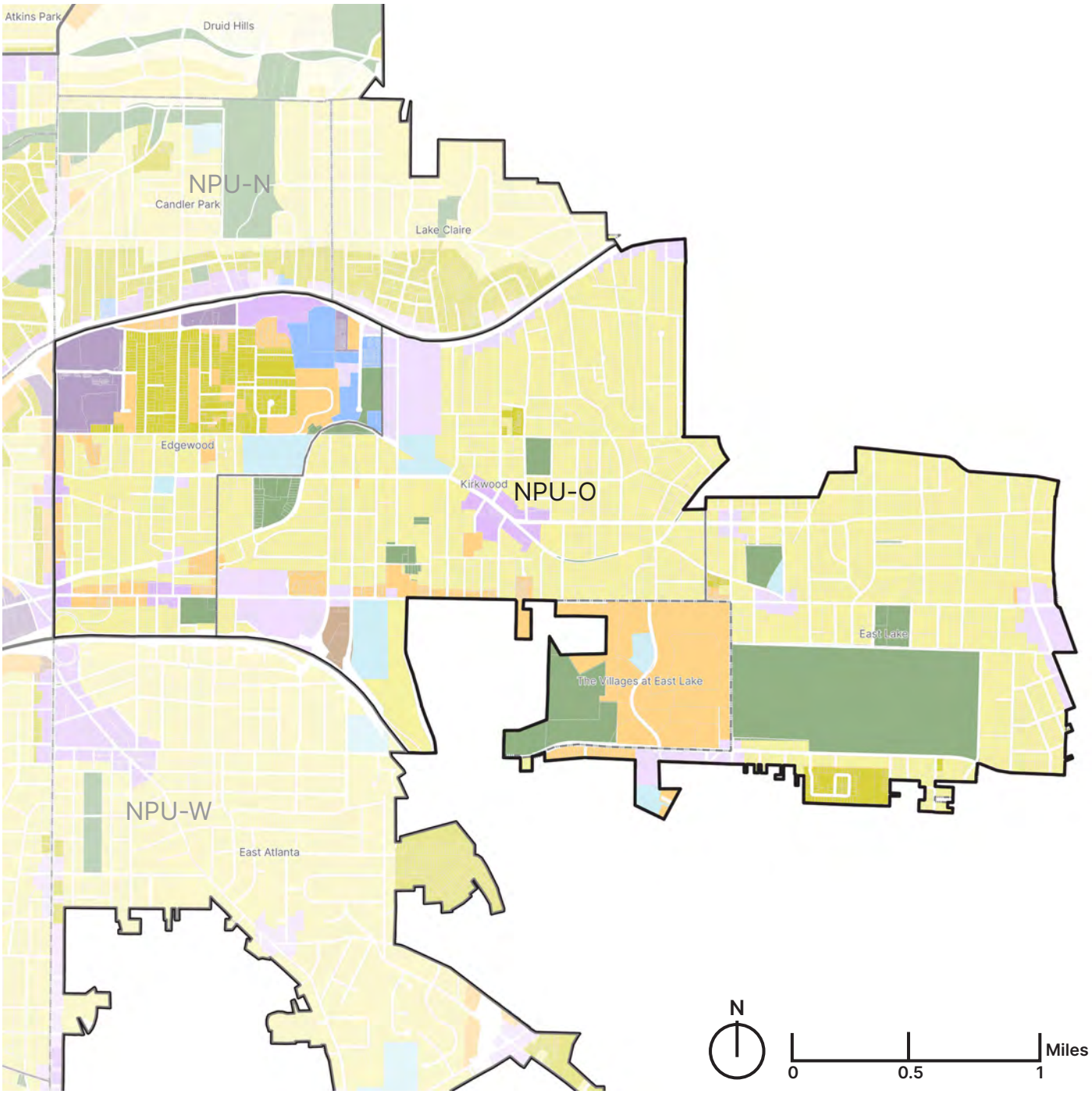
Kirkwood

O-12 Discourage spot zoning.

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 and Zoning Study for Memorial Drive that examines current zoning categories and determines whether and how zoning and land uses should be updated.

NPU-O Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



Preserve the single-family and low-density residential character of Kirkwood. Prevent encroachment of commercial and other uses into single-family and low-density residential areas.

Provide landscaped architectural and noise pollution buffers to minimize the impact of non-residential and mixed uses on residential area.

Reject administrative subdivides of parcels less than 10,000 square feet, including lots of record.

Discourage spot zoning.

Preserve and maintain all watershed buffers at a minimum 75 feet.

Encourage alternative construction and renovation practices that enhance the viability of old growth tree canopy.

Installation, repair, and replacement of critical sidewalks throughout Kirkwood as identified in the Kirkwood CDP's of 2008, 2012, and 2016.

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 greenspace zone at 225 Rogers Street.

Policies

a. Promote mixed-use residential-low density commercial uses of the western side of Rogers Street NE (90-206 Rogers Street NE).

b. 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.

c. Promote single-family residential uses from 1758-1770 Wade Avenue.

d. Promote higher density commercial and residential uses in the Memorial Drive Corridor from Eastside Drive to Howard Street SE.

   Promote high density commercial uses of the Renaissance Plaza Shopping Center site including 1511-1655 Memorial Drive and extending south to I-20.

Promote very high-density residential uses of the area bounded by 1675-1685 Memorial Drive, Maynard Terrace, Clifton Street, and I-20.

Promote mixed-use residential - low density commercial uses from 1460-1648 Memorial Drive.

Promote medium density commercial uses from 1674-1760 and 1850-1950 Memorial Drive.

Promote medium density residential use of 1760-1836 using design that limits negative impacts on and integrates with Kirkwood Urban Forest Preserve.

e. Preserve single-family residential uses in the Memorial Drive Corridor from Howard Street SE to 1st Avenue.

f. Promote medium density mixed uses of the East Lake 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 Transit Oriented Development (TOD).

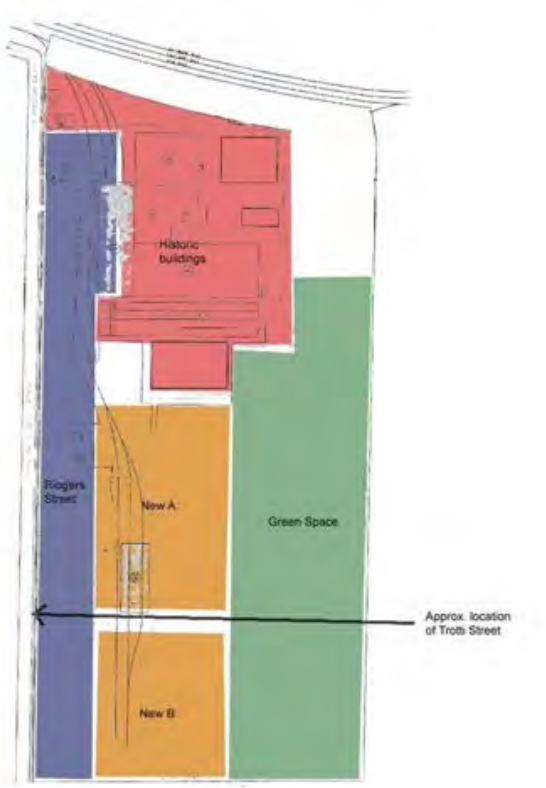
g. Promote low density commercial uses of College Avenue from Rocky Ford Road to Howard Street NE.

h. Inclusion of 2023 Oakview Road SE within NC-3 District and use.

i. Promote greenspace use at the designated greenspace zone at 225 Rogers Street

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 Street 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 greenspace 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 greenspace (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 greenspace 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 greenspace 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 Street NE alone using a mixed-use non-vehicular bridge at Trotti Street linking to Trotti Street NE, Warren Street 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 Street NE left turn with entrance to new development, neighborhood identification/landscape in island.

d. Widen Rogers Street 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 Street NE so as not to affect existing neighbors.

f. Install turn lanes at Hosea L. Williams Drive. Move MARTA bus stop east ½ 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 Street NE corridor as major artery for community.

O-16 Pratt Pullman Street and Parking

a. No heavy truck use from intersection of Hosea L. Williams Drive and Rogers Street 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 Street, Warren NE, Delano Drive) 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 L. Williams Drive SE
   - Pentecostal Church of God, 110 Howard Street NE, Greek Revival, 1924
   - Ingram Temple Church of God in Christ, 1953 Hosea L. 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 and 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 L. 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, 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 L. Williams Drive to city limits. Coan Forest watershed buffer and hardwood grove. The 75-foot stream buffer for all State waters in Kirkwood including, but not limited to, the following: Hardee Creek, Walker Branch Creek, Sugar

Creek, Wild Car Branch Creek, Reedy, Branch Creek, Clay Branch Creek, Rocky Ford Creek. The Eastside Trolley mixed-use non-vehicular pedestrian and bicycle trail. Recommended improvements 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 and 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 L. 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 Street NE. Replace and widen sidewalk on Wade Avenue within Gilliam Park.
   - Oppose an unnecessary proposed stormwater 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 L. Williams Drive. Lighting to be non light polluting and compliant with recommendations of the Illuminating Engineering Society and International Dark Sky Association, 2011
   - Construct a mixed-use non-vehicular trail connecting Gilliam Park PATH with the apartment complex at 1612 Hardee Street 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 and 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 L. Williams Drive to Anniston Avenue. Lighting to be non light polluting and compliant with recommendations of the Illuminating Engineering Society and 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 northwest branch at Wisteria Way and Rocky Ford Road and the northeast 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 L. 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 2nd Ave to East Lake Dr, corridor:

- Parcels bounded by Cottage Grove Avenue SE, Third Avenue SE and Memorial Drive from 2410 to 2476 Memorial Drive
- 2411 to 2465 Memorial Drive

d. Promote Existing low density commercial uses in the Candler Road Corridor.

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 multifamily as a means of supporting commercial businesses through the following Land Use guidelines.

b. Encourage a categorical up-zone, where appropriate and meets our goals and policies in this East Lake Plan A, as proposed by the Department 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 and Hosea, 4th and Memorial, Candler and Memorial, 2nd and Memorial.

d. Other Guidelines:

- When possible, use multifamily 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 and smart density, according to our policies, 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 and where meets our stated goals and policies in our Plan A, 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 L. Williams Drive, East Lake Drive and 2nd Avenue.

b. Install temporary traffic calming measures on all major roads through East Lake, such as, but not limited to: Hosea L. Williams Drive, East Lake Drive, Memorial Drive, Glenwood Avenue, 2nd Avenue.

c. Radar-enabled signs that show the speed a vehicle is traveling versus the speed limit along East Lake Park and Memorial Drive, as well as 2nd Avenue and Glenwood Avenue.

d. Speed humps on Streets that qualify based on ADOT/GDOT criteria and neighborhood approval.

e. Curb Outs along Hosea L. Williams Drive from East Lake Drive to Candler Road.

f. Ongoing road maintenance, hardscaping, paving, striping, pedestrian safety updates along: Glenwood Ave from I-20 to Candler Road; 2nd Avenue from Memorial to City of Decatur border; Memorial Drive from Candler Road to 1st Avenue; East Lake Drive from Alston to Decatur border; Hosea L. Williams Drive from 1st Avenue to Candler Road.

O-25 East Lake Population

a. 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, in a smart and measured way, and allowing development where appropriate and where it meets our stated Plan A criteria. We are lucky to have as many contributors to housing and community development as we have, while at the same time understanding our need to participate in providing more housing in a dispersed and not compartmentalized fashion, while staying true to our stated goals and policies in Plan A.

O-26 East Lake Economic Development Policies

a. Promote and support the viability of existing businesses to attract new and improved business development in East Lake's commercial hubs:
   - 2nd and 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 and Memorial (an example of this concept is contained in the 2014 first draft of the *Imagine Memorial* plan).
   - Candler and Memorial commercial district: Promote viability of existing businesses and attract new and improved business development.
   - Glenwood Avenue (The Publix Corridor: 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: Consider a plan for the following: 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 and aesthetic signage that identifies the greenspace by name.

b. Doolittle Creek: Consider a plan for the following: 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 creek bed 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 of 75 feet.

O-28 East Lake Golf Club; East View Cemetery; Trolly Bridge over Cottage Grove

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)
- 236 East Lake Drive, First Shepard Home (1914)
- 245 3rd Avenue SE, Flanagan Home (1917)
- 246 Daniel Avenue SE (c.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 Road (1900)
- 8 East Lake Drive NE; the Hosea House
- Zaban Community Center, 241 Daniel Avenue. SE, East Lake Park

b. Grandfathered in Multifamily 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 East Lake Drive SE; 2 units
- 228 2nd Avenue SE; 2 units
- 2400 Hosea L Williams Drive NE; 2 units
- 2508 Alston Drive SE; 2 units
- 260 Spence Avenue SE; 2 units
- 2618 Memorial Drive SE; 2 units
- 2626 Memorial Drive SE; 2 units
- 2641 Pharr Road NE; 2+ units
- 2645 Knox Street NE; 2 units
- 2686 Knox Street NE; 2 units
- 2726 Arbor Avenue SE; 2 units
- 2836 Tupelo Street SE; 2 units
- 2870 Alston Drive SE; 2 units
- 318 Ashburton Avenue SE; 2 units
- 42 Roseclair Drive SE; 2 units
- 48 Spence Avenue NE; 3 units
- 62 Russell Street NE; 2 units
- 76 East Lake Drive NE; 2 units
- 90 Daniel Avenue SE; 2 units
- 2644 Knox Street NE; 2 units
- 155 East Lake Drive SE; 2 units
- 25 1st Avenue NE; 2 units
- 2329 Hosea L Williams Drive SE; 2 units
- 25 East Lake Drive 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 L. Williams Drive, 2nd Avenue, and Glenwood Ave. Particularly: East side of East Lake Drive between Alston Drive and Pharr Road; and on both sides of Hosea L. 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: Work with the Charlie Yates Golf Course and Drew Charter 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.

b. East Lake YMCA: 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. Consider working to bolster crosswalk and sidewalks along the intersection of Memorial Drive and Eva Davis Way to ensure safe crossing. Consider 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 the interior and exterior of buildings as the community utilizes the playground and exterior restrooms adjacent to the playground.

O-32 East Lake Parks and Recreation

a. Improve our neighborhood parks, greenspaces and trees.

b. Trolley Trail Spur (East Lake to Kirkwood): Work in coordination with PATH Trolley Trail Team to connect with the PATH Trolley Trail.

c. East Lake Park: annual clean up by ELNCA volunteers, and maintain a good working relationship with Parks and Park Pride

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. Consider adding signage reminding those utilizing the cemetery as a walking park to pick up after themselves and their dogs.

c. Consider 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.

g. Assist in promotion of the Adopt a Plot Program for Cemetery maintenance.

O-34 East Lake Public Safety

a. Improve City services in East Lake, especially police patrols and trash clean up in public ways/areas.

b. Promote and support the East Lake Patrol in its efforts to improve safety in East Lake.

O-35 Edgewood Plan Update

a. Support the Organized Neighbors of Edgewood in a community-driven planning process to update the 2009 Edgewood Redevelopment Plan (09-O-1118) and in alignment with Atlanta 2.0 zoning updates, Atlanta's Department of Parks and Recreation (DPR) *Activate ATL Strategic Plan*, Atlanta's Department of Transportation (ATLDOT) Comprehensive Transportation Plan update, and community priorities. The goal is for this plan to influence the next 5 to 10 years worth of development aimed for Edgewood.

NPU-P

Arlington Estates | Ashley Courts | Ben Hill | Ben Hill Acres | Ben Hill Forest Ben Hill Pines | Ben Hill Terrace | Brentwood | Briar Glen | Butner/Tell Cascade Green | Deerwood | Elmco Estates | Fairburn | Fairburn Tell Fairway Acres | Greenbriar Village | Heritage Valley | Huntington Kings Forest | Lake Estates | Meadowbrook Forest | Mellwood | Mt. Gilead Woods | Niskey Cove | Niskey Lake | Old Fairburn Village | Princeton Lakes Rue Royal | Sandlewood Estates | Tampa Park | Wildwood Forest

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 at a minimum the current ratio (60%) of single-family land use designation. Support smart growth along main corridors by identifying areas for diverse housing options, including multifamily developments such as condominiums, townhomes, and apartments. Maintain the existing single-family land use designations while allowing for balanced residential growth that aligns with community needs. Promote mixed-use development within commercial nodes to enhance economic and residential opportunities.

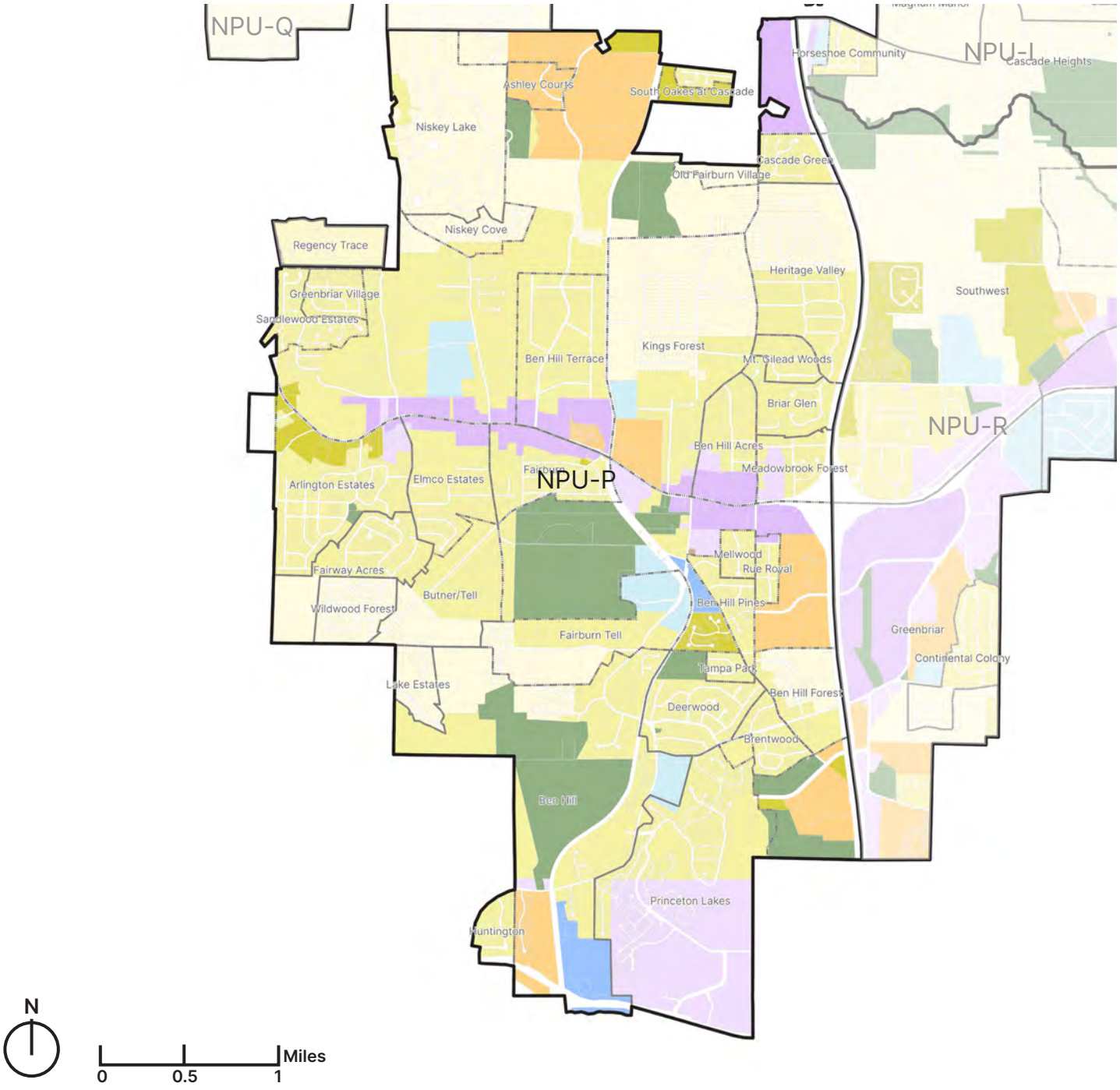
P-2 Encourage residential infill development that is compatible with the character of adjacent areas regardless if the developer is a non-profit or profit entity. Discourage rezoning of existing residential property into commercial zoning except for areas identified for commercial development. (See P3 for areas.)

P-3 Maintain the mixed-use development within established commercial nodes while maintaining the boundaries of existing commercial, industrial, and retail districts according to current land use maps. Prevent commercial encroachment into residential areas. Support unified development within current commercial zones without affecting adjacent low-density residential neighborhoods. Current commercial areas are:

- Campbellton Road SW from Butner Road SW extending east to Interstate 285 (I-285). With infrastructure improvements of sewer, sidewalks, curbs and gutter, streetscaping, and provide additional traffic lanes. Install traffic signalization at Butner and Campbellton Roads, and at Kimberly and Campbellton Roads.
- Welcome All Road SW (from Fairburn Road SW to Camp Creek Parkway SW)
- Campbellton Road SW from Kimberly Road SW extending west to County Line Road SW.
- The portions of Camp Creek Market Place that are located within the Atlanta City limits.

NPU-P Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



- 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-4 Ensure that landscaped or architectural buffers of appropriate scale and depth are provided between diverse land uses to minimize the impact of commercial and higher-density developments on adjacent low-density residential areas.

P-5 Promote the unified development of the Ben Hill commercial areas along Campbellton Road SW, incorporating community facilities and aligning with adopted plans such as the Cascade Road-Campbellton Road Corridor Plan and the Greenbriar Livable City Initiatives. Encourage street-level retail with pedestrian-friendly infrastructure, including sidewalks and streetscape improvements, to enhance walkability and community engagement.

P-6 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). In addition, allow for single-family residential development to include townhome components but no multifamily apartments. In addition to the regional park, add mixed income residential development with smart planning and design to lessen the impact of new development traffic on the adjacent neighborhoods. Inclusive of creating connector streets to major thoroughfares, traffic calming planning, traffic signalization, and new road work on existing (neighborhood) adjacent streets.

P-7 Encourage the development of medium- to high-density residential housing along Campbellton Road between Kimberly Road SW and County Line Road SW. This development should provide a mix of housing sizes and price points to attract a diverse population and cater to a variety of age groups.

P-8 Express strong community support for rezoning Welcome All Road SW (from Fairburn Road SW to Camp Creek Parkway SW) from industrial (I-1) to mixed-use residential and commercial (MRC designation) to facilitate redevelopment. The community is ready to support this transition.

P-9 Request that the City of Atlanta, through public and private funding, develop a comprehensive infrastructure policy for NPU-P that prioritizes sewer capacity expansion, road improvements, and the implementation of complete streets along major corridors, including Campbellton Road, Fairburn Road, Barge Road, and Kimberly Road. This initiative is essential to support sustainable growth, modernization, and equitable access to resources.

P-10 Establish a policy for economic development based on strategic initiatives outlined by the Economic Development Committee. These initiatives include:

- Campbellton Road: Support for medium-density apartment buildings up to twenty stories in height, incorporating ground floor retail to foster an integrated residential-commercial community.
- Barge Road: Construction of approximately one hundred for-sale homes across ten acres in collaboration with the Campbellton Road West Corridor Community Development Corporation and development partners to promote homeownership and community investment.

P-11 Develop Melvin Drive Park into a full-scale community park, with long-term plans to expand it into a regional park. The park should feature multiple entrances to enhance accessibility, maximize the use of all available acreage based on community needs, and incorporate key amenities such as a multi-purpose shelter(s), restrooms with running water, safety features, and adequate lighting. Additionally, the regional park expansion should include a signature feature that distinguishes it as a premier recreational destination.

P-12 Request that the city's planning department complete a small area plan for the entire NPU-P to guide future development and infrastructure investments effectively.

P-13 Align the NPU-P Land Use Policy with the Comprehensive Development Plan (CDP) to support sustainable growth and modernization. Key updates include:

- Kimberly Road: Update the CDP to encourage high-density development along both sides of Kimberly Road, from Melvin Drive north to the city limits at Cascade Road, including adjacent lots. This corridor, encompassing land uses east and west of the railroad, will be designated for commercial, residential, mixed-use, entertainment, office, hotel, corporate campus, healthcare, and educational developments. Zoning modifications along the Kimberly Corridor will align with the CDP to stimulate economic growth and modernization. Two additional trafficlanes needed going north and south to manage new development traffic flow.
- Infrastructure Enhancements: Expand Kimberly Road by adding two additional lanes to accommodate increased traffic and support future development.
- North Camp Creek Parkway: Update the Comprehensive Development Plan to promote high-density development along North Camp Creek Parkway, ensuring the area is prepared to support a growing population while maintaining a well-planned and sustainable infrastructure.
- North Camp Creek Parkway Nature Preserve: Integrate the North Camp Creek development with the 31 acres owned by the Atlanta Department of Parks and Recreation, connecting it to the Nature Preserve to create continuous greenspace that enhances environmental preservation and public access to natural areas.

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NPU-Q

Midwest Cascade | Regency Trace

NPU-Q Policies

Q-1 Preserve the predominantly residential land use character of this suburban Midwest Cascade neighborhood composed of: Regency Park, Reunion Place, Guilford Forest, Niskey Lake Circle, Cascade Knolls and single-family homes.

Q-2 Maintain the contiguous boundaries created from the main thoroughfares of Danforth Road, Cascade Road, and New Hope Road. Use signage to denote the City of Atlanta designation.

Q-3 Promote the construction of sidewalks and green-space along the main thoroughfares to promote safer pedestrian traffic and aesthetic appeal. Strengthen the City of Atlanta Tree Ordinance.

Q-4 Support more adequate street-lighting, well-marked pedestrian crosswalks, and more sidewalk continuity/ connectivity to subdivisions and single-family standalone homes.

Q-5 Promote installation of bicycle facilities and signage.

Q-6 Promote more street signage such as slower-speed-limit signs to increase safety and signs to identify the Mid-west Cascade community and its predominantly single-family residential character.

Q-7 Prevention of incompatible land uses. Maintenance of a predominantly housing neighborhood with possibly special-use styled schools or day care centers.

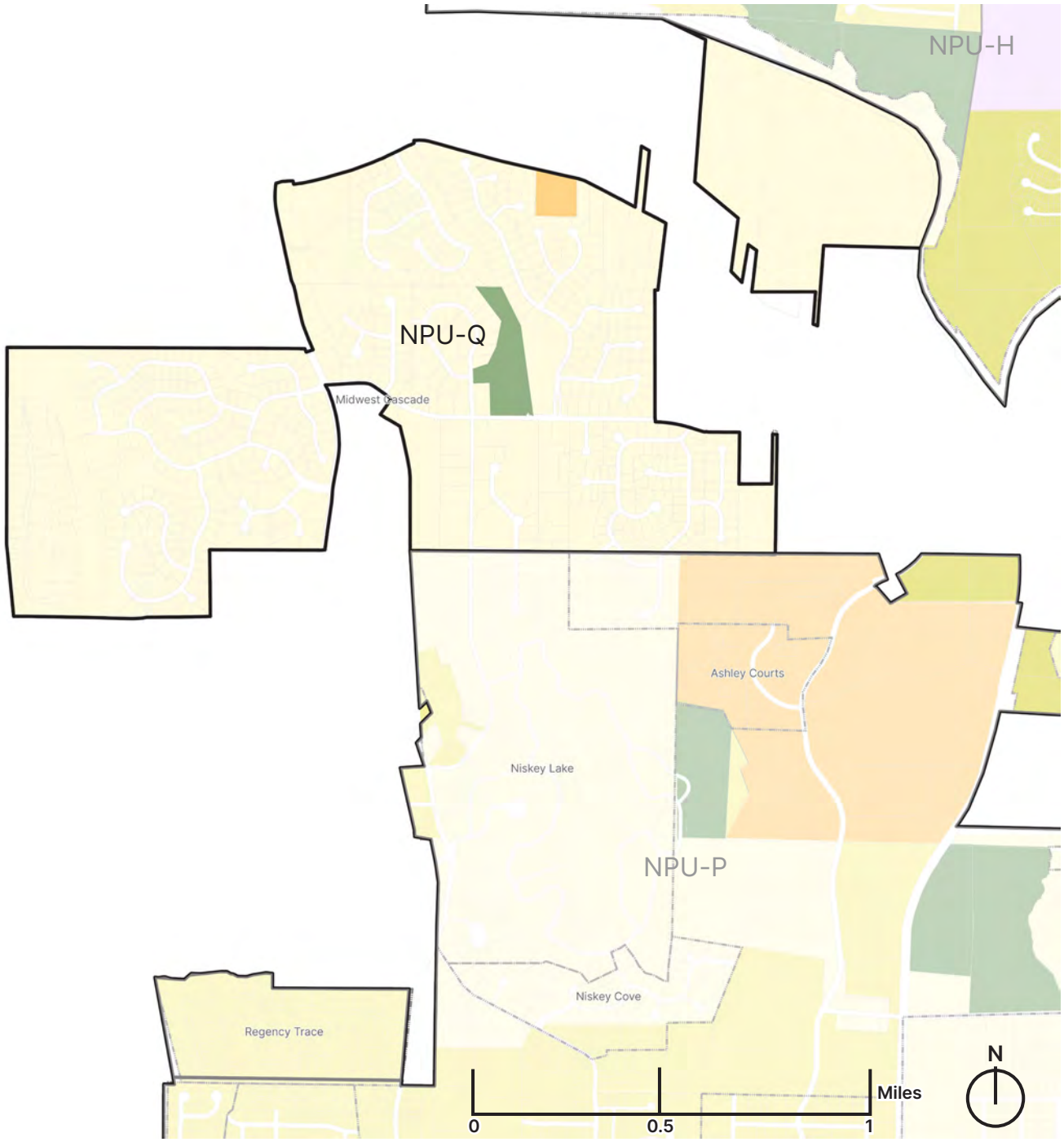
Q-8 Maintain, rehabilitate and replace housing stock where appropriate, especially the single standalone homes. Ensure home sizes and scales are standardized for lot sizes especially within subdivisions. Preserve the low-density nature of homes within the subdivisions.

Q-9 Preserve a rural nature of the area rather than urban characterization of the area.

Q-10 Maintain an environmentally-friendly ecosystem within each subdivision.

NPU-Q Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



NPU-R

Adams Park | Baker Hills at Campbellton | Bonnybrook Estates Campbellton Road | Continental Colony | Fort Valley Greenbriar | Laurens Valley | Pomona Park | Southwest

NPU-R Policies

2025 NPU-R Policies to Support Future Vision

We envision a welcoming community for all people and income levels, where quality of life is valued with family-friendly businesses and activities.

R-1 Preserve the single-family residential areas and multi-family communities of NPU-R, including all parks.

R-2 Construct residential and commercial infill development that is compatible with adjacent development.

R-3 Unify development of the Campbellton Road commercial corridor, including Greenbriar Mall and Campbellton Plaza, without encroaching into adjacent residential areas.

R-4 Consolidate strip-commercial uses in order to create a unified development by minimizing the number of curb cuts and turn lanes.

R-5 Unify development in the Greenbriar commercial area, with an emphasis on concentrated mixed-use development.

R-6 Protect the environment by removing all unused gasoline service pumps in accordance with Environmental Protection Agency guidelines and preserve the character in NPU-R by promoting single- family residential development, pedestrian friendly green spaces and small parks consistent with land use standards.

R-7 Promote the Greenbriar Livable Center Initiative.

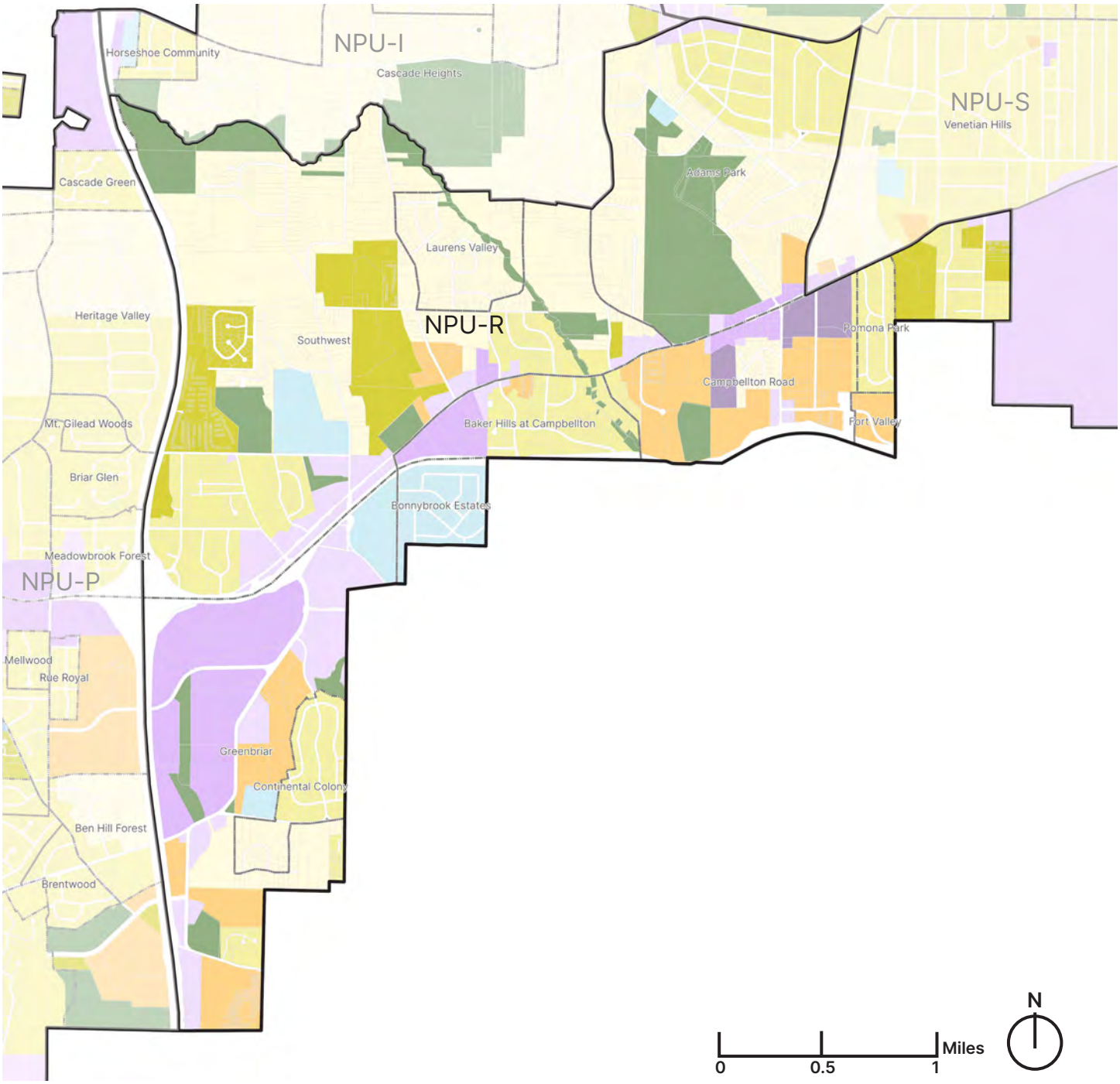
R-8 Protect the integrity of all greenways. Protect, preserve and maintain waterways and maintain a 75-foot stream buffer, do not allow encroachment in the buffer.

R-9 Install curbs and sidewalks along streets with heavy pedestrian traffic and frequently used thorough-fares.

R-10 Maintain a minimum 10-foot tree canopy along Campbellton Road corridor and City of Atlanta right-of-way.

NPU-R Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



R-11 Extend Campbellton Road Design Plan to include Delowe Drive from Campbellton Road to East Point city limits and all commercial developments on Alison Court.

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.

R-13 Provide shelters with benches and trash containers at each public transportation stop.

R-14 Encourage the activation of Falling Waters Park (Panther Trail).

R-15 Support the Adams Park Atlanta AeroATL Model Mile Trail.

R-16 Redevelopment of the Greenbriar Mall area is desired, while existing neighborhoods should maintain their character.

R-17 Policies to promote clean living include well-maintained sidewalks, streets, parks with equipment for seniors and the physically challenged, dog-friendly areas, picnic areas, campsites, and well-lit pathways. Clean air, clean water, education, and investment programs.

R-18 Business growth and development opportunities for entrepreneurs and corporate partnerships are encouraged.

R-19 Support property improvements for legacy apartments to provide safe, affordable housing and promote pathways from workforce housing to homeownership. Encourage affordable single-family homes and cottage-built home communities along Campbellton Road, integrating with the MARTA Rapid Transit Project while preserving single-family homes.

R-20 Protect residential areas in NPU-R, including Adams Park, Baker Hills at Campbellton, Bonny Brook, Continental Colony, Fort Valley, Greenbriar, Laurens Valley, Pomona Park, and Southwest.

R-21 Create a high quality of life by engaging in educational partnerships, promoting green space and infrastructure in redevelopment, attracting diverse businesses, and increasing access to healthy food through local farms and urban gardens.

R-20 Promote inclusiveness and aging in place, increase homeownership rates, raise awareness of homeownership and utility assistance programs, encourage home rehab programs for all, engage renters, preserve affordable housing, designate historical areas, and offer tax incentives and grants to long-time residents of five years or better.

R-21 Improve cleanliness and appearance of properties, streets, and parks by enforcing zoning, building codes, public safety, preventing dumping, illegal parking, enhancing City of Atlanta's responsiveness to code violations, establishing community clean-up initiatives, promoting pride and ownership, adding recycling bins, and beautifying public spaces with artwork.

R-22 Invest in existing infrastructure, enhance safety and security, and expand transportation options.

NPU-S

Bush Mountain | Cascade Avenue/Road | Fort McPherson Oakland City | Venetian Hills | Westmont Estates

NPU-S Policies

S-1 Preserve the single-family and low-density residential character in the community centers of the Venetian Hills and Oakland City neighborhoods.

S-2 Preserve the historic integrity of the Oakland City neighborhood.

S-3 Prevent the encroachment of commercial uses into adjacent single-family and low-density residential neighborhoods.

S-4 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.

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.

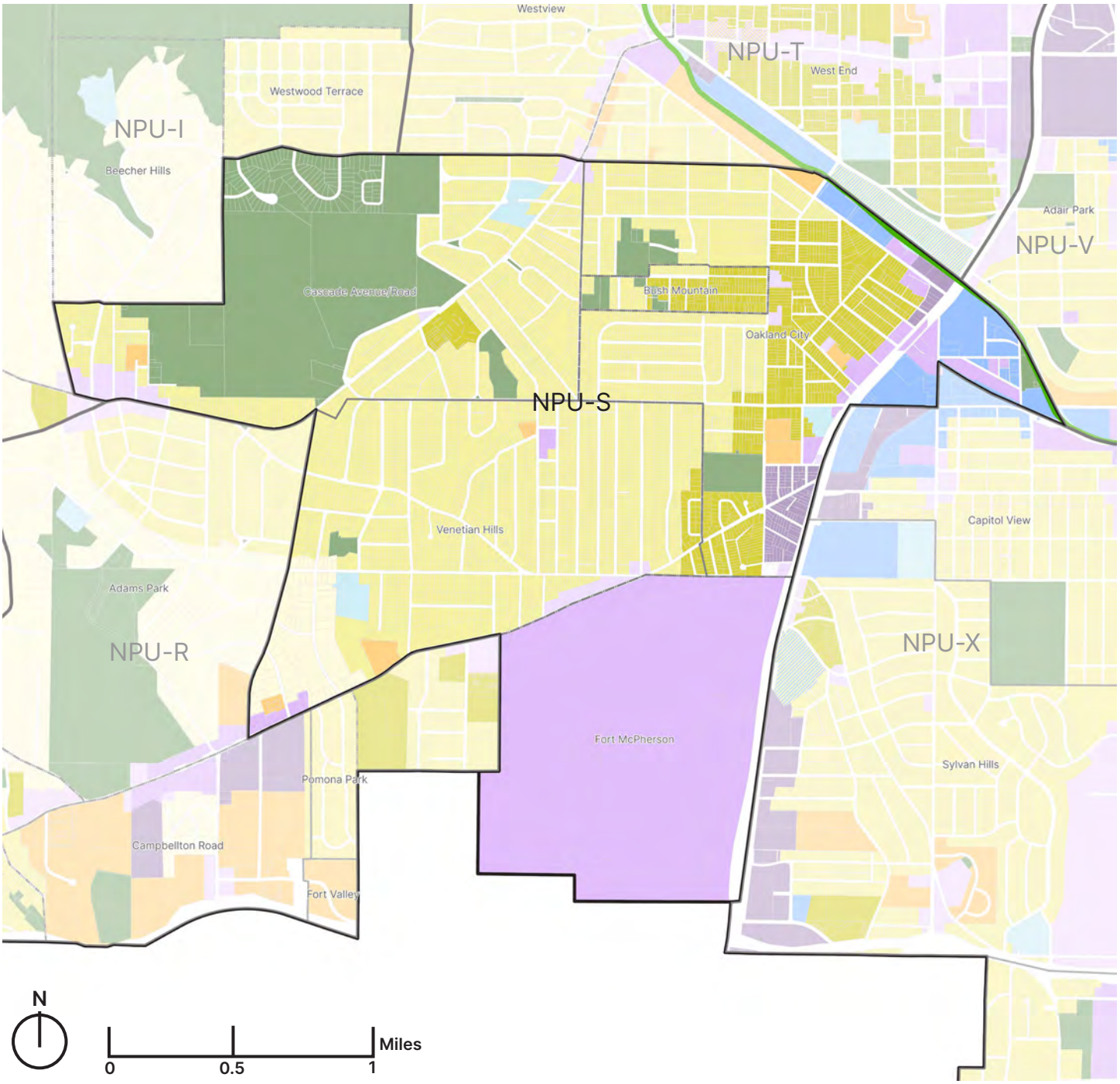
S-6 Encourage the rezoning of properties within the NPU that are currently incompatible with residential uses to a more compatible zoning district.

S-7 Encourage the development of a Neighborhood Commercial Zoning District for the Cascade/Beecher West, Cascade/Beecher East, Campbellton/Venetian-Centra Villa, Oakland Drive, Bush Mountain and Venetian/Campbellton commercial nodes to promote new high quality retail services to the area.

S-8 Encourage development that promotes economic development and job growth in order to attract more commerce into NPU-S.

NPU-S Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



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.

S-10 Support the development of housing in Venetian Hills that is considerate of the historic, traditional style of nearby housing.

S-11 Encourage preservation of the tree canopy in the area.

S-12 Control the vegetation encroachment on the right of way to include sidewalks.

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.

S-14 Promote greater mobility and connectivity, particularly for pedestrians and transit riders, throughout the NPU.

S-15 Promote the development of housing at different price points, including affordable (50%-80% AMI) and workforce housing, within NPU-S.

S-16 Promote safe pedestrian connections between Lee Street and Murphy Avenue across the rail right-of-way.

S-17 Reduce the energy cost burden of NPU-S residents by encouraging affordable options to renovate homes and other forms of assistance.

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NPU-T

Ashview Heights | Atlanta University Center | Harris Chiles Just Us | The Villages at Castleberry Hill | West End Westview

NPU-T Policies

T-1 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 and abate all rooming houses.

e. Prohibit additional adult entertainment in NPU-T. Especially in SPI-11 subareas and SPI-21 subareas.

f. Enforcement of City of Atlanta Department of Watershed Management, Department of Public Works and 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.

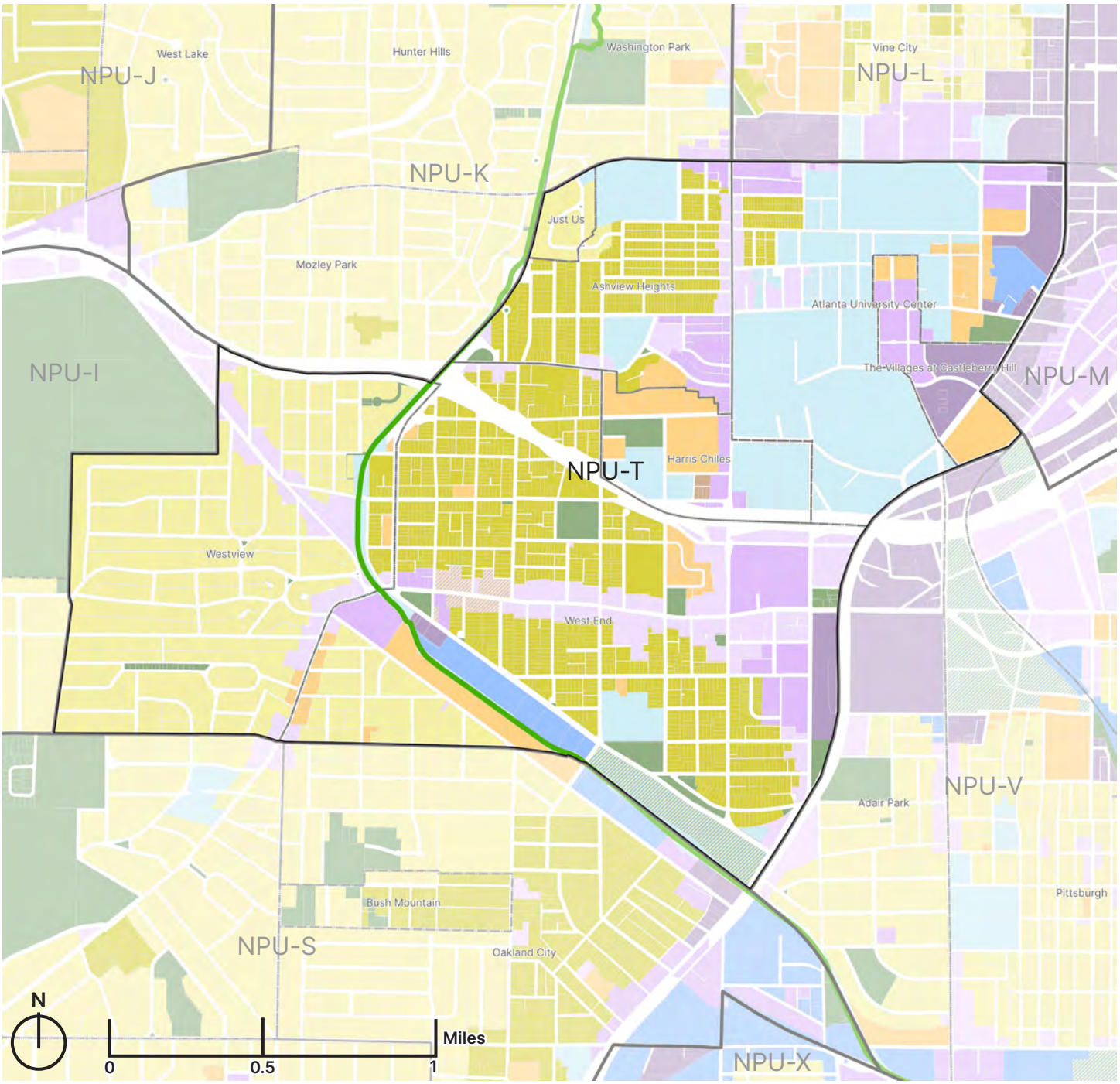
h. Abolish grandfathered liquor licenses and SAPs of business owners that have violated City codes and laws.

i. Enforce 2,000-foot rule of allowing same in kind businesses to operate under new or grandfathered SAP.

j. Enforce communication and requirements of City of Atlanta Office of Buildings (permitting), Atlanta Urban Design Commissions, ZBA and ZRB as it pertains to Historic districts in NPU-T.

NPU-T Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



k. Enforce all City of Atlanta 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 City of Atlanta Department of Watershed Management and Department of Public Works Capital Improvement Projects, Renew Atlanta Infrastructure Bond, City of Atlanta Department of Parks, Recreation and Community Development, Beltline, GDOT and any private/public-private utility company infrastructure improvements, i.e., Georgia Power, Atlanta Gas Light, etc.

n. Support the application and implementation of Weed and Seed programs in Ashview Heights, Beecher-Donnelly, West End (exclusive of West End Historic District boundaries as outlined in City of Atlanta 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 *Subarea 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 Boulevard, Brown/Lawton and Rose Circle along the Westside Trail

b. Cascade Avenue

- Commit to fully realize the *Cambellton/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 Georgia 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

g. Northside Drive: Update the Northside Drive Corridor Study to create a urban corridor that is safe for cars, mass transit and bike traffic

h. Ralph David Abernathy Boulevard

i. West End Marta Station/North-South Line

j. West Lake Marta Station/East-West Line

Support the finalization and adoption of the West Lake LCI Initiative

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 Boulevard - between Westview Cemetery and Cascade Avenue, and North side of Cascade Avenue - between Ralph David Abernathy Boulevard and Beecher Street.

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 *Subarea 1 Park Master Plan* and the community supported site plan.

c. Gordon White Park - Support Park Improvements.

d. Howell Park

e. John White Park

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.

g. Rose Circle Park - Support Park Improvements.

h. West End Park - Support Park Improvements.

i. University Park

T-5 Ashview Heights

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 Place and Beckwith, Washington Place and New Castle, and Sells and 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.

T-6 Atlanta University Center

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 Georgia Tech and GDOT Northside Corridor studies.

d. Support the establishment of a youth focused community/recreation center.

T-7 Beecher Donnelly

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 Place and Pinehurst.

e. A neighborhood park.

f. A stop sign at Beecher and 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 and 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.

T-8 Harris Chiles

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 subarea objectives as outlined in City of Atlanta 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 Boulevard. 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 Boulevard - between Westview Cemetery and Cascade Avenue.
- North side of Cascade Avenue - between Ralph David Abernathy Boulevard and Beecher Street.

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 Avenue 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-V

Adair Park | Capitol Gateway | Mechanicsville | Peoplestown Pittsburgh | Summerhill

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 remains in need of substantial redevelopment. Through rezoning and other measures achieve appropriate community-based mixed-use development of the vacant land and structures at the northern tip of Adair Park that builds on the recent successful redevelopment of Abrams Fixtures and related properties.

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 The Met property was recently sold and redevelopment plans are unknown at this time. Ensure that the Met property is redeveloped in a manner that is compatible with the character and scale of the Adair Park neighborhood.

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 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.

NPU-V Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
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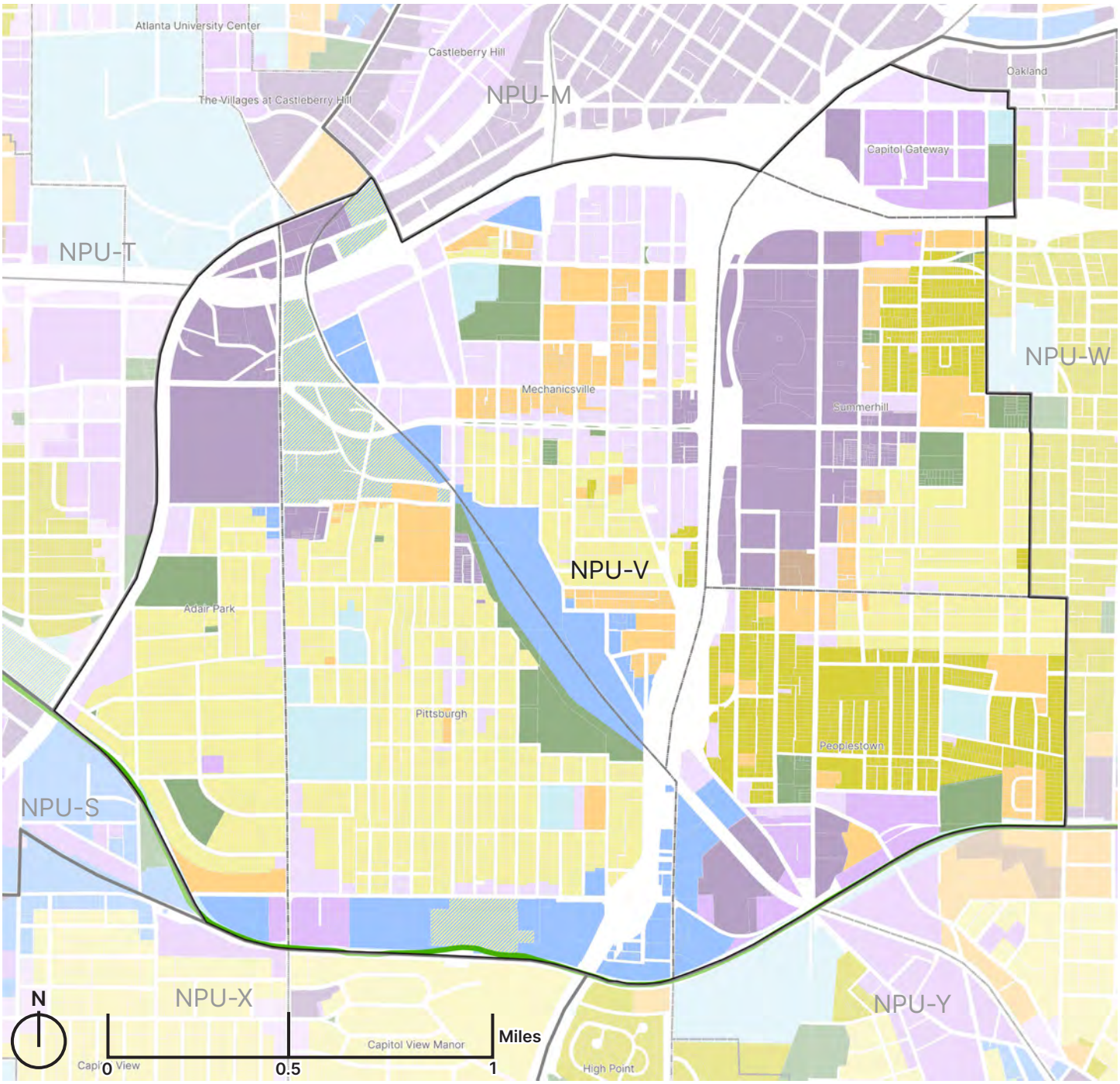


V-7 The southwest corner of Summerhill, including the commercial and office area along Pollard Boulevard and the blighted area east of Hank Aaron Drive from Ormond Street to Bill Lucas Drive, is disconnected functionally and symbolically from the rest of the Summerhill. Develop ways to connect the area physically and through neighborhood identity measures to the larger Summerhill neighborhood that will encourage appropriate redevelopment and address the blight.

V-8 Much of the recent redevelopment in Summerhill, while successful and appealing, is at a far lower density than was envisioned by the *Stadium Neighborhoods LCI Plan.* Ensure that remaining new development along Hank Aaron Drive north of Georgia Avenue is properly scaled to reach the full potential of the neighborhood and provide adequate ridership for the BRT route under construction.

Pittsburgh

V-9 The vacant former industrial 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.

V-10 The vacant former industrial land at the northwest corner of Humphries and Stephens Streets and the active noisy and polluting junkyards between Ralph David Abernathy Boulevard and Wells Street on the east side of Metropolitan Parkway need to be redeveloped. Achieve appropriate community-based mixed-use redevelopment of the vacant industrial land at the NW corner of Humphries and Stephens Streets and the junkyards between Ralph David Abernathy Boulevard and Wells Street.

V-11 The huge new gas station on Ralph David Abernathy Boulevard at Humphries Street is completely incompatible with the surrounding neighborhood. Enact development regulations to prevent further similar development.

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 2026 with extensive community engagement including legacy residents, young people, and stakeholders.

V-13 Flooding continues to be a serious problem in Peoplestown. A principal City solution has been the acquisition of all of the residential properties bounded by Ormond Street, Atlanta Avenue, Greenfield Street, and Connally Drive

for the creation of a stormwater park. This caused huge negative community impacts including displacement and stress for long-term residents who were pressured to sell their properties. The design now being prepared for the park should be based on community input and support and should not burden the Peoplestown neighborhood with storing all of the stormwater generated by the upstream areas. Implement community -based distributed flooding solutions that do not burden the Peoplestown neighborhood with handling all of the stormwater generated by the surrounding upstream neighborhoods.

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 The segment of the Beltline within Peoplestown is well under construction with completion scheduled for 2026. Ensure that the completed project is fully accessible to the neighborhood and that related development opportunities and initiatives address community concerns about displacement and community-based economic development.

V-18 The large number of new residential units recently completed and 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 Ensure that all of the City of Atlanta owned land bounded by Haygood, Hank Aaron, Weyman Avenue, and Crew Street is utilized for Four Corners Park and the McDevitt Center. Consider acquiring the vacant McGruders store property so that the entire block serves as a park.

V-20 Some improvements are finally scheduled for Four Corners Park but the park remains in substantial need of improvements to service the growing population around it. Allocate funding for and prioritize improvements to Four Corners Park.

V-21 The former industrial area west of Hank Aaron, north of University Avenue, east of Pollard Road, and southwest of Ridge Avenue remain in need of comprehensive redevelopment. Encourage the balanced community-based mixed-use redevelopment of the area that also provides local job opportunities.

Mechanicsville

V-22 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-23 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) likely along Ralph David Abernathy Boulevard.

V-24 People are parking in bicycle lanes which prevents them from being used. Protect residents' access to unobstructed bicycle lanes in residential and business areas.

V-25 Need to follow *Stadium Neighborhoods LCI Study* recommendations for Mechanicsville. Implement the *Stadium Neighborhoods LCI* recommendations for Mechanicsville.

V-26 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.

V-27 Speeding is a serious problem on many neighborhood streets. Implement new street designs that promote community and public safety.

V-28 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.

V-29 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.

V-30 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.

V-31 The vacant parking lots between Central Avenue and the Connector need to be redeveloped with medium to high density mixed-use development. Some of these lots are still designated as single-family on the city land use map which is not at all appropriate. Adopt development regulations to achieve the appropriate redevelopment of the area.

Capitol Gateway

V-32 The three large empty lots bounded by Memorial Drive, Woodward Avenue, King Street, and Fraser Street are just steps from the Capitol and lower downtown and should be redeveloped with medium to high-density residential with ground floor retail/neighborhood uses.

NPU-V-Wide Policies

Transportation

V-33 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 a least one-side of every street in NPU-V before the next CDP update.

V-34 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 five traffic calming locations within each NPU-V neighborhood before the next CDP update.

V-35 Rail has been an integral component of the Beltline since it was first envisioned. Properties along the Beltline have been dramatically upzoned 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 the earliest possible date. Ensure seamless connectivity between the BRT station under construction and a Beltline rail station at Hank Aaron Drive.

V-36 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-37 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-38 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-39 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-40 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-41 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-42 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 25 or more residential units must complete a traffic study prior to NPU-V review.

V-43 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.

V-44 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-45 Parking requirements add a lot to development costs and discourage a truly walkable environment. Support reduced parking minimum requirements especially near transit.

Stormwater

V-46 Flooding and polluted runoff remain a significant problem in many areas of NPU-V. Implement aggressive green stormwater solutions throughout NPU-V.

NPU-W

Benteen Park | Boulevard Heights | Custer/McDonough/Guice East Atlanta | Grant Park | Oakland | Ormewood Park State Facility | Woodland Hills

NPU-M Policies

W-1 Preserve the single-family and low-density character of the Ormewood Park, East Atlanta, Woodland Hills, Custer Avenue, McDonough, Guice, Benteen, Boulevard Heights, and Grant Park neighborhoods.

W-2 Preserve the historic integrity of the Grant Park neighborhood and the Oakland Cemetery Historic District. Recognize the new State of Georgia historic district designation of the East Atlanta community.

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 Martin Luther King Jr. Middle School.

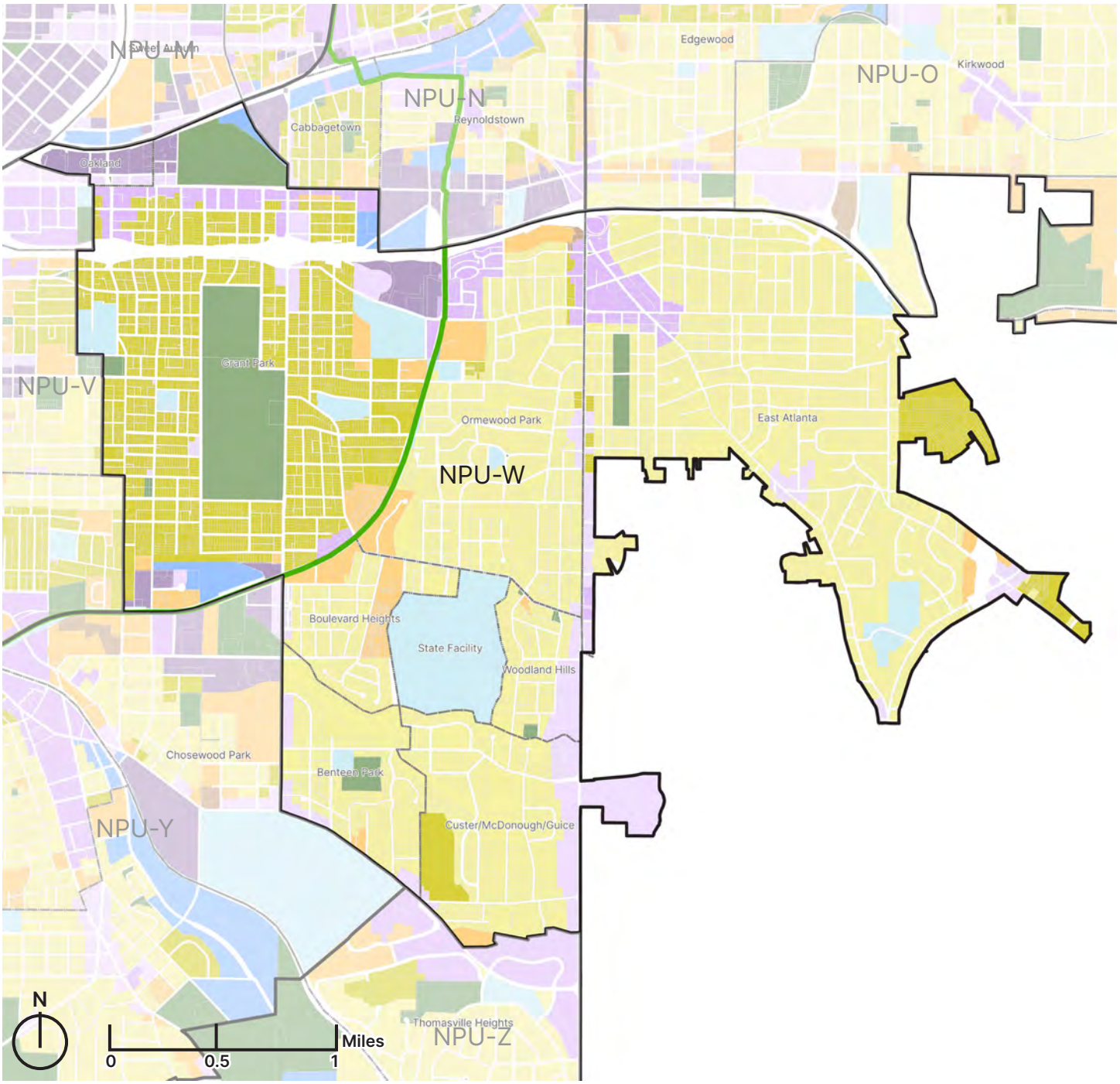
W-4 Encourage mixed-use development along the Moreland Avenue and Memorial Drive corridors, consistent with the vision and recommendations put forward by the *South Moreland LCI Master Plan*, the *Imagine Memorial Master Plan,* and the *East Atlanta Village Study.* Consolidate strip commercial uses in order to create a unified development pattern having a minimum number of curb cuts and turn lanes. Encourage transition of parcels along Moreland Avenue from nonconforming uses to conforming ones with redevelopment (e.g. abolish drive-thrus).

W-5 Support the redevelopment of Hulsey Yards located within the Reynoldstown and Cabbagetown neighborhoods, per the community master plan adopted by NPU-N.

W-6 Support and promote the continued commercial revitalization efforts for the East Atlanta business district.

NPU-W Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



W-7 Encourage and foster the revitalization of NPU-W by annually reviewing the City's NPU-W 5-year Land Use Map.

W-8 Promote the redevelopment of 800 Glenwood and nearby parcels as follows:

- Eliminate surface parking.
- Improve bike/pedestrian connection to the Beltline and the neighborhood north of I-20 (e.g. bridge across I-20 in the vicinity of Pearl Street).
- Better vehicle connection to Boulevard, Glenwood Avenue, and I-20.
- Restrict vehicle entrance/exit from 800 Glenwood Avenue to and from Bill Kennedy Way.
- Reaffirm support for the land uses conveyed in the *Atlanta Beltline Subarea 4 Master Plan* and encourage transition from non-conforming uses to conforming ones with redevelopment (e.g. abolish drive-thrus).

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.

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 greenspace. Redevelopment of adjacent land should prioritize new affordable housing. Preservation priority should also apply to the Ripplewater Creek floodplain south of Brownwood Park. Prioritize development of pedestrian crossings under Moreland Avenue along Intrenchment Creek.

W-11 Support a restriction on the siting of impound lots, landfills, municipal trash transfer stations, public storage facilities, and other similar facilities in NPU-W.

W-12 Promote the inclusion of affordable housing for the 60% AMI and 30% AMI household income levels within multifamily developments as part of an NPU-W-wide mixed-income housing strategy.

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 feet 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.

W-14 Reaffirm support for mass transit along the Atlanta Beltline.

NPU-X

Capitol View | Capitol View Manor | Hammond Park Perkerson | Sylvan Hills

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.

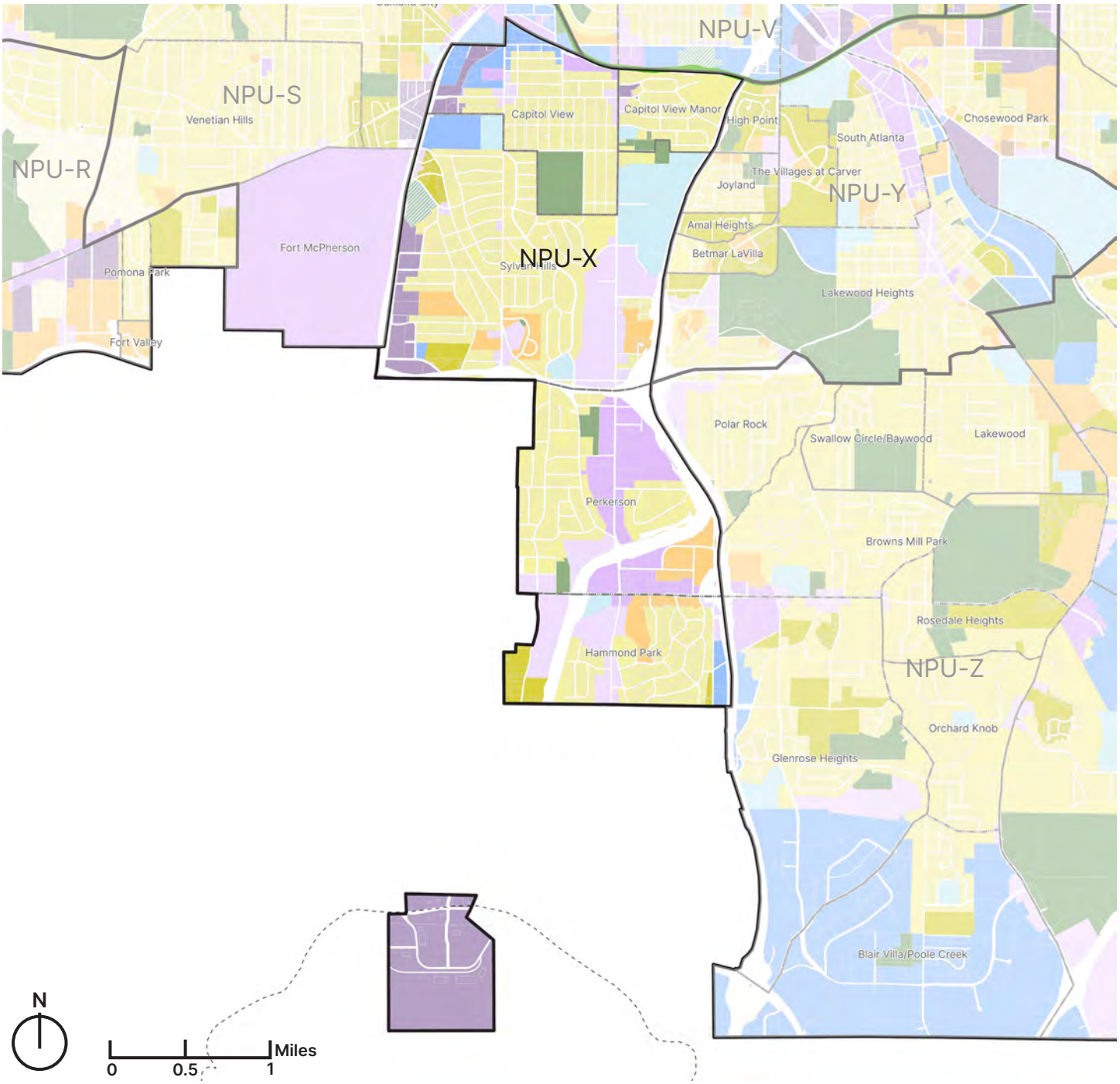
X-7 Encourage the support of Perkerson Park.

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 Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



NPU-Y

Amal Heights | Betmar LaVilla | Chosewood Park
Englewood Manor | High Point | Joyland | Lakewood Heights
South Atlanta | The Villages at Carver

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 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

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.

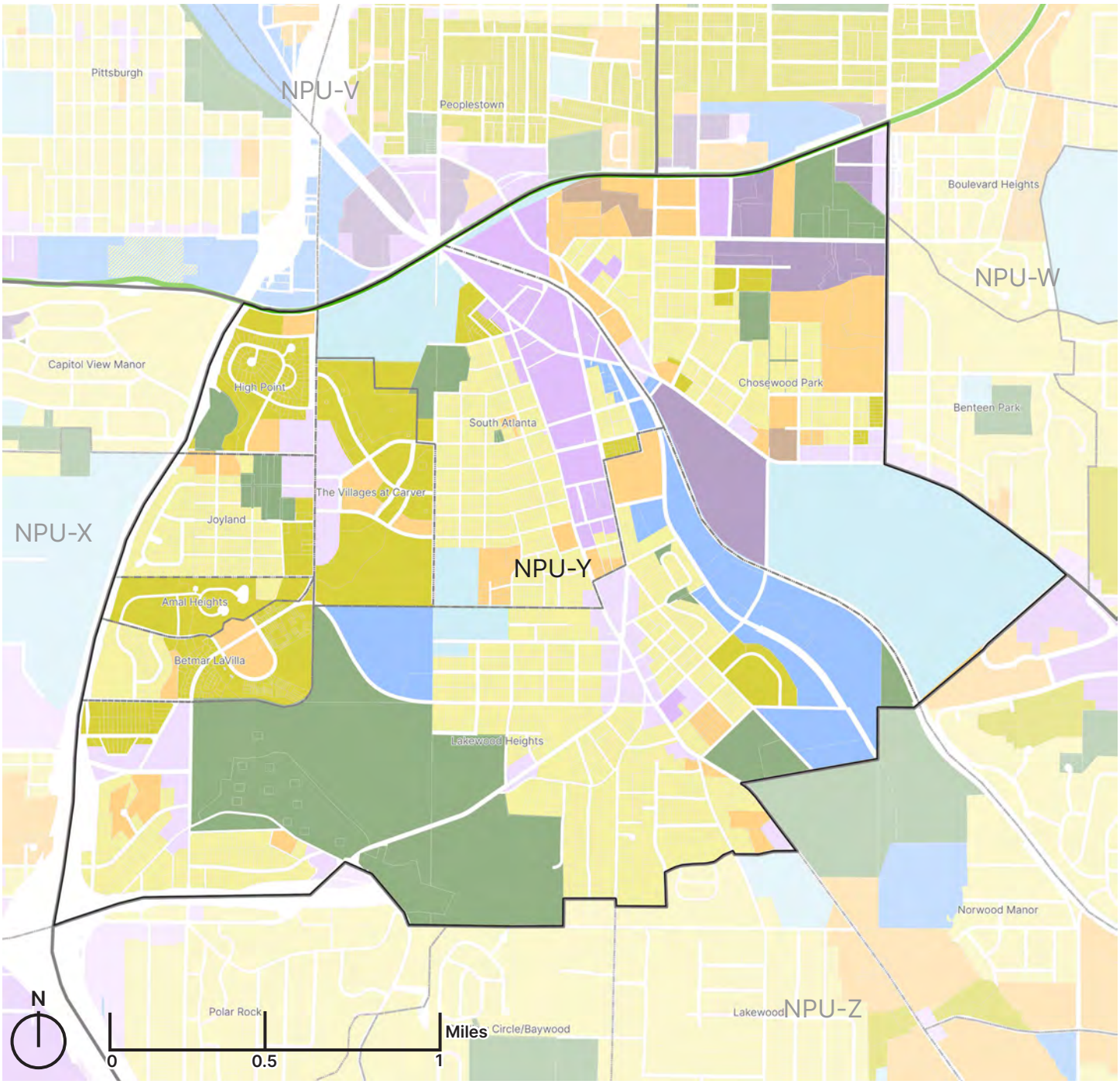
Chosewood Park

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.

NPU-Y Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



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-11 Encourage all new multifamily developments to have a minimum of 20% "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.

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 Subarea 3 Master Plan*.

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.

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.

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.

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.

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.

High Point

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.

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.

Y-22 Promote commercial and mixed-use development node along Pryor Road to include development of low and medium density housing.

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.

Y-23 Create connectivity between the Atlanta Beltline Southside Trail and Arthur Langford, Jr. Park.

Y-24 Encourage the ongoing maintenance of public and private greenspaces and parks to include Arthur Langford, Jr. Park and the McDaniel Wetlands.

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.

Y-26 To improve educational outcomes for our children, encourage development that embraces equity and inclusion, and yields positive experiences outside of the classroom.

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 Ease the flow of traffic by widening roads or restricting street parking on narrow streets.

Y-30 Support revitalization of youth activities for Arthur Langford, Jr. Park.

Y-31 Ease the flow of traffic by widening roads or restricting street parking on narrow 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 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.

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.

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.).

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.

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.

Y-37 Urge developers to be sensitive to our old growth tree canopy, above and beyond what is presently required by the City.

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 four-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.

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NPU-Z

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 Thomasville Heights

NPU-Z Policies

Z-1 Preservation of Residential Zoning with Strategic Mixed-Use Development

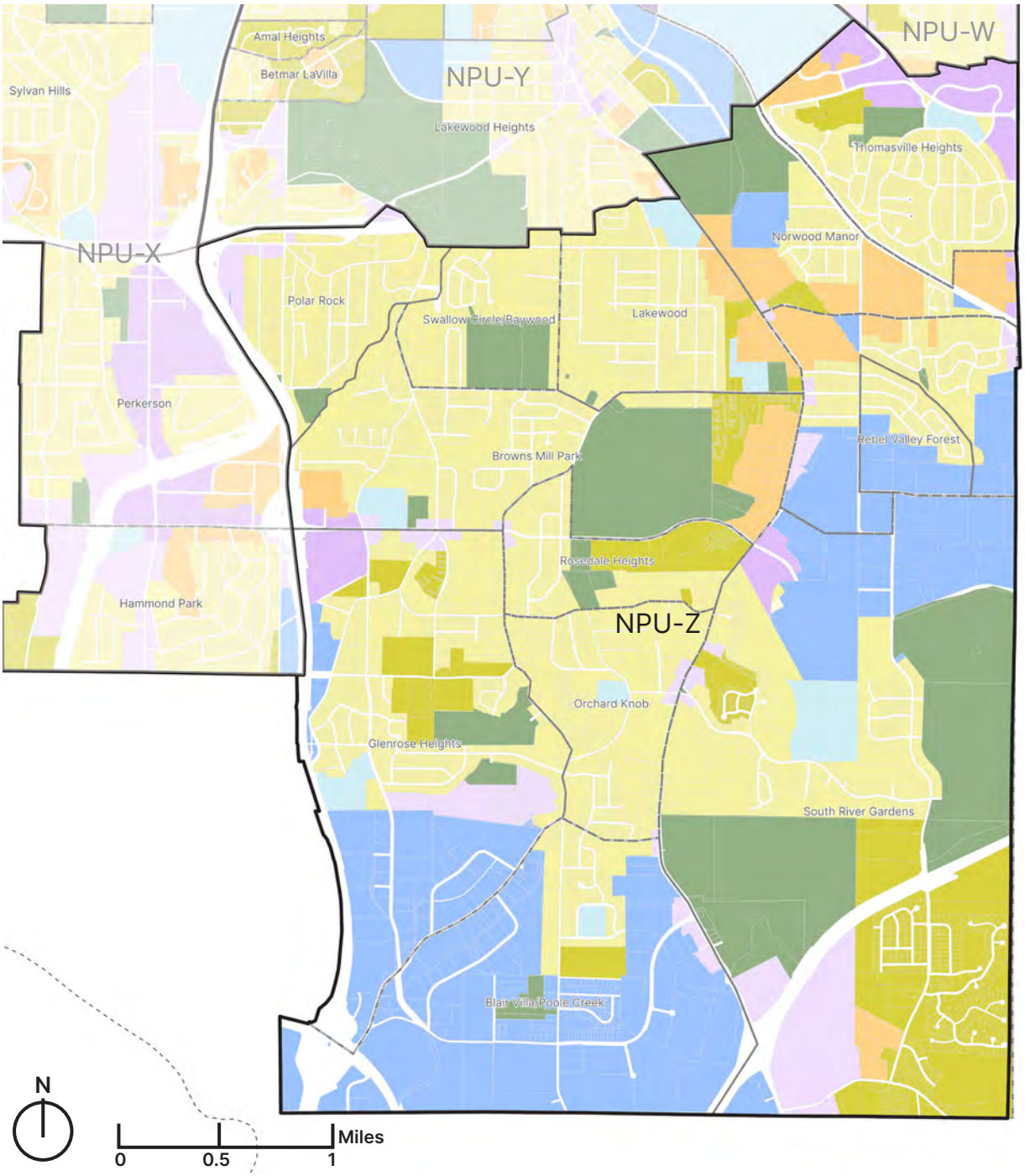
- 1.1 The NPU shall uphold existing residential zoning designations to maintain neighborhood integrity and prevent displacement of long-term residents.
- 1.2 The NPU shall encourage Strategic mixed-use development shall be permitted in designated corridors that support increased walkability, economic activity, and accessibility to essential services.
- 1.3 The selection of mixed-use development corridors shall be based on data-driven criteria, including proximity to transit hubs, commercial centers, and community infrastructure.
- 1.4 Developers proposing mixed-use projects must submit a community impact assessment demonstrating how the project will complement surrounding residential areas and provide tangible benefits such as job creation, public amenities, or enhanced connectivity.
- 1.5 Support and encourage the redevelopment of neighborhood commercial businesses along the Jonesboro Road corridor from Macedonia drive down to 285. At the former Waffle House site on Browns Mill Road. At empty sites along Southside industrial Boulevard. The Atlanta side of Gilbert Road.

Z-2 Transit-Oriented Development (TOD) to Support BRT and ART Expansion

- 2.1 The NPU shall prioritize zoning policies that encourage transit-oriented development (TOD) along major transportation corridors, including but not limited to Cleveland Avenue.
- 2.2 TOD projects must be designed to:
    - Enhance accessibility to Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) infrastructure.
    - Support pedestrian-friendly streetscapes, including widened sidewalks, lighting, and bike lanes.
    - Reduce reliance on personal vehicles by integrating multi-modal transportation options.

NPU-Z Development Patterns Map

- Large Lot Single-Family
- Medium Lot Single-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Flex
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Industrial Flex
- Industrial
- Open Space
- Community
- Atlanta Beltline
- Chattahoochee River



- 2.3 Parking requirements for TOD developments shall be adjusted to reflect increased transit accessibility, with incentives for shared parking structures and alternative mobility solutions.
- 2.4 All TOD proposals must include a transportation impact analysis demonstrating how the development will integrate with existing and planned public transit investments.

Z-3 Historic Neighborhood Preservation and Infill Development

- 3.1 The NPU shall uphold existing residential zoning designations to maintain neighborhood integrity and prevent displacement of long-term residents.
- 3.2 Any infill development within historic districts must adhere to design guidelines that ensure compatibility with the scale, materials, and aesthetic character of existing structures.
- 3.3 Historic preservation incentives, such as tax credits and grants, shall be promoted to encourage property owners to maintain and restore historic buildings rather than demolishing them for redevelopment.
- 3.4 Proposed zoning changes or variances in historic districts shall require community input and a historical impact assessment to evaluate potential effects on neighborhood character.
- 3.5 Rezone areas south of Blair villa to mixed-use (Gilbert homes sites) residential as they are currently zoned industrial. In order to prevent environmental hazards and ensure quality of life.
- 3.6 Encourage the redevelopment of the Atlanta Housing (former Gilbert Gardens and Gilbert Gardens Annex) 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.
- 3.7 Prevent new specially permitted heavy industrial uses that produce or process hazardous waste such as concrete and cement plants.
- 3.8 Encourage all businesses or require all existing and new businesses within the industrial area to have signage at their entrances and exits for big trucks-signage telling them which way they need to turn in order to get back to the main road without coming into the residential area.
- 3.9 Work with industrial property owners and City of Atlanta to establish I-Mix Districts in areas along Southside Industrial Boulevard to allow for the light industrial jobs and appropriate neighborhood retail.

- 3.10 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).

Z-4 Residential and Corridor Development Guidelines

- 4.1 The NPU shall maintain zoning protections for single-family residential neighborhoods while allowing for higher-density housing along designated primary thoroughfares, such as Jonesboro Road.
- 4.2 High-density residential development shall be concentrated in transit-accessible locations and designed to complement existing residential communities through:
    - Height and density limits that transition smoothly between single-family and multifamily zones.
    - Architectural design standards that reflect neighborhood character.
    - Requirements for greenspace, sidewalks, and public amenities to support increased density.
- 4.3 Developers seeking to rezone parcels for high-density housing must submit a community impact statement addressing traffic, infrastructure capacity, and affordable housing contributions.

Z-5 Affordable Housing and Sustainability Goals

- 5.1 All zoning and land use decisions within the NPU shall align with citywide goals for affordable housing, environmental sustainability, and equitable development.
- 5.2 The NPU shall support zoning policies that:
    - Increase the supply of workforce and affordable housing through inclusionary zoning and density incentives.
    - Encourage energy-efficient and environmentally sustainable construction practices.
    - Promote green infrastructure, including permeable pavement, rainwater harvesting, and urban tree canopies, in new developments.

- 5.3 Large-scale residential and commercial developments must submit a sustainability plan outlining how the project will incorporate renewable energy sources, water conservation measures, and waste reduction strategies.
- 5.4 The NPU shall advocate for policies that integrate affordable housing with transit and employment centers to reduce commute times and enhance economic opportunities for residents.
- 5.5 The NPU shall support community-owned real estate to prevent displacement and promote affordable business spaces such as community land trusts.

Z-6 Affordable Housing and Sustainability Goals

- 6.1 Develop housing affordability buffer within a 2-3 mile radius in order to encompass all existing and or new housing that surrounds a proposed trail. The intent is to capture and freeze a percentage of the homes in order to ensure preservation of long-term affordability that may be impacted by property increases due to trail development.
- 6.2 Encourage all businesses within NPU-Z to adopt and maintain a perimeter beautification and cleanliness plan.
- 6.3 Encourage appropriate visual screening for the heavy industrial operations along Empire Boulevard, Zip Industrial, Hamilton Boulevard, Browns Mill Road, and Southside Industrial. The screenings must also include tree barriers with perimeter beautification that will help reduce potential airborne particulates related to activities. Recommended natural screens include:
    - American Arborvitae, American Holly, Concolor Fir, and Douglas Fir

Z-7 Promotion of Diverse Housing Options

- 7.1 The NPU shall maintain and expand zoning regulations that allow for the development of single-family homes, multifamily residences, and accessory dwelling units (ADUs) to provide a diverse range of housing options suitable for various income levels and household sizes.
- 7.2 The NPU shall advocate for policies and zoning amendments that support mixed-income developments and equitable housing access, including density bonuses and other incentives to encourage the integration of affordable housing within new residential and mixed-use projects.
- 7.3 All proposed developments shall be reviewed for their alignment with community character, infrastructure capacity, and long-term sustainability goals to ensure balanced growth.
- 7.4 The NPU shall incorporate gentle density measures which permit zoning for missing middle housing types to include duplex, fourplex, cottage courts, multiplex, and other housing typologies which fit between single-family and multifamily zoning.

Z-8 Affordable and Workforce Housing Expansion

- 8.1 The NPU shall support the implementation of inclusionary zoning policies that require or incentivize developers to allocate a percentage of units in new developments as affordable or workforce housing.
- 8.2 Tax incentives, grants, and low-interest loan programs shall be promoted to encourage the development of housing options accessible to low- and moderate-income residents.
- 8.3 The NPU shall collaborate with developers, nonprofit organizations, and housing agencies to prioritize the inclusion of affordable housing in new and existing developments.8.4 Any new zoning requests or variances for large-scale residential developments shall be evaluated based on their contributions to the local affordable housing supply and their alignment with city and regional housing affordability goals.

Z-9 Affordable and Workforce Housing Expansion

- 9.1 All short-term rental operators within the NPU must obtain and maintain the necessary licenses and comply with city and state regulations governing short-term rental properties.
- 9.2 The NPU shall support policies that limit the density of short-term rentals within residentially zoned neighborhoods to prevent displacement of long-term residents and ensure housing stability.
- 9.3 Short-term rental operators shall be required to adhere to noise, safety, and occupancy regulations to mitigate adverse impacts on neighboring properties.
- 9.4 Violations of short-term rental regulations, including failure to obtain proper licensing or repeated complaints from residents, may result in enforcement actions, including fines, suspension of rental permits, or revocation of operating licenses.

Z-10 Affordable and Workforce Housing Expansion

- 10.1 The NPU shall support and promote rehabilitation programs aimed at restoring and repurposing vacant and abandoned properties to provide additional housing opportunities and enhance neighborhood stability.
- 10.2 The NPU shall advocate for policies that expedite code enforcement and establish financial or legal incentives for property owners to bring neglected properties into compliance.
- 10.3 Public-private partnerships shall be pursued to facilitate the acquisition, redevelopment, and reactivation of underutilized properties, prioritizing projects that contribute to community revitalization and housing affordability.
- 10.4 The NPU shall encourage adaptive reuse of existing structures where feasible, preserving historic and architecturally significant buildings while meeting modern housing and economic development needs.

Z-11 Long-Term Maintenance Requirements for Multifamily Developments

- 11.1 As part of the NPU-Z review process, all proposed new multifamily developments must demonstrate a long-term maintenance and sustainability plan to ensure the longevity and habitability of housing stock. Developers shall submit the following:
    1. **Blueprints & Building Plans:** A complete set of architectural blueprints and construction plans must be submitted for review and retained on file for future reference.
    2. **Estimated Maintenance & Replacement Costs:** A detailed cost analysis outlining anticipated expenditures over a 50-year period, including structural, mechanical, electrical, plumbing, roofing, and common area maintenance.
    3. **Scheduled Maintenance Plan:** A comprehensive schedule detailing expected maintenance intervals, inspections, and required actions to uphold building safety and sustainability.
    4. **Funding Strategy:** A financial plan outlining how ongoing maintenance costs will be covered, whether through reserve funds, association fees, or other dedicated funding mechanisms.
    5. **Inclusion in Ownership Documents:** For developments with ownership structures such as condominiums and townhomes, maintenance schedules, cost projections, and building plans must be included as an exhibit in the Covenants, Conditions and Restrictions (CC&Rs) provided to all unit owners.

Failure to provide these documents may result in a recommendation of denial for zoning changes, variances, or other approvals requiring NPU input.

Z-12 Pedestrian and Bicycle-Friendly Infrastructure

- 12.1 The NPU shall require the development of pedestrian and bike-friendly infrastructure in all new residential, commercial, and mixed-use developments, including:
    - The construction of sidewalks with a minimum width of **5 feet** along all streets, unless otherwise determined by the NPU for specific context or neighborhood needs.
    - The inclusion of **protected** bike lanes or shared-use paths on all major streets, ensuring safe and convenient access to transit, businesses, and recreational areas.
- 12.2 In areas where pedestrian or bicycle infrastructure is lacking, the NPU shall prioritize the installation of new sidewalks, trails, and crossings to connect neighborhoods to key destinations, including schools, parks, and shopping centers.
- 12.3 All zoning proposals and development plans shall include a pedestrian and protected bicycle connectivity analysis, demonstrating how the project supports the city's goal for walkability and bikeability.
- 12.4 Developers proposing projects adjacent to existing or planned transit stations or corridors must incorporate multimodal transportation options that prioritize safe pedestrian and bike routes to the station.
- 12.5 Encourage the creation of a continuous sidewalk along the following corridors:
    - Browns Mill Road to Central Avenue
    - Jonesboro Road to I-285
    - Springside Drive from Browns Mill Road to Jonesboro Road
    - Springside Drive to the back parking lot of Rosel Fann Recreation Center

Z-13 Public Transportation Accessibility and Reliability

- 13.1 The NPU shall support zoning and development policies that enhance accessibility to existing and planned public transportation routes, including but not limited to Bus Rapid Transit (BRT), Arterial Rapid Transit (ART), and MARTA transit stations.
- 13.2 All new residential and commercial developments located within ½ mile of a transit station shall be required to provide or facilitate improved transit access, including bus shelters, bike racks, and pedestrian crossings.

- 13.3 The NPU shall advocate for the expansion of transit routes and service hours in underserved areas to ensure equitable transportation access for all residents, particularly in low-income and transit-dependent neighborhoods.
- 13.4 The NPU shall work with MARTA, other transit agencies, and city departments to ensure that transit service is reliable, timely, and adequately meets the needs of the population, with a focus on improving frequency and reducing wait times during peak hours.

Z-14 Stormwater and Sewer System Upgrades

- 14.1 The NPU shall require all new developments and major renovations to submit a comprehensive stormwater management plan, in compliance with local and regional standards, to mitigate the risk of flooding and water pollution.
- 14.2 The NPU shall advocate for the upgrading and expansion of stormwater and sewer systems to accommodate population growth, ensuring adequate capacity for new developments and long-term sustainability.
- 14.3 Developers seeking zoning changes or variances for large-scale residential, commercial, or mixed-use projects must demonstrate how their development will contribute to stormwater management and sewer system capacity, including implementing green infrastructure solutions such as permeable surfaces, rain gardens, and bioswales.
- 14.4 The NPU shall support the use of low-impact development (LID) practices in new developments to improve water quality and reduce runoff, including the integration of rainwater harvesting systems, green roofs, and underground detention systems.
- 14.5 Whenever possible the NPU shall advocate for improved stormwater management systems, including permeable pavement, rain gardens, and enhanced drainage to prevent flooding.

Z-15 Expansion of Green Spaces and Park Amenities

- 15.1 The NPU shall require all new residential and mixed-use developments to provide accessible greenspace at a rate of **at least 10% of the development's total area** for parks, playgrounds, and recreational areas.
- 15.2 In neighborhoods lacking adequate greenspace, the NPU shall advocate for the acquisition of land to create new parks or enhance existing public spaces, prioritizing underserved areas with limited access to recreational amenities.
- 15.3 The NPU shall support funding and development efforts aimed at expanding and improving parks and recreational facilities, including the addition of amenities such as sports fields, walking trails, community gardens, and water features.
- 15.4 The NPU shall work with the city to implement a comprehensive park maintenance and improvement plan to ensure that parks are safe, well-maintained, and accessible to all residents.
- 15.5 Encourage the creation of a park along Springside Drive, "Rose Orchard Park."

Z-16 Expansion of Green Spaces and Park Amenities

- 16.1 The NPU shall require the implementation of traffic calming measures, such as speed bumps, roundabouts, and curb extensions, on residential streets and high-traffic corridors where traffic speeds or safety concerns are present.
- 16.2 All zoning applications for developments that will increase traffic volume or density shall include a traffic impact study, identifying potential congestion issues and proposing mitigation strategies, including the use of traffic calming measures.
- 16.3 The NPU shall advocate for regular road maintenance and upgrades to support increasing traffic and prevent road degradation, with a focus on arterial roads, intersections, and high-density residential areas.
- 16.4 The NPU shall collaborate with the city to establish a road resurfacing and maintenance schedule, prioritizing streets with the most significant deterioration and those in need of upgrades to accommodate population growth.
- 16.5 Any proposed roadway modifications, including new street connections or redesigns, shall be subject to a community review process to ensure that changes align with the NPU's goals for pedestrian safety, neighborhood integrity, and traffic flow.

- 16.6 Encourage the development of neighborhood traffic plans to reduce 18 wheeler cut through traffic and promote neighborhood quality of life.
- 16.7 Work with ATLDOT for long term traffic plans to reduce 18 wheeler cut through traffic to protect residential streets.
- 16.8 Implement traffic calming plans along Humphries Drive, Browns Mill Road, Ruby Harper Boulevard, Macedonia Road, Level Ridge Road.

Z-17 Small Businesses and Local Economic Development

- 17.1 The NPU shall prioritize policies and initiatives that support small businesses and local economic growth, including:
    - Providing incentives for the development of small local businesses (1-10 employees, and under $5 Million dollars in annual revenue) through grants, tax credits, and low-interest loans.
    - Ensuring zoning policies accommodate small businesses, including space for retail, service-oriented businesses, and mixed-use developments.
    - Collaborating with local chambers of commerce, business associations, and economic development organizations to identify opportunities for business retention and expansion.
- 17.2 The NPU shall encourage the development of neighborhood level cooperative business models which meet local needs and hire from the community.
- 17.3 The NPU shall support small business incubators and co-working spaces to foster entrepreneurship and job creation within the community, ensuring that such spaces are affordable and accessible to underserved populations.
- 17.4 The NPU shall actively advocate for the creation and preservation of local job opportunities, particularly in industries that align with the community's needs and economic strengths.
- 17.5 The NPU shall support tax credits or incentives for residents to purchase from locally owned businesses.
- 17.6 The NPU shall prohibit the development of data centers within its boundaries to prevent excessive energy consumption, strain on local infrastructure, and environmental degradation.

Z-18 Commercial Development Guidelines

- 18.1 The NPU shall prioritize the attraction of commercial developments that are compatible with the community's character and existing land use. Commercial developments must:
    - Align with the NPU's zoning and aesthetic guidelines, ensuring they reflect the community's identity, scale, and architectural integrity.
    - Contribute to the local economy by providing diverse employment opportunities, generating tax revenue, and serving the needs of residents.
    - Include mixed-use elements, where appropriate, to provide residential, retail, and office space in a way that supports walkability and reduces dependence on automobiles.
- 18.2 Developers proposing commercial projects must submit a community impact statement to demonstrate how their project will contribute to the community's economic and social wellbeing, as well as how it will address issues such as traffic, parking, and environmental impact.
- 18.3 The NPU shall support policies that encourage green building practices and sustainable development in commercial projects, including the use of energy-efficient materials, renewable energy sources, and waste-reduction measures.
- 18.4 The NPU will not prioritize the development of retail that includes strip malls, big box stores, national chain convenience stores, drive-thru-only businesses, or businesses that primarily generate high levels of vehicular traffic without pedestrian-friendly infrastructure.
- 18.5 The NPU shall prioritize and focus on fostering locally owned businesses, mixed-use developments, small-scale retail, cooperatively owned enterprises, cultural and artisanal markets, and businesses that contribute to walkable, vibrant, and community-centered commercial corridors.

Z-19 Public Safety Measures

- 19.1 The NPU shall advocate for increased investment in public safety infrastructure, including:
    - Enhanced street lighting in high-traffic and residential areas to improve safety and visibility.
    - The installation of security cameras to monitor public spaces and deter crime.

        - The expansion of neighborhood watch programs, particularly in areas with higher rates of crime or safety concerns.
- 19.2 NPU-Z shall support and promote youth programming to provide safe, structured, and engaging activities that offer positive alternatives to crime and violence.
- 19.3 NPU-Z shall foster mentorship opportunities, and equip young people with essential life skills. Programs should include:
    - Job training and apprenticeship opportunities.
    - Recreational and arts-based initiatives that promote creativity and leadership.
    - Conflict resolution and community-building workshops.
    - Late-night youth engagement programs to provide safe spaces during high-risk hours.
- 19.4 The NPU shall work closely with local law enforcement agencies to increase the presence of officers in neighborhoods with heightened safety concerns. This may include:
    - Regular patrols in business districts, parks, and residential areas.
    - Community policing efforts to build trust between law enforcement and residents, with a focus on proactive engagement and crime prevention.
- 19.5 The NPU shall support policies and initiatives that promote the safety and wellbeing of residents, including programs that reduce crime, address substance abuse, and provide mental health resources.
- 19.6 Developers of new residential or mixed-use projects must include plans for community safety that align with NPU priorities, including lighting, emergency access routes, and design strategies that deter criminal activity.

Z-20 Community Resilience and Emergency Response Planning

- 20.1 The NPU shall develop and maintain a Neighborhood Emergency Resource Hub equipped with first aid kits, backup power, water purification systems, and emergency supplies.
- 20.2 The NPU shall establish a Community Resilience and Preparedness Task Force to lead local emergency planning, response coordination, and education efforts.
- 20.3 The NPU shall implement neighborhood-level emergency preparedness plans to ensure every section of the NPU has designated contacts for disaster response coordination.
- 20.4 The NPU shall advocate for localized evacuation plans and transportation assistance for vulnerable populations, including seniors, people with disabilities, and low-income residents.
- 20.5 The NPU shall push for the undergrounding of power lines in areas prone to outages to increase grid resilience.
- 20.6 The NPU shall maintain urban tree canopy initiatives to reduce heat island effects, improve air quality, and strengthen storm resilience.
- 20.7 The NPU shall promote the use of green roofs and community solar programs to enhance energy independence and climate adaptation.
- 20.8 The NPU shall establish cooling and resilience centers in libraries, community centers, and faith-based institutions for extreme heat events.
- 20.9 The NPU shall encourage low-income weatherization assistance programs to reduce energy costs and improve home resilience.
- 20.10 The NPU shall advocate for direct access to disaster recovery funds for renters, small businesses, and homeowners in historically disinvested areas.
- 20.11 The NPU shall support local food security initiatives, including community gardens, urban farms, and food co-ops, to strengthen food resilience.
- 20.12 The NPU shall incentivize the development of solar microgrids and battery storage systems for community resilience centers and essential service providers.
- 20.13 The NPU shall encourage the installation of electric vehicle (EV) charging infrastructure to support sustainable transportation.
- 20.14 The NPU shall support local food security initiatives, including community gardens, urban farms, and food co-ops, to strengthen food resilience.

Z-21 Additional Policies

- 21.1 Senior citizens services: Preserve and enhance the services offered to the community by Meals on Wheels Atlanta through out NPU-Z.
- 21.2 Encourage the placement of historical markers and neighborhood identification signage to raise public awareness of NPU-Z communities and their history.
- 21.3 Provide landscaped or architectural buffers between diverse land uses in order to minimize impacts on residential areas.
- 21.4 Discourage the approval of any new service stations within other areas of the NPU.
- 21.5 Encourage the development of businesses that support increased food access through community supported agriculture, farmers' markets, or other retail opportunities.
- 21.6 Foster aging in place through design and policy recommendations across the NPU.
- 21.7 Promote home rehabilitation programs and alternative energy sources to mitigate the cost of living for current homeowners.
- 21.8 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.
- 21.9 The NPU shall ensure that community members are actively involved in the development planning process by requiring public hearings, forums, and meetings for all major development proposals and zoning changes.
- 21.10 Developers and applicants seeking zoning changes or variances must engage with the community early in the planning process by holding at least one community meeting to solicit input and address concerns. Documentation of community feedback must be submitted as part of the formal application process.
- 21.11 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.
- 21.12 Abolish grandfathered liquor licenses and SAPs of business owners that have violated City codes and laws.
- 21.13 Encourage the creation of a senior center within NPU-Z.

- 21.14 Upon expiration of their use as Atlanta Public Schools educational facilities require Atlanta Public Schools to work with the NPU to support any adaptive reuse of the former school sites and ensure preservation of the historically significant components of the structures.
- 21.15 Minimize any over-concentration of low-income rental housing units throughout NPU-Z by requiring that multiple units with the same parent company owner be rented at various AMI up to market rate. Over concentration will be considered more than 49% of any street or neighborhood.
- 21.16 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/ or in the community.

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End of Plan A
Appendix 1

Department of
CITY PLANNING

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CITY PLANNING

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July
2025

Plan A: Appendix 2
Required Elements for Implementation

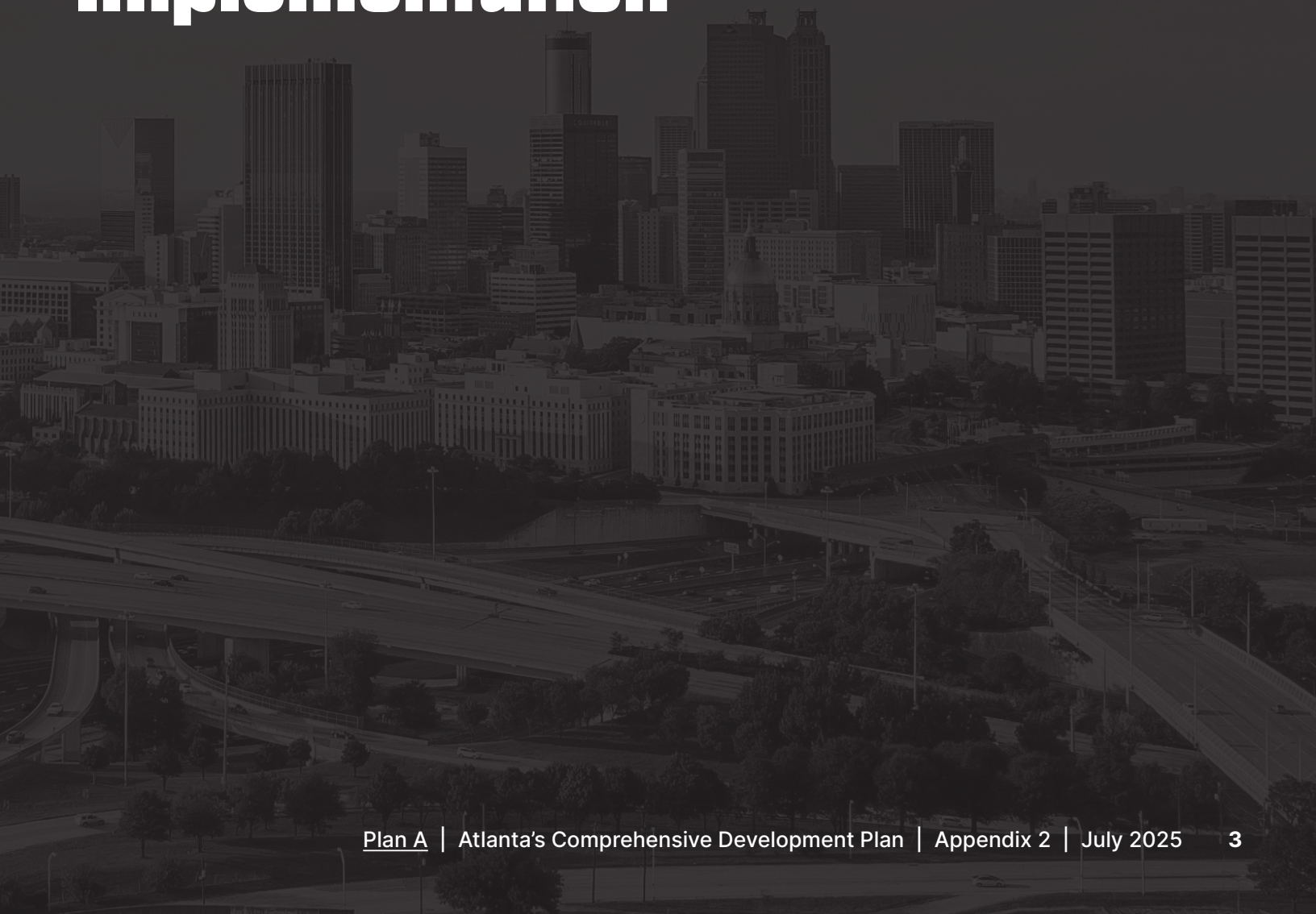
FINAL DRAFT

PLAN A

DELTA
1-800-411-PAIN

Appendix 2

Required Elements for Implementation



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What's Inside

This Appendix of Plan A includes the following:

1. **Report of Accomplishments of the Community Work Program for 2021-2025** (starts on page 9)
2. **Community Work Program (CWP**) for 2026–2030 (starts on page 37)
3. **Capital Improvements Element (CIE)** for 2025–2029 (starts on page 57)
4. **Archived List of Long-Term Actions** (starts on page 95)

Required Elements for Implementation

This appendix includes three required elements consisting of lists that summarize actions taken by the City and its partners to implement the Comprehensive Development Plan.

- 2025 Report of Accomplishments of the Community Work Program for 2021-2026
- Community Work Program (CWP) for 2026–2030
- Capital Improvements Element (CIE) for 2025–2029

The Report of Accomplishments provides a status of 165 actions listed in the Community Work Program for 2021-2026, included in the previous version of Plan A. Actions that are Active or will be between 2026 and 2030 are carried over to the Community Work Program for 2026-2030 and are incorporated with new actions proposed during this comprehensive planning process. These new actions are identified in the preceding elements.

The Community Work Program for 2026-2030 has nearly 100 proposed actions.

Also in this appendix is The Archive List of Long-Term Actions for approximately 2,200 actions, including 580 actions proposed by the NPUs (Neighborhood Planning Units), which were listed as Active in the 2016 Comprehensive Development Plan Community Work Program for 2016-2021 and then listed as Long-Term in the Community Work Program for 2021-2026. The Archive List of Long-Term Actions also includes 5 projects reported Active in 2021 Community Work Program and 35 projects listed in the CIE for 2025–2029. The status of programs and projects in The Archive List of Long-Term Actions is considered postponed per Georgia's Minimum Standards for Comprehensive Planning section 110-12-1-.04(2)(b) and are no longer reported in the Comprehensive Development Plan moving forward. The Archive List of Long-Term Actions is a reference for the City of Atlanta and its neighborhoods, NPUs, and implementing partners when undertaking future small area planning or other efforts.

Development impact fees are fees imposed by municipalities as a condition of development approval to offset the costs of additional public services for new growth and development. The City of Atlanta has used impact fees to improve four systems: Transportation, Police, Fire, and Parks. Impact fees can only be expended on system improvement projects that are listed in the Capital Improvements Element (CIE). The CIE must be approved by the Atlanta Regional Commission (ARC) and the Georgia Department of Community Affairs (DCA), and adopted by Atlanta City Council, and later approved by the Mayor or by operation of law by October 31st on an annual basis. A copy of the 2025–2029 CIE (Ordinance 24-O-1497) is included in this appendix.

Atlanta's Impact Fee Exemptions

The City of Atlanta may exempt all or portions of particular development projects from impact fees for the purposes of encouraging economic development and employment growth or affordable housing provided that alternative revenue sources other than development impact fees are identified to fund system improvements.

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Report of Accomplishments

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
1	**14th Street (TCC).** Upgrades along 14th Street, from Northside Drive to Techwood Drive, to optimize signal operations and communications network to ATCC (Atlanta Transportation Control Center).	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
2	**ADA Accessibility Improvements.** ADA accessibility improvements to citywide parks to remediate the DOJ findings. Includes improvements to William Walker (Ben Hill) Park, McGhee Tennis Center, and Parks Southwest District Renovations, and others.	Active	In 2025 CWP as part of Park Improvements
3	**Alternate Survey Program.** Create coarse-grain, low-cost surveys that use digital aerial photographs and historic maps to identify groupings of properties constructed at a similar time with similar forms.	Active	In 2025 CWP as part of the Traditional Field Survey Program and Digital Atlanta
4	**APS Curriculum.** Formulate an APS school curriculum to share general historic preservation ideas and Atlanta-specific issues/ stories/programs.	Active	In 2025 CWP as part of Historic Preservation Program Expanded Education and Outreach
5	**Archaeological Ordinance.** Enact archaeological preservation ordinance.	Active	In 2025 CWP as part of Review/Update City of Atlanta's Historic Preservation Regulatory Program (i.e. Chapter 20 Historic and Cultural Conservation Districts in Atlanta's Zoning Ordinance)
6	**Atlanta Avenue (TCC).** Upgrades along major thoroughfares to optimize signal operations and communications network to ATCC.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
7	**Atlanta BeltLine Trail - Northeast Section.** Installation of multi-use path along the Atlanta Beltline Corridor.	Active	In 2025 CWP as Atlanta Beltline Trail - Northeast Section 1 and Atlanta Beltline Trail - Northeast Section 3
8	**Atlanta Streetcar Extension (Downtown to Ponce City Market/Ponce de Leon).** This project will improve rail transit access to multiple regional employment and activity centers, including downtown Atlanta, by extending the streetcar to the northeast Atlanta Beltline corridor at Ponce City Market/Ponce de Leon. The project includes the construction of a streetcar line with stations.	Active	In 2025 CWP with updated description, budget, and schedule
9	**ATLNext.** Implement ATLNext, Hartsfield-Jackson Atlanta International Airport's capital development program. It consists of a series of projects over 20 years (2016-2035) designed to boost capacity, renew and replace existing facilities, and enhance Atlanta's aesthetic appeal.	Active	In 2025 CWP
10	**Avon Avenue at Westmont Road and Orlando Street Traffic Signal.** Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
11	**Boulevard and Freedom Parkway Intersection.** Safety and operational improvements at intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
12	B**rady Avenue and Howell Mill Road.** Intersection project to include realignment of Brady Avenue to intersect Howell Mill Road at 90 degrees.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
13	**Brownfield Program.** Continue to leverage U.S. Environmental Protection Agency (EPA) funding for brownfield assessments and cleanups.	Active	In 2025 CWP with updated schedule
14	**Buy Local Food.** Get commitments from companies, local government, and anchor institutions to buy locally produced food.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
15	**Cascade Road Complete Street.** The project scope includes milling and repaving, sidewalk and ADA ramp repair and installation, bus stop improvements and lane conversion to add bicycle lanes, two-way left-turn lane and median/pedestrian refuge islands along Cascade Avenue/Road between Delowe.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
16	**CDFIs and Neighborhoods.** Attract investment from Community Development Financial Institutions and other lenders to disinvested neighborhoods.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
17	**Chattahoochee Avenue at Ellsworth Industrial Boulevard Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
18	**Cheshire Bridge Road Pedestrian Improvements.** Install pedestrian signal at existing crosswalk.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Street Repairs
19	**Urban Forest Master Plan.** Create the City's first comprehensive urban forest master plan, establishing a strategy and standards for systematic, equitable, and effective management of the urban forest in disadvantaged areas identified by the federal Climate and Economic Justice Screening Tool.	Active	In 2025 CWP as an action implemented under "City in a Forest: Protecting Atlanta's Legacy"

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
20	**Implement City of Atlanta Consolidated Plan**. The City of Atlanta is the recipient of four (4) annual entitlement grants from the U.S. Department of Housing and Urban Development (HUD). These grants are: The Community Development Block Grant (CDBG); Emergency Solutions Grant (ESG) Home Investment Partnership program (HOME); and Housing Opportunities for Persons with AIDS (HOPWA) program. To inform development of priorities and goals over the next five years, this section of the Consolidated Plan discusses housing, community development, and economic development needs in Atlanta.	Active	Note: City is updating plan in 2025 In 2025 CWP as "City of Atlanta Consolidated Plan"
21	**Claire Drive (TCC).** Upgrades along Claire Drive from Jonesboro Road to Springdale, to optimize signal operations and communications network to ATCC.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
22	**Cleveland Avenue (TCC).** Upgrades along Cleveland Avenue, from Springdale Road to Jonesboro Road, to optimize signal operations and communications network to ATCC.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
23	**Renew Commitment to Atlanta's Action Plan.** Update the Atlanta *Climate Resilience Action Plan* adopted by City Council in 2015 to better reflect the inequalities and injustices of climate change in Atlanta.	Active	In 2025 CWP as "Climate Resilience Action Plan" with updated schedule

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
24	**Consent Decree Program.** Wastewater Consent Decree projects represent collection system improvements required under the modified federal Clean Water Act and Georgia Water Quality Control Act Consent Decree to assure adequate capacity of and appropriate renewal and rehabilitation of wastewater system pipelines. These projects are intended to improve efficiency, reliability, or replace/renew assets that have reach the end of their useful life. There is close coordination with U.S. EPA and Georgia Environmental Protection Division (EPD).	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water
25	**Conservation of Atlanta Public Art Collection.** The Permanent Public Art Collection is comprised of 347 works of art including 136 permanent, 182 portable and 29 temporary works. There are currently 20 artworks requiring professional art conservation and restoration.	Active	In 2025 CWP as part of Public Art and Public Art Trust
26	**Creative District.** Establish a creative district in the Southside to support fashion designers, artists, and entrepreneurs.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
27	**Cultural Mapping.** Create a process for community members to indicate areas of importance to them outside of traditional history qualifications, also called Public Participation GIS (Geographic Information System).	Active	In 2025 CWP

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
28	**DeKalb Avenue Complete Street Improvements.** Complete Street improvements inclusive of milling and repaving, sidewalk and ADA ramp repair and installation, reversible lane removal and addition of bicycle facilities along DeKalb Avenue between MARTA Inman Park-Reynoldstown Station (Hurt Street) and city limit.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
29	**Digital Atlanta.** Assemble a data-based website where individuals can learn about the history of their property.	Active	In 2025 CWP
30	**Equitable Growth Grant.** Launch an Equitable Growth Grant program.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
31	**Five Points MARTA Station.** Deconstruct the concrete canopy and station transformation with new, light-filled canopy, a centralized bus hub, and reconnecting Broad Street for pedestrians. Additional improvements will feature community spaces, public art, and urban agriculture.	Active	In 2025 CWP
32	**Green Infrastructure and Other Initiatives.** Projects mainly identified in the Watershed Improvement Plans as green infrastructure, streambank restoration, stormwater control measures, and other types of projects that will provide water quality benefits.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water
33	**Hamilton E. Holmes Drive at Burton Road Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
34	**Historic Preservation Academy.** A training program for community liaisons and the general public about historic preservation, modeled after the City's public safety Citizens Academy or NPU University programs.	Active	In 2025 CWP as part of Historic Preservation Program Expanded Education and Outreach
35	**Hollowell Interim Roadway improvements.** Interim Hollowell Improvements—access management, select turn lanes, sidewalks, streetscape with minimal right of way.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Sidewalks
36	**Hollywood Road at Johnson Road.** Replacement of traffic signal LEDs,cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
37	**Howell Mill Road Complete Street Improvements.** Complete Street improvements inclusive of milling, resurfacing and installation of bicycle lanes along Howell Mill Road between Collier Road and W. Marietta Street, including streetscape and pedestrian safety improvements.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
38	**Howell Mill Road at Peachtree Battle Avenue Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
39	**Huff Road Corridor.** Huff Road east of Marietta Boulevard to Howell Mill Road. Roadway improvement project include capacity improvement.	Active	In 2025 CWP

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
40	**Invest Atlanta - Medium and Large Business Incentives.** Invest Atlanta, the City of Atlanta, and the state of Georgia offer an array of tools and programs to medium and large businesses: 501(c)(3), Industrial Revenue Bond, Lease Purchase Bonds, Regional Economic Business Assistance (REBA), Economic Opportunity Fund (EOF), Opportunity Zone Tax Credit, WorkSource Atlanta, Georgia Quick Start, Georgia Retraining Tax Credit and other State programs.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
41	**Invest Atlanta - Residential Housing Incentives.** One of Invest Atlanta's core competencies is real estate finance, and the agency administers several loan programs for the development of workforce housing: Urban Residential Finance Authority (Housing Finance Group of Invest Atlanta) Tax Exempt Bond Financing, Housing Opportunity Bond (HOB) Financing, Vine City Trust Fund, Home Investment Partnership (HOME), Atlanta BeltLine Affordable Housing Trust Fund (BAHTF), HomeFirst Supportive Housing Fund.	Active	In 2025 CWP as part of Housing Help Center
42	**Invest Atlanta - Small Business Incentives.** Invest Atlanta provides a variety of programs to assist small businesses in gap financing: Atlanta Cares Revolving Loan Fund (ACRLF), Small Business Administration (SBA) 504 Loan Program, Phoenix Fun, Opportunity Loan Fund, Empowerment Zone Program, Atlanta Catalyst Fund, Brownfield Revolving Loan Fund Program, Business Improvement Loan Fund, Atlanta Street Vendor Loan Fund, Atlanta Forward Loan Fund, and Community Loan Fund.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
43	**Invest Satellite Office.** Extend Invest Atlanta's reach with satellite offices and hubs to help businesses engage the community in economic development.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
44	**J. E. Lowery Boulevard Corridor Improvements: Phase II.** Project consists of milling and repaving, sidewalks and pedestrian improvements along J. E. Lowery Boulevard from J. E. Boone Boulevard to Mitchell Street. Also, includes a signal removal and geometric improvements at the intersection with Mayson Turner.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
45	**Johnson Road/Perry Boulevard Intersection Improvements.** This is part of Renew/TSPLOST Traffic Combo 4 to be re-advertised soon (2021)	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
46	**Jonesboro Road at Claire Drive and Sawtell Avenue.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
47	**Juniper Street (North Avenue to 14th Street).** Juniper Street - 14th Street to North Avenue Project will take travel lanes and convert to other uses (parking, wider sidewalks, single southbound bicycle lanes).	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
48	**Lakewood Avenue at Claire Drive Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
49	**Lakewood Avenue at Macon Drive and Lakewood Way Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
50	**Lakewood Avenue at Sylvan Road.** Replacement of traffic signal, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
51	**Lee Street at White Oak Avenue Traffic Signal.** Replacement of traffic signal LEDs, cabinet controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
52	**Lee Street Greenway.** Lee Street Trail from West End MARTA to Lakewood/Fort McPherson MARTA Station	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
53	**Local Buyer Programs.** Support local buyer programs, especially in disinvested neighborhoods.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
54	**Local Hire Program.** Create a local hire program focused on unemployed and displaced workers.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
55	**Love Our Places.** Relaunch Love Our Places Program - Incorporating the Experience of 404 as our Marketing Tool to get Love Our Places known in the communities. Love Our Places reimagines Atlanta's public realm through placemaking. Tactical urbanism is one of the program's tools for residents and community organizations to create public spaces. Past projects range from artistic crosswalks to parking spaces redesigned as on-street dining.	Active	In 2025 CWP with updated budget, schedule, and description
56	**Macon Drive at Old Hapeville Road and Bromack Drive.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
57	**Marietta Boulevard (TCC).** Upgrades along Marietta Boulevard to W. Marietta Street, to optimize signal operations and communications network to ATCC.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
58	**Marietta Street at Andrew Young International Boulevard Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor signal wiring, communication, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
59	**Marietta Street at Foundry Street Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
60	**Master plans, individual park and trail plans, studies and permitting.** Engage in park and recreation master plans to promote investment, connecting and growth in the system.	Active	In 2025 CWP as part of Park Improvements
61	**Memorial Drive at Maynard Terrace and Wyman Street Traffic Signals.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
62	**Microenterprise.** Increase opportunities, training, and support for microenterprises and vendors.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
63	**Monroe Drive Complete Street Improvement.** Complete Street improvements inclusive of milling, resurfacing, and pedestrian improvements from Piedmont Circle to Piedmont Avenue.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
64	**Monroe Drive/Boulevard Complete Street Improvement.** Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements from 10th Street to Woodward Avenue.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
65	**More MARTA Program.** In November 2016, voters in Atlanta overwhelmingly approved a half-penny local sales tax that set in motion plans for the largest investment in transit enhancements and expansion in four decades. This investment, called More MARTA Atlanta, not only ushers in improved connectivity, accessibility, and mobility, but it also heralds significant economic development opportunities across the city—and the region—in the years ahead.	Active	In 2025 CWP
66	**Murphy Crossing Park.** Land acquisition and development for a new park at former state site in southwest Atlanta.	Active	In 2025 CWP
67	**New Markets Tax Credit Program.** Below market interest rate loans to finance major redevelopment projects. Loan amounts start at $5 million. Transactions are typically 7-year loans with interest only payments and a portion of the loan forgiven at maturity. Projects must demonstrate job creation and/or benefits to low-income communities.	Active	In 2025 CWP
68	**New Tree Protection Ordinance.** Prepare and adopt a new Tree Protection Ordinance.	Active	In 2025 CWP with updated schedule

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
69	**North Avenue Road Diet from the Atlanta Beltline to Moreland Avenue.** Bulbouts, curb moving, medians/pedestrian refuges, striping/ bike lanes, stop signs, traffic signals, street trees, crosswalks, new sidewalks and utility burial.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets
70	**Northside Drive at Moores Mill Road Traffic Signals.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
71	**Atlanta Beltline Trail - Northwest Section.** Kinsey Court to Peachtree Drive NE	Active	In 2025 CWP as 5 different actions, "Atlanta Beltline Trail - Northwest Section 1-5"
72	**Atlanta Beltline Trail - Northwest Section.** Peachtree Drive NE to Bobby Jones Golf Course	Active	In 2025 CWP as 5 different actions, "Atlanta Beltline Trail - Northwest Section 1-5"
73	**Atlanta Beltline Trail - Northwest Section.** Atlanta Memorial Park to Trabert Avenue NW	Active	In 2025 CWP as 5 different actions, "Atlanta Beltline Trail - Northwest Section 1-5"
74	**Atlanta Beltline Trail - Northwest Section.** Trabert Avenue NW to English Avenue NW	Active	In 2025 CWP as 5 different actions, "Atlanta Beltline Trail - Northwest Section 1-5"
75	**Atlanta Beltline Trail - Northwest Section.** English Avenue NW to Marietta Boulevard NW	Active	In 2025 CWP as 5 different actions, "Atlanta Beltline Trail - Northwest Section 1-5"
76	**Oakdale Road at Fairview Road Traffic Signals.** Replacement of traffic signals LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
77	**Oral History Program.** Launch the Oral History Program by partnering with universities and non-profits to expand the City's pilot oral history program at the grassroots level.	Active	In 2025 CWP
78	**Park Connections and Access.** Build and maintain trails/greenways to promote recreation and pedestrian movement. Adding connections and amenities including fencing, paving, landscaping, lighting.	Active	In 2025 CWP as part of Park Improvements
79	**Park Land Acquisitions and Development.** Ensure access to parks, event and program locations through adequate distribution, planning best practices and strategic acquisitions.	Active	In 2025 CWP as part of Park Improvements
80	**Park Land/Building/Connector Improvements, Construction, Renovations, and Amenities.** Create trails, renovate buildings and parklands, support erosion control, emplace facilities, skateparks, basketball courts, playgrounds, dog parks, soccer fields, football fields, multi-use fields, golf course upgrades, pavilions, stormwater ponds, wetlands, plazas, streetscapes and walkways, benches, landscaping, parking lots and other amenities citywide.	Active	In 2025 CWP as part of Park Improvements
81	**Parkway Drive at Linden Avenue Traffic Signals.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
82	**Piedmont Avenue Complete Street Improvement.** Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements from Ponce de Leon Avenue to 15th Street.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Safe Streets

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
83	**Piedmont Avenue Pedestrian Improvements.** Streetscape improvements from Georgia State MARTA station to John Wesley Dobbs Avenue.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Sidewalks
84	**Pools Construction and Rehabilitation.** Construct natatoriums, outdoor pools, splash pads, locker rooms/community clubhouses, and support buildings. Build envelopes around existing pumping and filtration systems for various parks.	Active	In 2025 CWP as part of Recreation Centers and Pools
85	**Pop-Up Kiosks.** Install pop-up historic kiosks in selected locations around the City.	Active	In 2025 CWP as part of Historic Preservation Program Expanded Education and Outreach
86	**Prepare and implement Citywide Sidewalk Improvement Program.** Project to improve pedestrian mobility and access to transit, and increase pedestrian activity along streets.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Sidewalks
87	**Pryor Road at Claire Drive and Pryor Circle Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
88	**Pryor Road at Fair Drive Traffic Signal.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
89	**Public Works and Public Art Trust.** Capital project budgets allocate 1.5% for public art. The public art projects are managed by Mayor's Office of Cultural Affairs (OCA) and the corresponding City Departments implementing the capital projects. This also includes the Public Art Trust for Art Conservation to ensure longevity and durability of the public art.	Active	In 2025 CWP as "Public Art and Public Art Trust" with updated schedule and description

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
90	**Public Space Programming.** Activate public spaces through art programming, including dedication events for newly completed public spaces.	Active	In 2025 CWP as part of Love our Places
91	**Renew Atlanta-TSPLOST Programs.** Approved by voters in 2015 and administered by ATLDOT, the Renew Atlanta program encompasses a $250 million bond to address a portion of the $1 billion backlog of needed facilities and infrastructure improvements throughout the city of Atlanta. In 2016, Atlanta citizens approved a Transportation Special Purpose Local Option Sales Tax (TSPLOST) generating an additional $260 million to fund significant and expansive transportation projects citywide. Key areas of improvement for the city's transportation infrastructure include: complete streets, bridges resurfacing, roadway improvements, sidewalk and mobility improvements, traffic signals, multi-use trails.	Active	In 2025 CWP
92	**Resources for Arts Industry.** Expand resources currently offered to film to other artists engaged in music, the visual and performance arts, culinary, fashion, and other industrial arts.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
93	**Resources for Minority Homeowners.** Increase resources available for minority homeowners to avoid predatory below market sales such as down payment assistance, repair grants, loans, and legal tools.	Active	In 2025 CWP as part of Housing Help Center
94	**Small Business Hub.** Create a Small Business Hub serving small businesses with less than 100 employees and providing end-to-end services for every phase of the business cycle.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
95	**Southeast Beltline Trail and Southside Beltline Trail.** The project includes the design of a 14-foot wide concrete multi-use path spanning approximately 1.9 miles from McDaniel Street at University Avenue to Boulevard.	Active	In 2025 CWP with new section designations, "Southside Beltline Trail 2 and 3"
96	**Southeast Beltline Trail and Southside Beltline Trail.** Spanning 1.2 miles from Boulevard to Glenwood Avenue, the project involves a 14-foot wide multi-use path with 3-foot soft shoulders on each side, with retaining walls, vertical connections to adjoining streets, storm drainage, replaced bridges, and more infrastructure.	Active	In 2025 CWP with new section designations, "Southside Beltline Trail 4 and 5"
97	**Storefront Rehab Program.** Expand Storefront Rehabilitation Program in neighborhood commercial districts.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
98	**StoryMaps.** Develop online StoryMaps highlighting the City's past, historic places, and great stories.	Active	In 2025 CWP as part of Historic Preservation Program Expanded Education and Outreach
99	**Study of Small Business.** Conduct a study of small businesses in Atlanta.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
100	**Summerhill Bus Rapid Transit (BRT).** Construct MARTA's Summerhill Bus Rapid Transit route-2.4-mile service to link MARTA's Five Points Station with the Summerhill neighborhood, and the Atlanta Beltline's Southside Trail.	Active	In 2025 CWP
101	**Sylvan Road at Deckner Avenue and Brewer Boulevard Traffic Signals.** Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
102	**Tax Allocation Districts.** Support Invest Atlanta's use of Tax Allocation Districts (TADs) in creating more economic activity and strengthening neighborhood businesses.	Active	In 2025 CWP
103	**Technical Assistance Businesses.** Provide access to technical assistance to help businesses reopen and adapt post-pandemic.	Active	In 2025 CWP as part of *One Atlanta Economic Mobility, Recover, & Resiliency Plan*
104	**Traditional Field Survey Program.** Establish a regular survey program every summer for community members and students with training and support provided by the City.	Active	In 2025 CWP
105	**Tree Planting.** Continue and expand City-wide tree planting program.	Active	In 2025 CWP
106	**Update Cargo Atlanta: A Citywide Freight Study.** Update to the adopted *2015 Cargo Atlanta: A Citywide Freight Study* (and, later incorporated in the 2018 Atlanta Transportation Plan) is a comprehensive freight study that explores the importance of all modes of freight in the City of Atlanta and develops policies, programs, and projects that will help improve freight movements through the city while balancing the needs of communities connected to freight uses.	Active	In 2025 CWP as part of the *Comprehensive Transportation Plan Update*
107	**Updates to Historic Preservation Ordinance.** Create new protection options within the City's Historic Preservation Ordinance.	Active	In 2025 CWP as part of Review / Update City of Atlanta's Historic Preservation Regulatory Program (i.e. Chapter 20 Historic and Cultural Conservation Districts in Atlanta's Zoning Ordinance)

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
108	**Upper Proctor Creek Program.** Project includes remedial actions to the overall Proctor Creek Watershed.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water
109	**Vision Zero Implementation.** Implement the City's V*ision Zero Action Plan* including redesigning high injury corridors and intersections, developing traffic operations and analysis policy, and creating safer neighborhood streets through placemaking and tactical urbanism.	Active	In 2025 CWP as various actions implemented under Moving Atlanta Forward
110	**Waste Diversion and Recycling Programs.** Invest in specific City facilities and collections operations. And, collaborate with other organizations to enhance commercially-viable waste diversion and recycling programs.	Active	In 2025 CWP as Waste Diversion Program
111	**Wastewater Collection Program.** Wastewater Collection projects are non-Consent Decree related collection system improvements specified to assure appropriate renewal and rehabilitation of the wastewater system linear infrastructure. Projects range from sewer cleaning and repairs to sewer stabilization and odor control.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
112	**Wastewater Facilities.** The projects under this category are intended to improve efficiency and reliability, renew or replace assets, or address current or prospective regulatory requirements. These projects were identified or validated through the Wastewater Master Planning effort. The capital program will transition into an asset management approach, thus providing a systematic way to identify and prioritize projects based on service levels, asset condition, criticality of asset, and other criteria.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water
113	**Water Distribution Program.** Various water distribution system projects including meter installation, testing and repair to line repairs and maintenance.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water
114	**Water Facilities Program.** Drinking Water Facilities projects focus on the water treatment system to improve the treatment and transmission facilities. These projects include control system upgrades, automation projects, equipment renovation or replacement, building maintenance projects, and other small capital projects at the Water Treatment Plants.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water
115	**Watershed General Program.** General projects are those that are not specific to water, wastewater, Combined Sewer Overflow (CSO) facilities, or defined stormwater projects but are required to support all department capital project initiatives including facilities management and support services.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
116	**Watershed Protection Program.** The Watershed Protection Program implements the projects identified in Watershed Improvement Plans and other studies that improve water quality. Green Infrastructure, stream bank restoration, stormwater control measures, and related projects are being integrated with traditional gray wastewater infrastructure projects where they will leverage water quality improvements and supplement the investments being made in the separate and combined sewer systems.	Active	In 2025 CWP as part of Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water
117	**West Marietta Street Signalization Upgrade.** Upgrades along major thoroughfares to optimize signal operations and communications network to ATCC.	Active	In 2025 CWP as an action implemented under Moving Atlanta Forward: Signals
118	**Zoning Ordinance Rewrite.** Revise Atlanta's Zoning Ordinance to better align with *Atlanta City Design.*	Active	In 2025 CWP with updated schedule
119	**Action Plan for Safer Streets.** Plan to bring accelerated safety redesigns to Atlanta's streets, identifying more than 20 city corridors for rapid implementation changes to improve safety for people who walk, drive, take transit or ride a bike or e-scooter.	Complete	
120	**ADA 10 - Gateway Homeless Service Center.** ADA improvement/ upgrades.	Complete	
121	**African-American Heritage Coordinator.** Create a City position to pursue grants, perform outreach and coordinate with non-profit advocacy organizations.	Complete	

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
122	**AgLanta: Urban Agriculture Program.** Through the City of Atlanta's AgLanta program, more people are gaining access to healthy, local, and affordable foods while building stronger communities and spurring economic development. AgLanta is creating a more resilient food system. The AgLanta program engages the community in a variety of ways around issues of food access and security and about the importance of local food systems, in general.	Complete	Routine, ongoing activity. No longer need to list in CWP.
123	**Anti-Displacement Fund.** Expand the Anti-Displacement tax fund and pursue other options to limit the impact of rising property taxes on legacy residents.	Complete	In 2025 CWP as part of Building the Beloved Community Affordable Housing Trust Fund
124	**Atlanta Jazz Festival.** Largest free Jazz festival in the nation. The festival attracts over 35,0000 visitors to Piedmont park during the Labor Day Weekend. On-going program.	Complete	Annual event. No longer need to list in CWP.
125	**Atlanta Memorial Trail - Beltline to Northside Drive.** Northwest Beltline Connector Tanyard Park to Memorial Park including segment along Northside Drive at Bobby Jones Golf Course.	Complete	
126	**Beltline - SW Connector Trail PH 3 and 4.** The Southwest Connector Trail extends from the Southwest and Westside Trails to Westview Cemetery and then follows side streets to the Hampton-Beecher Nature Preserve.	Complete	
127	**Career Pathways.** Develop programs to connect workers, especially those un/underemployed, to resilient career pathways, training, local hire, and placement programs.	Complete	Routine, ongoing activity. No longer need to list in CWP.
128	**Cemetery Network.** Inventory small and/or abandoned cemeteries in the City.	Complete	

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
129	**Chastain Park Bicycle and Pedestrian Improvements.** Included in Renew Atlanta ADA Improvements - Unallocated project - Milling and repaving, sidewalk and ADA ramp repair and installation, new sidewalk and multi-use path construction and intersection safety improvements along Powers Ferry Road from city limits to Roswell Road (US 19/SR 9), including intersection safety improvements at Powers Ferry Road at Lake Forrest Drive/ Putnam Circle/Putnam Drive.	Complete	Completed in 2022
130	**Citywide Trail Plan.** Do more to connect the trail network in Atlanta by creating and adopting a citywide trail plan.	Complete	Completed in 2025, *TrailsATL*
131	**Code Innovation.** Implement a Code Innovation Team to ensure the development review process is clear, responsive, predictable, streamlined, and equitable.	Complete	
132	**Contracts For Arts Services.** The Contracts for Arts Services (CAS) program is the City of Atlanta's granting program for funding to the arts.	Complete	Routine, ongoing activity. No longer need to list in CWP.
133	**Design for Connections.** Start with a pilot design of a nature space.	Complete	Routine, ongoing activity. No longer need to list in CWP.
134	**Design for Retreat and Adventure.** Connect the trail network in Atlanta by creating and adopting a citywide trail plan.	Complete	Included in the completed *TrailsATL*
135	**Design for Wildness.** Further develop the Chattahoochee RiverLands demonstration sites, e.g. Proctor Creek.	Complete	Routine, ongoing activity. No longer need to list in CWP.

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
136	**Eastside Trolley Mixed Use Trail.** Arkwright Segment: 1. Construction and implementation of off street mixed use landscape trail paralleling Arkwright Place from Moreland Avenue to Whitefoord Avenue. 2. Re-construction of existing fragment of mixed use trail from Whitefoord to Montgomery Street. Woodbine Segment: Conversion to mixed use trail the western side of the divided Boulevard Street Woodbine Avenue between Hosea Williams Drive and Wade Avenue (Connecting existing Coan Park and Gilliam Park Segments)	Complete	Trail completed in 2022-2023
137	**EB-5 Foreign Direct Investment Program.** The EB-5 program aims to bring private foreign investment to Atlanta's underserved areas. Development projects in targeted employment areas that create or preserve at least 10 full-time jobs for qualifying U.S. workers within two years (or under certain circumstances, within a reasonable time after the two-year period) are eligible to receive a $500,000+ investment. Investments are typically structured as below market rate loans with a five year term.	Complete	Routine, ongoing activity. No longer need to list in CWP.
138	**Elevate Program.** Elevate is a public art exhibition program, hosted annually in Atlanta. The program aims to creatively stimulate interest in the cultural development through public art exhibitions, art tours and events. This program has shifted out of downtown Atlanta and now focuses on different neighborhoods every year.	Complete	Routine, ongoing activity. No longer need to list in CWP.
139	**Energy Efficiency.** Develop incentives and education programs to promote energy efficient buildings.	Complete	Routine, ongoing activity. No longer need to list in CWP.

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
140	**Exhibition Program at 72 Marietta Street Gallery.** City of Atlanta replaced the City Gallery at City Hall East with a new gallery at 72 Marietta Street to support Atlanta's Art Community and showcase special events. On-going program.	Complete	Routine, ongoing activity. No longer need to list in CWP.
141	**Glenwood Avenue and Moreland Avenue.** Realignment of the Glenwood (SR 280) and Moreland (US 23) intersection to remove offset. (Cost determined using ARC Costing Tool).	Complete	Completed in 2019
142	**Historic Preservation Design Assistance Team.** Create a team to help owners gain City approval for their historic preservation projects and help them get started.	Complete	
143	**Krog Street tunnel.** Enhanced lighting, improved sidewalks and water leak repairs to tunnel.	Complete	Completed in 2022
144	**Launch of Peachtree Shared Space.** Phase I.	Complete	Next phases is in 2025 CWP as Peachtree Street Streetscape
145	**Martin Luther King Memorial Mural Relocation.** Relocate the 10 foot by 125 foot mural acknowledging Atlanta's most famous resident the Dr. Martin Luther King, Jr. This project is managed by OCA and funded by ATLDOT. Cost increase created a delay.	Complete	Completed in 2024
146	**Master Address Repository.** Create a master address repository and digital submission standard for subdivisions plats.	Complete	
147	**Northeast Beltline Trail.** Multi-use trail from Monroe Drive to Lindbergh Drive via BeltLine Corridor.	Complete	Completed in 2024
148	**Northside Beltline Trail.**	Complete	

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
149	**Northwest Atlanta Industrial Area Freight Cluster Plan.** A study for safe and effective movement of freight in Northwest Atlanta neighborhoods. Funded through the Atlanta Regional Commission (ARC) Freight Cluster Plan program.	Complete	Completed in 2023 (23-O-1254)
150	**NPU Processes Post-Pandemic.** Support NPUs post-pandemic and well into the future by maintaining an active NPU website and implementing NPU initiatives such as Participate!, NPU-U, and hybrid meeting models.	Complete	
151	**Plan A - Phase II.** Closely coordinate the next comprehensive development plan update with the process of revising Atlanta's new Zoning Ordinance.	Complete	The 2025 update to Plan A.
152	**Planning for Change Commitment to NPU System.** Conduct a study to identify inequities in the NPU system stemming from access to tools, information, technology, meeting venues, childcare, transportation, city departmental representatives, planners, etc.	Complete	
153	**Revitalization of McDaniel Glenn.** Redevelopment of the site of the former McDaniel Glenn as a dynamic mixed-use, mixed-income multi-generational community.	Complete	

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
154	**Revitalization of University Homes.** In 2015, AHA as the lead applicant and the City of Atlanta as the co-applicant were awarded a $30-million Choice Neighborhoods Implementation Grant, a revitalization program initiated through the U. S. Department of Housing and Urban Development (HUD). The revitalization efforts seek to impact and transform three neighborhoods that surround the Atlanta University Center Schools (Ashview Heights, Atlanta University Center and Vine City).	Complete	Completed in 2025
155	**Streetlight Program - Phase 1.** City of Atlanta and Georgia Power are working together to increase the city's streetlight footprint by 10,000 lights and upgrading other lighting, with a focus on areas with high rates of traffic accidents and crime.	Complete	
156	**Tactical Urbanism Inventory.** Build an inventory and palette of materials for quick deployment of projects.	Complete	
157	**Virginia-Highland Beltline Connections.** Establish a new Beltline connection at Ponce de Leon Avenue between the CVS and the Beltline embankment to provide direct access from the Beltline to the Midtown Place shopping center and Ponce de Leon Avenue. Coordinate this improvement with the new Kroger Beltline connection on the south side of Ponce de Leon Avenue.	Complete	Completed in 2025
158	**Vision Zero Plan.** Develop *Vision Zero Action Plan.*	Complete	Completed in November 2023

REPORT OF ACCOMPLISHMENTS (CON'T)

#	Action Name & Description	Status (Active, Complete, Canceled, or Postponed)	Comments
159	**Water Supply Program.** The Water Supply Program is a major undertaking identified through the water master planning process that will improve the reliability of raw water delivery to the Chattahoochee and Hemphill water treatment plants.	Complete	Bellwood Quarry project at Shirley Clarke Franklin Park completed in 2021-2022
160	**Financing for ADUs.** Develop a program that provides homeowners in high-opportunity areas low-interest loans to finance construction of Accessory Dwelling Units (ADUs) on their property in exchange for a commitment to affordability restrictions.	Canceled	No longer a priority
161	**Beltline Trail underpass connection to Hawks Greenway Trail.** Trail underpass connecting Public Works Trail to North Avenue/Valley of the Hawks Greenway Trail	Postponed	In The Archive List of Long-Term Actions (see #1059 and #1060)
162	**Fairburn Road Complete Street Improvements.** Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements.	Postponed	In The Archive List of Long-Term Actions (see #1616)
163	**Beltline - Adair 1 Connection.** Acquisition and development connecting greenspace and streetscape	Postponed	In The Archive List of Long-Term Actions (see #1619)
164	**Ponce de Leon Avenue Improvements.** Streetscapes from Boulevard to Freedom Parkway. Atlanta Beltline, Inc. is a lead partner.	Postponed	In The Archive List of Long-Term Actions (see #1621)
165	**Atlanta Beltline Boulevard Crossing Park.** Emplacement of facilities, skatepark, basketball courts, playground, dog park, multi-use field, pavilions, stormwater ponds, wetland, plazas, streetscape and walkways, landscaping.	Postponed	In The Archive List of Long-Term Actions (see #523)

2026-2030 Community Work Program

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
1	Broadband Internet	**Smart ATL Program - IKE.** In 2022, the City of Atlanta launched the first in a series of digital interactive kiosks called Interactive Kiosk Experience—or IKE. Over the next several years the City, with it's partner IKE Smart City, will design, fabricate, install, operate, and maintain up to 120 IKEs across the city, which serve as free Wi-Fi hotspots, community information hubs and more.	X	X	X	X	X	AIM	IKE Smart City LLC	TBD based on revenue generating contract	Local	New
2	Broadband Internet Local Economic Development	**Beltline Digital Access and Innovation.** Atlanta Beltline joins tech leaders, Fortune 500, and local disadvantaged business enterprises to bridge digital gaps. Free Wi-Fi, autonomous stores, and kiosks aid challenges. Community feedback drives sustainable solutions and inclusive progress.	X	X	X	X	X	ABI	City of Atlanta, IA, Businesses	TBD, Varies by Project	Local	New Initiative information: https://beltline.org/work/opportunities/smart-cities/
3	Climate Resilience and Natural Systems	**Climate Resilience Action Plan.** Update the *Atlanta Climate Resilience Action Plan* adopted by City Council in 2015 to better reflect the inequalities and injustices of climate change in Atlanta.	X					MOSR	DEAM, City Council	$250,000	Local	Carryover from 2021
4	Climate Resilience and Natural Systems	**Resilient Food Fund.** Invest $20 million of public, private, and philanthropic capital into establishing a Resilient Food Fund. A Food Policy Council will be established and will help advise the city on use of funds to address the City's goal of ensuring 100% of residents live within a walkable half-mile of fresh food.			X	X	X	DCP	City's Mayor's Office, IA	$20 million	Local, State, Federal, Philanthropic	New (in *Atlanta City Design* and 2020 *Aglanta Fresh Food Access Report*)
5	Climate Resilience and Natural Systems	**Resilient Food Policy Council.** Invest $20 million of public, private, and philanthropic capital into establishing a Resilient Food Fund. A Food Policy Council will be established and will help advise the city on use of funds to help address the City's goal of ensuring 100% of residents live within a walkable half-mile of fresh food.			X	X	X	DCP	City's Mayor's Office, IA	TBD	Local	New

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
6	Climate Resilience and Natural Systems	**Internal Food Security and Food Procurement Assessment.** Conduct an internal survey across City agencies to assess projects and funds spent to address food security as well as local food procurement.		X	X	X	X	DCP	Office of Procurement, Good Food Purchasing Program, Mayor's Office of Policy, IA, MOSR	TBD - for local food procurement gap funding	Local, State, Federal	New (advocacy for local food procurement in 2020 *Aglanta Fresh Food Access Report*)
7	Climate Resilience and Natural Systems	**Food in UEZ Program.** Use the Urban Enterprise Zone's tax abatement program to help incentivize an increase in nutritionally-dense, culturally-preferred, and plant-forward food options within food retail, edible landscapes, and other fresh food access points throughout LILA areas.		X	X	X	X	DCP	Local Food Businesses, Dietitians	TBD	Local	New (Advocacy for increasing food via UEZ in 2020 *Aglanta Fresh Food Access Repor*t and requested by residents during Plan A)
8	Climate Resilience and Natural Systems	**Edible green infrastructure.** Seek out opportunities to fund and integrate edible green infrastructure (GI) and outdoor green spaces in the form of, but not limited to: regenerative gardens, edible trees and shrubs, rooftop gardens, vertical, hydroponic, aeroponic farms, and native pollinator corridors into future developments within the United States Department of Agriculture (USDA)-identified Low Income Low Access (LILA) areas.	X	X	X	X	X	DCP	USDA, DPR, Local/Regional Growers	$1 million	Local, State, Federal	New
9	Climate Resilience and Natural Systems	**Scaling Grows-A-Lot Program.** Collaborate with farmers, residents, and community partners in order to scale and co-design Grows-A-Lot sites, the Department of City Planning's municipal lot lease program, into nourishing, outdoor spaces that address neighborhood-scale needs.	X	X	X	X	X	DCP	Farmers, Local/Regional Nurseries, Neighborhood Associations and NPUs, Youth	$1 million	Local, State, Federal	New

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
10	Climate Resilience and Natural Systems	**Fresh Food Access Reporting.** Publish an annual Fresh Food Access Report showcasing the state of food access, health, areas of place-based opportunities including edible green infrastructure citywide and within the Atlanta region.	X	X	X	X	X	DCP	Local Food Organizations, Farmers, Consumers, Food Policy Council, Universities, Non-Profit Organizations	TBD	Local, State, Federal	New (report created twice before but not included within CDP and previous reporting did not directly drive food policy work at the City)
11	Climate Resilience and Natural Systems	**Vacant Lot Suitability Analysis and Revitalization for Food Systems.** Conduct a citywide audit and suitability analysis across City departments to identify underutilized and vacant parcels to transform into food systems uses through lot adoption, land banking, and land trusts.		X	X	X	X	DCP	Land Trusts, Universities, Non-Profit Organizations	TBD	Local, State, Federal	New
12	Climate Resilience and Natural Systems	**Food Systems Staffing Increase.** Increase City staff dedicated to food systems planning, policy research, implementation, and reporting.	X	X	X	X	X	DCP	City Council, Universities, Non-Profit Organizations	$500,000	Local	New
13	Climate Resilience and Natural Systems	**Capital Improvement Programs: Watershed Protection, Wastewater System, Water Quality Control Facilities, and Water.** The Department of Watershed Management (DWM) is implementing a Capital Improvement Program informed by Watershed Improvement Plans (WIPs) in an effort to understand the conditions of the City's ten (10) watersheds and implement projects that improve water quality and watershed health. The Capital Improvement Program makes various investments in water and sewer infrastructure to meet the obligations of Combined Sewer Overflow (CSO) and Sanitary Sewer Overflows (SSO) Consent Decrees with the U.S. Environmental Protection Agency. Atlanta voters in May 2024 reauthorized the Municipal Option Sales Tax (MOST), which generates about $200 million in annual revenue to make infrastructure investments and leverage low-interest loans from the state to carryout the Capital Improvement Program.	X	X	X	X	X	DWM	EPD, EPA	$100 million to $300 million, annually	Local, State	New Watershed Improvement Plans: https://www.atlantawatershed.org/watershedimprovementplans/ Individual Project Status: https://cip.h2o4atl.com/projects-overview/ Includes various activities from 2021 CWP

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
14	Climate Resilience and Natural Systems	**Waste Diversion Program.** Evaluate and implement new waste management programs to divert construction and demolition, yard waste, solid, organics, hazardous and other waste from landfills.		X	X	X	X	MOSR	DPW	TBD	Local	Carryover from 2021 with updated description, schedule, and budget TBD
15	Climate Resilience and Natural Systems	**Atlanta's Electric Vehicle (EV) Readiness Ordinance.** This ordinance updates Atlanta's 2017 EV Readiness Ordinance, which requires new multifamily and commercial parking structures to accommodate electric vehicles. The update is needed to ensure Atlanta's EV infrastructure is meeting present and future demand requirements to install different levels of chargers. The changes may also expand access to EV infrastructure in parts of Atlanta which have received little access to public Electric Vehicle Supply Equipment.	X					MOSR	DCP, City Council, ATLDOT, AFR, DEAM	TBD	Local	New
16	Climate Resilience and Natural Systems	**Youth Climate Action.** The Youth Climate Action Fund provides technical assistance and funding to activate young people ages 15-24 years to design, produce and govern urgent climate solutions. The City provides microgrants and convene opportunities in support of the youth-led climate initiatives.	X					MOSR	Bloomberg Philanthropies	$85,000	Philanthropy	New
17	Climate Resilience and Natural Systems	**Murphy Crossing Park.** Land acquisition and development for a new park at former state site in southwest Atlanta.	X	X				ABI	DCP, DPR	TBD	Local, Regional, Federal	Carryover from 2021 CWP
18	Climate Resilience and Natural Systems	**City in a Forest: Protecting Atlanta's Legacy.** Create the City's first comprehensive urban forest master plan, establishing a strategy and standards for systematic, equitable, and effective management of the urban forest in disadvantaged areas identified by the federal Climate and Economic Justice Screening Tool.	X	X	X	X	X	DCP, DPR	Federal	$5 million	Local, Federal	Urban Forest Master Plan identified in 2021 is incorporated into the 2025 CWP under this new action

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
19	Climate Resilience and Natural Systems	**New Tree Protection Ordinance.** Prepare and adopt a new Tree Protection Ordinance.	X					DCP	DPR, DWM	$500,000	Tree Trust Fund	Project Status: www.atlantaga.gov/government/departments/city-planning/nature-urban-ecology/tree-protection-ordinance-rewrite Updated new schedule with new ordinance introduced in December 2024, 24-O-1691 Carryover from 2021
20	Climate Resilience and Natural Systems	**Tree Planting Program.** Continue and expand City-wide tree planting program.	X	X	X	X	X	DPR	DCP	$1.65 million	Tree Trust Fund	Carryover from 2021
21	Climate Resilience and Natural Systems Transportation Urban Design	**TrailsATL, Phase 1.** Preliminary engineering, design/survey, permitting and construction and related public involvement for individual trail segments identified in *TrailsATL*.	X	X	X	X	X	DPR	DCP, ATLDOT, ABI, PATH, Others	TBD	Local	New
22	Climate Resilience and Natural Systems Transportation Urban Design	**Trail Oriented Zoning.** Update the Zoning Ordinance to support development along trails to enhance trail use, aesthetics, and safety.	X	X	X	X	X	DPR	DCP, ATLDOT, ABI, PATH, Others	TBD	Local	New
23	Climate Resilience and Natural Systems Transportation Urban Design Land Use	**Park Improvements.** Through the 2021 *Activate ATL Master Park Plan*, the City of Atlanta Department of Parks and Recreation and its partners identified major needs for parks improvements. To make progress against these needs, the City of Atlanta is implementing the Moving Atlanta Forward 2022 Infrastructure Program. The Vertical Infrastructure Bond is for new buildings, building renovations and the arts. The Horizontal Infrastructure Bond is for horizontal projects such as parks and trails.	X	X	X	X	X	DPR, DEAM, ATLDOT	The Conservation Fund, Park Pride, ABI, Friends of Parks groups	$64 million	Local	New Moving Atlanta Forward Horizontal and Vertical Bonds Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard Includes various activities from 2021 CWP

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
24	Climate Resilience and Natural Systems Transportation Urban Design Land Use	**Recreation Centers and Pools.** Through the 2021 *Activate ATL Master Park Plan*, the City of Atlanta Department of Parks and Recreation and its partners identified major needs for construction and improvements of Recreation Centers and Pools. To make progress against these needs, the City of Atlanta is implementing the Moving Atlanta Forward 2022 Infrastructure Program. The Vertical Infrastructure Bond is for new buildings, building renovations and the arts. The Horizontal Infrastructure Bond is for horizontal projects such as parks and trails.	X	X	X	X	X	DPR, DEAM, ATLDOT	The Conservation Fund, Park Pride, ABI, Friends of Parks groups	$73 million	Local	New Moving Atlanta Forward Horizontal and Vertical Bonds Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard Includes carryover "Pools Construction and Rehabilitation" from the 2021 CWP
25	Climate Resilience and Natural Systems Urban Design	**Peachtree Creek Greenway.** This segment of the Greenway will connect Brookhaven's segment of the Peachtree Creek Greenway into Atlanta and connecting to the Cheshire Farm Trail which will eventually connect to the Northeast Beltline.	X	X	X	X		PATH	DCP, DPR, ATLDOT, GDOT, ABI	$6 million	Local	New Moving Atlanta Forward TSPLOST 2.0 Project Status: https://atldot.atlantaga.gov/maf-dashboard
26	Historic Preservation	**Cultural Mapping.** Create a process for community members to indicate areas of importance to them outside of traditional history qualifications, also called Public Participation GIS (Geographic Information System).	X	X	X	X	X	DCP	-	$10,000/year	Local	New
27	Historic Preservation	**Traditional Field Survey Program.** Establish a regular survey program every summer for community members and students with training and support provided by the City.	X	X	X	X	X	DCP	Universities, Non-Profit Organizations	$50,000	Local	Carryover from 2021
28	Historic Preservation	**Oral History Program.** Launch the Oral History Program by partnering with universities and non-profits to expand the City's pilot oral history program at the grass roots level.	X	X				DCP	Universities, Non-Profit Organizations	$10,000	Local	Carryover from 2021

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
29	Historic Preservation	**Historic Preservation Program Expanded Education and Outreach.** Following through with a key finding from the 2020 *Future Places Project*, DCP will expand education and outreach across the city for Atlanta's Historic Preservation programs, including Atlanta Cemetery Network, African American Heritage Initiative, LGBTQ+ Initiative/Preserving Pride, Landmark Building/ Site Dedications, Landmark/Historic District Designations, Historic Preservation Week, and APS school curriculum pilot.	X	X	X	X	X	DCP	Universities, Non-Profit Organizations, APS	$200,000	Local	New Includes "APS Curriculum" Carryover 2021
30	Historic Preservation	**Digital Atlanta.** Assemble a data-based web site where individuals can learn about the history of their property.	X	X	X	X	X	DCP	-	$75,000	Local	Carryover from 2021
31	Historic Preservation	**Review/Update City of Atlanta's Historic Preservation Regulatory Program (i.e. Chapter 20 Historic and Cultural Conservation Districts in Atlanta's Zoning Ordinance).** Studies such as the *Future Places Project* and the Zoning Ordinance Rewrite Diagnostic highlight the need to update the City's Historic Preservation Ordinance to reflect modern best practices, address the City's operational capacity, and produce a historic preservation program that meets current and future needs in Atlanta.	X	X	X			DCP	City Council	$500,000	Local	New Includes "Archaeological Ordinance" Carryover from 2021
32	Historic Preservation Urban Design Neighborhood Planning Transportation Local Economic Development Climate Resilience and Natural Systems	**Planning, Design, and Cleanup of the Chattahoochee Brick Company Site.** The City purchased the 75-acre Chattahoochee Brick Company Site in August of 2022 with the intent to remediate the site's environmental contamination and create a memorial to those who labored and died at the site. The site is located at the confluence of Proctor Creek and the Chattahoochee River, making it an important ecological and community asset. The site will also feature a restorative greenspace and Atlanta's first-ever park with direct access to the Chattahoochee River. It will also tie in to the Chattahoochee RiverLands, a multi-generational 100-mile greenway connecting the Atlanta region to the river.	X	X				DCP, DPR, DWM	Chattahoochee Brick Company Memorial, Greenspace and Park Board, EPA, ATLDOT	$4 million	Local, Regional, Federal	New

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
33	Historic Preservation Urban Design Neighborhood Planning Transportation Local Economic Development Climate Resilience and Natural Systems	**Chattahoochee RiverLands Trail Scoping Study ("Chattahoochee Reach").** The Chattahoochee RiverLands vision is to create a seamless public realm along the river while promoting a safe and connected corridor, a common ground for everyone, an ecological refuge for the region, and a living legacy of conservation and education. This project prepares a scoping study for the initial section of the RiverLands in Atlanta. It is funded in part by 2022 Transportation Improvement Program (TIP) funds from ARC. The Scoping Study is expected to be completed in 2026.	X	X				DCP	DPR, DWM, ATLDOT, ARC	$1 million	Local, Regional	New
34	Housing and Community Development	**Building the Beloved Community Affordable Housing Trust Fund.** Established in the City Charter in 2021, 2.0% of the City of Atlanta General Fund Budget is appropriate each year into the Affordable Housing Trust Fund to support affordable housing initiatives, ranging from operating the Housing Help Center to creating and preserving affordable housing and constructing rapid housing with supportive services.	X	X	X	X	X	Mayor's Office of Policy	City Council, Atlanta's Housing Strike Force Partners	TBD, $17 million budgeted for FY2025	Local	New
35	Housing and Community Development	**City of Atlanta Consolidated Plan.** The City of Atlanta is the recipient of four (4) annual entitlement grants from the U.S. Department of Housing and Urban Development (HUD). These grants are: The Community Development Block Grant (CDBG); Emergency Solutions Grant (ESG) Home Investment Partnership program (HOME); and Housing Opportunities for Persons with AIDS (HOPWA) program. To inform development of priorities and goals over the next five years, this section of the Consolidated Plan discusses housing, community development, and economic development needs in the City of Atlanta.	X	X	X	X	X	DGCD	HUD	$165 million	Federal	As of January 2025, the City is updating the Consolidated Plan for 2025-2029. www.atlantaga.gov/government/departments/grants-and-community-development/plans-and-reports
36	Housing and Community Development	**Housing Help Center.** Housing Help Center is a one-stop-shop for residents to learn about and connect to available housing resources. City staff operate the Center which is located in the 2 Peachtree Building in Downtown.	X	X	X	X	X	Mayor's Office	DCP, Atlanta Housing, Non-Profit Organizations	$1 million	Local	New

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
37	Housing and Community Development Land Use	**Housing on Public Land.** City of Atlanta and its partners, through the Housing Strike Force, have identified public land as valuable for addressing the city's housing and neighborhood goals. From small parcels to larger tracts, the City recognizes how smarter, more strategic land use can help meet our current needs and contribute to stabilized housing and neighborhood amenities. Atlanta is actively working with neighborhoods to determine the best, most appropriate, and most long-term impactful ways to activate public land.	X	X	X	X	X	Mayor's Office of Policy	AUDC, APS, IA, Atlanta Housing, ABI, MARTA, Metro Atlanta Land Bank	TBD, Varies by Project	Local	New
38	Land Use	**Zoning Ordinance Rewrite.** Revise Atlanta's Zoning Ordinance to better align with *Atlanta City Design.*	X	X				DCP	City Council	$3 million	Local	Project Status: https://atlzoning.com Carryover from 2021 with updated schedule
39	Land Use Local Economic Development	**Brownfield Program.** Continue to leverage U.S. Environmental Protection Agency (EPA) funding for brownfield assessments and cleanups.	X	X	X	X	X	DCP	EPA, IA	$3 million	Federal, Local	U.S. EPA Awarded the City a $2 million cleanup grant in 2023 Carryover from 2021 with updated budget
40	Local Economic Development	**Atlanta Main Street Program.** The Department of City Planning is partnering with Georgia Main Street to launch a new Atlanta Main Street Program to support community-led initiatives that are critical to equitable, preservation-based economic development. Currently, the City has six Main Street Districts: East Atlanta Village, Little Five Points, Sweet Auburn, Virginia Highlands, West End, and Martin Luther King Jr. Corridor.	X	X				DCP	Georgia Main Street, Neighborhood and Local Business Organizations	TBD, Varies by Main Street District	Local, Philanthropy	New More information: www.atlantaga.gov/government/departments/city-planning/economic-development/atlanta-main-street
41	Local Economic Development	**Tax Allocation Districts.** Support Invest Atlanta's use of Tax Allocation Districts (TADs) in creating more economic activity and strengthening neighborhood businesses.	X	X	X	X	X	IA	TAD Boards	Varies by TAD	Local	Carryover from 2021 https://www.atlantaga.gov/government/departments/city-planning/plans-studies/citywide-plans/tax-allocation-district-tad

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
42	Local Economic Development	**One Atlanta Economic Mobility, Recover, & Resiliency Plan.** Atlanta's *Economic Mobility, Recovery & Resiliency Plan* is helping more residents become resilient to economic downturns, build intergenerational wealth and achieve economic mobility. The strategy focuses on several specific pathways that contribute to economic mobility.	X	X	X	X	X	IA	City of Atlanta	TBD, Varies by Project and Program	Local	Carryover various programs from 2021 now part of the *One Atlanta Economic Mobility, Recover, & Resiliency Plan* More information: www.investatlanta.com/economicmobility
43	Local Economic Development	**New Markets Tax Credit Program.** Below market interest rate loans to finance major redevelopment projects. Loan amounts from $5+ million. Transactions are typically 7-year loans with interest only payments and a portion of the loan forgiven at maturity. Projects must demonstrate job creation and/or benefits to low-income communities.	X	X	X	X	X	IA	Atlanta Emerging Markets, Inc.	Varies by Program and Project	Local, Federal	Carryover from 2021 More information: www.investatlanta.com/developers/opportunities-incentives/new-market-tax-credits
44	Local Economic Development	**Breaking Barriers to Business (B3).** Breaking Barriers to Business (B3) is an initiative to accelerate wealth-building pathways for business owners of color in cities and corridors around the southeastern United States. In partnership with Living Cities and Main Street America, and made possible by Truist Foundation, the City of Atlanta serves as a participating city for this initiative. B3 is a multi-year project to start, grow, and create jobs three commercial corridors in Atlanta: Grove Park, Historic West End, and Sweet Auburn.	X	X	X	X		DCP	Philanthropic Organizations, Neighborhood and Local Business Organizations	$100,000	Local, Philanthropy	New More information: https://livingcities.org/initiative/breaking-barriers-to-business/
45	Local Economic Development	**Beltline Commercial Affordability.** Implement commercial affordability initiatives that include reducing business displacement, enhancing access for businesses, and long-term sustainability of affordability initiatives.	X	X	X	X	X	ABI	City of Atlanta, IA, Businesses	TBD, Varies by Project	Local	New
46	Local Economic Development	**Beltline Commercial District Support.** By leveraging the Atlanta Beltline's ability to connect people and places, these efforts focus on capacity building, resource connection, and technical assistance to grow the commercial corridors along the Atlanta Beltline.	X	X	X	X	X	ABI	City of Atlanta, IA, Commercial District Partners	TBD, Varies by Project	Local	New

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
47	Local Economic Development	**Beltline Small Business Support.** Tailored support to help businesses locate, grow, and stay within the Atlanta Beltline corridor. Services are designed to drive economic development, create job opportunities, and build a thriving community.	X	X	X	X	X	ABI	City of Atlanta, IA, U.S. Economic Development Administration, Businesses	TBD, Varies by Project	Local, Federal	New
48	Local Economic Development	**Beltline Workforce Development.** Workforce development programming for residents is a key element of the Beltline economic development framework. The Atlanta Beltline is dedicated to connecting residents with quality jobs and fostering equitable, economic growth for all.	X	X	X	X	X	ABI	City of Atlanta, IA, Trees Atlanta, Greening Youth Foundation, On the Rise Community Development Center, Kaiser Permanente	TBD, Varies by Project	Local, Philanthropy	New
49	Neighborhood Planning	**Planning for Lindbergh-Armour.** A City of Atlanta and MARTA planning initiative that will provide a framework for multi-modal transportation options including, transit, trails, bicycle infrastructure, and sidewalks as well as a strategy for overall placemaking concept for the Lindbergh-Armour Study Area.	X					DCP	MARTA	$100,000	Local	New
50	Neighborhood Planning	**Small Area and Neighborhood Planning Program.** Develop standards for creating small area and neighborhood plans. Prepare a strategy to complete multiple plans each year and prioritize areas where design, equity, and livability challenges are pronounced, such as neighborhoods around existing and future transit areas. Seek Atlanta Regional Commission (ARC) Livable Centers Initiative (LCI) and other local, regional, state, federal, and philanthropic funds to leverage City funds when appropriate.	X	X	X	X	X	DCP	ARC	TBD, Varies by Plan (range from $0 to $250,000+)	Local, Regional	New
51	Neighborhood Planning	**Planning Atlanta Together.** Planning Atlanta Together will evolve the final phase of the NPU 50th anniversary campaign (2024) into an initiative that engages Neighborhood Planning Units (NPUs) and other community members in the reimagining and strengthening of the NPU system.	X	X	X			DCP	City Council, Neighborhood Organizations	TBD	Local	New

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
52	Neighborhood Planning Local Economic Development Housing and Community Development	**Neighborhood Revitalization Initiative (NRI).** The NRI addresses the most pressing equity challenges facing Atlanta residents—affordable housing, youth development, education, economic mobility, and neighborhood empowerment. The initiative prepares and executes action plans that marshal various resources and drive project implementation in priority areas with community members who provide critical support and guidance while coordinating with departmental staff implementing priority projects. The Mayor's Office identified priority neighborhoods in the Donald Lee Hollowell Parkway corridor, the Campbellton Road corridor, Downtown, and Thomasville Heights.	X	X	X	X	X	Mayor's Office of Neighborhoods	DCP, Neighborhood and Non-Profit Organizations	TBD, Varies by Focus Area	Local, Philanthropy	New
53	Public Safety Facilities	**Fire and Police Station Construction and Improvements.** Construction or improvements of new or existing Fire (e.g., Station 25, 26, 30, 31) and Police (e.g., Zones 3, 4) Stations	X	X	X	X	X	DEAM, AFR, APD	City Council	$65 million	Local	New See status at Moving Atlanta Forward: https://atldot.atlantaga.gov/maf-dashboard
54	Transportation	**Atlanta's Transportation Plan: Comprehensive Transportation Plan Update.** Leverage ARC's *Metropolitan Transportation Plan* program to update the City's long-range transportation plan (last updated in 2018).	X	X				ATLDOT	DCP, ARC	$2.5 million	Local, Regional	New
55	Transportation	**Renew Atlanta-TSPLOST Programs.** Approved by voters in 2015 and administered by ATLDOT, the Renew Atlanta program encompasses a $250 million bond to address a portion of the $1 billion backlog of needed facilities and infrastructure improvements throughout the city of Atlanta. In 2016, Atlanta citizens approved a Transportation Special Purpose Local Option Sales Tax (TSPLOST) generating an additional $260 million to fund significant and expansive transportation projects citywide. Key areas of improvement for the city's transportation infrastructure include: complete streets, bridges resurfacing, roadway improvements, sidewalk and mobility improvements, traffic signals, and multi-use trails.	X	X	X	X	X	ATLDOT	City Council	$510 million	Local	Carryover from 2021

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
56	Transportation	**Moving Atlanta Forward: Bridge Improvements.** Bridge maintenance, repair, and replacement involves general state of good repair maintenance of existing City-owned bridges and replacement of bridges as determined necessary per bridge inspection reports.	X	X	X	X	X	ATLDOT	City Council	$40 million	Local	New Moving Atlanta Forward Horizontal Bond and TSPLOST 2.0 Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard
57	Transportation	**Moving Atlanta Forward: Multi-Purpose Trails.** Constructing hard-surface multi-use paths at various locations citywide. Includes planning/scoping and/or engineering/design for other path segments.	X	X	X	X	X	ATLDOT	DPR, DCP, City Council, PATH	$28 million	Local	New Moving Atlanta Forward Horizontal Bond and TSPLOST 2.0 Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard
58	Transportation	**Moving Atlanta Forward: Sidewalks**. Designing and installing new sidewalks at various locations citywide. Includes citywide ADA curb ramps, which includes installing 4,000 missing ADA ramps as identified in the city's sidewalk inventory.	X	X	X	X	X	ATLDOT	City Council	$151 million	Local	New Moving Atlanta Forward Horizontal Bond and TSPLOST 2.0 Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard
59	Transportation	**Moving Atlanta Forward: Safe Streets.** Designing and installing bicycle and pedestrian safety improvements at various locations citywide.	X	X	X	X	X	ATLDOT	City Council	$131 million	Local	New Moving Atlanta Forward Horizontal Bond and TSPLOST 2.0 Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
60	Transportation	**Moving Atlanta Forward: Signals.** Signal equipment upgrades, signal re-timing, and reconfiguration as determined necessary at various locations citywide.	X	X	X	X	X	ATLDOT	City Council	$10 million	Local	New Moving Atlanta Forward Horizontal Bond and TSPLOST 2.0 Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard
61	Transportation	**Moving Atlanta Forward: Street Repairs.** Resurfacing of streets and where identified and feasible safety improvements and interventions (e.g., vertical lane delineators/safe crossing treatments, lane narrowing) at various locations citywide.	X	X	X	X	X	ATLDOT	City Council	$26 million	Local	New Moving Atlanta Forward Horizontal Bond and TSPLOST 2.0 Individual Project Status: https://atldot.atlantaga.gov/maf-dashboard
62	Transportation	**Huff Road Corridor.** Huff Road east of Marietta Boulevard to Howell Mill Road. Roadway improvement project include capacity improvement.	X	X	X	X	X	ATLDOT	Upper Westside Community Improvement District, ARC	TBD	TBD	Additional details on project implementation based on *Huff Road Multimodal Concept LCI Study* (2023) Carryover from 2021 with updated schedule, budget, and other details
63	Transportation	**ATLNext.** Implement ATLNext, Hartsfield-Jackson Atlanta International Airport's capital development program. It consists of a series of projects over 20 years (2016-2035) designed to boost capacity, renew and replace existing facilities, and enhance Atlanta's aesthetic appeal.	X	X	X	X	X	Atlanta Aviation	Varies by Project	$6 billion	Local, Federal	Program updates: https://next.atl.com Carryover from 2021
64	Transportation Land Use	**More MARTA Program.** In November 2016, voters in Atlanta overwhelmingly approved a half-penny local sales tax that set in motion plans for the largest investment in transit enhancements and expansion in four decades. This investment, called More MARTA Atlanta, not only ushers in improved connectivity, accessibility, and mobility, but it also heralds significant economic development opportunities across the city—and the region—in the years ahead.	X	X	X	X	X	MARTA	DCP, ATLDOT, Atlanta BeltLine	$2.7 billion	Local	More Information: https://www.itsmarta.com/moremarta.aspx Carryover from 2021

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
65	Transportation Land Use	**Summerhill ("Rapid A-Line") Bus Rapid Transit (BRT).** Construct MARTA's Summerhill Bus Rapid Transit route—2.4-mile service to link MARTA's Five Points Station with the Summerhill neighborhood, and the Atlanta Beltline's Southside Trail. Estimated opening date is late 2025.	X					MARTA	DCP, ATLDOT, GDOT	$86.4 million	Local, Federal	Carryover from 2021 More information: https://www.itsmarta.com/summerhill.aspx
66	Transportation Urban Design	**Five Points MARTA Station.** Deconstruct the concrete canopy and station transformation with new, light-filled canopy, a centralized bus hub, and reconnecting Broad Street for pedestrians. Additional improvements will feature community spaces, public art, and urban agriculture.	X	X	X	X	X	MARTA	DCP, ATLDOT	$230 million	Local	Project Updates: www.fivepointstransformation.com/home Carryover from 2021
67	Transportation	**NextGen Bus Network.** MARTA's proposed NextGen Bus Network is designed to provide smarter, faster, and more efficient public transportation to address the needs of our growing region. With innovative solutions and community, this network enhances accessibility, efficiency, and equity to create a more connected system.	X					MARTA	ATLDOT, ARC	$17.7 million	Local, Regional	New More Information: www.martanextgenbusnetwork.com
68	Transportation Land Use	**Atlanta Streetcar Extension (Downtown to Beltline Eastside Trail).** This project will improve rail transit access to regional employment and activity centers, including downtown Atlanta, by extending the streetcar to the Atlanta Beltline Eastside Trail. The project includes the construction of a streetcar line with stations.	X	X	X	X	X	MARTA	DCP, ATLDOT, ABI, GDOT	TBD	Local, Federal	Carryover from 2021 with updated budget and schedule More information: https://www.itsmarta.com/moremarta.aspx
69	Transportation Land Use	**Campbellton Corridor BRT (includes Greenbriar Transit Center study).** The new Bus Rapid Transit (BRT) will connect Greenbriar Mall to the Oakland City Station with 100% dedicated lanes and enhanced stations. This project is also studying a new transit hub at Greenbriar Mall and additional economic development through transit-oriented and joint-development strategies. Estimated opening date is 2030.	X	X	X	X	X	MARTA	DCP, ATLDOT, GDOT	$319.5 million	Local, Federal	New Project Status: https://connectcampbellton.com/

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
70	Transportation Land Use	**Clifton Corridor.** MARTA is advancing Bus Rapid Transit (BRT) for the Clifton Corridor Transit Initiative. The project will reduce peak end-to end transit travel times in the corridor from over one hour to about 30 minutes. Peak transit travel times between Lindbergh Center and Emory University would be reduced from about 30 minutes to 11 minutes. Ongoing technical tasks—continuing technical analysis regarding traffic analysis, service planning, ridership forecasts and station platform conceptual design plans. Expected opening year is 2033.	X	X	X	X	X	MARTA	DCP, ATLDOT, ABI	$600 million	Local	New More Information: https://www.itsmarta.com/clifton-corridor-overview.aspx
71	Transportation Land Use	**Cleveland Avenue and Metropolitan Parkway ART.** MARTA, in collaboration with the City of Atlanta through the More MARTA program, is investing in Arterial Rapid Transit (ART) in the Cleveland Avenue and Metropolitan Parkway corridors. This will provide fast, frequent, and reliable service with upgraded station amenities designed to enhance the rider experience. Opening Year expected to be before end Calendar Year 2027. Current Cost is split $37.3 million to More MARTA Atlanta and $8.5 million to City of East Point.	X					MARTA	DCP, ATLDOT, GDOT	$45.8 million	Local, Federal	New Project Status: https://itsmarta.com/clevelandmetropolitan-ART.aspx
72	Transportation Land Use	**Bankhead Platform Extension.** The MARTA Bankhead Platform Extension project will elevate the current platform from the two-car train consist capacity to an eight-car train consist. Planned development in the area will increase the reliance and need for this optimized capacity. The state-funded project will be done in collaboration with the MARTA Bankhead Master Plan. Expected completion date is July 2027.	X	X				MARTA	DCP, ATLDOT, GDOT, ABI	$71 million	Local	New More Information: https://www.itsmarta.com/bankheadextension.aspx
73	Transportation Land Use	**Buford Highway Arterial Rapid Transit (ART).** MARTA is currently developing conceptual station designs for Buford Highway, meeting with key stakeholders and the public and coordinating with the Georgia Department of Transportation. Because Buford Highway is a state route, MARTA and GDOT will work together on any changes to the roadway, especially in relation to programming the traffic signals to facilitate bus operations. This project will connect to the Lindbergh MARTA rail station on the south and the Doraville MARTA rail station to the north.	X	X	X	X		MARTA	DCP, ATLDOT, GDOT, Surrounding Municipalities	$47 million	Local	New More Information: https://www.itsmarta.com/buford-highway.aspx

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
74	Transportation Land Use	**Infill Station Planning.** 1. Armour Infill Station at the Atlanta Beltline near Armour Drive. between Arts Center and Lindbergh Stations. 2. Boone Infill Station at the Atlanta BeltLine and Boone Boulevard between Ashby and Bankhead Stations 3. Hulsey/Krog Infill Station at BeltLine and Hulsey/Krog Street between King Memorial and Inman Park/Reynoldstown Stations. 4. Murphy Crossing Infill Station at the Atlanta Beltline near Murphy Crossing between West End and Oakland City Stations.			X	X	X	DCP, MARTA	ATLDOT, ABI, ARC	TBD, Varies by Station/Study Area	Local, Regional, Federal	New
75	Transportation Land Use Housing and Community Development Local Economic Development	**Transit-Oriented Development (TOD) Station Planning.** Transit-oriented development, or "TOD", means development that is vibrant, pedestrian-friendly, and genuinely integrated with transit. Continue pursuing TOD in an effort to increase ridership, generate new revenue and to support both local community development and regional economic development. This includes, leveraging ARC's Livable Centers Initiative (LCI) grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services.	X	X	X	X	X	DCP, MARTA	ATLDOT, ABI, ARC	TBD, Varies by Study Area	Local, Regional, Federal	New
76	Transportation Urban Design	**Peachtree Street Streetscape.** This project is now a part of the Stitch. It includes improved streetscape, pedestrian and road infrastructure from North Avenue to Marietta Street/Decatur Street.	X	X	X	X		ADID, DCP, ATLDOT	GDOT	$15 million	Local, State, Federal	New
77	Transportation Urban Design Housing and Community Development Local Economic Development Land Use	**The Stitch.** The Stitch is an ambitious infrastructure investment that aims to reconnect Midtown and Downtown neighborhoods by creating a series of highway caps that will be programmed with parks and improved connections for all modes of mobility. The project aims to inject capital investments to spur Housing growth, economic development, jobs, and access to green space. Phase 1 will specifically include the highway cap from Peachtree Street to Courtland Street over the 75/85 connector. Atlanta Downtown Improvement District (ADID) is taking the lead on the current phase of the project.	X	X	X	X	X	ADID, ATLDOT	DCP, DPW, GDOT, DPR, USDOT	$202 million	Local, State, Federal	New Stitch Master Plan released December 2024: https://thestitchatl.com/project/master-plan

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
78	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Northeast Section 1.** Installation of multi-use path along Atlanta Beltline corridor from MARTA Lindbergh Station to Piedmont Park.	X	X	X	X	X	ABI	ATLDOT, DCP	$109 million	Local, Federal	Carryover from 2021 Atlanta BeltLine Trail - Northeast Section
79	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Northeast Section 3.** Installation of 2.4 miles of mainline trail from Buford Highway to MARTA Lindbergh Station. It will include connections to the Armour-Ottley commercial district, the PATH 400 trail, and other access points.	X	X	X			ABI, PATH	ATLDOT, DCP	$42 million	Local, Federal	Carryover from 2021 Atlanta BeltLine Trail - Northeast Section
80	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Southside Trail Segments 4 and 5.** Spanning 1.2 miles from Boulevard to Glenwood Avenue, the project involves a 14-foot-wide multi-use path with 3-foot soft shoulders on each side, with retaining walls, vertical connections to adjoining streets, storm drainage, replaced bridges, and more infrastructure.	X					ABI	ATLDOT, DCP, DPR, Fulton County, APS	$76 million	Local	Carryover from 2021 Previously Southside Beltline Trail with updated project schedule and budget Project status here: https://beltline.org/learn/current-projects/southside-trail-segments-4-and-5/
81	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Southside Trail Segments 2 and 3.** The project includes the design of a 14-foot-wide concrete multi-use path spanning approximately 1.9 miles from McDaniel Street at University Avenue to Boulevard.	X					ABI	ATLDOT, DCP, DPR, Fulton County, APS	$32 million	Local, Regional, Federal	Carryover from 2021 Previously Southside Beltline Trail with updated project schedule and budget Project status here: https://beltline.org/learn/current-projects/southside-trail-segments-2-and-3/
82	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Northwest Section 5.** Installation of multi-use path along Atlanta Beltline corridor from English Avenue NW to Marietta Boulevard NW.	X					ABI	ATLDOT, DCP, DPR, Fulton County, APS	TBD	Local, Regional, Federal	Carryover from the 2021 Previously Atlanta BeltLine Trail - Northwest Section

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
83	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Northwest Trail Segment 4.** Installation of multi-use path along Atlanta Beltline corridor from Trabert Avenue NW to English Avenue NW.	X					ABI	ATLDOT, DCP, DPR, Fulton County, APS	TBD	Local, Regional, Federal	Carryover from the 2021 Previously "Atlanta BeltLine Trail - Northwest Section"
84	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Northwest Trail Segment 3.** Installation of multi-use path along Atlanta Beltline corridor from Atlanta Memorial Park to Trabert Avenue NW.	X					ABI	ATLDOT, DCP, DPR, Fulton County, APS	TBD	Local, Regional, Federal	Carryover from the 2021 Previously "Atlanta BeltLine Trail - Northwest Section"
85	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Northwest Trail Segment 2.** Installation of multi use path along Atlanta Beltline Corridor from Peachtree Drive NE to Bobby Jones Golf Course	X	X	X	X	X	ABI	ATLDOT, DCP, DPR, Fulton County, APS	TBD	Local, Regional, Federal	Carryover from the 2021 Previously Atlanta BeltLine Trail - Northwest Section
86	Transportation Urban Design Climate Resilience and Natural Systems	**Atlanta Beltline Trail - Northwest Trail Segment 1.** Installation of multi-use path along Atlanta Beltline corridor from Kinsey Court to Peachtree Drive NE.	X	X	X	X	X	ABI	ATLDOT, DCP, DPR, Fulton County, APS	TBD	Local, Regional, Federal	Carryover from the 2021 Previously Atlanta BeltLine Trail - Northwest Section
87	Urban Design	**Public Art and Public Art Trust.** Capital project budgets allocate 1.5% for public art. The public art projects are managed by Mayor's Office of Cultural Affairs (OCA) and the corresponding City Departments implementing the capital projects. This also includes the Public Art Trust for Art Conservation to ensure longevity and durability of the public art	X	X	X	X	X	OCA	ATLDOT, DPR, DWM, Department of Aviation	$5.2 million	Local	City adopted Ordinance 08-O-1884 which sets aside a percent of Capital Improvement Funds for the development of public art. More information: https://ocaatlanta.com/public-art Carryover from 2021 Public Works Public Art Program with updated budget and description

2026-2030 COMMUNITY WORK PROGRAM (CON'T)

#	Planning Element(s)	Action Name & Description	Action Timeframe					Lead Department/ Agency	Key Partners	Estimated Cost	Potential Funding Source(s)	Notes
			2026	2027	2028	2029	2030					
88	Urban Design	**Arts and Cultural Plan for Atlanta.** Prepare an Arts and Cultural Plan that respects and incorporates Atlanta's cultural expressions and history and natural landscape, and integrates public art with green spaces and waterways.	X	X	X			DCP	OCA, MOEDI	$200,000	Local, Philanthropic	New
89	Urban Design	**Love Our Places.** Relaunching of the Love Our Places Program - Incorporating the Experience of 404 as our Marketing Tool to get Love Our Places known in the communities. Love Our Places reimagines Atlanta's public realm through placemaking. Tactical urbanism is one of the program's tools for residents and community organizations to create public spaces. Past projects range from artistic crosswalks to parking spaces redesigned as on-street dining.	X	X	X	X	X	DCP	ATLDOT, Neighborhood Organizations	$200,000	Local	Carryover from 2021 with updated budget, schedule, and description
90	Urban Design Neighborhood Planning Historic Preservation	**Planning Study: Neighborhoods and Places of Worship.** Study needs and opportunities for Atlanta's faith-based institutions, particularly places of worship and their social, cultural, historical, economic, and physical connections with the neighborhoods they serve. References include National Trust for Historic Preservation African American Cultural Heritage Action Fund: https://savingplaces.org/black-churches, Partners for Sacred Places: https://sacredplaces.org/, and Georgia Tech's 2022 studio: https://repository.gatech.edu/server/api/core/bitstreams/ebd57dd2-86ad-4b11-b227-5bfe2cf94a9f/content		X	X	X		DCP	Local Faith Leaders	Up to $500,000 based on scope development with partners	Local, Philanthropic	New

ABI	Atlanta Beltline, Inc.
AIM	Department of Atlanta Information Management
AFR	Atlanta Fire and Rescue Department
APD	Atlanta Police Department
APS	Atlanta Public Schools
ARC	Atlanta Regional Commission
AUDC	Atlanta Urban Development Corp.
ATLDOT	Atlanta Department of Transportation
DCP	Department of City Planning
DEAM	Department of Enterprise Assets Management
DGCD	Department of Grants & Community Development
DPR	Department of Parks & Recreation
DPW	Department of Public Works
DWM	Department of Watershed Management
EPA	U.S. Environmental Protection Agency
EDP	Georgia Environmental Protection Division
GDOT	Georgia Department of Transportation
HUD	U.S. Department of Housing & Urban Development
IA	Invest Atlanta
LCI	Livable Centers Initiative
MARTA	Metropolitan Atlanta Rapid Transit Authority
MOEDI	Mayor's Office of Equity, Diversity, & Inclusion
MOSR	Mayor's Office of Sustainability & Resilience
MOST	Municipal Option Sales Tax
NPU	Neighborhood Planning Unit
OCA	Mayor's Office of Cultural Affairs
PATH	PATH Foundation
TSPLOST	Transportation Special Purpose Local Option Sales Tax
USDOT	U.S. Department of Transportation

Capital Improvements Element

CITY COUNCIL
ATLANTA, GEORGIA

24-O-1497

AN AMENDED ORDINANCE BY COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE TO ADOPT THE 2025-2029 CAPITAL IMPROVEMENTS ELEMENT ("CIE"), WHICH INCLUDES CAPITAL IMPROVEMENTS THAT THE CITY INTENDS TO FUND, IN WHOLE OR IN PART, WITH DEVELOPMENT IMPACT FEES, IN COMPLIANCE WITH THE REQUIREMENTS OF THE GEORGIA DEVELOPMENT IMPACT FEE ACT ("DIFA"); AND FOR OTHER PURPOSES.

WHEREAS, the City of Atlanta ("City") has prepared its annual update of the Capital Improvements Element ("CIE"); and

WHEREAS, the CIE is a component of the City's Comprehensive Development Plan ("CDP") which sets out projected needs for system improvements during a five-year planning horizon, a schedule of capital improvements that will meet the anticipated need for system improvements, and a description of anticipated funding sources for each required improvement, including but not limited to impact fees collected; and

WHEREAS, linking the implementation of the City's Impact Fee Ordinance to the CDP ensures that projected needs for system improvements are consistent with the needs and goals identified in the various other elements of the CDP. In addition, the identification of projected capital facilities needs based on levels of service established in the CDP provides a sound foundation for the calculation of impact fees; and

WHEREAS, the Georgia Development Impact Fee Act ("DIFA") provides that the CIE must identify those projects for which impact fees will be used; and

WHEREAS, "Exhibit A" includes new system improvement projects that the City proposes to fund, in whole or in part, with impact fees; and

WHEREAS, the annual update of the CIE has been prepared in accordance with the Georgia Development Impact Fee Compliance Requirements established by the Georgia Department of Community Affairs and has been reviewed by the Atlanta Regional Commission and the Georgia Department of Community Affairs; and

WHEREAS, a public hearing for the City of Atlanta's Capital Improvements Element occurred on June 5, 2024.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS as follows:

Last Updated: 10/16/24 Page 1 of 4

SECTION 1: The City of Atlanta 2025-2029 Capital Improvements Element (CIE), attached hereto as "Exhibit A" and incorporated herein by reference, is hereby adopted as the office Capital Improvements Element of the City of Atlanta, Georgia.

SECTION 2: The CIE shall become effective immediately upon adoption by the City Council and approval by the Mayor and shall remain in effect until such time as it is amended or repealed.

SECTION 3: All ordinances and parts of ordinances in conflict with this ordinance are hereby waived to the extent of any conflict.

Last Updated: 10/16/24

24-O-1497
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CITY COUNCIL
ATLANTA, GEORGIA

24-O-1497

AN AMENDED ORDINANCE BY COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE TO ADOPT THE 2025-2029 CAPITAL IMPROVEMENTS ELEMENT ("CIE"), WHICH INCLUDES CAPITAL IMPROVEMENTS THAT THE CITY INTENDS TO FUND, IN WHOLE OR IN PART, WITH DEVELOPMENT IMPACT FEES, IN COMPLIANCE WITH THE REQUIREMENTS OF THE GEORGIA DEVELOPMENT IMPACT FEE ACT ("DIFA"); AND FOR OTHER PURPOSES.

LEGISLATION HISTORY – BLUE BACK

Workflow List:

Jahnee Prince	Completed	08/28/2024 1:29 PM
Lauren Clayton	Completed	08/28/2024 2:08 PM
Mayor's Office	Completed	08/28/2024 3:25 PM
Office of Research and Policy Analysis	Completed	09/04/2024 11:13 AM
Community Development/Human Services Committee	Completed	09/10/2024 1:30 PM
Atlanta City Council	Completed	09/16/2024 1:00 PM
Atlanta City Council	Completed	09/16/2024 1:00 PM
Community Development/Human Services Committee	Completed	09/24/2024 1:30 PM
Atlanta City Council	Completed	10/07/2024 1:00 PM
Community Development/Human Services Committee	Completed	10/15/2024 1:30 PM
Atlanta City Council	Pending	10/21/2024 1:00 PM

HISTORY:

09/10/24 Community Development/Human Services Committee

09/16/24 Atlanta City Council REFERRED TO COMMITTEE

RESULT:	**REFERRED TO COMMITTEE [11 TO 0]** **Next: 9/24/2024 1:30 PM**
MOVER:	Howard Shook, Councilmember, District 7
SECONDER:	Liliana Bakhtiari, Councilmember, District 5
AYES:	Bond, Westmoreland, Winston, Amos, Bakhtiari, Shook, Norwood, Hillis, Boone, Overstreet, Lewis
ABSENT:	Alex Wan
AWAY:	Amir R Farokhi, Jason Dozier

09/24/24 Community Development/Human Services CommitteeHELD IN COMMITTEE

RESULT:	**HELD IN COMMITTEE [4 TO 0]**
MOVER:	Matt Westmoreland, Post 2 At-Large
SECONDER:	Liliana Bakhtiari, District 5
AYES:	Liliana Bakhtiari, Jason Dozier, Mary Norwood, Matt Westmoreland
ABSENT:	Jason H Winston
AWAY:	Andrea L. Boone, Michael Julian Bond

10/07/24 Atlanta City Council RETURNED AS HELD

RESULT:	**RETURNED AS HELD**	**Next: 10/15/2024 1:30 PM**

10/15/24 Community Development/Human Services CommitteeFAVORABLE AS AMENDED

RESULT:	**FAVORABLE AS AMENDED [UNANIMOUS]** **Next: 10/21/2024 1:00 PM**
MOVER:	Jason H Winston, Chair, District 1
SECONDER:	Matt Westmoreland, Post 2 At-Large
AYES:	Jason H Winston, Michael Julian Bond, Mary Norwood, Matt Westmoreland
ABSENT:	Liliana Bakhtiari, Andrea L. Boone, Jason Dozier

Certified by Presiding Officer	Certified by Clerk
Mayor's Action *See Authentication Page Attachment*	

Annual Financial Report FY2023

Public Facility Type	Transportation	Transportation	Transportation	Transportation	Police	Fire	Parks North	Parks South	Parks West	TOTAL
Service Area	Citywide	North Trans Area	South Trans Area	West Trans Area	Citywide	Citywide	North Parks Area	South Parks Area	West Parks Area	
Beginning Impact Fee Fund Balance FYE (6/30/2022)	39,693,305.55	1,872,360.56	487,320.83	567,769.35	2,669,633.98	4,618,176.41	6,996,002.12	3,893,674.12	1,440,269.41	62,238,512.33
Impact Fees Collected in FY 2023 - GROSS	514,394.00	-	-	-	45,445.00	64,732.00	1,886.00	207,996.00	8,559.00	843,012.00
Impact Fees Collected in FY 2023 (New 2020 Plan)	-	2,292,881.00	1,444,098.00	810,236.00	607,726.00	625,567.00	1,183,135.00	1,097,449.00	404,695.00	8,465,787.00
Admins Fees Collected in FY 2023 (New 2020 Plan) Add-On Fee	-	68,786.43	43,322.94	24,307.08	18,231.78	18,767.01	35,494.05	32,923.47	12,140.85	253,973.61
Interest Earnings in FY 2023	1,159,325.28	118,548.48	55,018.12	39,239.34	86,704.61	149,133.36	226,865.54	126,389.34	46,034.89	2,007,258.96
Project Expenditures in FY 2023	(735,615.75)	0.00	0.00	0.00	0.00	(14,550.20)	(50,455.50)	(390,666.47)	(457,501.12)	(1,648,789.04)
Administrative Costs in FY 2023	(15,431.82)	0.00	0.00	0.00	(1,363.35)	(1,941.96)	(56.58)	(6,239.88)	(256.77)	(25,290.36)
Administrative Costs in FY 2023 (New 2020 Plan)	-	(68,786.43)	(43,322.94)	(24,307.08)	(18,231.78)	(18,767.01)	(35,494.05)	(32,923.47)	(12,140.85)	(253,973.61)
Impact Fee Refunds in FY 2023	-	-	-	-	-	-	-	-	-	-
Ending Impact Fee Fund Balance FYE (6/30/2023)	40,615,977.26	4,283,790.04	1,986,436.95	1,417,244.69	3,408,146.24	5,441,116.61	8,357,376.58	4,928,602.11	1,441,800.41	71,880,490.89
Impact Fees Encumbered at 6/30/2023	34,932,904.53	-	-	-	1,396,916.24	1,161,186.28	4,621,187.09	1,919,805.93	-	44,032,000.07

Schedule of Improvements

CIE Public Facility Type: Fire											
Department: Fire and Rescue											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
Buckhead Emergency Vehicle Pre-emption Installation	Install emergency vehicle preemption at approximately 80 signalized intersections in the Buckhead area surrounding Peachtree street. The project also includes adding preemption on board units on fire trucks.	Technology	Citywide	7	3/20/2020	8/9/2024	$500,000	$400,000	RA-Local (20%) Impact Fees (80%)	06. Design	20-O-1380
Fire Station 22	New Fire Station 22	Building- New	Citywide	9	1/1/2010	12/31/2024	$13,100,000	$5,800,000	Impact Fees (44%): $5,800,000 Other (17%): $2,200,000, TAD Grant 5,100,000 (39%)	08. Construction/ Procurement	05-O-1540, 12-R-1351, 12-O-0899, 17-O-1345, 22-O-1530
CIE Public Facility Type: Parks North											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Randall Mill Nature Preserve	The acquisition of a 30-acre property at approximately 3910 Randall Mill Road for use as a nature preserve. This will provide a healthy and protected habitat for the enjoyment of Atlantans.	Land Acquisition	North	8	3/11/2024	12/31/2029	$15,000,000	$15,000,000	impact fees and potential 5% to 10% from Moving Atlanta Forward Bond and conservation Fund	01. Planning	
1993 Holly Street Park	New Park Development	Site Improvements	North	3	3/10/2023	12/31/2026	$1,000,000	$1,000,000	Impact fees	01. Planning	TBD
1993 Park Acquisition and Development in Council District 2	Land Acquisition and Site Development	Land Acquisition	North (50%), South (50%)	2	3/1/2023	3/1/2027	$4,500,000	$4,500,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 6	Land Acquisition and Site Development	Land Acquisition	North	6	1/1/2023	3/1/2026	$25,000,000	$25,000,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 7	Land Acquisition and Site Development	Land Acquisition	North	7	3/1/2023	3/1/2027	$81,000,000	$81,000,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 8	Land Acquisition and Site Development	Land Acquisition	North	8	1/1/2023	3/1/2026	$298,750,000	$298,750,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 9	Land Acquisition and Site Development	Land Acquisition	North (50%), West (50%)	9	1/1/2023	3/1/2026	$95,000,000	$95,000,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks North											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Proctor Creek Trail Segment 4	Proctor Creek Trail Segment 4	Trails/Multi-use Trails	North	9	8/8/2022	5/15/2024	$2,850,000	$2,850,000	Impact Fees (100%)	01. Planning	TBD
2021 Wieuca/Powers Ferry Gateway	Wieuca/ Powers Ferry Gateway - new greenspace/ new covered structure only	Building- New	North	8	7/1/2022	7/1/2024	$106,260	$106,260	Impact Fees (100%)	01. Planning	TBD
2021 Access/Improvements to Quonset Hut Site	improvements / access to the Quonset Hut Site as additional passive recreation acreage	Land Acquisition	North	8	2/20/2022	2/20/2025	$500,000	$500,000	Impact Fees (100%)	01. Planning	TBD
2021 Additional Multi-purpose trail in Council District 8	New Walking and Biking Facility	Trails/Multi-use Trails	North	8	3/1/2023	3/1/2027	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Alexander Park	Nature trails, interpretive signage, pavilion, removal of exotic species.	Trails/Multi-use Trails	North	7	1/1/2023	3/1/2026	$1,000,000	$1,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Arts Center Addition @ Chastain Park	Arts Center addition onto the studio building will allow more capacity for residents to take art class and fellowship with other residents.	Building- New	North	8	2/20/2022	2/20/2025	$5,911,920	$5,911,920	Impact Fees (100%)	01. Planning	TBD
2021 Blue Heron Nature Preserve-Improve access to greenspace	Improve access to greenspace	Greenway Trails	North	7	1/1/2023	3/1/2026	$750,000	$750,000	Impact Fees (100%)	01. Planning	TBD
2021 Chastain Park Gym	New Gym	Building- New	North	8	1/1/2023	3/1/2026	$6,000,000	$3,000,000	Impacts Fees (50%), Private (50%)	01. Planning	TBD
2021 Chattahoochee River Park Acquisition of 95.38 acres	Chattahochee River Park connections and acquistions as laid out in Chattahoochee Riverlands Study.	Land Acquisition	North (50%), West (50%)	9	1/1/2023	3/1/2026	$10,000,000	$10,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Chattahoochee RiverLands Trail/ Chattahoochee Brick	Aquisiition of additional parcel along Chattahoochee River that adjoins the Chattahoochee Brick site and is needed for completion of the Chattahoochee Riverlands Trail.	Land Acquisition	North	9	6/1/2023	8/31/2023	$400,000	$400,000	Impact fees	12. Closed Contract	TBD
2021 Chattahoochee Riverlands Trails	Chattahoochee RiverLands Trail - 150 mile trail along Chatt. River from Buford Dam to Chatt. Bend State Park. Connections to Whetstone Creek, Silver Comet, and Proctor	Greenway Trails	North	8,9	4/3/2023	10/30/2027	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Connector Trail at Louise G. Howard Park	Add low-slope, ADA-like connector trail in Louise G. Howard Park	Trails/Multi-use Trails	North	8	3/11/2022	3/11/2026	$500,000	$500,000	Impact Fees (100%)	01. Planning	TBD
2021 Enhancements to Chastain Horse Park	Chastain Horse Park-Add new Therapeutic Horsemanship Center, clinical and educational spaces.	Building- New	North	8	3/1/2022	2/29/2024	$10,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks North											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Exercise Tunnel (Old Ivy Park)	Old Ivy Park - Add Excercise tunnel	Site Improvements	North	7	1/2/2023	12/29/2025	$305,000	$280,000	Impact Fees (100%)	01. Planning	TBD
2021 Expanded Open Meadow	Expanded Open Meadow	Site Improvements	North	8	2/20/2022	2/20/2025	$78,940	$78,940	Impact Fees (100%)	01. Planning	TBD
2021 Expansion of Old Ivy Park	Expansion of Old Ivy Park to include GDOT land on the north side of old ivy road. This has been designed as the "Preserve" as part of the Old Ivy Park Plan.	Land Acquisition	North	7	1/2/2023	6/30/2025	$100,000	$100,000	Impact Fees (100%)	01. Planning	TBD
2021 Holly Street Park-Develop a new park, amenities to be determined after community engagement.	Develop a new park, amenities to be determined after community engagement.	Site Improvements	North	3	1/1/2023	3/1/2026	$500,000	$500,000	Impact Fees (100%)	01. Planning	TBD
2021 Home Park Upgrades	Home Park community would like to have multiple improvements of the property by, addding an enclosed dog run, open space improvements to minimize mosquito population and facilitate more community gatherings.	Site Improvements	North	3	5/1/2023	10/2/2024	$120,000	$108,000	10% HPCIA Greenspace Funds	01. Planning	TBD
2021 Indian Creek Park-New Playground and Pavilion for Capacity Expansion	New Playground and Pavillion for Capacity Expansion	Site Improvements	North	7	1/1/2023	3/1/2026	$680,000	$680,000	Impact Fees (100%)	01. Planning	TBD
2021 Internal Trail Network (Mountain Way Common)	Completion of internal trail network at Mountain Way Common to provide connectivity to PATH400 and effective internal circulation that provides access to all areas of the park space.	Trails/Multi-use Trails	North	7	1/1/2024	1/1/2026	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Lenox Wildwood - Trail Expansion	Trail Expansion	Trails/Multi-use Trails	North	6	1/1/2023	3/1/2026	$1,690,000	$1,690,000	Impact Fees (100%)	01. Planning	TBD
2021 Living Room Entrance (Old Ivy Park)	Old Ivy Park - Living Room EntranceOld Ivy Park is comprised of three primary zones:1. The Stormwater Preserve2. The Fitness Tunnel3. The Community Living Room	Site Improvements	North	7	1/2/2023	12/30/2025	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Loridans Greenspace-Implementation of projects laid out in Loridans Park Master Plan.	Implementation of projects laid out in Loridans Park Master Plan.	Site Improvements	North	7	1/1/2023	3/1/2026	$500,000	$500,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks North											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Lower Blue Lot Parking Tray	Lower Blue Lot Parking Tray	Parking	North	8	8/5/2022	9/2/2024	$2,214,900	$2,214,900	Impact Fees (100%)	01. Planning	TBD
2021 Mountain Way Common-Implementation of projects laid out in Park Master Plan.	Implementation of projects laid out in Park Master Plan.	Site Improvements	North	7	1/1/2023	3/1/2026	$4,500,000	$4,500,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 6	New Walking and Biking Facility	Trails/Multi-use Trails	North	6	1/1/2023	3/1/2026	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 8	New Walking and Biking Facility	Trails/Multi-use Trails	North	8	1/1/2023	3/1/2026	$1,200,000	$1,200,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 9	Implement trail from Trail Master Plan.	Trails/Multi-use Trails	North	9	1/1/2023	3/1/2026	$1,200,000	$1,200,000	Impact Fees (100%)	01. Planning	TBD
2021 Multiuse Trail at Johnson Rd	Johnson Road Multi-Use Trail - will bring a multi-use trail to a street that has excessive existing ROW and lane widths to enable better access to Westside Park, Proctor Creek Trail, and Center Hill Park from surrounding neighborhoods.	Greenway Trails	North (50%), West (50%)	9	6/5/2023	6/5/2024	$5,000,000	$5,000,000	Impact Fees (100%)	01. Planning	TBD
2021 New Indoor Recreation Development in Council District 6	New Recreation Center Development	Building- New	North	6	1/1/2023	3/1/2026	$32,000,000	$32,000,000	Impact Fees (100%)	01. Planning	TBD
2021 New Indoor Recreation Development in Council District 7	New Recreation Center Development	Building- New	North	7	1/1/2023	3/1/2026	$20,000,000	$20,000,000	Impact Fees (100%)	01. Planning	TBD
2021 New Indoor Recreation Development in Council District 8	New Recreation Center Development	Building- New	North	8	1/1/2023	3/1/2026	$52,000,000	$52,000,000	Impact Fees (100%)	01. Planning	TBD
2021 New Indoor Recreation Development in Council District 9	New Recreation Center Development	Building- New	North (50%), West (50%)	9	1/1/2023	3/1/2026	$84,000,000	$84,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Old Ivy Road Park-Implement projects from Park Master Plan.	Implement projects from Park Master Plan.	Site Improvements	North	7	1/1/2023	3/1/2026	$500,000	$500,000	Impact Fees (100%)	01. Planning	TBD
2021 Park Amenities at Old Ivy Park	Old Ivy Park is an unrealized jewel located at 519 Old Ivy Road in the northern portion of the City of Atlanta, Georgia. Transform a series of un-used green and gray spaces in the most and add amenities for area residents	Equipment Purchase	North	7	1/2/2023	12/29/2024	$305,000	$305,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks North											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 PATH Mini Park	PATH mini park - A South Trail extension (#36) is proposed, to allow access to a currently unused, nicely wooded patch of remnant park land south of the American Legion outparcel.	Site Improvements	North	8	6/3/2022	7/1/2024	$91,770	$91,770	Impact Fees (100%)	01. Planning	TBD
2021 Pavilion across from Chastain Parking Lot	New Pavilion	Building- New	North	8	2/20/2022	2/20/2024	$574,770	$574,770	Impact Fees (100%)	01. Planning	TBD
2021 Pavilion at Ellsworth Park	FoSP survey results show the community would like to see a new, innovative playground; a new community pavilion	Building- New	North	8	8/22/2022	3/17/2024	$350,000	$350,000	Impact Fess 100%	01. Planning	TBD
2021 Picnic Area at Chastain Park	Picnic Area Restoration/new greenspace/new trails/new shelter Chastian Park	Building- New	North	8	2/20/2022	2/20/2024	$445,050	$445,050	Impact Fees (100%)	01. Planning	TBD
2021 Proctor Creek Trail Segment 5	Proctor Creek Trail Segment 5	Trails/Multi-use Trails	North	9	5/22/2023	5/27/2024	$2,700,000	$2,700,000	Impact Fees (100%)	01. Planning	TBD
2021 Proctor Creek Trail Segment 6	Proctor Creek Trail Segment 6	Trails/Multi-use Trails	North	9	5/27/2024	6/9/2025	$4,900,000	$4,900,000	Impact Fees (100%)	01. Planning	TBD
2021 Regional Recreational Facility Natatorium	New Facility	Building- New	North	9	1/1/2023	3/1/2026	$25,000,000	$25,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Sidewalk/Benches at Northside and Peachtree Battle	At the corner of Northside Drive & Peachtree Battle there is a green space that runs south to Sagamore Drive. Adding New sidewalk/benches only within park	Site Improvements	North	8	12/23/2022	12/23/2024	$150,000	$150,000	Impact Fees (100%)	01. Planning	TBD
2021 Silver Comet / Whetstone Creek Trail Extension	Silver Comet/Whetstone Creek Trail Extension - this is a needed connection between the current Whetstone Creek Trail, which will be the path Silver Comet Trail takes in order to extend towards the BeltLine.	Trails/Multi-use Trails	North	9	3/13/2023	11/20/2024	$3,000,000	$3,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Skyline Meadow	Skyline Meadow	Site Improvements	North	8	7/1/2022	8/12/2024	$51,060	$51,060	Impact Fees (100%)	01. Planning	TBD
2021 South Meadow	A new South Meadow (#32), and trails, pedestrian bridge across creek.	Land Acquisition	North	8	2/20/2022	2/20/2025	$623,070	$623,070	Impact Fees (100%)	01. Planning	TBD
2021 South Trail Extension	South Trail Extension is proposed, to allow access to a currently unused, nicely wooded patch of remnant park land south of the American Legion outparcel.	Trails/Multi-use Trails	North	8	9/2/2022	9/23/2026	$93,840	$93,840	Impact Fees (100%)	01. Planning	TBD
2021 Spink Collins Park-Implementation of projects laid out in Park Master Plan	Implementation of projects laid out in Park Master Plan	Site Improvements	North	9	1/1/2023	3/1/2026	$1,900,000	$1,900,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks North											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Standing Peachtree-Trail Development for Capacity Expansion	Trail Development for Capacity Expansion	Trails/Multi-use Trails	North	8	1/1/2023	3/1/2026	$895,000	$895,000	Impact Fees (100%)	01. Planning	TBD
2021 Tennis Center Roof Structure	Tennis Center Roof Structure - add roof to tennis center to allow more use and event usage by residents and park guests	Building- New	North	8	2/20/2022	2/20/2025	$500,000	$500,000	Impact Fees (100%)	01. Planning	TBD
2021 Trail at Chastain Memorial Pkwy	Improvements to Troy O Chastain Memorial Pwy include installing trail/sidewalk s to allow pedestrians to move away from vehicles	Trails/Multi-use Trails	North	8	7/1/2022	7/1/2026	$990,840	$990,840	Impact Fees (100%)	01. Planning	TBD
2021 Trail at Shady Valley Park	The proposed .7 miles of pedestrian trail will be part of Peachtree Creek Greenway built by PATH. It will start near Shady Valley Park, at the City of Atlanta and City of Brookhaven limits and run alongside Peachtree Creek	Trails/Multi-use Trails	North	7	5/1/2023	5/1/2024	$6,050,000	$50,000	Impact Fees 0.9% ($50,000) TSPLOST 99.1% (6,000,000	01. Planning	TBD
2021 Trail at Springlake Park	Springlake Park is the largest (5.2 acres) of the three greenspaces in the Springlake neighborhood. Adding new trail	Trails/Multi-use Trails	North	8	5/1/2022	9/1/2024	$250,000	$250,000	Impact Fees (100%)	01. Planning	TBD
2021 Trail Multi-Use Trail at Lenox Rd.	This section will install pedestrian enhancements and interchange improvements on Lenox Road between Phipps Boulevard and Piedmont Road. Pedestrian improvements include a 10'-12' multiuse trail along Lenox Road and the construction of a pedestrian bridge	Trails/Multi-use Trails	North	7	5/1/2023	5/1/2024	$12,000,000	$1,000,000	Impact Fees 8.3% (1,000,000) Federal 33.3% (4,000,000) Other 58.4%	01. Planning	TBD
2021 Trail to connect Path400 and Peachtree Creek Greenway	Local matching funds for Spur Line Connector 3 from NE Atlanta Beltline to connect to PATH400 and Peachtree Creek Greenway regional multiuse trails.	Trails/Multi-use Trails	North	6, 7	1/1/2024	12/27/2024	$10,984,000	$2,196,800	Impact Fees 20% (2,196,800) Federal 80% (8,787,200)	01. Planning	TBD
2021 Transfer Incinerator property from DPW to DPR to complete park/ trail/parking area on Chattahoochee Riverlands	Acquisition/transfer of current CoA DPW old city incinerator property to DPR. This location is shown as a park/trailhead/parking area in the recently-completed Chattahoochee RiverLands Study. The current structure on the property, the old city incinerato	Trails/Multi-use Trails	North	9	1/1/2023	3/1/2026	$25,000,000	$25,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Whetstone Creek Park - Trail Expansion	Trail Expansion	Trails/Multi-use Trails	North	9	1/1/2023	3/1/2026	$465,000	$465,000	Impact Fees (100%)	01. Planning	TBD
2021 Wieuca/Lake Forrest Gateway Creation	Wieuca/ Lake Forrest Gateway creation	Gateway	North	8	7/1/2022	8/12/2024	$106,260	$106,260	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks North											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Yonah Park - New Trail Development	New Trail Development	Trails/Multi-use Trails	North	6	1/1/2023	3/1/2026	$210,000	$210,000	Impact Fees (100%)	01. Planning	TBD
Blue Heron "Blueway" Trail Initiative	For Blueway Trail Initiative Project Site Development & Improvements	Site Improvements	North	7	7/1/2019	7/1/2024	$363,910	$363,910	Impact Fees (100%)	09. Construction	19-R-3698
North Impact Fee Capital and System Improvements	Improvements for Chastain Golf Course, Chastain Art Center, Chastain Ampitheatre, Piedmont Park and other N.I.F, ADA park projects.	Site Improvements	North	6, 8	6/1/2017	7/1/2026	$2,000,000	$1,600,000	Impact Fees (80%): $1,600,000 Trust Fund (20%): $400,000	03. Scoping	TBD
Northside Pkwy/Mt Paran Trail	New Trail-this .7 mile trail offers a safe route for children and families to bike, run or walk between these schools and also brings awareness to Atlanta largest waterway, the Chattahoochee River.	Trails/Multi-use Trails	North	8	3/11/2023	3/11/2024	$3,650,000	$3,300,000	Impact Fees 90.4% ($3,300,000), Path Foundation 9.6% (350,000)	01. Planning	TBD
CIE Public Facility Type: Parks South											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Cabbagetown Community Center - Capacity Upgrade	Recreation Facility cannot adequately support its current capacity, nor absorb projected growth impact. Additional shade & picnic structures also increase capacity to satisfy the Master Plan approved by Dept of Park Design	Building Maintenance/ Renovation	South	5	7/1/2025	12/31/2029	$300,000	$300,000	n/a	01. Planning	
NEW Four Corners Park Renovation	Four Corners Park is an existing 5-acre park near the Southside BeltLine in Peoplestown. The Park has a youth center in need of expansion, and open space that could be better utilized. This project expands the youth center and activates open space.	Site Improvements	South	1	3/1/2025	12/31/2029	$8,000,000	$8,000,000	None	01. Planning	
NEW Lakewood Trail/ SouthTowne-Beltline Connection Segment 1 Parks	Southtowne Trail @ Lakewood Ave SE, to Lakewood Raceway, the Trail cuts properties to Claire Dr. to Pryor Cir SW & to Middleton St. SW. to the entrance Southside Beltline Trail	Trails/Multi-use Trails	South	12	6/3/2024	12/31/2029	$1,000,000	$200,000	District Vertical funding Path, Lakewood Stadium funds, and Path Foundation	01. Planning	

Schedule of Improvements

CIE Public Facility Type: Parks South											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Memorial Drive Greenway Phase I	The Memorial Drive Greenway is a linear park from the historic Oakland Cemetery to the capital between Memorial Dr and MLK. This project will develop and build out Phase I of the Greenway between Oakland Cemetery and DAS BBQ.	Site Improvements	South	5	1/1/2025	12/31/2029	$1,500,000	$1,500,000	Potentially Councilmember Bakhtiari's Infrastructure fund	01. Planning	
1993 Park Acquisition and Development in Council District 1	Land Acquisition and Site Development	Land Acquisition	South	1	1/1/2023	3/1/2026	$45,600,000	$45,600,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 12	Land Acquisition and Site Development	Land Acquisition	South (50%), West (50%)	12	3/1/2023	3/1/2027	$78,600,000	$78,600,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 5	Land Acquisition and Site Development	Land Acquisition	South	5	1/1/2023	3/1/2026	$16,250,000	$16,250,000	Impact Fees (100%)	01. Planning	TBD
1993 Watson St Park	The creation of a new park/greenspace on undeveloped land at 1474 WATSON ST NE in Edgewood.	Site Improvements	South	5	3/1/2024	3/1/2026	$50,000	$50,000	Impact fees	01. Planning	TBD
2021 (2023 Grand Avenue) - Develop a new park, amenities	Land acquisition and site development of a new park on undeveloped land on Grand Avenue in Hammond Park.	Land Acquisition	South	12	3/1/2024	3/1/2027	$650,000	$650,000	Impact fees	01. Planning	TBD
2021 Additional Multi-purpose trail in Council District 1	New Walking and Biking Facility	Trails/Multi-use Trails	South	1	1/1/2023	3/1/2026	$10,700,000	$10,700,000	Impact Fees (100%)	01. Planning	TBD
2021 Arizona St and Clifton St from LaFrance St to Memorial Dr	Implement Cross sections ECP 4.2 from the Cycle Atlanta 2.0 plan. Recommendations include a Multi-Use path (portion of Trolley Line Trail), and a neighborhood greenway along Clifton St from Wade Ave to Memorial Dr.	Neighborhood Greenways	South	5	1/30/2023	12/31/2025	$1,200,000	$1,200,000	Impact fees	01. Planning	TBD
2021 Arthur Langford Park Rec Center- Build New Ecological Center for Capacity Expansion	Build New Ecological Center for Capacity Expansion	Building- New	South	12	1/1/2023	3/1/2026	$2,031,200	$2,031,200	Impact Fees (100%)	01. Planning	TBD
2021 Bass Connector Trail	Little 5 Points is a very popular arts and culture destination that serves as a regional attraction in Atlanta. Moreland Avenue is a superblock that needs safer bicycle and pedestrian crossing. Developing this multiuse trail in conjunction with	Trails/Multi-use Trails	South	2	1/1/2023	3/1/2026	$760,000	$760,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks South											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Boulevard Crossing Park-Implementation of projects laid out in park master plan.	Implementation of projects laid out in park master plan.	Site Improvements	South	1	1/1/2023	3/1/2026	$50,000,000	$50,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Browns Mill Golf Course- Build New Clubhouse for Capacity Expansion	Build New Clubhouse for Capacity Expansion	Building- New	South	12	1/1/2023	3/1/2026	$8,000,000	$8,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Brownwood Park-Develop New Trails for Capacity Expansion	Develop New Trails for Capacity Expansion	Trails/Multi-use Trails	South	5	1/1/2023	3/1/2026	$250,000	$250,000	Impact Fees (100%)	01. Planning	TBD
2021 Central Park- New Synthetic Multipurpose Turf Field	New Synthetic Multipurpose Turf Field	Ballfield	South	2	1/1/2023	3/1/2026	$1,750,000	$1,750,000	Impact Fees (100%)	01. Planning	TBD
2021 Chosewood Park Gault Street Entrance and Unity Bridge	The 17-acre Chosewood Park is the geographic center of the Chosewood Park neighborhood, but most residents lack access to the park. Impact fees would go to design & 100% construction docs fees for bridge and park entrance.	Bridge Improvements	South	1	3/2/2024	3/2/2025	$2,500,000	$250,000	50% Renew Atlanta Bond; 16% developer donations; 24% private donations and grants	01. Planning	TBD
2021 Chosewood Park-Develop New Trail for Capacity Expansion	Develop New Trail for Capacity Expansion	Trails/Multi-use Trails	South	1	3/1/2023	3/1/2027	$250,000	$250,000	Impact Fees (100%)	01. Planning	TBD
2021 Coan Park-Building Expansion	Expand Building Improvement	Site Improvements	South	5	1/1/2023	3/1/2026	$8,000,000	$8,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Emma Millican Park Multi-use trail expansion	Expand multi-use trails throughout Emma Millican Park	Trails/Multi-use Trails	South	12	1/1/2022	12/31/2024	$500,000	$500,000	Impact Fees (100%)	03. Scoping	TBD
2021 Freedom Park-Implementation of projects laid out in the Freedom Park Master Plan	Implementation of projects laid out in the Freedom Park Master Plan	Site Improvements	North (50%), South (50%)	2, 5	1/1/2023	3/1/2026	$10,000,000	$10,000,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks South											
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Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Kimpson Park - New Playground for Capacity Expansion	New Playground for Capacity Expansion	Site Improvements	South	1	1/1/2023	3/1/2026	$175,000	$175,000	Impact Fees (100%)	01. Planning	TBD
2021 Lake Charlotte Nature Preserve-Develop new nature preserve, amenties to be determined after community engagement.	Develop new nature preserve, amenties to be determined after community engagement.	Site Improvements	South	12	1/1/2023	3/1/2026	$20,000,000	$20,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Lang-Carson Park-Implementation of projects laid out in Lang Carson Park Vision Plan.	Implementation of projects laid out in Lang Carson Park Vision Plan.	Site Improvements	South	5	1/1/2023	3/1/2026	$1,400,000	$1,400,000	Impact Fees (100%)	01. Planning	TBD
2021 Lucius D. Simon - Trail & Playground Expansion	Trail & Playground Expansion	Trails/Multi-use Trails	South	1	1/1/2023	3/1/2026	$350,000	$350,000	Impact Fees (100%)	01. Planning	TBD
2021 Memorial Drive Greenway-Develop a greenway of connected park spaces	Develop a greenway of connected park spaces	Greenway Trails	South	5	3/1/2023	3/1/2027	$20,000,000	$20,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Milledge Outdoor Classroom and Theatre	To transform a currently unusable portion of Grant Park into an Outdoor Classroom and Theatre. This capital project and creation of these new amenities will greatly expand the capacity of the park and the ways in which it can be activated.	Building- New	South	1	3/1/2024	3/1/2025	$1,025,000	$420,250	Atlanta Infrastructure Bond 604750 (59%)	01. Planning	TBD
2021 Moreland South Multimodal Trail	This trail is on the Moreland South LCI, this will connect East Atlanta to the future Beltline multi modal trail west and South River PATH to the South. It will also connect to the Quarry Park as it passes Sky Haven Ave. Residents will have more access	Trails/Multi-use Trails	South	5	1/1/2023	3/1/2026	$1,202,850	$1,202,850	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 1	New Walking and Biking Facility	Trails/Multi-use Trails	South	1	1/1/2023	3/1/2026	$4,000,000	$4,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 12 and 1	New Walking and Biking Facility	Trails/Multi-use Trails	South	12, 1	1/1/2023	3/1/2026	$3,200,000	$3,200,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-Use Trail on Wylie St. to connect Cabbagetown and Beltline	Wylie has excess ROW that could be repurposed to get the foot traffic from the Belltine to the Carroll St SE businesses	Trails/Multi-use Trails	South	5	1/1/2023	3/1/2026	$500,000	$500,000	100% (Impact Fees)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks South											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Multi-use Trail to connect businesses along Campbellton Rd, Adams Park Library, Aldred Holmes Golf Course etc.	Includes pedestrian facilities, traffic calming; establishes a model mile greenway connecting Campbellton Rd to the Cascade Heights Business District; incorporates public art, safe gathering spaces, and interpretive opportunities.	Trails/Multi-use Trails	South	11	1/1/2023	3/1/2026	$800,000	$800,000	Impact Fees (100%)	01. Planning	TBD
2021 Multimodal Trail South East Connector along Sugar Creek to Custer and Donzi Lane SE	Multimodal pedestrian and bicycle access and exercise as shown in Path Southeast Connector Study	Trails/Multi-use Trails	South	5	1/1/2023	3/1/2026	$3,500,000	$3,500,000	Impact Fees (100%)	01. Planning	TBD
2021 New trail to connect Beltline to Southeast Atlanta	The Southeast BeltLine Connector is a 2 mile segment of trail that runs from the Atlanta Beltline at Trestletree Apartments to Moreland Avenue. PATH is working with DeKalb County currently to bring the South River trail to Moreland Avenue	Trails/Multi-use Trails	South	1	5/1/2023	5/1/2024	$7,000,000	$6,700,000	Impact Fees 95.7% (6,700,000) Bond 4.3% (300,000)	01. Planning	TBD
2021 Perkerson Park access improvement	Improve access into and around Perkerson Park	Sidewalks	South	12	1/1/2022	12/31/2026	$500,000	$500,000	Impact Fees (100%)	03. Scoping	TBD
2021 Perkerson Park- New Synthetic Multipurpose Turf Field	New Synthetic Multipurpose Turf Field	Ballfield	South	12	1/1/2023	3/1/2026	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Pittman Park multi-use trail expansion	Access improvements needed throughout Pittman Park	Trails/Multi-use Trails	South	12	1/1/2022	12/31/2024	$500,000	$500,000	Impact Fees (100%)	03. Scoping	TBD
2021 Pittman Park- New Synthetic Multipurpose Turf Field & New Shelter	New Synthetic Multipurpose Turf Field & New Shelter	Ballfield	South	12	1/1/2023	3/1/2026	$2,500,000	$2,500,000	Impact Fees (100%)	01. Planning	TBD
2021 Segment One of Lakewood Trail	Segment One of Lakewood Trail is uniquely positioned to provide a safe, pedestrian connection between three Atlanta Public Schools: Carver High School, TH Slater Elementary School and Luther Price Middle School. This Trail starts at the Southeast Atlanta	Trails/Multi-use Trails	South	1	5/1/2023	5/1/2024	$2,150,000	$1,150,000	Impact Fees (100%)	01. Planning	TBD
2021 Segment Two of Lakewood Trail	Segment Two of Lakewood Trail brings much needed pedestrian transportation infrastructure into South Atlanta. This Trail starts at Pryor Road, where it will connect to Segment One of the Lakewood trail and will run for 1.1 miles and connect	Trails/Multi-use Trails	South	1, 12	5/1/2023	5/1/2024	$3,350,000	$2,850,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks South											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Southside Park Sports Complex	Expand park to create sports complex	Ballfield	South	12	1/1/2023	3/1/2026	$40,000,000	$40,000,000	Impact Fees (100%)	01. Planning	TBD
2021 The Kirkwood Connector Trail	The Kirkwood Connector will continue the existing PATH trail, the Trolley Trail, eastward. The Trail will run in front of Toomer Elementary on Hosea L. Williams Drive and Oakview Rd, through the Kirkwood Triangle and vibrant retail district	Trails/Multi-use Trails	South	5	5/1/2023	5/1/2024	$2,500,000	$2,500,000	Impact Fees (100%)	01. Planning	TBD
2021 Thomasville Park- New Synthetic Multipurpose Turf Field	New Synthetic Multipurpose Turf Field	Ballfield	South	1	1/1/2023	3/1/2026	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
770 Shadowridge Dr Acquisition	Acquistion of park land at 770 Shadowridge (20-O-1447) (entered on behalf of CM Archibong).	Land Acquisition	South	5	7/1/2021	6/30/2024	$400,000	$400,000	Impact Fees (100%)	07. Property Acquisition/ROW	20-O-1447
Parkland Acquisitions & Site Works - South Park Impact Fee, Boulevard Crossing	For Acquisition & Site Development of Parks & Recreation	Land Acquisition	South	1	7/1/2019	7/1/2024	$800,000	$800,000	Impact Fees (100%)	07. Property Acquisition/ROW	19-O-1583
CIE Public Facility Type: Parks West											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Community Priority # 2 Adams Park/Campbellton Rd to Cascade Heights Historic District	A 10 ft wide concrete surface trail, 1.15 miles long, in an urban setting along a hilly terrain, The trail segment that runs though Adams Park will use Parks Impact Fees.	Trails/Multi-use Trails	West	11	6/3/2024	12/31/2029	$2,331,000	$250,000	TBD	01. Planning	
NEW Cascade Springs Nature Preserve Wayfinding	This project aims to develop a comprehensive wayfinding system for a 125-acre mature preserve to address concerns related to orientation on the 2-mile trail system and improve public safety by enhancing navigation for first responders.	Wayfinding	West	11	4/1/2024	12/31/2029	$100,000	$25,000	75% CD 11 discretionay funds, 25% DPR grant funds	01. Planning	
NEW Community Priority # 3 John A Park Greenway to SW Beltline Connector	a 10 ft wide concrete trail, 0.94 miles long, in an urban setting, on flat terrain. Follows alongside a stream not In the ROW.	Trails/Multi-use Trails	West	10, 11	6/3/2024	12/31/2029	$1,904,000	$500,000	TBD	01. Planning	

Schedule of Improvements

CIE Public Facility Type: Parks West											
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Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Community Priority # 6 John A White Park Greenway to Cascade Heights Historic District	The acquisition of a 30-acre property at approximately 3910 Randall Mill Road for use as a nature preserve. This will provide a healthy and protected habitat for the enjoyment of Atlantans. Follows a stream, not in the ROW.	Trails/Multi-use Trails	West	11	6/3/2024	12/31/2029	$2,029,000	$500,000	Federal funding source design escalation $99k & Impact Fees	01. Planning	
NEW Community Priority #5 Cascade Springs - South Utoy Creek Boardwalk Greenway to Campbellton Rd	a 10 ft wide, concrete trail, 1.01 miles long, in an urban setting, on flat terrain. Follows Utoy Creek, not in ROW	Trails/Multi-use Trails	West	11	6/3/2024	12/31/2029	$2,027,000	$500,000	Federal source Design Escalation $128K	01. Planning	
NEW Community Priority 7 OAC- John A White Park Greenway	A 10 ft wide, 0.68 mile long concrete trail, in an urban setting, on a hilly terrain. Follows Utoy Creek, not in ROW	Trails/Multi-use Trails	West	11, 4	6/3/2024	12/31/2029	$2,433,000	$500,000	TBD	01. Planning	
NEW Deerwood Southwest Atlanta NPU P	Deerwood Park showcases how environmental elements unfold within a landscape and creates a space of natural play and mobility, flexibility, and inclusion for park visitors. Funding for a brand new playspace is needed.	Playground Improvement	West	11	6/3/2024	12/31/2029	$300,000	$300,000	None	01. Planning	
NEW Falling Water Park Improvements	"Small parking area in existing GAS easement with sidewalk connections to Panther Trail, with seating, lighting and security cameras"	Parking	West	11	1/1/2025	12/31/2029	$400,000	$150,000	tbd	01. Planning	
1993 Monroe Heights Pocket Park	Land Acquisition and Site Development	Land Acquisition	West	9	1/1/2023	3/1/2026	$8,000	$4,000	Impacts Fees (50%) CD9 Account (50%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 10	Land Acquisition and Site Development	Land Acquisition	West	10	1/1/2023	3/1/2026	$91,200,000	$91,200,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 11	Land Acquisition and Site Development	Land Acquisition	West	11	3/1/2023	3/1/2027	$148,800,000	$148,800,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 3	Land Acquisition and Site Development	Land Acquisition	West	3	1/1/2023	3/1/2026	$26,250,000	$26,250,000	Impact Fees (100%)	01. Planning	TBD
1993 Park Acquisition and Development in Council District 4	Land Acquisition and Site Development	Land Acquisition	West	4	1/1/2023	3/1/2026	$14,250,000	$14,250,000	Impact Fees (100%)	01. Planning	TBD
2021 A.D. Williams Park- New Synthetic Multipurpose Turf Field	New Synthetic Multipurpose Turf Field	Ballfield	West	9	1/1/2023	3/1/2026	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks West											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Additional Multi-purpose trail in Council District 11	New Walking and Biking Facility	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$5,600,000	$5,600,000	Impact Fees (100%)	01. Planning	TBD
2021 Additional Multi-purpose trail in Council District 9	Implement trail from Trail Master Plan.	Trails/Multi-use Trails	West	9	1/1/2023	3/1/2026	$2,100,000	$2,100,000	Impact Fees (100%)	01. Planning	TBD
2021 Beecher Rd. Trail	Mobility: provide bike and pedestrian access for Beecher Hills residents to Cascade Heights commercial district and parks/ recreation areas; Equity, incorporate public art, safe gathering spaces.	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$12,000,000	$12,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Cascade Spring Nature Preserve-Implementation of projects laid out in park master plan.	Implementation of projects laid out in park master plan.	Site Improvements	West	11	1/1/2023	3/1/2026	$2,500,000	$2,500,000	Impact Fees (100%)	01. Planning	TBD
2021 Chattahoochee Brick	Development of the former Chattahoochee Brick Factory site to a publicly accessible greenspace.	Site Improvements	West	9	3/1/2023	12/31/2027	$50,000,000	$50,000,000	Impact fees	01. Planning	TBD
2021 Cleopas R. Johnson Park- New Bandshell for Capacity Expansion	New Bandshell for Capacity Expansion	Site Improvements	West	4	1/1/2023	3/1/2026	$850,000	$850,000	Impact Fees (100%)	01. Planning	TBD
2021 Collier Park- New Synthetic Multipurpose Turf Field	New Synthetic Multipurpose Turf Field	Ballfield	West	10	3/1/2023	3/1/2027	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Danforth Park-Develop a new park, amenities to be determined after community engagement.	Develop a new park, amenities to be determined after community engagement.	Site Improvements	West	11	1/1/2023	3/1/2026	$1,000,000	$1,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Enota Park-New Park Development based on community engagement.	New Park Development based on community engagement.	Site Improvements	West	4	1/1/2023	3/1/2026	$18,000,000	$18,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Falling Water- New Park Development	New Park Development	Site Improvements	West	11	1/1/2022	1/1/2025	$8,225,000	$8,225,000	Impact Fees (100%)	01. Planning	TBD
2021 Greenhouse-New Building for Capacity Expansion	New Building for Capacity Expansion	Building- New	West	3	1/1/2023	3/1/2026	$2,000,000	$2,000,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks West											
Department: Parks and Recreation											
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2021 Greenway Multi-use Trail	MLK @ Willis Mill Rd, south to Hampton-Beecher Nature Preserve, from the south side of nature preserve @ Jenny Wren Ln and Willis Mill Rd south along Willis Mill Rd to Cascade Rd	Trails/Multi-use Trails	West	10	1/1/2023	3/1/2026	$900,000	$900,000	Impact Fees (100%)	01. Planning	TBD
2021 Gun Club Park - New Park Development	New Park Development	Site Improvements	West	9	1/1/2023	3/1/2026	$10,275,000	$10,275,000	Impact Fees (100%)	01. Planning	TBD
2021 Herbert Greene Park- Implementation of projects laid out in Park Master Plan.	Implementation of projects laid out in Park Master Plan.	Site Improvements	West	10	3/1/2023	3/1/2027	$1,400,000	$1,400,000	Impact Fees (100%)	01. Planning	TBD
2021 Hollywood Trailhead Park	Aquisition of needed parcels to allow for development of next funded phase of PCT, as well as a small trailhead park and parking area.	Land Acquisition	West	9	1/1/2024	3/31/2024	$400,000	$400,000	Impact fees	01. Planning	TBD
2021 Klaus Park and Preserve - New Trail Development	New Trail Development	Trails/Multi-use Trails	West	10	1/1/2023	3/1/2026	$1,410,000	$1,410,000	Impact Fees (100%)	01. Planning	TBD
2021 Knight Park- Implementation of projects laid out in Park Master Plan.	Implementation of projects laid out in Park Master Plan.	Site Improvements	West	3	1/1/2023	3/1/2026	$1,200,000	$1,200,000	Impact Fees (100%)	01. Planning	TBD
2021 Lindsay Street Park - Park & Trail Expansion	Park & Trail Expansion	Trails/Multi-use Trails	West	3	3/1/2023	3/1/2027	$175,000	$175,000	Impact Fees (100%)	01. Planning	TBD
2021 Lionel Hampton - Trail Development and Preserve	Trail Development and Preserve	Trails/Multi-use Trails	West	10	1/1/2023	3/1/2026	$6,400,000	$6,400,000	Impact Fees (100%)	01. Planning	TBD
2021 Maddox Park - New Playground & Dog Park	New Playground & Dog Park	Site Improvements	West	3	1/1/2023	3/1/2026	$250,000	$250,000	Impact Fees (100%)	01. Planning	TBD
2021 Mozley Park- New Synthetic Multipurpose Turf Field & New Shelter	New Synthetic Multipurpose Turf Field & New Shelter	Ballfield	West	3	1/1/2023	3/1/2026	$5,000,000	$5,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Mt. Gilead Multi-use Trail	Safety: include safe bike and pedestrian facilities; Mobility: establish a sidewalk that connects to a greenway connecting Campbellton Rd to Panther Trail sidewalks. also connects Mt Gilead to green infrastructure connecting to Falling Water Kings Ridg	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$1,500,000	$1,500,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 10 and 11	New Walking and Biking Facility	Trails/Multi-use Trails	West	10, 11	1/1/2023	3/1/2026	$1,600,000	$1,600,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks West											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Multi-purpose trail in Council District 11	New Walking and Biking Facility	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$1,200,000	$1,200,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 3	New Walking and Biking Facility	Trails/Multi-use Trails	West	3	1/1/2023	3/1/2026	$12,000,000	$12,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Multi-purpose trail in Council District 3 and 9	New Walking and Biking Facility	Trails/Multi-use Trails	West	3, 9	1/1/2023	3/1/2026	$2,400,000	$2,400,000	Impact Fees (100%)	01. Planning	TBD
2021 New Indoor Recreation Development in Council District 11	New Recreation Center Development	Building- New	West	11	1/1/2023	3/1/2026	$52,000,000	$52,000,000	Impact Fees (100%)	01. Planning	TBD
2021 New Indoor Recreation Development in Council District 12	New Recreation Center Development	Building- New	West	12	1/1/2023	3/1/2026	$20,000,000	$20,000,000	Impact Fees (100%)	01. Planning	TBD
2021 New trail connecting Cascade Rd. to Campbellton and Adams Park	This trail will connect users from the complete street being built on Cascade Rd to the commercial corridor of Cambellton and also Adams Park.	Trails/Multi-use Trails	West	11	5/1/2023	5/1/2024	$4,250,000	$4,250,000	Impact Fess 100%	01. Planning	TBD
2021 North Camp Creek Park Nature Preserve	Improved access, invasive plant removal/resource management, stream restoration, and nature trails.	Site Improvements	West	11	1/1/2023	3/1/2026	$10,705,000	$10,705,000	Impact Fees (100%)	01. Planning	TBD
2021 Old Adamsville Rec Center-Building Expansion to increase Capacity	Building Expansion to increase Capacity	Building- New	West	10	1/1/2023	3/1/2026	$500,000	$500,000	Impact Fees (100%)	01. Planning	TBD
2021 Outdoor Activity Center-Implement projects from Park Master Plan.	Implement projects from Park Master Plan.	Site Improvements	West	4	1/1/2023	3/1/2026	$1,500,000	$1,500,000	Impact Fees (100%)	01. Planning	TBD
2021 Princeton Lakes Trail	Safety: include safe bike and pedestrian facilities for seniors and children, Mobility: establishes a greenway that connects the Princeton Lakes residential community as well as the Stone Rd/N Camp Creek Pkwy SW residents access to Princeton Lake as well	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$3,000,000	$3,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Sandtown/Countyline Multi-use Trail	Project goals: Safety: include pedestrian facilities and traffic-calming elements to improve safety along the Campbellton Rd corridor for all users; Mobility: establishing a greenway that connects the sidewalks along Campbellton Rd in South Fulton	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$8,000,000	$8,000,000	Impact Fees (100%)	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Parks West											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 SW Beltline Connector Trail Ph1	Safety: include safe pedestrian facilities; Mobility: establish a greenway that connects John A White park to the SW Beltline connector to provide safe bike and pedestrian facilities: Mobility: establishes a greenway that connects J A White park to Beech	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$3,000,000	$3,000,000	Impact Fees (100%)	01. Planning	TBD
2021 Tucson Park-Park improvement, including development of splash pad.	Park improvement, including development of splash pad.	Site Improvements	West	11	1/1/2023	3/1/2026	$800,000	$800,000	Impact Fees (100%)	01. Planning	TBD
2021 Verbena Street & Shirley Place Playlot- New Park Development	New Park Development	Site Improvements	West	3	1/1/2023	3/1/2026	$100,000	$100,000	Impact Fees (100%)	01. Planning	TBD
2021 West Manor Park- New Synthetic Multipurpose Turf Field	New Synthetic Multipurpose Turf Field	Ballfield	West	10	3/1/2023	3/1/2027	$2,500,000	$2,500,000	Impact Fees (100%)	01. Planning	TBD
2021 Westside Connector Multi-use Trail	Safety: include safe bike and pedestrian access to mall from Barge Rd/Campbellton Rd corridor to Mall district; Mobility: establishes a greenway the connects the Mall to the western side of the Campbellton rd/I-285 interchange.	Trails/Multi-use Trails	West	11	1/1/2023	3/1/2026	$200,000	$200,000	Impact Fees (100%)	01. Planning	TBD
2021 Westside Park-improvement, including development of Splash Pad & Skate Park.	Park improvement, including development of splash pad.	Site Improvements	West	9	1/1/2023	3/1/2026	$800,000	$800,000	Impact Fees (100%)	01. Planning	TBD
2021 William Walker Natatorium- New Facility	New Facility	Building- New	West	11	1/1/2023	3/1/2026	$25,000,000	$25,000,000	Impact Fees (100%)	01. Planning	TBD
2021 William Walker Park(Formerly Ben Hill)-Park improvement, including development of splash pad.	Park improvement, including development of splash pad.	Site Improvements	West	11	1/1/2023	3/1/2026	$800,000	$800,000	Impact Fees (100%)	01. Planning	TBD
2021 Woodruff Park Capital Project Enhancements	This project will implement enhancements recommended in the Woodruff Park Master Plan, including adding a dog park.	Site Improvements	West	4	1/1/2024	6/1/2025	$3,500,000	$2,975,000	$500,000 committed by Atlanta Downtown Improvement District for park accessibility improvements	01. Planning	TBD
205, 209, 211, 221, 272, 283 Elm Street	For Acquisition & Site Development of Parks & Recreation	Land Acquisition	West	3	1/1/2018	1/1/2027	$450,000	$450,000	Impact Fees (100%)	07. Property Acquisition/ROW	17-O-1168 & 18-O-1425

Schedule of Improvements

CIE Public Facility Type: Parks West											
Department: Parks and Recreation											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
Parkland Acquisitions & Site Works - (Westside Park) West Park Impact Fee	For Acquisition & Site Development of Parks & Recreation	Land Acquisition	West	9	7/1/2019	7/1/2024	$500,000	$500,000	Impact Fees (100%)	07. Property Acquisition/ROW	17-O-1776
CIE Public Facility Type: Police											
Department: Police											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Acquisition for precinct	To acquire property to expand Police presence in Zone 4 corridor, including land and building.	Land Acquisition	Citywide	ALL	11/1/2024	12/1/2026	$2,000,000	$700,000	Impact Fees (35%): $700,000 Bonds and other Capital Funds sources (65%): $1,300,000	01. Planning	n/a
APD Zone 3 Precinct Replacement	Construction of a new Zone 3 Precinct	Building- New	Citywide	ALL	8/1/2018	12/30/2024	$11,000,000	$1,500,000	Impact Fees (13.6%): $1,500,000 Capital Finance Fund (86.4%): $9,500,000	10. Closeout	13-O-0169/16-R-3195/16-R-3195/20-O-1502
SWAT Expansion	New facility to support expanded staff of the Police SWAT Unit	Building- New	Citywide	ALL	4/1/2021	12/31/2024	$1,700,000	$900,000	Impact Fees 53%, Capital Finance Fund 47%	06. Design	97-O-0822, 21-O-0396, 23-R-3504
CIE Public Facility Type: Transportation											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Ted Turner Drive and Centennial Olympic Park Drive ITS	Ted Turner Drive (MLK to Williams) and Centennial Olympic Park Dr (MLK to Portman) need significant ITS upgrades (specifically variable message signs) to support heavy event traffic needs, especially with the growth of Centennial Yards.	Traffic Light Synchronization/ ATM/ITS	South, West	3	3/7/2024	5/30/2026	$2,300,000	$2,300,000	Transportation South - 50% Transportation West - 50%	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Transportation											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
10th St Communication Corridor	Fiber Installation and signal upgrades along 10th St, from Monroe Dr to Piedmont Ave, to optimize signal operations and communications network to ATCC.	Signals	North	6	4/30/2017	6/18/2024	$600,000	$240,000	Impact Fees (40%) - $240000 TSPLOST (60%)- $360,000	08. Construction/ Procurement	17-O-1000
12th St Two-way Conversion	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Two Way Conversion	North	2	9/1/2016	11/1/2024	$110,000	$30,000	Impact Fees (27%): - $30,000 Local/ Private (72.7%): - $80,000	01. Planning	16-O-1054
15th Street Extension	15th Street Extension project scope includes the extension of 15th Street west two blocks from West Peachtree St. to Spring St. and Williams St. to provide better circulation for vehicles, bicycles, & pedestrians through Midtown area.	Complete Streets	North	2	12/16/2017	8/15/2024	$3,688,625	$1,250,000	Impact Fees (33.88%)- $1,250,000 TSPLOST (66.12%)- $2,438,625	08. Construction/ Procurement	17-O-1109
1824 Defoor Avenue	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Multi-Modal	North	9	9/1/2016	11/1/2024	$350,000	$175,000	Impact Fees (50%): - $175,000 Local (50%): $175,000	01. Planning	TBD
1993 5th and James Drive roadway improvement	Conversion of substandard 14' wide gravel road to standard 20 ' wide two way paved system providing better connectivity to exist roadway systems	Road Widening	West	9	11/1/2019	8/2/2024	$1,500,000	$600,000	Local Bond - 60% Impact fees 40%	07. Property Acquisition/ROW	22-O-1532
1993 Ayr Place roadway improvement	Conversion of substandard 14' wide gravel road to standard 20 ' wide two way paved system providing better connectivity to exist roadway systems	Road Widening	South	1	11/1/2019	10/2/2024	$560,000	$448,000	Local Bond - 20% Impact fees 80%	07. Property Acquisition/ROW	22-O-1532
1993 Baylor Street roadway improvement	Conversion of substandard 10' wide gravel road to standard 20 ' wide two way paved system providing better connectivity to exist roadway systems	Road Widening	West	3	11/1/2020	8/4/2025	$320,000	$128,000	Local Bond - 60% Impact fees 40%	06. Design	TBD
1993 Bolton Ave Signal Improvements	At Northwest Dr - New signal install due to sight distance issues and increased Northwest Drive traffic due to multiple townhome and apartment developments in the area. At Parrott Ave - upgrade signal and lanes so signal	Complete Streets	West	9	3/1/2024	5/20/2027	$200,000	$160,000	Impact Fees 80% $160,000, Other Funding 20% $40,000	01. Planning	TBD
1993 Braeburn Avenue roadway improvement	Conversion of substandard 14' wide gravel road to standard 20 ' wide two way paved system providing better connectivity to exist roadway systems	Road Widening	South	5	11/1/2019	7/18/2024	$870,000	$217,500	Local Bond - 75% Impact fees 25%	08. Construction/ Procurement	22-O-1532

Schedule of Improvements

CIE Public Facility Type: Transportation											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
1993 East Pelham/ Wildwood/North Rock Springs	Existing traffic circle poorly designed with stop signs. Implement full roundabout with stop sign removal.	Intersection Improvement/ Reconstruction	North	6	3/1/2023	12/31/2026	$550,000	$440,000	20% Bond Local Match	05. Design/ Procurement	22-O-1532
1993 Ford Street roadway improvement	Conversion of substandard 14' wide gravel road to standard 20 ' wide two way paved system providing better connectivity to exist roadway systems	Road Widening	North	9	11/1/2019	10/2/2024	$710,000	$213,000	Local Bond - 70% Impact fees 30%	07. Property Acquisition/ROW	22-O-1532
1993 Foster Place roadway improvement	Conversion of substandard 10' wide gravel road to standard 20 ' wide two way paved system providing better connectivity to exist roadway systems	Road Widening	West	3	11/1/2020	8/4/2025	$370,000	$148,000	Local Bond - 60% Impact fees 40%	06. Design	TBD
1993 Habersham Rd @ Valley Rd Intersection Improvements	Roundabout with Wolf Creek culvert improvements and pedestrian safety improvements	Intersection Improvements/ Reconstruction	North	8	2/1/2022	2/2/2026	$1,000,000	$802,000	Impact Fees 80% $802,000, ATLDOT Safety & Mobility Fund 20% $198,000	02. Concept	TBD
1993 Hirsch Street roadway improvement	Conversion of substandard 14' wide gravel road to standard 20 ' wide two way paved system providing better connectivity to existing roadway systems	Road Widening	North	3	11/1/2019	7/8/2024	$570,000	$171,000	Local Bond - 70% Impact fees 30%	08. Construction/ Procurement	22-O-1532
1993 Intersection of Zadie, Marietta road, and Carroll Drive reconfiguration	Intersection improvement for Zadie, Marietta road, and Carroll Drive. Re-align frontage road access and reconfigure intersection for better traffic flow.	Intersection Improvements/ Reconstruction	North	9	9/24/2018	8/4/2025	$434,000	$173,600	Local Bond - 60% Impact fees 40%	06. Design	TBD
1993 Meredith Dr @ Spring Valley Rd Intersection Improvement	Intersection gets a significant commuter traffic and a mini roundabout would help accommodate the flow of traffic	Intersection Improvements/ Reconstruction	North	8	3/1/2024	2/28/2026	$150,000	$120,000	Impact Fees 80% $120,000, Other Funding 20% $30,000	01. Planning	TBD
1993 Milton Ave @ Lakewood Ave Intersection Improvement	Install roundabout at intersection of Milton Ave & Lakewood Ave- Roundabout option Still under review for feasibility.	Intersection Improvements/ Reconstruction	South	1	1/1/2023	12/31/2027	$1,400,000	$1,200,000	Impact Fees 86% $1,200,000, Other Funding 14% $200,000	02. Concept	TBD

Schedule of Improvements

CIE Public Facility Type: Transportation											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
1993 Peachtree Battle at Dellwood Dr. Roundabout	Installation of a Roundabout in the existing right-of-way. This project is shown as the number one project (3.E) in the Peachtree Battle Transportation Study that has been approved by ATL Transportation	Intersection Improvements/ Reconstruction	North	8	3/1/2024	2/24/2028	$540,000	$432,000	Impact Fees 80% $432,000, Other Funding 20% $108,000	02. Concept	TBD
1993 Piedmont, Habersham, and Roswell road intersection re configuration	Corridor reconfiguration at the intersections surrounding Piedmont and Roswell Road	Intersection Improvements/ Reconstruction	North	7	11/1/2019	12/1/2025	$5,000,000	$1,000,000	20% Impact fees 80% other	02. Concept	TBD
2021 Signal Enhancement Projects -Phase III	at Marietta Rd@Bolton Rd, Campbellton Rd@Barge Rd, Welcome All Connector @Camp Creek Pkwy, Piedmont Rd @ 10th St, Continental Colony Pkwy/ Stone-Hogan Connector (QLS Meadows to North Camp Creek Pkwy; 3 additional signals)	Signals	Citywide	2, 11	7/1/2023	1/1/2026	$2,000,000	$2,000,000	Impact fees(100%)	01. Planning	TBD
2021 Signal Enhancement Projects I	This project includes signal enhancements at intersections on Greenbriar Pkwy, Sylvan Rd, 10th St, State St and North Ave.	Signals	Citywide	2, 3, 11, 12	4/30/2017	3/3/2028	$4,829,835	$965,967	Other 80% Impact Fee 20%	05. Design/ Procurement	TBD
Atlanta Traffic Control Center - ITS	This project will provide a noninvasive detection system for the identified intersections, which include presence detection, vehicle counts, classification, occupancy, and speed information to the City's Intelligent Information Management Systems (ITS)	Signals	North (50%), West (50%)	4, 8	1/28/2020	4/1/2026	$680,971	$226,990	$680,971 ($453,981 federal - proposed, 113,495 local match, 113,495 17-O-1207 not eligible toward federal match but necessary for design)	06. Design	17-O-1207, 21-O-0841
Barnett Street @ Saint Charles Avenue	Signal removal. This intersection does not meet the warrant of traffic signal and is recommended for conversion for side street two way stop control	Intersection Improvements/ Reconstruction	North	6	10/10/2017	3/29/2024	$15,000	$15,000	RENEW BOND (0%)- $0 Impact Fees (100%)- $15,000	09. Construction	20-O-1380
Bicycle Rack Project	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Bicycle and Pedestrian Improvements	Citywide	ALL	10/1/2022	11/1/2023	$100,000	$100,000	Impact Fees (100%): - $100,000	09. Construction	21-O-0841
Bolton Rd/ Hollywood Rd Intersection Improvements	Add left-turn lane capacity on Bolton Road at Hollywood Road intersection	Intersection Improvements/ Reconstruction	North	9	12/1/2024	12/1/2028	$3,000,000	$180,000	Impact Fees (6%) - $180,000 Other (94%) - $2,820,000	01. Planning	TBD
Boone/H.E. Holmes Drive	Roundabout at Simpson Road/JE Boone and H.E. Holmes Drive	Intersection Improvements/ Reconstruction	West	3, 10	12/1/2024	12/1/2028	$3,200,000	$420,000	Impact Fees (11%) - $420,000 Other (89%) - $3,780,000	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Transportation											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
Boulevard Pedestrian Improvements	Pedestrian Improvements along the corridor	Multi-Modal	South	1	7/1/2019	12/1/2025	$1,210,000	$210,000	Impact Fees (17.4%) - $210,000 Federal (82.6%) - $1,000,000	05. Design/ Procurement	17-O-1207
Buckhead Pedestrian Mobility Enhancements	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Bicycle and Pedestrian Improvements	North	7	4/1/2017	11/1/2024	$1,200,000	$650,000	Impact Fees (54.2%): - $650,000 Local (45.8%):- $550,000	01. Planning	TBD
Campbellton Road Fiber Corridor	The Campbellton Road Smart Transit Corridor project will identify existing safety and transit efficiency opportunities and implement enhancements to improve mobility, safety, and quality of life for all users.	Complete Streets	West	11	12/1/2017	6/20/2027	$2,000,000	$250,000	Impact Fees (12.5%)- $250,000 TSPLOST (87.5%)- $1,750,000	06. Design	20-O-1380
Cheshire Bridge Rd and Lenox Rd New Signal	Pedestrian hybrid beacon signal	Signals	North	6	12/15/2016	12/1/2025	$200,000	$110,000	Impact Fees : $110,000 Renew Bond : $90,000	08. Construction/ Procurement	17-O-1000, 21-O-0841
Cleveland Avenue Pedestrian Mobility Improvements	Pedestrian mobility improvements include pedestrian signal upgrades to meet ADA requirements, new (PHBs) and (RRFBs) , refuge islands, crosswalks, speed detection, minor intersection geometry changes , new sidewalks, and landscaping.	Multi-Modal	South	12	1/1/2021	1/7/2025	$1,460,000	$210,000	Impact Fees (14.4%) - $210,000 Federal (75.3%) - $1,100,000 Local (10.3%) - $150,000	06. Design	17-O-1207
Cycle Atlanta Phase 1.0 Bicycle Mobility Impr.	This project will connect proposed bicycle facilities to existing transit facilities, thus improving mobility between transportation modes within the City of Atlanta.	Bicycle and Pedestrian Improvements	Citywide	1, 2, 3, 4, 5	7/1/2019	11/17/2024	$2,500,000	$500,000	Impact Fees (20%) - $500,000 Federal (80%) - $2,000,000	06. Design	16-O-1054, 19-O-1258
D. L. Hollowell/Westlake LCI Projects	Pedestrian improvements between West Lake Ave and Proctor Creek	Streetscape	West	9	1/5/2015	12/31/2025	$750,000	$750,000	Impact Fees (100%)	03. Scoping	11-O-0849, 19-O-1007
Grant Street Extension	Extend Grant Street to connect across the Beltline (public and private initiative)	Road Widening	South	1	12/1/2024	12/1/2028	$15,000,000	$1,100,000	Impact Fees (10%): $1,100,000 Other (90%): $13,900,000	01. Planning	TBD
Howell Mill Rd @ Moores Mill rd Intersection Improvement	Intersection Improvement, change 4 way stop to signalized intersections with two additional right turning lanes	Intersection Improvements/ Reconstruction	North	8	1/1/2016	9/25/2024	$1,055,000	$805,000	Impact Fees (76.3%)- $805,000 RENEW BOND (23.7%)- $250,000	08. Construction/ Procurement	20-O-1380
Howell Mill Rd Communication Corridor	Fiber Installation and signal upgrades along Howell Mill Road, from W Marietta St to Norfleet Rd, to optimize signal operations and communications network to ATCC.	Signals	North	3, 8, 9	6/10/2016	12/12/2025	$2,200,000	$1,700,000	RENEW BOND (22.72%)- $500,000 Impact Fees (77.27%)- $ 1,700,000	08. Construction/ Procurement	17-O-1000; 20-O-1380
Huff Road Widening	Road widening project	Multi-Modal	North	9	10/19/2017	2/28/2026	$3,096,480	$2,983,576	Impact Fees (96%) - $2,983,576 Local/Private (4%) - $112,904	05. Design/ Procurement	16-O-1054, 17-O-1207

Schedule of Improvements

CIE Public Facility Type: Transportation											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
Intersection improvement for Flat Shoals Ave, Arkwright Place, Walthall St, and Howell Dr intersection.	Intersection improvement for Flat Shoals Ave, Arkwright Place, Walthall St, and Howell Dr intersection. Roundabout implementation.	Intersection Improvements/ Reconstruction	South	5	9/23/2019	12/31/2025	$1,500,000	$1,200,000	Local Bond (20%), Impact Fees (80%)	06. Design	21-O-0841
Johnson Rd/ Perry Blvd Intersection Improvements (Part of Traffic Combo 4)	Add left turn lanes on Perry Boulevard using existing travel lanes	Intersection Improvements/ Reconstruction	West	9	1/1/2017	3/29/2024	$267,000	$45,000	Impact Fees (15%) - $45,000 City Wide Bond (85%) - $34,500 TSPLOST $187,500	09. Construction	21-O-0841, 22-O-1532
Joseph E. Lowery Complete St project	Intersection improvement at Joseph Lowery Blvd and Mayson Turner	Intersection Improvements/ Reconstruction	South	3	8/15/2015	6/22/2026	$5,124,745	$750,000	RA-Bond (10.4%), RA-TSPLOST (75%), Impact Fees (14.6%)	08. Construction/ Procurement	21-O-0841
Juniper Street	Project limits extend from 14th St to Ponce de Leon Ave on Juniper Street. Improvements are a buffered SB cycle track, sidewalk and streetscapes improvements, ADA, landscaping, and on-street parking	Multi-Modal	North (50%), South (50%)	2	12/16/2016	11/28/2024	$6,477,577	$1,272,785	Impact Fees (30.2%) - $1,272,785 Federal (50.1%) - $3,347,200 Local (29.7%) - $1,950,015	08. Construction/ Procurement	17-O-1207
Lenox Road and Johnson Road	Intersection improvement for Johnson and Lenox Road. Roundabout Installation. This intersection improvement was part of the 2018 Morningside Lenox Park Master Plan.	Intersection Improvements/ Reconstruction	North	6	11/2/2020	10/1/2025	$743,000	$543,000	Local Bond (20%), Impact Fees (80%)	02. Concept	22-O-1532
Loring Heights Neighborhood Plan Transportation Projects	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Multi-Modal	North	8	9/1/2013	11/1/2026	$800,000	$800,000	Impact Fees (100%): - $800,000	01. Planning	TBD
Marietta Blvd and Huff Rd Turn Lane	Marietta Blvd/Huff Rd intersection improvement- add dedicated left turn lane through restriping from SB Marietta Blvd onto EB Huff Rd.	Intersection Improvements/ Reconstruction	North	9	12/31/2024	12/31/2026	$300,000	$300,000	Impact Fees (100%)	01. Planning	TBD
Midtown Traffic Signals	This project includes the construction of three (3) new traffic signals. The intersections to be signalized include West Peachtree St NW at 13th Street NW, Peachtree St NE at 13th Street NE, and Juniper St NE at 13th Street NE	Signals	North	2	3/1/2017	6/29/2024	$740,000	$600,000	Impact Fees (81%)- $600,000 Other (19%)- $140,000	09. Construction	20-O-1380
Monroe Dr. Communication Corridor	Fiber Installation on Monroe Dr from 10th St to Piedmont Circle, to optimize signal operations and communications network to ATCC.	Signals	North	6	8/26/2016	12/1/2024	$756,000	$720,000	Impact Fees (92.23%)- $720,000 RENEW BOND (7.77%)- $36,000	09. Construction	17-O-1000

Schedule of Improvements

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Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
Monroe Drive Complete Street	The intersection of Virginia and Monroe Drive re-configuration. This would be a removal of the designated right slip lane along with it's signal from Virginia while re-aligning the other portions to standard T- intersection.	Complete Streets	North	6	5/10/2016	11/20/2025	$10,242,126	$2,000,000	RA-TSPLOST (80%), Impact Fees (20%)	06. Design	22-O-1532
Monroe Drive Intersection Improvements at 10th Street and Armour Drive	Intersection capacity improvement to the intersections of Armour Dr and Monroe Dr and 10th street and Monroe Dr	Intersection Improvements/ Reconstruction	North	6	5/17/2016	11/20/2025	$7,169,124	$585,000	Impact Fees (8.16%)- $585,000 RENEW BOND (91.84%)- $6,584,124	06. Design	20-O-1380
Moores Mill Multi Modal Roadway Ext.	The purpose of this project is to improve multimodal access, mobility, operations and safety between Bolton/Adams Crossing neighborhood, businesses, and transit bus stops in the Marietta Boulevard area	Multi-Modal	North	9	7/1/2020	7/31/2025	$4,050,000	$1,525,000	Impact Fees (50%) - $1,525,000 Federal (50%) - $1,525,000	08. Construction/ Procurement	15-O-1552, 19-O-1256
Moores Mill Rd @ W Wesley Rd Intersection Improvement	Includes improvements to relieve congestion at the Moores Mill Rd/W. Wesley Rd intersection, Utility relocations	Intersection Improvements/ Reconstruction	North	8	1/7/2016	9/25/2024	$3,787,028	$1,400,000	RENEW BOND (6.5%), TSPLOST (56.5%), Impact Fees (37%)- $1,400,000	08. Construction/ Procurement	20-O-1380, 21-O-0841
Mt Paran Rd and Northside Pkwy Intersection Capacity project	Geometric and Signals Intersection Improvements adding a right turn lane	Complete Streets	North	8	4/11/2016	12/31/2024	$1,000,000	$750,000	Impact Fees (75%)- $750,000 RENEW BOND (25%)- $250,000	08. Construction/ Procurement	17-O-1000
N Highland Ave and Inman Village Pkwy new Signal	Install Rectangular Rapid Flashing Beacon (RRFB) and improve pedestrian mobility	Signals	South	2	10/9/2017	5/1/2024	$398,000	$65,000	Impact Fees (18.05%)- $65,000 RENEW BOND - $257,933.22 TSPLOST -$75,000	08. Construction/ Procurement	17-O-1000
North Ave and Somerset Terrace Intersection Improvement	Scoping study for possible intersection improvements for traffic and pedestrian mobility	Intersection Improvements/ Reconstruction	North (50%), South (50%)	2	12/15/2016	5/1/2024	$208,469	$65,000	Impact Fees (31.2%): $65,000 Renew Bond (68.8%): $143,469	08. Construction/ Procurement	17-O-1000
Northside Dr/ RDA/ Metropolitan Pkwy Intersection Improvement	Consolidate approaches to intersection to increase capacity	Intersection Improvements/ Reconstruction	South	12	12/1/2024	12/1/2028	$9,000,000	$360,000	Impact Fees (4%) - $360,000 Other (96%) - $8,640,000	01. Planning	TBD
Park Drive @ Monroe Drive Intersection Improvement	Intersection Improvement- Upgrade intersection geometry to provide better capacity and pedestrian mobility	Intersection Improvements/ Reconstruction	North	6	5/1/2016	11/20/2025	$945,000	$695,000	Impact Fees (73.5%)- $695,000 RENEW BOND (26.5%)- $250,000	06. Design	20-O-1380
Peachtree St Communication Corridor	Fiber Installation and signal upgrades along Peachtree Street from Spring Street to Memorial Drive, to optimize signal operations and communications network to ATCC.	Signals	North (50%), South (50%)	2, 4	8/26/2016	11/6/2024	$2,300,000	$1,211,400	Impact Fees (52.66%)- $ 1,211,400 TSPLOST (47.34%)- $ 1,088,600	08. Construction/ Procurement	17-O-1000
Piedmont Ave and Linden	Install Pedestrian Hybrid Beacons (HAWK) and	Signals	South	2	8/26/2016	12/31/2025	$350,535	$65,000	Impact Fees (18%) - $65,000 TSPLOST (66%)- $230,000	03. Scoping	17-O-1000

Schedule of Improvements

CIE Public Facility Type: Transportation											
Department: Atlanta Department of Transportation (ATLDOT)											
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Piedmont Ave Communication Corridor	Fiber Installation and signal upgrades along Piedmont Ave from 14th St to Monroe Dr, to optimize signal operations and communications network to ATCC.	Signals	North	6	8/26/2016	5/16/2025	$410,000	$260,000	Impact Fees - $260,000 RENEW BOND -$150,000	08. Construction/ Procurement	17-O-1000
Piedmont Road between Monroe Drive and I-85	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Multi-Modal	North	6	9/1/2016	11/1/2025	$100,000	$50,000	Impact Fees (50%): - $50,000 State (50%): - $50,000	01. Planning	TBD
Roxboro Rd Communication Corridor	Fiber Installation and signal upgrades along Roxboro Rd, from Peachtree Rd to W Roxboro Rd, to optimize signal operations and communications network to ATCC.	Signals	North	7	12/25/2017	12/1/2024	$833,516	$368,516	Impact Fees (44.22%)- $368,516 RENEW BOND (55.78%)- $465,000	08. Construction/ Procurement	17-O-1000; 20-O-1380
Shady Valley Park Sidewalk	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements- Project is funded in MAF, Batch 4	Sidewalks	North	7	1/1/2023	12/31/2025	$200,000	$200,000	Impact Fees (100%): - $200,000	01. Planning	TBD
US19 Spring Street Pedestrian Mobility	Pedestrian and bicycle improvements along the corridor	Bicycle and Pedestrian Improvements	North	3	9/10/2018	12/31/2025	$2,435,000	$1,500,000	Impact Fees (50%) - $1,500,000 Federal (50%) - $1,500,000	06. Design	TBD
West Paces Ferry signal and sidewalks between E. Andrews and Valley Rd	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Multi-Modal	North	8	11/1/2023	11/1/2024	$1,200,000	$625,000	Impact Fees (50%): - $625,000 State (10%): - $125,000 Local (40%): - $500,00	01. Planning	TBD
Whittington Drive School Sidewalk	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements	Sidewalks	North	7	1/1/2023	12/31/2025	$75,000	$75,000	Impact Fees (100%): - $75,000	01. Planning	TBD
Wieuca Rd and Phipps Blvd Intersection Capacity Project	Remove intersection signals and replace with dual lane round about for capacity and mobility improvements. Also includes bike and pedestrian facilities on Wieuca Rd from Phipps Blvd to Old Ivy	Intersection Improvements/ Reconstruction	North	7	4/3/2017	12/31/2024	$8,945,000	$2,000,000	Renew Bond $1,520,000 (17%), Impact Fees 2,000,000 (22%), TSPLOST $750,000 (8%), BCID $4,675,000 (52%)	06. Design	17-O-1000
CIE Public Facility Type: Transportation North											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Midtown Safe Street Corridor	This Moving ATL Forward project will add a protected micro-mobility facility, improve pedestrian and ADA access, add safe bus boarding areas, improve traffic flow through signal enhancements, and resurface the street	Complete Streets	North	4	11/3/2023	8/20/2027	$2,000,000	$1,050,000	Midtown Improvement District - $650,000, TSPLOST/MAF - $2,000,000	01. Planning	TBD

Schedule of Improvements

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Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Monroe Dr/Blvd Complete Street	Includes pedestrian improvements between 10th St and Woodward Ave. Signal improvements at intersections include replacement of traffic signal LEDs, cabinets, controller monitors, signal wiring, communications, and signal timing.	Complete Streets	North	2	5/9/2016	7/13/2028	$12,085,875	$2,000,000	Renew Atlanta Bond/TSPLOST 80% CIE 20%	06. Design	TBD
NEW Piedmont Safer Street	Installation of protected bike lanes and protected crosswalks on Piedmont Ave and other safety improvements where feasible (eg. ADA improvements, vertical lane delineators/safe crossing treatments,	Complete Streets	North	2	5/25/2023	1/28/2027	$5,000,000	$2,000,000	Safety Mobility/TSPLOST 33% CIE 66%	06. Design	TBD
NEW Roundabout at North Hills Dr and Brentwood Dr	Remove four Stop signs at this intersection and replace with a roundabout/traffic circle	Intersection Improvements/ Reconstruction	South	7	3/8/2024	9/8/2024	$675,000	$675,000	100% Impact fees	01. Planning	TBD
NEW 15th Street Safe Street Corridor	This Moving ATL Forward project will add a protected bike lane on 15th Street, improve pedestrian and ADA access, add safe bus boarding areas, improve traffic flow through signal enhancements, and resurface the street.	Complete Streets	North	6	8/15/2023	3/31/2026	$1,900,000	$655,846	Midtown Improvement District - $400,000; TSPLOST/MAF - $1,900,000	06. Design	TBD
1993 Marietta Blvd. over CSX/NS Yard Bridge	New bridge to accommodate full width 14' Beltline path and additional lanes needed for adjacent Marietta Blvd/W Marietta St intersection to improve LOS of E or better	Bridge Improvements	North (50%), West (50%)	3, 9	3/1/2024	2/28/2025	$20,000,000	$6,000,000	Federal/State Grant-70% Impact Fees-30%	01. Planning	TBD
2021 Bolton Road Complete Street	From Parrott Rd NW to Moores Mill Rd. Will improve traffic flow, intersection efficiency, and ped/bike access along an extremely congested portion of Bolton Road that sees 16k+ VPD.This will be accomplished by a 2-to-3 lane conversion,	Complete Streets	North	9	3/1/2024	7/19/2028	$5,000,000	$1,000,000	Impact Fees 20% $1,000,000, Other Funding 80% $4,000,000	01. Planning	TBD
2021 Chattahoochee Ave	Build wide sidewalks, add ADA ramps, fill sidewalk gaps, add protected bike facilities, add mid-block crossings, and improve the intersection at Howell Mill Rd. The narrow bridge over the railroad may need to be widened or a pedestrian	Complete Streets	North	9	3/1/2024	1/1/2027	$8,000,000	$8,000,000	100% Impact fee (8,000,000)	01. Planning	TBD
2021 Ellsworth Industrial	Use excess road width to create a north-south streetscape for bikes and pedestrians. Fill sidewalk gaps and add dedicated bicycle facilities, mid-block crosswalks, and landscape enhancements. Realign Elaine Ave with all-way stop.	Complete Streets	North	9	7/1/2023	1/1/2026	$3,000,000	$3,000,000	100% Impact fee (3,000,000) TBD	01. Planning	TBD

Schedule of Improvements

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2021 Howell Mill Rd	Implement the completed Howell Mill Rd Bike and Pedestrian Study's approved concept of raised bike lanes, wide sidewalks, and driveways closures to improve safety. ROW is required.	Bicycle Facility	North	9	3/1/2024	3/1/2027	$5,000,000	$5,000,000	100% Impact fee ($5,000,000) TBD	01. Planning	TBD
2021 Huff Road NW Complete Street PH II	Marietta Blvd to CSX Bridge. Address capacity issues and need for multiuse trails and intersection upgrades. Will match the Huff Rd project currently under design from the western terminus of this project to Howell Mill Rd. 2-3 lane conversion	Complete Streets	North	9	3/1/2024	2/23/2028	$8,000,000	$1,600,000	Impact Fees 20% $1,600,000, Other Funding 80% $6,400,000	01. Planning	TBD
2021 Marietta Blvd Complete Street	Bolton Rd to Coronet Way. Ped/bike access, a center grass and or concrete median. New signals would be installed at Adams Dr NW and at Moores Mill Rd NW and coordinated into the TCC project and the existing signals at Bolton Rd.	Complete Streets	North	9	2/1/2022	10/15/2027	$5,000,000	$1,000,000	Impact Fees 20% $1,000,000, Other Funding 80% $4,000,000	05. Design/ Procurement	TBD
2021 Old Ivy Rd Multi-Use Path	Multi-use path linking bicycle/pedestrian from Wieuca Rd to Path400.	Complete Streets	North	7	3/11/2023	3/19/2025	$1,800,000	$850,699	Impact Fees 47% $850,699, Renew Bond 53% $949,301	05. Design/ Procurement	TBD
2021 Piedmont Ave Complete Street	Add new bike lane, new sidewalks, new pedestrian signal between Ponce de Leon Ave and 15th Street	Complete Streets	North	2	8/31/2017	6/9/2025	$500,000	$500,000	Impact Fees (100%)-$500,000	08. Construction/ Procurement	TBD
2021 The 5th Street Complete Street implemented by Midtown Alliance.	The Complete Street improvements will include milling, repaving, restriping, adding new pedestrian crossing improvements, designated bike lanes, and American with Disabilities Act (ADA) upgrades.	Complete Streets	North	2, 3	5/1/2018	6/17/2024	$3,632,000	$602,000	TSPLOST $1.53M, Midtown Alliance $1.5M, Impact fees $602k	08. Construction/ Procurement	TBD
2021 West Paces Ferry Smart Lighting	Smart Light timing intersection improvements from Peachtree to I-75	Signals	North	8	2/18/2024	2/2/2027	$500,000	$400,000	Impact Fees 80% $400,000, Other Funding 20% $100,000	01. Planning	TBD
1993 Bolton Rd and Marietta Rd Roundabout	Urban, pedestrian friendly roundabout will be constructed to replace the inefficient signalized intersection. Will require minimum property acquisition by using existing ROW and city-owned parcels.	Intersection Improvements/ Reconstruction	North	9	4/1/2025	3/31/2030	$1,000,000	$1,000,000	100% Impact Fee	01. Planning	TBD
1993 Bolton Rd WB and Marietta Blvd SB Intersection Improvements	Add an additional 350' of R turn lane capacity on Bolton Rd WB to Marietta Blvd SB movement	Intersection Improvements/ Reconstruction	North	9	5/1/2024	4/30/2029	$350,000	$350,000	100% Impact Fee	01. Planning	TBD

Schedule of Improvements

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2021 Bolton Dr Intersection Improvements	Add dedicated NB L turn lane from Bolton Dr onto Liberty Pkwy and TCC-integrated traffic signal at intersection of Marietta Blvd and Bolton Dr to increase turn movement capacity and efficiency.	Intersection Improvements/ Reconstruction	North	9	5/1/2024	4/30/2029	$850,000	$850,000	100% Impact Fee	01. Planning	TBD
2021 RiverLine Trail	Project will add a multi-use trail using Hollywood Rd's existing paved ROW (due to this being the old RiverLine Streetcar route) and provide connections between future Chattahoochee Riverlands Trail, future Proctor Creek Trail, and proposed Bowen Trail.	Trails/ Multi-use Trails	North (50%), West (50%)	9	1/1/2026	12/31/2030	$4,000,000	$4,000,000	100% Impact Fee	01. Planning	TBD
2021 W Marietta St Safe Street	Includes widening to accommodate a 2-way cycle track, and increase the roadway lane widths to current design standards, and pedestrian crossings along the corridor, from Marietta Blvd to 8th St/ Brady Ave.	Complete Streets	North (50%), West (50%)	3	5/1/2024	4/30/2029	$3,000,000	$2,500,000	83% Impact Fee, 17% Other	01. Planning	TBD
CIE Public Facility Type: Transportation South											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Lakewood Trail/ SouthTowne-Beltline Connection Segment 2 All ROW	Starting Point: Pryor Rd SW & Meldon Ave SW to Pryor Rd SW, Short Dual Path Segment: Make a left on Arthur Langford Jr. Pl SW, heading North to the entrance of the beltline around Pryor Rd SW & Southside Beltline Trail	Trails/ Multi-use Trails	South	12	6/3/2024	12/31/2029	$1,000,000	$200,000	District Vertical funding Path, Lakewood Stadium funds, and Path Foundation	01. Planning	TBD
NEW Lakewood Trail/ SouthTowne-Beltline Connection Segment 3 All ROW	Starting Point: Southtowne Trail @ Lakewood Ave SE, Traveling to Lakewood Ave to Lakewood Way SW heading west/northwest to Pryor Rd SW. to Pryor Road, heading north until you get to Pryor Rd and Pryor Cir intersection.	Trails/ Multi-use Trails	South	12	6/3/2024	12/31/2029	$1,000,000	$200,000	District Vertical funding Path, Lakewood Stadium funds, and Path Foundation	01. Planning	TBD
NEW Roundabout at Elizabeth Street and Edgewood Ave	Install a roundabout at the intersection and remove traffic signals. This intersection is very wide and serves as a primary entry into Inman Park.	Intersection Improvements/ Reconstruction	South	2	2/26/2024	2/26/2026	$1,200,000	$1,200,000	100% Impact Fee	01. Planning	TBD
NEW Roundabout at	Install a roundabout at the intersection and remove	Intersection									

Schedule of Improvements

CIE Public Facility Type: Transportation South											
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Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Roundabout at Hurt Street and Edgewood Ave	Install a roundabout at the intersection and remove traffic signals. This intersection is very wide and serves as a primary entry into Inman Park.	Intersection Improvements/ Reconstruction	South	2	2/26/2024	2/26/2026	$1,200,000	$1,200,000	100% Impact Fee	01. Planning	TBD
NEW Roundabout at Hurt Street and Euclid Ave	Install a roundabout at the intersection and remove traffic signs.	Intersection Improvements/ Reconstruction	South	2	2/26/2024	2/26/2026	$1,200,000	$1,200,000	100% Impact Fee	01. Planning	TBD
NEW Lakewood Trail/ SouthTowne-Beltline Connection Segment 1 ROW	Southtowne Trail @ Lakewood Ave SE, to Lakewood Raceway, the Trail cuts properties to Claire Dr. to Pryor Cir SW & to Middleton St. SW. to the entrance Southside Beltline Trail	Trails/ Multi-use Trails	South	12	6/3/2024	12/31/2029	$1,000,000	$200,000	District Vertical funding Path, Lakewood Stadium funds, and Path Foundation	01. Planning	TBD
NEW Lakewood Trail/ SouthTowne-Beltline Connection Segment 4 All ROW	Starting Point: Southtowne Trail Browns Mills Rd and Bromack Dr. SE intersection, to Macon Dr. SW, Heading Northwest/north on Macon Dr. SW Ending at Lakewood Ave SE.	Trails/ Multi-use Trails	South	12	6/3/2024	12/31/2029	$1,000,000	$200,000	District Vertical funding Path, Lakewood Stadium funds, and Path Foundation	01. Planning	TBD
NEW Love Street conversion	Conversion of gravel street to asphalt and street widening. This is Love Street, but it's incorrectly labeled as Bill Lucas Drive.	Complete Streets	South	4	2/6/2024	2/6/2026	$500,000	$500,000	100% Impact Fee	01. Planning	TBD
2021 Central Park Place Pedestrian crossing improvements, ADA improvements, on-street protected bike lanes	Pedestrian crossing improvements, ADA improvements, on-street protected bike lanes	Complete Streets	South	2, 5	1/1/2022	11/17/2025	$861,393	$689,114	Safety & Mobility Fund 20%; Impact Fees 80%	06. Design	TBD
2021 Dekalb Ave Complete Street	Decatur Street/ Dekalb Avenue. Project will create a continuous separated bicycle/multi-use pedestrian facility on Dekalb Ave. between Peachtree Street	Complete Streets	South	2	6/1/2023	12/1/2026	$15,000,000	$12,000,000	Impact Fees (80%) $12,000,000 Renew Atlanta Bond/TSPLOST (20%)-$3,000,000	06. Design	TBD
2021 Jesse Hill pedestrian improvements, bus stop upgrade, on-street bicycle facility	Pedestrian improvements, bus stop upgrade, on-street bicycle facility	Complete Streets	South	1, 5	12/1/2017	11/17/2025	$666,000	$432,900	Local Funding 35%; Impact Fees 65%	06. Design	TBD
2021 Lakewood Pedestrian crossing improvements, roadway reconfiguration, install signal at on/off-ramps	Pedestrian crossing improvements, roadway reconfiguration to improve safety, install signal at on/off-ramps	Complete Streets	South	1, 12	3/1/2024	1/1/2027	$1,200,000	$780,000	Local Funding 35%; Impact Fees 65%	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Transportation South											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 McDaniel Pedestrian crossing improvements, sidewalk upgrades, and bicycle accommodations	Pedestrian crossing improvements, sidewalk upgrades, and bicycle accommodations	Complete Streets	South	4	5/23/2023	5/23/2026	$500,000	$325,000	Local Funding 35%; Impact Fees 65%	01. Planning	TBD
2021 Milton Ave Pedestrian Crossing Improvements	Bike lanes, pedestrian crossings. Milton Ave from Lakewood to Hank Aaron	Bicycle and Pedestrian Improvements	South	1	9/1/2021	11/17/2025	$200,000	$80,000	Safety & Mobility Fund 60%; Impact Fees 40%	06. Design	TBD
2021 Pryor St Complete street	Complete street providing pedestrian crossing improvements and on street bicycle lanes	Complete Streets	South	1, 4	5/23/2023	5/23/2027	$2,000,000	$1,300,000	Local Funding 35%; Impact Fees 65%	01. Planning	TBD
2021 Ralph McGill-Pedestrian crossing improvements, bike lanes, bus stop improvements, sidewalk repair	Pedestrian crossing improvements, bike lanes, bus stop improvements, sidewalk repair	Complete Streets	South	2, 5	7/1/2023	1/1/2027	$1,800,000	$1,170,000	Local Funding 35%; Impact Fees 65%	01. Planning	TBD
2021 RD Abernathy Streetscape improvements	RDA from Pulliam Bronner Bros. Way. Streetscape improvements, pedestrian crossing improvements, improved bus stops, and other safety improvements with conversion of curbside vehicle lane	Complete Streets	South	1, 4, 12	5/23/2023	5/23/2027	$2,000,000	$1,300,000	Local Funding 35%; Impact Fees 65%	01. Planning	TBD
2021 Signal Enhancement Projects II- Boulevard, McDaniel St and Glenwood Ave.	This project includes signal enhancements at intersections on Ralph D Abernathy/Georgia Ave, Atlanta Ave, Hosea Williams Dr, Boulevard, McDaniel St and Glenwood Ave	Signals	South	1	4/18/2016	10/4/2028	$6,527,346	$1,364,546	Impact fee - $1.3M, Federal $4.4M, Renew Bond $770k	06. Design	TBD
2021 South Boulevard Complete Streets	The Complete Street improvements will include milling, repaving, restriping, American with Disabilities Act (ADA) upgrades, intersection improvements and signal and pedestrian crossing and bike detection woodward across blvd	Complete Streets	South	1, 5	9/30/2019	10/12/2025	$3,250,000	$1,300,000	Local Bond - 60% Impact fees 40%	05. Design/ Procurement	TBD
2021 Dill Avenue and Sylvan Road Signals	Signal installation at the corner of Dill Avenue and Sylvan Road.	Signals	South	12	5/1/2024	4/30/2029	$800,000	$150,000	19% Impact Fee, 81% Other	01. Planning	TBD

Schedule of Improvements

CIE Public Facility Type: Transportation West											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
NEW Community Priority #2: Adams Park/ Campbellton Rd to Cascade Heights Historic District	A 10 ft wide concrete surface trail, 1.15 miles long, in an urban setting along a hilly terrain, the Trail is in ROW/non-ROW, The trail segment that runs though Adams Park will use Parks Impact Fees.	Trails/ Multi-use Trails	West	11	1/1/2025	1/1/2026	$2,331,000	$250,000	Transportation - West ($250,000) Parks & Rec - West ($250,000)	01. Planning	TBD
NEW Brewster Street conversion	Conversion of gravel street to asphalt and street widening.	Complete Streets	West	4	2/6/2024	2/6/2024	$500,000	$500,000	100% Impact fee	01. Planning	TBD
NEW Community Priority #4: Beecher Rd Greenway to Cascade Heights Commercial District	A 10-ft wide concrete trail, 1.69 miles long, in an urban setting, on hilly terain	Trails/ Multi-use Trails	West	10	1/1/2025	1/12026	$2,027,000	$500,000	Federal source design escalation $214k	01. Planning	TBD
NEW Community Priority #8: Lionel Hampton - Beecher Nature Preserve Greenway to H. E. Holmes Transit Node	A 10-ft wide, 0.55 miles long, concrete trail, in an urban setting, on a hilly terrain	Trails/ Multi-use Trails	West	10	9/1/2026	9/1/2027	$2,031,000	$500,000	Impact Fees 21% TBD 79%	01. Planning	TBD
NEW Dovers Alley conversion	Conversion of gravel street to asphalt and street widening.	Complete Streets	West	4	2/6/2024	2/6/2024	$500,000	$500,000	100% Impact Fee	01. Planning	TBD
NEW Fairburn Road Complete Streets	Includes shared-use path, bicycle lanes, curbs and sidewalks, signal and intersection upgrades, landscaping, and drainage improvements.	Complete Streets	West	10	9/9/2015	10/11/2028	$18,598,858	$2,000,000	Renew Atlanta TSPLOST 85% CIE 15%	08. Construction/ Procurement	TBD
NEW Lionel Hampton-Cascade Springs Nature Preserve Greenway	Community priority ranking #1 - A concrete surface, 0.74 miles long, 10 ft wide, an urban, trail connecting Cascade Springs Nature Preserve to the existing SW Beltline connector in Lionel Hampton Nature Preserve	Trails/ Multi-use Trails	West	10	9/2/2024	9/1/2025	$1,501,000	$500,000	Impact Fees 33% TBD 67%	01. Planning	TBD
2021 Baker Road Multi-Use Trail	North side of Baker Rd from DL Hollowell Pkwy to HE Holmes Dr. Use existing paved ROW (20'-30' in most areas), plus additional present city ROW to construct a protected multi-use trail	Trails/Multi-use Trails	West	3, 9	3/1/2024	6/24/2025	$1,000,000	$800,000	Impact Fees 80% $800,000 Other Funding 20% 200,000	01. Planning	TBD
2021 Cascade Ave Complete Street	New sidewalks, bike facilities, new streetscapes new pedestrian lighting systems	Complete Streets	West	4	1/1/2017	1/24/2026	$8,000,000	$7,200,000	Impact Fees (90%) $7,200,000 Renew Atlanta Bond (10%)-$800,000	06. Design	TBD

Schedule of Improvements

CIE Public Facility Type: Transportation West											
Department: Atlanta Department of Transportation (ATLDOT)											
Name	**Project Description**	**Project Type**	**CIE Service Area**	**Council District(s)**	**Project Start Date**	**Estimated Project End Date**	**Estimated Project Cost**	**Portion Chargeable to Impact Fees**	**CIE Funding Source(s) and Shares**	**Project Phase**	**Resolution/ Ordinance**
2021 Cascade Avenue at Ralph David Abernathy Blvd Intersection	Includes improvements to the intersection to improve vehicular capacity and flow through this critical gateway into southwest Atlanta. The project would also improve bicycle and pedestrian access	Intersection Improvements/ Reconstruction	West	4	9/1/2023	9/1/2027	$5,000,000	$1,000,000	TSPLOST2 - 80% Impact fees 20%	02. Concept	TBD
2021 HE Holmes Sidewalk, pedestrian crossing, bike improvements, bus stop enhancements	HE Holmes Sidewalk, pedestrian crossing, bike improvements, bus stop enhancements	Bicycle and Pedestrian Improvements	West	10	3/1/2024	1/1/2026	$1,500,000	$1,500,000	100% impact fee ($1,500,000) TBD	01. Planning	TBD
2021 JE Boone Streetscape improvements	Dedicated bikeways, sidewalk construction, and other safety improvements from West Lake to HE Holmes	Complete Streets	West	3	1/1/2024	1/1/2027	$1,100,000	$715,000	Local Funding 35%; Impact Fees 65%	01. Planning	TBD
2021 Lee Street Ped improvements, crossing upgrades, streetscapes, bike lanes	Streetscape improvements and bicycle accommodations through a shared use path and other pedestrian safety improvements	Complete Streets	West	4	1/1/2020	6/1/2028	$8,200,000	$1,300,000	80% Federal; 4% Invest Atlanta; 1% DCP; 15% Impact Fees	04. Environmental	TBD
2021 Perry Blvd/W Marietta Complete Streets Project Note: project in CDs 3 and 9	Include roadway reconstruction, intersection improvements, bike lanes, new sidewalks.	Complete Streets	West	3, 9	3/1/2024	1/1/2027	$17,000,000	$17,000,000	100% impact fee ($17,000,000) TBD	01. Planning	TBD

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Archive List of Long Term Actions

The following Long-Term status projects are postponed per Georgia's Minimum Standards for Comprehensive Planning section 110-12-1-.04(2)(b) and are no longer reported in the Comprehensive Development Plan moving forward. The Archive List of Long-Term Actions is a reference for the City of Atlanta and its neighborhoods, NPUs, and implementing partners when undertaking future small area planning or other efforts.

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS

#	Action Name	Action Description	Submitted by
1	10th Street Sidewalks	New sidewalks and street lighting along both sides of 10th Street from Northside Drive west to dead end.	City[1]
2	10th Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
3	11th Street and 14th Street - New North-South Extension	New street connection between 11th Street and 14th Street.	City[1]
4	11th Street and Ethel Street - New North-South Extension	New street connection between 11th Street and Ethel Street.	City[1]
5	11th Street Realignment	Realign 11th Street east of Howell Mill to 11th Street west of Howell Mill.	City[1]
6	11th Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
7	13th Street	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 0.25 miles (1 block).	City[1]
8	1475 Metropolitan Avenue	-	City[1]

1. Listed in 2016 CWP based on previously adopted transportation plan or small area plan and archived in 2025 for reference in future planning processes and engagement, funding opportunities, and/or approval.
2. Listed in the 2021 and 2016 CWP based on previously adopted transportation plan or small area plan and archived in 2025 for reference in future planning processes and engagement, funding opportunities, and/or approval.

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
9	14th Street/Juniper Street Realignment	Two-way conversion of Juniper Street as recommended in the Connect Atlanta Plan. This would include re-striping of Intersection to allow adequate storage space for all approaches and pedestrian improvements.	City[1]
10	14th Street Corridor Improvements	Improvements along 14th Street (US 19/SR 9) from Howell Mill Road to Piedmont Avenue. Improvements will include traffic signal coordination, modernization and optimization, associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
11	14th Street Phase 3	Resurfacing from Peachtree Street to W. Peachtree Street.	City[1]
12	14th Street Turn Lanes	Turn lanes from Spring Street to W. Peachtree Street.	City[1]
13	15th Street	New bridge and High Occupancy Vehicle HOV ramps over Interstate 75/85 (connecting to 4-lane divided roadway, approximately 0.3 miles).	City[1]
14	17th Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
15	17th Street traffic signal timing	Reprogramming the traffic signals on 17th Street between Northside Drive and Spring Street should be undertaken to shorten phasing and encourage increased use of 17th Street.	City[1]
16	18th Street One way conversion and paving	Proposed project will consist of milling and repaving street and will convert 18th street from one-way to two-way travel. This project maybe completed in conjunction with a project to modify access to the Spring-Buford Connector from Midtown.	City[1]
17	2nd Avenue Mixed Use Trail	2nd Avenue SE: Construction and installation of mixed use off street trail from Memorial Drive to Glenwood using west side of row of 2nd Avenue.	City[1]
18	3rd Street	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications. Approximately 0.32 miles (4 blocks).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
19	3rd Street and Northside Drive -New East-West Connection	New connection between 3rd Street and Northside Drive.	City[1]
20	3rd Street and NR-17- New Street Connection	New street connection between 3rd Street and NR-17.	City[1]
21	3rd Street Extension	Realignment of 3rd Street south of 8th Street to 3rd Street north of 8th Street.	City[1]
22	3rd Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
23	3rd Street to Tech Parkway Connection	New connection under Northside Drive to connect Tech Parkway to 3rd Street.	City[1]
24	4th Street	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 0.40 miles (6 blocks).	City[1]
25	8th Street Connector	This project will connect Monroe Drive from Piedmont Cir to Ponce de Leon Avenue (US 78/US 278/ SR 8) by extending 8th Street through the existing shopping center by incorporating the existing driveways and circulation roads at the western edges of these developments.	City[1]
26	8th Street extension Multi-use Trail	Trail connecting 8th Street to Ponce de Leon Terrace, serving nearby school.	City[1]
27	8th Street	New sidewalks and street lighting along both sides of 8th Street from Northside Drive west to Brady.	City[1]
28	8th Street/Northside Signalization	New signalized Intersection.	City[1]
29	ADA 1 - Fire and Rescue	ADA accessible routes includes required parking spaces for vans and continues to the entrance of the building. Also, clean floor space for persons in wheelchairs and with sight impairments.	City[1]
30	ADA 11- Atlanta Police Department Zone 4	ADA improvement/upgrades.	City[1]
31	ADA 12- Atlanta Police Department Zone 1	ADA improvement/ upgrades.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
32	ADA 13- Atlanta Fire Station 15	ADA improvement/ upgrades.	City[1]
33	ADA 15- Atlanta Fire Station 14	Replace garage exhaust system, ADA upgrades, renovate kitchen, structural repair, upgrade lockers, replace ceiling tiles, paint interior and exterior and building modifications.	City[1]
34	ADA 18- Atlanta Fire Station 33	ADA improvement/upgrades.	City[1]
35	ADA 2- Fire and Rescue	Shower repairs.	City[1]
36	Adair Park sidewalks	Complete Missing Sidewalks and Add Trees around Adair Park.	City[1]
37	Adams Crossing (East) Neighborhood Improvements	Extend Macarthur Boulevard to Mauldin Street, build greenway connection between Chattahoochee/La Dawn and Marietta Boulevard	City[1]
38	Adams Park/Fort McPherson Connector Trail	Run from Avon Avenue south to Fort McPherson.	City[1]
39	Adamsville - Park and Field Expansion	Expansion of site through acquisition of adjacent parcels and lengthening of existing artificial turf field and surrounding walking track.	City[1]
40	Adina Drive multi-use path	Multi-use trail that runs from Beltline spur trail to Adina Drive.	City[1]
41	AFR Station #1 (Shutdown)	Replace garage exhaust system, ADA upgrades, renovate kitchen, roof repairs, replace ceiling tiles, paint interior walls and exterior paint, HVAC controls upgrade, upgrade lockers, and various miscellaneous repairs.	City[1]
42	AFR Station #12	ADA upgrades, renovate kitchen cabinets, interior/ exterior finishes, repair/replace windows and structural repairs.	City[1]
43	AFR Station #16	Replace garage exhaust system, ADA upgrades, renovate kitchen, mechanical controls, repair/replace windows, upgrade lockers and interior/exterior finishes.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
44	AFR Station #19 (Shutdown)	Replace garage exhaust system, ADA upgrades, renovate kitchen, roof repairs, replace ceiling tiles, paint interior walls and exterior paint, HVAC controls upgrade, upgrade lockers, and various miscellaneous repairs.	City[1]
45	AFR Station #20	ADA upgrades, renovate kitchens, roof repairs, replace ceiling tiles, assess repair/renovate windows, paint interior and exterior, and repair lockers.	City[1]
46	AFR Station #21	Replace garage exhaust system, ADA upgrades, reseal windows, replace ceiling tiles, paint interior walls and exterior paint, upgrade lockers, and various miscellaneous repairs.	City[1]
47	AFR Station #25	Replace garage exhaust system, ADA upgrades, repair roof, repair/replace windows, structural repairs and upgrade lockers.	City[1]
48	AFR Station #27	Replace garage exhaust, ceiling tiles, paint interior and exterior finishes, locker upgrade and common area upgrades.	City[1]
49	AFR Station #29	Replace garage exhaust system, ADA upgrades, renovate kitchen, mechanical controls, paint interior walls, upgrade lockers and misc. repairs	City[1]
50	AFR Station #30	Replace garage exhaust system, ADA upgrades, renovate kitchen, roof repairs, replace ceiling tiles, paint interior walls and exterior paint, HVAC controls upgrade, upgrade lockers, and various miscellaneous repairs.	City[1]
51	AFR Station #8	Replace exhaust system, ADA upgrades, interior paint, upgrade lockers, renovate kitchen, evaluate HVAC controls and repair/replace windows. Prepare masonry structural designs and corrective actions. Exterior clean-up.	City[1]
52	Alabama and Wall Street extensions	Extension across the gulch.	City[1]
53	Allegheny Street Extension	Extend Allegheny Street across the Beltline to connect to White Street (public and private initiative).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
54	Allegheny Street Sidewalks	Install sidewalks on Allegheny from Cascade Avenue to Donnelly Avenue.	City[1]
55	Allene Avenue Trail	Allene Avenue trail from the Beltline and Perkerson Park on the west side of Allene Avenue.	City[1]
56	Allene Streetscape	Install sidewalks on Allene Avenue from Warner to Deckner, 7,260 linear feet	City[1]
57	Alston Drive at Candler Road Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
58	Alston Drive Mixed Use Trail	Construction of mixed use off street trail on south side of Alston Drive connecting Second Avenue SE to Allendale Drive and on street element to Candler Park Road	City[1]
59	Alvin Drive extension	Extend Alvin Drive from Gun Club Drive along the Atlanta Housing Authority's existing right-of-way to connect the West Highlands development over Proctor Creek and to the rest of the NPU-G community. Amend the Connect Atlanta Plan (CAP) to include this recommendation.	City[1]
60	Amsterdam Avenue Sidewalk	Sidewalks along Amsterdam Avenue	City[1]
61	Anchor Terrace Streetscape	Anchor Terrace from Sandtown Road to Avon Avenue	City[1]
62	Anderson Park Recreation Center Renovations	Renovations to update building envelope, systems, address ADA compliance, add fitness room, boxing/ martial arts studio and multi-use space, green building features.	City[1]
63	Andrew Young International Boulevard	Gateway Park/Plaza.	City[1]
64	Angier Avenue - Shared Lane marking and signage	6,725 linear feet from Peachtree to O4W Park.	City[1]
65	Angier Avenue Bike lanes	Bike lanes along Angier Avenue between Jackson and new park.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
66	Angier Avenue Extension	Extend Angier Avenue to Belgrade Avenue across the Beltline.	City[1]
67	Angier Avenue Green Street - From Fourth Ward Park to Central Park	Improvements to include sidewalks on both sides, street trees, bulb-outs.	City[1]
68	Angier Springs Road Extension	New Mixed-Use Avenue street with sidewalks, on-street parking and bike lanes from North Angier Avenue to existing end of Angier Springs Road. Planning must address grade issues. This will be an at-grade crossing with the Beltline.	City[1]
69	Ansley Drive Beltline crossing	Publicly funded street connecting Ansley Mall redevelopment streets with Ansley Drive NE and Ansley Park neighborhood.	City[1]
70	Ansley Park Streetscape	Bike lanes and sidewalks along select roads in Ansley Park.	City[1]
71	Ardmore Road sidewalk	Install sidewalks along Ardmore Road	City[1]
72	Arizona Avenue Mixed Use Trail Spur to Gilliam Park	1. Construction of mixed use hardscape trail spur connecting the end of Arizona Avenue to existing mixed use Gilliam Park trail segment 2. Construction of mixed use hardscape trail connecting Clifton Street to Arizona trail spur formalizing soft trail traversing Gilliam Park.	City[1]
73	Arkwright Place Sidewalks	Recommendation for Sidewalk on both sides of the street.	City[1]
74	Arkwright/Moreland signal closure and right in/out configuration	Arkwright/Moreland signal closure and right in/out configuration.	City[1]
75	Arlington Sidewalks	Install sidewalks on Arlington from Lee Street to Oakland Drive.	City[1]
76	Armour Drive path extension to M-8	Multi-use path extension that runs from Armour Drive to Monroe Drive.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
77	Armour Drive multi-use path; Trail Option 2	Multi-use Trail option that runs along Armour Drive and would pass along the eastern edge of the Clear Creek Property.	City[1]
78	Armour Drive Streetscape	Complete sidewalks, add pedestrian-scaled lighting and street trees along Armour Drive.	City[1]
79	Armour Drive to Plaster Avenue New street for transit	New avenue that connects Armour Drive to Plaster Avenue. Creates new street frontage for potential MARTA infill station.	City[1]
80	Arthur Streetscape	Improvements about 2,600 linear feet	City[1]
81	Ashburton Avenue	From Alston Drive to Glenwood Avenue.	City[1]
82	Ashby Street and Simpson Street	Evaluation ongoing for minor traffic and pedestrian safety improvements at intersection.	City[1]
83	Ashby Street Streetscape	Part of the West End LCI from Ralph David Abernathy Drive to I-20.	City[1]
84	Ashley Avenue/ Ralph McGill Boulevard/ Ensley Street Crossing	Create a emphasized pedestrian crossing including raised crossing with special pavers, ramps, signage and signalization.	City[1]
85	Astor and Lee Intersection	Intersection project at Astor and Fort McPherson gate (Lee US 29/SR 139) to geometric, safety, pedestrian accessibility and operational improvement.	City[1]
86	Astor Streetscape	Astor from Lee to Sylvan, 6,270 linear feet.	City[1]
87	Atlanta Avenue Bike Lanes	Re-stripe Atlanta Avenue to provide bike lanes from Hill Street to United/Confederate Avenue.	City[1]
88	Atlanta Avenue Sidewalk	Install sidewalk on Atlanta Avenue from Hill Street to United Avenue.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
89	Atlanta Avenue Traffic Improvement Project	Returns segment of Atlanta Avenue SE, between Hill Street and Henry Aaron/Capitol Avenue to original 2-way/Bi-directional status to improve east-west connection, provide improved public safety access, relieve congestion on Ormond, increase/improve neighborhood traffic flow. Includes substantial streetscape improvements, bike/Pedestrian abilities, ADA compliant crosswalks and sidewalk repairs , replacement, etc.	City[1]
90	Atlanta Entry-Way projects Tier 1	Tier 1 consists of replacing existing grass with a 5' grass strip and one zone of enhanced landscaping including evergreen shrubbery and low growth perennials. The second zone when applicable will consist of roadway approved trees to be provided from the recompense fund. This is proposed for small to moderate off ramp locations.	City[1]
91	Atlanta Entry-way projects tier 2	Tier 2 includes a focal point, either a gateway sign or monument depending on location. Additionally, a 5' grass strip and a zone of seasonal annuals replaced on cycle. The second zone will consist of enhanced landscaping including evergreen shrubbery and low growth perennials. The third zone will consist of trees to be provided from recompense fund. This is proposed for moderate to large off ramp locations.	City[1]
92	Atlanta Entry-way projects tier 3	Tier 3 includes two options: Option A: Intricate landscaping creating highly visible patterns consisting of evergreen shrubbery, low growth perennials and seasonal annuals leading to, or framing an original piece of art work commissioned specifically for the location against a back drop off canopy trees. Option B: upgrade of existing gravity retaining with artistic panels or landscaping. This is proposed for large off ramp locations that serve as entry points into the city.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
93	Atlanta Industrial Park road connection	Create a connection from the NPU-G community to the Atlanta Industrial Park by bridging over I-285 to provide better access to this employment center and improve travel times. Amend the Connect Atlanta Plan (CAP) to include this recommendation.	City[1]
94	Atlanta Metropolitan College Trail Connector	Trail to connect the Capital View Trail to Atlanta Metropolitan College.	City[1]
95	Atlanta Traffic Control Center - ITS	Communications upgrades to the Atlanta Traffic Control Center - ITS.	City[1]
96	Atlanta Water Works site; extends from Trabert to 17th Street-New North-South Extension	New connection along the eastern side of the Atlanta Water Works site; extends from Trabert to 17th Street.	City[1]
97	Atlantic Drive	From 10th Street to 14th Street.	City[1]
98	Atlantic Station Pedestrian Path	Multi-use pedestrian path along Tech Parkway	City[1]
99	Atlantic Station TCM NB Off-Ramp, Williams Street Rel.	This project, also associated with AT-AR 224A and C, will relocate Williams Street and the northbound offramp from the Downtown Connector (I-75/85) at 14th Street in order to accommodate the new 17th Street Bridge.	City[1]
100	Atlantic Station trail Connector	This project proposed installation of a multi-use path that will provide connectivity between the Loring Heights neighborhood and Atlantic Station.	City[1]
101	Auburn Avenue Gateways	Gateway projects.	City[1]
102	Auburn Avenue Upgrades	Auburn Avenue streetscape from Peachtree to Boulevard - 5,100 linear feet.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
103	Auburn Avenue Corridor Improvements	This project will provide traffic improvements along Auburn Avenue from Peachtree Street to Boulevard. Improvements will include traffic signal coordination, modernization and optimization, associated traffic studies. ADA improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
104	Auburn Avenue-pedestrian improvement	Bulbouts at the two existing pedestrian crossings at Hogue Street and at Howell Street.	City[1]
105	Avery Park (Gilbert House) - Site Improvements	Landscape improvements, pavilion, pavers, green areas and planting.	City[1]
106	Avery Road and Metropolitan	Intersection project at Avery Road and Metropolitan (US 19/41) to include operational improvements.	City[1]
107	Avon Avenue Connection	Connect Avon Avenue across the MARTA tracks.	City[1]
108	Avon Avenue from Cascade Avenue to Lee Street	Avon Avenue (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.	City[1]
109	Avon Avenue Sidewalk	Install sidewalks on Avon Avenue from Murphy Avenue to east of Sparta Street (0.47 mile).	City[1]
110	Avon Extension	Connect Avon to University.	City[1]
111	Avon Sidewalks	Install sidewalks on Avon from Oakland Drive to Allene Avenue, 8,250 linear feet.	City[1]
112	Avon West Sidewalks	Install sidewalks on Avon from Oakland Drive to Cascade.	City[1]
113	Baker Street and Harris Street	Re-examination study of the one-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 0.55 miles (6 blocks).	City[1]
114	Baker/Harris Two-way conversion and PATH Project	Connections Baker/Harris.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
115	Baker/Highland Connector Street Resurfacing	Resurfacing from Central Park Place to Piedmont Avenue.	City[1]
116	Bankhead Avenue Bridge	Removal of abandoned bridge structure over Southern Railroad between Marietta Street and Northside Drive.	City[1]
117	Bankhead Bridge Connector	Structure Analysis is required to determine if the bridge can be reinforced or if it must be replaced. Create stairway/connection to Means Street from Bridge.	City[1]
118	Bankhead Station Node Streetscape	Bankhead Station Node Streetscape (1700 feet) to include 10 feet sidewalks, 5 feet tree planting, lighting, trees furniture and curb extensions.	City[1]
119	Barge Road Pedestrian Improvements: Phase I	Sidewalk and ADA Ramp Installation along Barge Road	City[1]
120	Barge Road Pedestrian Improvements: Phase II	Sidewalk and ADA Ramp Installation and Repair along Barge Road	City[1]
121	Barge Road park and ride lot	Relocate Park and Ride Lot: relocate park and ride lot at Barge Road to Greenbriar Mall (identified in the Greenbriar Livable Centers Initiative study)	City[1]
122	Barge Road sidewalks from Fairburn Road south to Stone Road	Install sidewalks.	City[1]
123	Barnett Street at Saint Charles Place Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
124	Barnett Street Resurfacing	Resurfacing from Virginia Avenue and Ponce de Leon Avenue.	City[1]
125	Beecher and Rochelle Intersection	Add Traffic Signal at Intersection.	City[1]
126	Beecher Road from Ben Mays to Cascade Avenue (east)	Beecher Road (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
127	Bellemeade Avenue Extension	Extend Bellemeade Avenue; potential to extend over rail corridor.	City[1]
128	Bellemeade Pedestrian Bridge	New Multi-use pedestrian path and bridge across CSX right-of-way.	City[1]
129	Bellingrath Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
130	Beltline - Transit Station Plaza	Plaza (0.25 acre) acquisition and basic development.	City[1]
131	Beltline Station	Construct a station to serve as transfer point between MARTA, the Beltline and Commuter Rail.	City[1]
132	Beltline to Chappell Road Beltline Main Street Sector	Improvements pursuant to Proposed Development and Beltline Master Plan.	City[1]
133	Beltline Transit	ROW Acquisition: secure and prepare portion of NW and SW ROW. Construction: complete engineering, MARTA alternatives analysis, environmental impact statement and final transit routes, stations, modes,costs and operating model. Start construction of trails and transit ROW.	City[1]
134	Beltline Transit	Develop and implement a 22 mile transit loop around the core of Atlanta. With the adoption of the Strategic Implementation Plan in 2014, the Beltline transit corridor has been broken into individual transit segments and will no longer be referenced as a single line item.	City[1]
135	Beltline/Fort McPherson Connector Trail	Run along Oakland Drive and Wyland Drive and would link the Beltline with future redevelopment of For McPherson in the south, via the Oakland City neighborhood.	City[1]
136	Ben Hill Road and Campbellton Road	Roundabout at Campbellton Road and Ben Hill Road	City[1]
137	Bennett Street - new street	New Bennett Street that is an avenue and mixed use; connects to Peachtree Park Drive.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
138	Bennett Street Bridge	2-lane bridge along proposed transit plaza and over existing CSX right-of-way. Includes connection and realignment of intersection at Peachtree Road and connection to Spalding Drive.	City[1]
139	Berean Avenue Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
140	Berkley Park Pedestrian Path	Pedestrian path from TR-1 (*2016 Connect Atlanta*) to Underwood Hills Park.	City[1]
141	Berkley Park Traffic Calming study	Study should be developed to determine necessary traffic calming measures warranted in the Berkeley Park neighborhood.	City[1]
142	Berne Street to Hill -Beltline Trail extension	Extend east to west from Berne Street to Hill Street.	City[1]
143	Bernice Street Extension	Extend Bernice Street across the Beltline to connect to intersection of Hopkins and White Street (public and private initiative).	City[1]
144	Bessie Branham Park Improvements	Reconstruction/rehabilitation of features, infrastructure. Could include work on walkways, drainage, turf, playground, entry, site furnishings.	City[1]
145	Beverly Road	Resurfacing from Peachtree Street and Dead End.	City[1]
146	Beverly Road Street Resurfacing	Resurfacing from West Peachtree Street to Polo Drive.	City[1]
147	Bicycle Signage Five Year Projects	Installing signage and pavement marking for on-street bicycle routes previously adopted by the City of Atlanta.	City[1]
148	Bill Kennedy Way and Gibson Street - New east-west street	New east-west street between Bill Kennedy Way and Gibson Street south of Memorial Drive.	City[1]
149	Bishop Street and Howell Mill Road	Intersection project to include geometric improvements, study for signal requirement.	City[1]
150	Bishop Street Extension	Extend Bishop Street to Deering Road	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
151	Bishop Street pedestrian improvements	Recommended Bishop street improvements include narrowing the roadway by creating on-street parking on the north side, two 12-foot lanes and sidewalks and street trees on both sides of the street.	City[1]
152	Blandtown Sidewalks	New sidewalks along one side of Fairmont Avenue (from Huff Road north to dead end), Booth Avenue (from Huff Road north to dead end), English Street (from Huff Road north to dead end), and Boyd Avenue (from Huff Road north to dead end).	City[1]
153	Blandtown Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization. New stoplight required.	City[1]
154	Blue Ridge Avenue and Seminole Avenue stop sign	Install stop sign at Blue Ridge Avenue and Seminole Avenue.	City[1]
155	Bolton Road Corridor Improvements	Lane conversion, intersection improvements and add bicycle facilities and sidewalks along Bolton Road from Marietta Boulevard to DL Hollowell Parkway (US 78/US 278/SR 8), including intersection improvements at Bolton Road at Marietta Road, intersection improvements at Bolton Road at James Jackson Parkway (SR 280), intersection improvements at Bolton Road at Hollywood Road, intersection improvements at Bolton Road at Fulton Industrial Boulevard and new sidewalk adjacent to English Park.	City[1]
156	Bolton Road	From DL Hollowell Parkway to Moores Mill Road	City[1]
157	Bolton Road and James Jackson Parkway Intersection	Add left-turn lane capacity on Bolton Road at James Jackson Parkway intersection. Per Bolton Moores Mill LCI add landmarks and gateways at this intersection.	City[1]
158	Bolton Road and Paul Avenue	Provides right-turn lane. Improvement included with Bolton Road Streetscape project.	City[1]
159	Bolton Road Diet	Reduce Bolton Road through median widening from 4 lanes 2-lanes from James Jackson Parkway to Browntown Road, approximately 3,400 feet.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
160	Bolton Road Marietta Boulevard Intersection Improvement Project	Bolton Road and Marietta Boulevard intersection and from the intersection to Coronet Way on Marietta Boulevard. Improvements include the closing of Adams Drive and the planned closing of Plant Road access, upgraded traffic signals and sidewalk installation. ADA ramps, curbs, gutters, drainage and drainage structures will also be included. Street resurfacing and restriping of travel lanes will be included in the property as well.	City[1]
161	Bolton Road Realignment and extension	Realign and extend Bolton road southeast and north from 300 feet east of Barnet Drive to Moore Mill Road as a 2-lane street with on-street parking, approximately 2,400 feet.	City[1]
162	Bolton Road/Donald Lee Hollowell Parkway	Change signal timing and add signals at Hollowell/285 ramp intersections.	City[1]
163	Bolton Road/Hollywood Road Intersection	Add left-turn lane capacity on Bolton Road at Hollywood Road intersection.	City[1]
164	Boone Boulevard Streetscape: Central Section	Streetscape enhancement from Chappell Road to Herndon Elementary School with new median, bike lane, on-street parking, street trees and improved sidewalk.	City[1]
165	Boone Boulevard Streetscape: West Boone Section	Streetscape Enhancement from Holley Street to Chappell Road with new median, bike lane, street trees and improved sidewalk.	City[1]
166	Boone Boulevard/ Burbank Drive Intersection Improvement	Intersection improvements that include geometric improvements, as well as pedestrian and bicycle improvements.	City[1]
167	Boone Boulevard/ Chappell Road Intersection Improvement	Intersection improvements that include geometric improvements, as well as pedestrian and bicycle improvements.	City[1]
168	Boone Boulevard/ Mayson Turner Road Intersection Improvement	Intersection improvements that include geometric and capacity improvements, as well as pedestrian and bicycle improvements.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
169	Boone to Maddox Park Connector- North South Connector	New street connecting North Avenue in Maddox Park to Boone Boulevard directly east of the MARTA/ Atlanta Beltline underpass, aligning with Mayson Turner Road.	City[1]
170	Boulder Park Drive Pedestrian Improvements	Project will install sidewalks and ADA ramps along Boulder Park Drive.	City[1]
171	Boulevard streetscapes - from Decatur to Freedom Parkway	Boulevard streetscapes - from Decatur to Freedom Parkway - 3600 linear feet (linear feet)	City[1]
172	Boulevard and Auburn Intersection	Operational Improvements.	City[1]
173	Boulevard Corridor Improvements	This project will provide traffic improvements along Boulevard from Ponce de Leon Avenue (US 78/US 278/SR 8) to McDonough Boulevard (SR 42 Spur). Improvements will include traffic signal coordination, modernization and optimization, associated traffic studies, ADA improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
174	Boulevard Corridor Pedestrian Improvements - Phase II	This project will construct mid-block crosswalks with appropriate countermeasures and make pedestrian safety improvements at signalized intersections along Boulevard from DeKalb Avenue to Memorial Drive (SR 154). The exact locations of the improvements will be identified through a Roadway Safety Audit (RSA), which will include an analysis of pedestrian crash data, consultation with MARTA staff and interviews with community members and law enforcement officers.	City[1]
175	Boulevard Crossing Connector	Extend northwest to southeast from Boulevard Crossing Park to Entrenchment Creek.	City[1]
176	Boulevard Drive pedestrian improvements	Recommendation for Sidewalk on both sides of the street.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
177	Boulevard Pedestrian Facilities from Freedom Parkway to Ponce de Leon Avenue	Improvements to include sidewalks on both sides, pedestrian lighting, street trees, crosswalks, bulb-outs and burial of utilities.	City[1]
178	Boulevard Pedestrian Mobility improvements	Pedestrian improvements, including sidewalk cross walks and signal upgrades, from Ponce de Leon (US 78/278)to Woodward.	City[1]
179	Boulevard Sidewalks	Install sidewalk on Boulevard from Berne Street to McDonough Boulevard.	City[1]
180	Boulevard Streetscape	Install street trees, transit amenities, pedestrian lighting and lighted street name signs.	City[1]
181	Boulevard Traffic/ Signalization Improvement Project	Provides signal modernization at critical boulevard intersections including McDonough Boulevard, Atlanta Avenue, Glenwood Avenue, I-20 Interchange, Memorial Drive, Edgewood Avenue and Auburn Avenue (Perhaps extending to Ponce de Leon?). Creates road diet plan. Provides on street parking, improved bike /Pedestrian access and facilities and improved MARTA bus operations. Also includes improved/ADA compliant crosswalks and sidewalks.	City[1]
182	Boulevard/Atlanta Avenue Intersection Improvement	Modify Intersection to accommodate Road Diet plan along Boulevard to include one travel lane in each direction. Realign Intersection to eliminate offset. To include addition of turn lanes. Install Bulbouts along the east side of Boulevard at Atlanta Avenue.	City[1]
183	Boulevard/Confederate Avenue Intersection Improvement	Modify Intersection to accommodate Road Diet plan along Boulevard to include one travel lane in each direction. Westbound lanes configuration change. Install bulbouts along the east side of Boulevard at the Intersection.	City[1]
184	Boulevard/I-20 E Ramps Intersection Improvement	Include the addition of turn lanes.	City[1]
185	Boulevard/McDonough Boulevard Intersection Improvement	Include the addition of turn lanes.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
186	Boulevard/Ormewood Avenue Intersection Improvement	Modify Intersection to accommodate Road Diet plan along Boulevard to include one travel lane in each direction. Install bulb-outs along the east side of Boulevard at the Intersection. Install new traffic signal if and when warranted based on a traffic study.	City[1]
187	Boyd Avenue Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
188	Boynton Street Streetscape	Streetscapes on north side of Boynton Street includes bulb-outs, trees, and new sidewalks, on the north side.	City[1]
189	Boyton Avenue Trail	A Trail along the south side of Boynton Avenue should be provided as part of the proposed pedestrian facilities.	City[1]
190	Brady Street Extension	Extend Brady Street to new north-south connection.	City[1]
191	Brady Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
192	Brantley Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
193	Brawley Drive Bike Lanes	The addition of bike lanes from Hollowell Parkway to Jefferson Street.	City[1]
194	Brewer Boulevard	Install sidewalks from Sylvan Road to Perkerson Road.	City[1]
195	Brewster Street Paving	Pave unimproved section of Brewster Street, 600 feet, 16' wide, 9600 square feet of pavement.	City[1]
196	Bridge Program - Phase 1	Replacement of high priority bridges that have sufficiency ratings of less than 30.	City[1]
197	Bridge Program - Phase 2	Priority 2 Bridge replacement, repair and sustainable operations.	City[1]
198	Bridge Program - Phase 3	Priority 3 bridge repair program.	City[1]
199	Bridge Refurbishing and Stabilization Program	Maintenance program for city bridges.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
200	Bridges Avenue Extension	Extension of Bridges Avenue from its western terminus to Westmont Road.	City[1]
201	Bromack Drive Pedestrian Improvements	Sidewalk Improvements and ADA Ramp Installation along Bromack Drive.	City[1]
202	Brookwood Valley Bridge	New 2-lane bridge that provides a parallel connector on the east side of Peachtree Road across the CSX.	City[1]
203	Brown Middle School Pedestrian Improvements	Sidewalk and ADA Ramp Installation and Repair along Lawton Street and Oglethorpe Avenue.	City[1]
204	Brownwood Park Recreation Center	Addition to building.	City[1]
205	Buckhead Collection	Network of parks, trails, athletic facilities, natural areas, cultural and historic sites and event/gathering spaces.	City[1]
206	Buford Highway Connector/Peachtree	Reconfigure grade-separated access to Buford Highway from Peachtree Street to introduce redevelopment opportunity.	City[1]
207	Buford Highway Interchange	Reconfiguration -- Eliminates Buford Highway exit/ entrance ramps at Monroe Drive -- Relocates ramps to the east side of Piedmont Road -- Extends Monroe Drive to Piedmont and Cheshire Bridge Road.	City[1]
208	Burton Road/MARTA North Streetscape and Pedestrian improvement Project from Linkwood Road to HE Holmes Drive	New 6' wide sidewalks on both sides of Burton Road west of Collier Pointe, Piano bar crosswalk on east side of Linkwood Road at Burton Road, Piano bar crosswalk on south side of Burton Road at Westland Boulevard, Improved crosswalk/pedestrian signals and pushbuttons.	City[1]
209	Butler Street Bridge Right-of-Way Acquisition	Replacement of bridge over CSX Railroad. City of Atlanta will fund right-of-way and utility relocations only. Engineering and construction are by GDOT.	City[1]
210	Cahaba Drive Paving	Pave unimproved section of Cahaba Drive, 500 feet., 16' wide, 8,000 square feet of pavement.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
211	Cahaba Drive Project	Installation of speed humps and/or other traffic calming measures between Venetian Drive and Avon Avenue (3 humps).	City[1]
212	Cahaba Drive Sidewalks	Install sidewalks on Cahaba from Sandtown to Venetian.	City[1]
213	Cairo Street Extension	Extension of Cairo Street from North Avenue to Neal Street.	City[1]
214	Campbellton Road street network	Network Opportunities - Delowe Village: with the proposed redevelopment of this catalyst site key connections should be made including: a parallel connection from Delowe, and alignment of the Myrtle and Centra Villa intersection. Network Opportunities - feet. McPherson: the future redevelopment of feet. McPherson provides an important opportunity to create better connectivity in this part of the Campbellton corridor. Multiple connections from both Campbellton and Stanton. Network Opportunities - Campbellton - Harbin: Redevelopment in this area should be organized on a regular network of streets and blocks with multiple connections to Campbellton Road.	City[1]
215	Campbellton Highway -SR 166	This project will widen Campbellton Highway (SR 166) from Enon Road to East Barge Road from two to four lanes. It is intended to relieve congestion in the Lakewood Freeway, I-285W, Fulton Industrial Boulevard and Camp Creek Parkway corridors.	City[1]
216	Campbellton Road at Oakland Avenue Traffic Signal	Replacement of traffic signal, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
217	Campbellton Road at Various locations (e.g. crossing at Adams Park Library and YMCA).	Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks.	City[1]
218	Campbellton Road from Barge Road to Butner Road	Install pedestrian street lighting, street trees and sidewalks.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
219	Campbellton Road from Butner Road to Enon Road Campbellton West	Road Widening from existing 2 lanes to 4 lanes (2 travel lanes in each direction and center median), including sidewalks/multi-purpose trail.	City[1]
220	Campbellton Road from Maxwell Drive to Oakland Drive	Install pedestrian street lighting.	City[1]
221	Campbellton Road North and south between Fairburn and Barge Road	Network Opportunities - Ben Hill Village: various network connections that are possible with redevelopment, evaluate potential signal between Barge and Fairburn.	City[1]
222	Campbellton Road and Butner/Daniel Road Intersection	Potential realignment/connection north as access to development parcel, study potential for signalization (particularly with any new development to the north), clean-up excess pavement/connection to Daniel Road.	City[1]
223	Campbellton Road and Centra Villa Intersection	Evaluate the right-of-way impact of adding south bound right-turn lane onto Campbellton.	City[1]
224	Campbellton Road and County Line Road Intersection	Realign County Line Road to remove dog leg with new signal, pedestrian crosswalks, and ADA enhancements (potential park opportunity created with realignment).	City[1]
225	Campbellton Road and Dodson Drive intersection	Dodson Drive: Replace strain pole in SW corner of intersection.	City[1]
226	Campbellton Road and Fairburn Road intersection	Evaluate the right-of-way and design impacts of extending northbound left-turn lane and constructing eastbound and westbound right onto Campbellton.	City[1]
227	Campbellton Road north and south, between County Line Road and Butner Road Campbellton West	Network Opportunities - West of Butner various network connections that are possible with redevelopment.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
228	Campbellton Road	Install and upgrade traffic signals; Link system to the ATCC via existing and new copper-wire communications; Develop system-timing and integration plans for corridor.	City[1]
229	Campbellton Road - All signalized intersections in corridor	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings and provide ADA access. - Campbellton East.	City[1]
230	Campbellton Road 1) approach Dodson Drive from west 2) approach Willis Mill Drive from east 3) approach Timothy Drive from west	Lane Transition Sections: Upgrade signing and pavement marking for transitions from and to future 3-lane and existing 5-lane segments.	City[1]
231	Campbellton Road bus service	Blue Flyer Route # 283: Enhance transit service to Downtown Atlanta by extending route from Oakland City Station to downtown Atlanta. Bus Stop Enhancements: Eliminate underutilized stops and enhance remaining bus stops to include shelters, benches, trash receptacles and route information -Campbellton East.	City[1]
232	Campbellton Road from Dodson Drive to Bent Creek Way, and from Pinehurst Drive to Oakland Drive	Redesign from existing 2 lanes to 3 lanes (1 travel lane in each direction and center turn lane/median), including sidewalks and bicycle lanes (this is an alternative to the currently planned 5-lane cross section).	City[1]
233	Campbellton Road Widening	Widen Campbellton Road from 2-lanes to 5-lanes (to accommodate mixed flow Streetcar, approximately 1.1 miles.	City[1]
234	Campbellton West Streetscape	Campbellton from OCL Plan Boundary (between Oakland Drive and Lorenzo) to Centra Villa.	City[1]
235	Candler Park Master Plan-Bicycle- sharrows	Install sharrows on Euclid Avenue, Oakdale Road and Clifton Road.	City[1]
236	Candler Park Master Plan-Multi Use trail	The Candler Park Master Plan recommends multi-use trail along DeKalb Avenue (1 mile), and from DeKalb Avenue to Moreland Avenue (1,100').	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
237	Candler Park Master Plan-Candler Park sidewalks	The Candler Park Master Plan recommended sidewalks at the following locations: Druid Place sidewalks (550', Moreland Avenue to midblock), Mansfield Avenue sidewalks (50', midblock), Euclid Avenue sidewalks (1,500', Candler Street to Oakdale Road), Oakdale Road sidewalks (170', north of North Avenue), Candler Park Drive sidewalks (2,300', McLendon Avenue to North Avenue), Clifton Terrace sidewalks (2,500', Terrace Avenue to Clifton Road), Page Avenue sidewalks (620', Clifton Terrace to Marlbrook Drive), Muriel Avenue sidewalks (50', Page Avenue to Clifton Road), Brooks Avenue sidewalks (110', off of DeKalb Avenue), Glendale Avenue sidewalk (280', off of DeKalb Avenue).	City[1]
238	Candler Park Master Plan-rezoning recommendations	Update Little Five Points NC District to ensure that drive-thrus are not permitted, Rezone the apartment properties in the neighborhood to MR2, Rezone the McLendon Avenue commercial nodes to MRC2, Tailor McLendon MRC2 districts to match local context, Rezone I1 zoned parcels on DeKalb Avenue to MR2 and MRC2, Add restaurant parking and building height conditions to MRC2.	City[1]
239	Candler Park Master Plan-Signalization	Implement signalization as identified in the Candler Park Master Plan: Moreland Avenue and Euclid/ McLendon signal improvement, Moreland Avenue and new Bass Fields street signal.	City[1]
240	Candler Park Master Plan-Traffic Calming	Implement traffic calming as identified in the Candler Park Master Plan, to include: raised intersections along various points on Moreland Avenue, McLendon Avenue, and others.	City[1]
241	Candler Park Master Plan-Transportation studies	The Candler Park Master Plan recommend additional transportation studies to include: DeKalb Avenue, Austin Avenue and DeKalb Ramp roundabouts feasibility study, DeKalb Avenue road diet feasibility study. Explore new Bass Field street.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
242	Candler Warehouse/ West End MARTA pedestrian bridge	Pedestrian Bridge from Candler Warehouse Site to MARTA Site.	City[1]
243	Capital View Gateway Improvements	Gateway and Pedestrian Safety Improvements proposed for intersection of Dill Avenue and Metropolitan Parkway (US 41/SR 3).	City[1]
244	Capital View Manor Trail (Opt A)	A Trail through the proposed Hillside Park should connect to Emma Millican Park.	City[1]
245	Capital View Trail	This Trail will connect subarea neighborhoods to Marta, the Beltline, and the planned redevelopment at Fort McPherson.	City[1]
246	Carter Center Pedestrian Access	Pedestrian access from the Freedom Park Trail to the Carter Center should be improved by constructing pedestrian bridge over westbound Freedom Parkway and a walkway running north-south through the existing parking lot.	City[1]
247	Carter Street PATH Improvement	5600 linear feet - bike path, street trees, lights, landscaping and signage.	City[1]
248	Carver Hills Street Improvements	Street improvements along various streets within the Carver Hills neighborhood.	City[1]
249	CAS-021 Turn Signal Installation	Install a left-turn signal from Cascade Avenue onto Ralph David Abernathy Boulevard.	City[1]
250	Cascade and Beecher Neighborhood Commercial Node	Cascade and Beecher Neighborhood Commercial Node Streetscapes and Crosswalks.	City[1]
251	Cascade and Venetian Intersection	Redesign intersection at Venetian and Cascade to include geometric, safety and operational improvement.	City[1]
252	Cascade Avenue - All unsignalized crosswalks in corridor	Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
253	Cascade Avenue - All signalized intersections in corridor	Traffic Signal Interconnection: interconnect signals and provide communications to City of Atlanta TCC. Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings and provide ADA access. Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection and pedestrian enhancements. Signal Priority: Implement ITS transit signal priority along corridor to improve travel time to West End Station.	City[1]
254	Cascade Avenue -Improve On Street Parking	Create designated on-street parking along Cascade Avenue.	City[1]
255	Cascade Avenue and Beecher Street Commercial District Crosswalks	Upgrade all crosswalks to GDOT standards and install pedestrian crossing signs at the intersection of Cascade Avenue and Beecher Street. Install landscaped pedestrian refuge/center islands near the intersection of Cascade Avenue and Beecher Street. Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks along Beecher Street.	City[1]
256	Cascade Avenue and Beecher Street Commercial District Streetscape	Install pedestrian lighting (Type C, color black) at the intersection of Cascade Avenue and Beecher Street. Improve street lighting (Cobrahead, color black) at the intersection of Cascade Avenue and Beecher Street. Widen sidewalks to a minimum of twelve feet. Install granite curbs at the intersection of Cascade Avenue and Beecher Street. Plant trees (30 feet apart) to create a buffer between automobile traffic and pedestrians at the intersection of Cascade Avenue and Beecher Street. Install benches (Victor-Stanley style C-96, eight feet long, center armrest, color black) and trash receptacles (Victor-Stanley style SD-42, color black) at the intersection of Cascade Avenue and Beecher Street. Place trash receptacles at bus stops.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
257	Cascade Avenue and RDA intersection to Donnelly	New Street at Kroger Citi-Center: provides connection from RDA/Cascade to Donnelly Avenue. (Identified in Beltline Redevelopment Plan).	City[1]
258	Cascade Avenue from Donnelly Avenue to White Street over Beltline (at Allegheny Street)	Connection across Beltline at Allegheny Street: provides needed additional connection across future Beltline as an alternative to the RDA/Cascade intersection and services new redevelopment.	City[1]
259	Cascade Avenue from Fontaine Avenue to Beecher Street	Restriping Cascade Avenue from a mixed 3-lane and 4-lane street to a consistent 3-lane cross section (1 lane in each direction with center turn lane) with bicycle lanes. This would extend the planned streetscape project at Benjamin E. Mays.	City[1]
260	Cascade Avenue Bicycle Facility	Continue bicycle accommodations and facilities along Cascade Avenue. Install bicycle racks near the intersection of Cascade Avenue and Beecher Street and Cascade Avenue and Ralph David Abernathy Boulevard.	City[1]
261	Cascade Avenue drainage	Install a sewer drain at the corner of Cascade and Sandtown Road.	City[1]
262	Cascade Avenue from Hering Road to Langhorn Street - Cascade Avenue	Complete gaps in sidewalks, install pedestrian street lighting consistent with streetscape plans for Ben E. Mays/Cascade area.	City[1]
263	Cascade Road/Avenue Street Upgrades	The project scope includes milling and repaving, sidewalk and ADA ramp repair and installation, bus stop improvements and lane conversion to add bicycle lanes, two-way left-turn lane and median/ pedestrian refuge islands along Cascade Avenue/ Road between Delowe.	City[1]
264	Cascade Road (TCC)	Cascade Road from Childress Drive to Beecher Street.	City[1]
265	Cascade Road/ Sandtown Road/Pollard Drive Intersection	Redesign intersection of Sandtown Road, Cascade Road, and Pollard Drive and the use of one-way streets, traffic signals and/or the development of a traffic circle.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
266	Cascade Road 2- to 3-Lane Conversion	Re-stripe Cascade Road from 2 to 3 lanes between Benjamin E. Mays and Atlanta city limits. This involves removing existing on-street bicycle lanes.	City[1]
267	Cascade Road Diet	Add two-way left-turn lane. This requires restriping that would eliminate existing bicycle lane. Reduce Cascade Avenue from a four-lane road to a two-lane road with center left-turn lane from Beecher Street to Olympian Way. Create designated on-street parking along Cascade Avenue.	City[1]
268	Cascade Road Signalization Upgrade	Upgrades along major thoroughfares to optimize signal operations and communications network to, (Atlanta Transportation Control Center) ATCC.	City[1]
269	Cascade Streetscape	Cascade Avenue from Central Villa to Beecher/ Westmont	City[1]
270	Cascade/Mays Village Center Phase 2	Streetscape Improvements in business district: on Cascade Road from Beecher to Benjamin E. Mays; on Benjamin E. Mays from Cascade to Beecher and Beecher from Cascade to Benjamin E.Mays.	City[1]
271	Cascade/RDA Intersection Improvement	Add a separate right-turn lane southbound on RDA; add a separate right-turn lane northbound on Kroger driveway/RDA Extension. At the Kroger driveway install right-turn, through, and left-turn lanes.	City[1]
272	Castleberry Hill bicycle lanes	Install bike lanes of Walker and Peter Streets	City[1]
273	Castleberry Hill Historic Marker Program	Install Historical Markers, Building Plaques in Castleberry Hill.	City[1]
274	Castleberry Hill Sidewalks	Castleberry Hill sidewalk construction and repairs on Walker, Peters, Fair, Nelson and McDaniel streets. Crosswalk improvements along Fair and Peters Street	City[1]
275	D.L. Hollowell Parkway (formerly Bankhead Highway) - US 78/278, SR 8 - C DPW-06-0026	Widen road to 4 lanes from Harwell Road to H.E. Holmes Drive. COA is responsible for ROW and utilities.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
276	Centennial Olympic Park Drive and Spring Street	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.0 miles (15 blocks).	City[1]
277	Centennial Park Connector Trail	Centennial Park Connector Trail bicycle improvement.	City[1]
278	Centra Villa Drive From Campbellton Road to Cascade Avenue	Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	City[1]
279	Centra Villa Drive from Cascade Avenue to Campbellton Road	Install sidewalks. Centra Villa Drive (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.	City[1]
280	Chapel Street	Chapel Street Pedestrian improvements.	City[1]
281	Chastain Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
282	Chattahoochee Avenue/ Old Chattahoochee Avenue	New signalized Intersection	City[1]
283	Chattahoochee Extension	Chattahoochee extension	City[1]
284	Chattahoochee River -Retrofit Existing Pond	Engineer the existing pond along the proposed Chattahoochee River trail to improve the pond's stormwater management capabilities and stream bank conditions.	City[1]
285	Chattahoochee: North, Middle and South Bike/ Pedestrian Bridge	North Bridge - modify existing rail bridge to provide pedestrian/bike crossing over river, Middle and South Bridge -construct new bridge to provide pedestrian/ bike crossing over river. Create a suspended pedestrian/bicycle bridge across the Chattahoochee River using cables suspended from the I-285 bridge (per 11-O-1235).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
286	Cherokee Avenue Extension	Extend Cherokee Avenue to connect to Englewood Avenue to provide continuous north-south connection.	City[1]
287	Cherokee Avenue Sidewalk	Install sidewalk on Cherokee Avenue from Interstate 20 to Mead Street.	City[1]
288	Cherokee Avenue Extension	Connect Cherokee Avenue across the Beltline to Engelwood Avenue.	City[1]
289	Cheshire Bridge Road Resurfacing	Resurfacing from Buford Highway and Piedmont Avenue.	City[1]
290	Cheshire Bridge Road Resurfacing from Buford Hwy to Piedmont Avenue	Resurfacing from Buford Highway and Piedmont Avenue.	City[1]
291	Cheshire Bridge Road/ Lindbergh Drive	Addition of left-turn lanes on Cheshire Bridge Road at Lindbergh Drive.	City[1]
292	Cheshire Bridge/ Piedmont Avenue Realignment	Realign Intersection. Refer to the Connect Atlanta Transportation Plan for details. Also discussed in Subarea 7 of the Beltline.	City[1]
293	Chester Avenue Extension	Chester Avenue extension, south of I-20 which parallels the Beltline trial.	City[1]
294	Chester Avenue	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
295	Chester Avenue and Gibson Street - New east-west street	New east-west street between Chester Avenue and Gibson Street south of Memorial Drive.	City[1]
296	Childress Drive from Campbellton Road to Cascade Avenue	Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.	City[1]
297	Chosewood Park	Improvements and acquisitions to Chosewood Park in accord with 2011 Park Pride Visioning Plan.	City[1]
298	Chosewood/Grant Park Connector	Extend north to south from Grant Park/ Zoo Atlanta.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
299	City-wide Historic Resource Survey and Atlanta's Lasting Landmarks - Update	Update the City-wide Historic Resource Survey (CHRS) and Atlanta's Lasting Landmarks On-going program.	City[1]
300	Claire Drive Signalization Upgrade	Upgrades along major thoroughfares to optimize signal operations and communications network to Atlanta Transportation Control Center, ATCC.	City[1]
301	Claire Sidewalks	Install sidewalks on Claire from Beatle to Metropolitan Parkway, 1,980 linear feet.	City[1]
302	Cleveland Avenue Corridor Pedestrian Improvements	This project will construct mid-block crosswalks with appropriate countermeasures, install assorted pedestrian refuge islands and make pedestrian safety improvements along Cleveland Avenue from the city limits to Browns Mills Road. The exact locations of the improvements will be identified through a Roadway Safety Audit (RSA), which will include an analysis of pedestrian crash data, consultation with MARTA staff and interviews with community members and law enforcement officers. Neighborhood Project allocation may be used to leverage additional federal funding through the ARC Last-mile Connectivity program.	City[1]
303	Cleveland Avenue Pedestrian Mobility Improvements	Pedestrian improvements, including sidewalk cross walks and signal upgrades, from US 19/41 Metropolitan Parkway to Browns Mill Road.	City[1]
304	Cleveland Avenue	Install and upgrade traffic signals; Link system to the ATCC via existing and new copper-wire communications; Develop system-timing and integration plans for corridor.	City[1]
305	Cleveland Avenue Widening	Widen Cleveland Avenue to 5 lanes, approximately .70 mile.	City[1]
306	Cleveland Road Extension, Phase 1	New 4 Lane Road with Sidewalks.	City[1]
307	Cleveland Road Extension, Phase 2	New 4 Lane Road with Sidewalks.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
308	Clinton Place/Deckner Avenue /	Install sidewalks from Metropolitan Parkway for entire length to dead end at entrance of Emma Millican Park	City[1]
309	College Avenue at Rocky Ford Road Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
310	College Avenue Mixed Use Bicycle Route -Separated	Construction of mixed use hardscape trail from Arizona Avenue and Rogers Street to existing trail segment at Rogers Street Pullman Yard turn 2. Construction of mixed us hardscape trail from Eastern end of Pratt Pullman yard existing segment to Howard Street and College Avenue 3. Installation of separated bicycle amenity in College Avenue/CSX Row from Howard Street and College Avenue to city of Atlanta limits at Decatur.	City[1]
311	Collie Village - Emery and Collier Road Intersection Improvement	Improve the intersection geometry at Emery and Collier Road to better facilitate traffic moving from Emery onto Collier and into the Publix parking lot.	City[1]
312	Collier Road/Peachtree Road Realignment	Reconfigure Peachtree Road and Collier Road Intersection to realign.	City[1]
313	Collier Road Traffic Calming	Traffic calming along Collier Road at Tanyard Creek.	City[1]
314	Collier Village - Bicycle and Pedestrian improvement at I-75	Improve bicycle and pedestrian use of I-75 underpass on Collier Road and bridge over I-75 on Howell Mill. Encourage pedestrian access across I-75 with improvements on both the bridge on Howell Mill and the tunnel on Collier such as improved sidewalks and lighting and buffering from automobiles and address stormwater issues (ponding) under tunnel.	City[1]
315	Collier Village - Collier and Emery and Beck and Howell Mill traffic signals	Installation of traffic signals at Collier and Emery and Beck and Howell Mill intersections. A warrant study should be completed first and then signals should be installed. As new public and private streets are created, the specific locations of traffic signals may change.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
316	Collier Village - Howell Mill and Collier Intersection Improvement	Explore options for intersection improvement at Howell Mill and Collier Road including the creation of a roundabout at the intersection of Howell Mill and Collier Road. The roundabout has the potential to improve traffic flow through this overburdened intersection.	City[1]
317	Collier Village - New Streets	Require the addition of new public and private streets within The Village to improve internal circulation and facilitate better connections from within The Village to primary streets and surrounding area.	City[1]
318	Collier Village - traffic signals timing	All traffic signals in The Village should be interconnected through fiber optic or wireless technologies to maintain optimal signal timing.	City[1]
319	Collier Village Pedestrian Improvements	Improve the pedestrian environment of the Collier Village to include wider sidewalks, inter-block connections, street furniture, lighting, public art and public parks and gathering spaces.	City[1]
320	Collier Village Pedestrian Improvements -surrounding neighborhoods	Improve pedestrian connections to surrounding single family neighborhoods to include crosswalks, sidewalks, traffic calming measures on Channing Drive to discourage cut through traffic.	City[1]
321	Colmer Avenue	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
322	Community Gateway (2 located on McDaniel Street)	Community Gateway (2 located on McDaniel Street).	City[1]
323	Community Gateway (3 located on University Avenue and Metropolitan Gateway)	Community Gateway (3 located on University Avenue and Metropolitan).	City[1]
324	Constitution Road at Forrest Park Road Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
325	Centennial Olympic Park Drive Esplanade	Centennial Olympic Park Drive Esplanade.	City[1]
326	Corridor-Wide Transit Amenities	Benches, Concrete Pads, Safe Pedestrian Access.	City[1]
327	Courtland Street Bridge Viaduct	Bridge Replacement From Gilmer Street to Martin Luther King Jr. Drive over MARTA East Line and CSX Rail Line. Current TIP Project in 2008 Connect Atlanta Plan (Project ID AT-070).	City[1]
328	Courtland Street Corridor Improvements	Courtland Street Corridor ImprovementsThis project will provide traffic improvements along Courtland Street from Linden Avenue to Gilmer Street. Improvements will include traffic signal coordination, modernization, and optimization and associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
329	Courtland Street Viaduct	Bridge Replacement From Gilmer Street to Martin Luther King Jr. Drive over MARTA East Line and CSX Rail Line.	City[1]
330	Crew Street	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 0.6 miles (6 blocks).	City[1]
331	Crossroads Village New Roadways	Crossroads Village roads to support redevelopment.	City[1]
332	Crossroads Village Sidewalks	Install sidewalks within the Crossroads Village development to improve pedestrian assess and circulation, 22,500 linear feet.	City[1]
333	Crosswalk Installation, All Council Districts	Replace existing crosswalks with international crosswalks at arterial and collector streets.	City[1]
334	Crumley Street Extension	Extend Crumley street to Humphries street across McDaniel Street and make new street connection between this street extension and Glenn Street between McDaniels and Humphries streets.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
335	CSX Bridge Replacement	CSX Bridge Replacement over D.L. Hollowell.	City[1]
336	Culpepper Street Extension	Extend Culpepper Street to Ellsworth Industrial.	City[1]
337	Cummings Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
338	Custer Avenue	Install Sidewalks: from Moreland Avenue to Eastland Road (0.6 miles).	City[1]
339	Custer Avenue and Eastland Road	Designate Bike Route: from Woodland Avenue to Bouldercrest Road.	City[1]
340	Custer Avenue Water Quality Control Facility -Additional Screens	The scope of this project includes: Installing additional screens upstream and/or downstream of the tilting weirs Installing a concrete channel Providing for the collection, conveyance and disposal of screenings.	City[1]
341	D. L. Hollowell Parkway - Commodore to Marietta Boulevard	Corridor Upgrade of D. L. Hollowell Parkway from James Jackson to Commodore (4.2 miles), installation of median, sidewalks and bike lanes.	City[1]
342	D. L. Hollowell Parkway Corridor Improvements	This project will provide traffic improvements along DL Hollowell Parkway (US 78/US 278/SR 8) from Fulton Industrial Boulevard to Northside Drive (US 41/SR 3). Improvements will include traffic signal coordination, modernization, and optimization and associated traffic studies, ADA improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
343	D. L. Hollowell Parkway Intersection Improvements	Project proposed increasing capacity at this intersection.	City[1]
344	D. L. Hollowell Parkway Sidewalks	D. L. Hollowell Parkway from Chattahoochee River to Bolton Road Sidewalks (1.5 miles) on south side.	City[1]
345	D. L. Hollowell Parkway widening	Widening of D. L. Hollowell Parkway from Harwell Road to H.E. Holmes/ James Jackson (1.25 miles near Woodmere Residential Center) from 2 to 4 lanes with planted median in some portions.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
346	D.L. Hollowell Corridor Upgrade James Jackson to Commodore	Corridor upgrade, installation of planted median, dedicated bicycle lane, tree planting and sidewalks.	City[1]
347	D.L. Hollowell Parkway (formerly Bankhead Highway) - US 78/278,SR 8 - B	Replacement of a substandard bridge on D.L. Hollowell Parkway (US 78/278) over the CSX Railroad near Mean Street. The project will widen the currently narrow travel lanes on the bridge.	City[1]
348	D.L. Hollowell Parkway (formerly Bankhead Highway) - US 78/278,SR 8 - C	Widen road to 4 lanes from Harwell Road to H.E. Holmes Drive. COA is responsible for ROW and utilities.	City[1]
349	D.L. Hollowell Parkway Pedestrian Facility Phase B from Proctor Creek (west of Gary Avenue) to Marietta Boulevard	Continuation of Phase A - From Proctor Creek to Marietta Boulevard. Phase B includes 1502 linear feet of streetscape with a 5' street furniture/tree planting zone and 8'-10' of sidewalk clear zone. Design elements include: Brick pavers between tree grates.	City[1]
350	D.L. Hollowell Parkway Pedestrian. Facility Phase A from W. Lake ave./ Florence Place. to Proctor Creek (west of Gary Avenue)	Study area boundary (western) to Proctor Creek (between Woodland Avenue and Gary Avenue) Phase A includes 3, 791 linear feet of streetscape with a 5' street furniture/tree planting zone and 8'-10' of sidewalk clear zone. Design elements include brick pavers.	City[1]
351	D.L. Hollowell Parkway Pedestrian. Facility Phase C from Marietta Boulevard to Lowery Boulevard	Pedestrian. Facility on D. L. Hollowell Parkway Phase C from Marietta Boulevard (west) to Lowery Boulevard (east). Third of four phases (through 2 LCI areas) - Phase C includes 2,429 linear feet of streetscape with a 5' street furniture/tree planting zone and 8'-10' of sidewalk clear zone.	City[1]
352	D.L. Hollowell Parkway Pedestrian. Facility Phase D from Lowery Boulevard to Northside Drive	Pedestrian Facility on D. L. Hollowell Parkway Phase D from Lowery Boulevard (west) to Northside Drive. (east). Third of four phases (through 2 LCI areas) - Phase D includes 2,429 linear feet of streetscape with a 5' street furniture/tree planting zone and 8'-10' of sidewalk clear zone.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
353	Dallas Street/Glen Iris Drive Crossing	Add striping and ramps.	City[1]
354	Dallas Street Extension	Extend Dallas Street Across the Beltline to Angier Springs Road.	City[1]
355	Danforth Road Pedestrian Improvements	This project will provide Sidewalks along portions of Danforth Road within the City of Atlanta and Fulton County. This project is currently under construction.	City[1]
356	Danforth Road Complete Street	Construction of a complete street cross-section with sidewalks, street lights along Danforth Road.	City[1]
357	Dearwood Avenue	Installation of speed humps and /or other traffic calming systems.	City[1]
358	Decatur Street	Decatur streetscape from I-75/85 to Boulevard - 3600 linear feet.	City[1]
359	Decatur Street Resurfacing	Resurfacing from Peachtree Street to Gunby Street.	City[1]
360	Decatur Street Streetscape Improvements	Decatur Street from Peachtree to Jesse Hill Jr. Drive.	City[1]
361	Deckner Avenue	Installation of speed humps and /or other traffic calming systems.	City[1]
362	Deckner Streetscape	Deckner from Murphy to Metropolitan, 11,550 linear feet.	City[1]
363	Deering and Mecaslin Street Intersection pavement markings	Installation of special intersection pavement and highly-visible MUTCD-compliant crosswalks are proposed to improve pedestrian safety and calm traffic (see Loring Heights Plan for more details).	City[1]
364	Deering Road and Northside Circle- New Street Connection	New connection between Deering Road and Northside Circle.	City[1]
365	Deering Road Bridge Improvements at I-75	Travel lanes would be narrowed from 13 to 11 feet. Sidewalks should be widened on the north side and improved lighting installed.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
366	Deering Road Improvements Phase I (west and east of I-75)	Traffic calming and pedestrian improvements on Deering Road to slow vehicles, formalize street parking, improved crosswalk markings, enhance streetscape.	City[1]
367	Deering Road Improvements Phase II(west and east of I-75)	Improvements include a planted medians at certain intersections, planted bulbouts at intersections and mid-block, a new crosswalk at Steele Drive, gateway improvements at Loring Drive, medians near Amtrak station. See Loring Heights Plan for more details.	City[1]
368	Deering Road Streetscape and Traffic Calming	Traffic Calming and Streetscape.	City[1]
369	Deering Street Extension Part 1	Extension of Deering Street on new alignment as 2-lane street with left-turn lanes at intersections, approximately 2,300 feet.	City[1]
370	Defoor Place Resurfacing from Hills Avenue to Defoor Ferry Road	Resurfacing from Hills Avenue to Defoor Ferry Road.	City[1]
371	Defoor/Old Chattahoochee Avenue	New signalized Intersection.	City[1]
372	DeKalb Avenue Trail Connector	Multi Use Path connection to PATH Trail to Stone Mountain.	City[1]
373	DeKalb Avenue/Decatur Street Signalization Upgrade	Upgrades along major thoroughfares to optimize signal operations and communications network to, Atlanta Transportation Control Center, ATCC.	City[1]
374	DeKalb Avenue at Rocky Ford Road and DeKalb Place	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
375	DeKalb Avenue at Rocky Ford Road and DeKalb Place	Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
376	DeKalb Avenue/ Moreland Avenue	Consolidate two access ramp signals on DeKalb Avenue to a single point intersection and realign ramps to intersect at this point.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
377	DeKalb Memorial Park Mixed Use Trail Spur	Construction of a mixed use trail spur in DeKalb Memorial Park to connect on street elements at Eleanor Street on mixed use trail at I-20/Sugar Creek.	City[1]
378	DeKalb Memorial to Walker Park Mixed Use Trail	Construction of a mixed use trail from the south apex of DeKalb Memorial Park to Walker Park paralleling Sugar Creek using I-20 right of way public easements limited private parcels.	City[1]
379	Delmar Lane/Linkwood Road/Burton Road	Realign intersection.	City[1]
380	Delmar Lane Sidewalks from Linkwood to I-285	New 6' sidewalks on south side of Delmar Lane.	City[1]
381	DeLowe Drive from Campbellton Road to Alison Court	Install sidewalks.	City[1]
382	DeLowe Drive from Cascade Avenue to Campbellton Road	Install sidewalks.	City[1]
383	Derring Road	TC-001 from Connect Atlanta Transportation Plan.	City[1]
384	Derring Road Extension	Extend Deering to Trabert Avenue	City[1]
385	Dill and Metropolitan Intersection	Intersection project at Dill and Metropolitan (US 19/41) to include geometric, safety and operational improvement.	City[1]
386	Dill and Murphy Intersection	Intersection project at Dill and Murphy to include safety and operational improvements.	City[1]
387	Dill and Sylvan Intersection	Intersection project at Dill and Sylvan to include geometric, safety and operational improvement.	City[1]
388	Dill Avenue On-street Parking	Dill Avenue On-street parking and bulbouts, 5,000 linear feet.	City[1]
389	Dill Avenue Gateway	Gateway improvements at Dill and Murphy intersection to include paving, sidewalks, planting and artwork.	City[1]
390	Dill Avenue Streetscape	Install streetscape along Dill Avenue from Metropolitan Avenue to Lee Street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
391	Dill/ Campbellton Streetscape	Dill/ Campbellton from Kenilworth to Metropolitan Parkway, 16,500 linear feet.	City[1]
392	Dill/Murphy Intersection Improvement	Install a signal, if and when warranted based on a traffic study.	City[1]
393	Distribution System Telemetry improvements	Distribution System Telemetry improvements.	City[1]
394	District 1 Street Resurfacing Projects	Bisbee Avenue, Martin Avenue, Olive Street and others.	City[1]
395	DL Hollowell Gateways	Gateway improvements.	City[1]
396	DL Hollowell Parkway/ Marietta Boulevard Greenspace - Land	5 acres.	City[1]
397	DLH and English Avenue Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
398	DLH and Lowery Boulevard	Intersection project to include geometric improvement, utility pole relocations.	City[1]
399	DLH and Northside Drive Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
400	Dodson Drive from Campbellton Road to Cascade Avenue	Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.	City[1]
401	Dodson Drive from Cascade Avenue to Campbellton Road	Dodson Drive (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.	City[1]
402	Dodson Drive from Cascade Avenue to Campbellton Road	Install sidewalks.	City[1]
403	Donald Lee Hollowell	Widen Donald Lee Hollowell from 2-lanes to 5-lanes to accommodate transit from Hamilton Homes to I-285, approximately 1.25 miles. (General purpose lane) (RTP Project).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
404	Donald Lee Hollowell Parkway	Elements of the Wayfinding Signage System will include: maps, signs and kiosks at key street corners within the core of Downtown and Midtown.	City[1]
405	Donald Lee Hollowell Parkway	Install and upgrade traffic signals; Link system to the ATCC via existing and new copper wire communications; Develop system-timing and integration plans for corridor.	City[1]
406	Donald Lee Hollowell Parkway Corridor (western section)	Along Donald Lee Hollowell Parkway between Marietta Boulevard and Joseph Lowery Boulevard. Roadway improvement project to include drainage system improvement, roadway capacity improvement.	City[1]
407	Donald Lee Hollowell Parkway Corridor (near Northside Drive intersection)	Along Donald Lee Hollowell Parkway from the railroad track going east to Northside Drive. Roadway improvement project include capacity improvement, geometric improvement at the intersection of Donald Lee Hollowell and Northside Drive.	City[1]
408	Donnelly Avenue Sidewalk	Widen sidewalks, add trees and lighting on south side of Donnelly Avenue from Cascade Avenue to Lee Street (1.25 mi) and north side from Cascade Avenue to 1003 Donnelly Avenue (1.1 mi). Includes crosswalk upgrades.	City[1]
409	Donnelly Avenue/ Cascade Intersection	Install channelized islands in NW and NE corners of intersection for pedestrian refuge. Potential left-turn lanes on Donnelly and Westwood.	City[1]
410	Donnelly Streetscape	Donnelly from Cascade to Lee.	City[1]
411	Dorsey Street Paving	Pave unimproved section of Dorsey Street, 450 feet, 16' wide, 7200 square feet pavement.	City[1]
412	Dover Street Sidewalks	Install sidewalks on Dover from Bridges Avenue to Plaza Avenue.	City[1]
413	Downtown ADA Ramp Improvements	Upgrades to curb ramps to meet ADA requirements and improvements to sidewalk surface segments.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
414	Downtown Atlanta Pedestrian Corridor Improvements	This project will implement streetscape and safety.	City[1]
415	Downtown Connectivity Improvements	Downtown Connectivity Improvements.	City[1]
416	Downtown Connectivity study -Traffic signalization project	Downtown Connectivity study - Traffic signalization project.	City[1]
417	Downtown Parking Management Program	Develop and implement parking management activities and strategies, such as variable parking charges, an area-wide parking cash-out program, a parking and transit information program, and preferential parking for car and vanpool patrons.	City[1]
418	Downtown Prioritized Signal Timing and Maintenance	Routine signal timing maintenance and equipment repair/maintenance, to include operations and communication checks and regular signal timing optimization.	City[1]
419	Downtown Traffic Signal System Upgrades (Phase III)	Phase III signal upgrades: controller cabinet upgrades, LED signal heads (veh. and Pedestrian.), communication, detection, signal timing, and effectiveness report.	City[1]
420	Drew Charter -Parkview Mixed Use Trail	Construction of mixed use trail connecting Drew Charter Elementary/YMCA with Parkview neighborhood at Glenclove Drive. Provides recreational connection between neighborhoods, parks, recreational spaces.	City[1]
421	Drewry Street extension Multi-use Trail	Connect new street across Beltline to Drewry Street via multi-use Trail.	City[1]
422	Drewry Streetscape	Sidewalks along Drewry Street.	City[1]
423	Driving Range - EVOC	Locate and build a new EVOC course. Assessment Pending. Potential tied to consolidated academy project.	City[1]
424	Durant Streetscape	Sidewalks along Durant Street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
425	Dutch Valley Road Streetscape	Sidewalks along Dutch Valley Road	City[1]
426	E. Confederate (United)/ Skyhaven and Moreland Avenue	Realignment of the Skyhaven Road/East Confederate Avenue intersection with Moreland Avenue to remove offset. (Cost determined using ARC Costing Tool)	City[1]
427	E. Confederate Avenue	Install Sidewalks: from Moreland Avenue to Beltline (0.9 miles at $344,000/mile)	City[1]
428	East Atlanta Village Streetscape Improvements, Phase 2	Streetscape improvements. This is Phase II of the EAV Streetscapes. Phase I was funded totally with QOL Bond money.	City[1]
429	East Avenue Sidewalks	Improve existing sidewalks and fill in gaps where missing. Coordinate with P-5	City[1]
430	East Avenue	From Boulevard to Dead End	City[1]
431	East Beltline Transit	East Beltline Transit	City[1]
432	East Confederate Sidewalk	Install sidewalk on East Confederate/United Avenue from Edie Avenue to past Alloway Place	City[1]
433	East Deering draining upgrade	The open drainage ditch adjacent to the proposed rerouting of Deering Road to Bishop Street should be capped and cleaned up.	City[1]
434	East Deering Road pocket park	The long-term redirection of Deering Road to Bishop Street will create a leftover triangle that is currently a combination of public right-of-way and private land. This space should be converted into a pocket park and neighborhood gateway.	City[1]
435	East Lake Boulevard/ Memorial Drive/ East Lake Terrace Intersection	Re-engineer and re-construct intersection to provide alignment between East Lake Boulevard and East Lake Terrace, calm Memorial Drive speeds, and provide safe interactions between vehicles, bicycles, and (mostly youth) pedestrians	City[1]
436	East Morningside Drive Traffic Calming	Traffic calming measures such as bulb-outs or speed humps	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
437	East Morningside Drive Resurfacing from Piedmont Avenue and North Pelham Road	Resurfacing from Piedmont Avenue and North Pelham Road	City[1]
438	Eastridge Road Project	Installation of speed humps and/or other traffic calming measures between Westridge Drive and Cascade Avenue (6 humps)	City[1]
439	Eastside-Auburn Streetscape Improvement	Eastside-Auburn Streetscape Improvement	City[1]
440	Edgewood Avenue	Edgewood Avenue streetscapes from Edgewood to Boulevard - 5400 linear feet	City[1]
441	Edgewood Avenue Bike Lane	Add a bike lane along Edgewood Avenue from Downtown to Inman Park to increase connectivity between Downtown and businesses located on Edgewood.	City[1]
442	Edgewood Avenue Bridge Replacement	Replace bridge at Edgewood Avenue and the Beltline. Bridge has low sufficient rating. From COA Urban Redevelopment Plan	City[1]
443	Edgewood Avenue Complete Street Enhancements 1	Bicycle and Pedestrian improvements coordinated with the Atlanta Streetcar Transit Enhancements	City[1]
444	Edgewood Avenue Complete Street Enhancements 2	Bicycle and Pedestrian improvements coordinated with the Atlanta Streetcar Transit Enhancements	City[1]
445	Edgewood Avenue Corridor Improvements	This project will provide traffic improvements along Edgewood Avenue from Peachtree Street to Elizabeth Street. Improvements will include traffic signal coordination, modernization and optimization, associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
446	Edie Avenue Sidewalk	Install sidewalk on Edie Avenue from Pershing Avenue to East Confederate Avenue	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
447	Elementary School Trail	East Rivers Elementary School multi-use path that connects to the Beltline spur Trail	City[1]
448	Elizabeth Street Extension	Extend Elizabeth Street as a multi-family street across the Beltline to meet with the Freedom Parkway underpass street. It will provide residents of Inman Park access to the new Historic Fourth Ward Park.	City[1]
449	Elizabeth Street Extension	Elizabeth Street extension across the Beltline to Ralph McGill Boulevard through Ensley Street - Connection continues to Angier Avenue, eventually connecting to Glen Iris Drive.	City[1]
450	Ellsworth Industrial	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
451	Ellsworth Industrial and English Street- New East-West Connection	New road connection between Ellsworth Industrial and English Street	City[1]
452	Ellsworth Industrial/ Transit Corridor	Modify existing Intersection to include signal for new street and proposed Beltline Transit	City[1]
453	Elmira Place	From DeKalb Avenue to McLendon Avenue	City[1]
454	Emery/Collier	Tighten radii of turning movements at intersection to create more walkability. Widen short section of Collier (between current 3 lane sections) to 3 lanes to improve traffic management.	City[1]
455	Englewood/Pershing Extension	Extend Englewood Avenue/Pershing Avenue to provide east-west connection between Boulevard and Avondale Avenue.	City[1]
456	Englewood Avenue Bike Lanes	Stripe Englewood Avenue to provide bike lanes from Hill Street to Boulevard	City[1]
457	Englewood Avenue Pedestrian Improvements	Project consists of sidewalk improvements along Englewood Avenue from Hill Street to the Boulevard Crossing Park.	City[1]
458	Englewood Sidewalk	Install sidewalk on Englewood Avenue from Hill Street to Boulevard	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
459	English Avenue - New sidewalk	New 5' sidewalk, curbs, gutters, ramps, streetlights: From Wheeler Street to Kennedy (0.46) miles	City[1]
460	English Avenue/ Vine City local traffic operations	Evaluate safety of current two-way operations on narrow streets north and south of Simpson Street between Lowery Boulevard and Northside Drive. Evaluate feasibility of widening roadways, restricting operations to one-way travel, or parking restrictions.	City[1]
461	English Avenue/Vine City Local traffic operations - Additional Study	Evaluate safety of current two-way operations on narrow streets North and south of Simpson Street between J,E. Lowery Boulevard and Northside Drive. Evaluate feasibility of widening roadways or restricting operations to one-way travel.	City[1]
462	English Park Recreation Center Renovations	Renovations to include multi-use space, upgrading systems, doors, windows, HVAC, ADA compliance and green building features.	City[1]
463	English Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
464	English Street and Boyd Avenue- New East-West Connection	New east-west connection between English Street and Boyd Avenue	City[1]
465	Enota Park	Renovation and expansion of an existing City park in SW Atlanta	City[1]
466	Environmental Assessment - Eastside Transit	Environmental Assessment of proposed modern light rail along the Atlanta Beltline between Montgomery Ferry Road and Glenwood Avenue. Downtown Streetcar expansion (Auburn) included.	City[1]
467	Environmental Assessment -Westside Transit	Environmental Assessment of proposed modern light rail along the Atlanta Beltline between Bankhead MARTA Station and West End or Oakland City MARTA Station.	City[1]
468	Erin Avenue and Hartford Avenue	Installation of four-way stop signs	City[1]
469	Estes Extension (See also I-12)	Estes Extension	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
470	Estoria Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
471	Estoria Street2	Recommendation for Sidewalk on both sides of the street	City[1]
472	Ethel st extension	Extend Ethel Street east to Hampton Street and add traffic signal at Northside Drive/Ethel Street - Hampton Street to Northside Drive	City[1]
473	Ethel Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
474	Ethel Street Extension	Two lane new roadway with sidewalks, right-of-way acquisition from Home Park to Howell Mill Road. Traffic crossing Northside Drive will be restricted by median on Northside Drive.	City[1]
475	Ethel Street Extension 2	Extend Ethel Street from Howell Mill east of Northside Drive	City[1]
476	Ethel/Northside Drive	New signalized Intersection	City[1]
477	Eugenia Street Extension	Extend Eugenia Street in to the Eugenia Street/ Windsor Street intersection	City[1]
478	Evans Sidewalks	Install sidewalks on Evans from Hancock to Astor, 8,580 linear feet	City[1]
479	Ewing Place Sidewalks	Install sidewalks on Ewing from Oakland Drive to Hall Street	City[1]
480	Extend University Avenue to Avon	Extend University Street to Avon Avenue across the Beltline	City[1]
481	Extension of Armour Place Drive	Continue Armour Place Drive to Armour Drive creating a street frontage for the Armour Beltline Station and potential MARTA Infill Station	City[1]
482	Extension of Central Park Place	Extend Central Park Place. to Freedom Parkway/ Andrew Young Intl. Boulevard to form a developable block between freedom parkway and Highland Avenue (in conjunction with the reconfiguration of the I-75/85 interchange with Freedom Parkway and one-way to two-way conversion).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
483	Extension of New Peachtree Parkway	Continue Peachtree Parkway and provide street connections to existing Bennett Street	City[1]
484	Fair Drive cycle track	Cycle track and road diet along Fair Drive between Pryor Road and Metropolitan Parkway (reduce to 2 vehicular lanes westbound; 1 lane eastbound)	City[1]
485	Fairburn Road from Barge Road south to Tell Road	Install sidewalks	City[1]
486	Fairburn Road Pedestrian Improvements	Sidewalk and ADA Ramp Installation and Repair along Fairburn Road between M. L. King Jr. Drive (SR 139) and the Darnell Senior Center Facility.	City[1]
487	Fairburn Road - B	Installation of sidewalks, crosswalks and bike lanes along Fairburn Road from Martin Luther King Jr. Drive to Stone Road.	City[1]
488	Fairburn Road and Collier Drive	Redesign intersection to accommodate a single-lane roundabout.	City[1]
489	Fairhaven Circle Sidewalk	Install sidewalks along Fairhaven Circle.	City[1]
490	Fairlie Poplar Streetscape Phase III and IV	Fairlie Poplar Streetscape Phase III and IV.	City[1]
491	Fairlie-Poplar Streetscapes	Phase 3 improvements on Walton, Nassau and Spring Streets.	City[1]
492	Fairmont Avenue	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
493	Fairmont Avenue to Huber Street	A new east-west link. New street connecting the far north end of Fairmont to the far south end of Huber.	City[1]
494	Fairmont/Huff Road	New Signalized Intersection	City[1]
495	Faith Avenue	Designate Bike Route: along from Flat Shoals Avenue to the Beltline through the Glenwood Park development.	City[1]
496	Faith Avenue2	Recommendation for Sidewalk on both sides of the street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
497	Felder Street	Mansfield Avenue to Druid Place	City[1]
498	Field Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
499	Finley Street Extension	Extension of Finley Street from Pelham Street to North Avenue	City[1]
500	Fire Station 20	590 Manford Road SW. Replacement Fire Station 20. Built 1926, Two bay station.	City[1]
501	Fire Station 23	1545 Howell Mill Road NE. Rebuild fire station due to condition of current building. This facility is too old and small to function as a fire station. Two bay station.	City[1]
502	Fire Station 25	2349 Benjamin E. Mays Drive, SW. Rebuild fire station due to condition of current building.	City[1]
503	Fire Station 26	2970 Howell Mill Road, NW. Rebuild fire station due to condition of current building and too small for future apparatus. Two bay station.	City[1]
504	Fire Station 27	4260 Northside Drive, NW. Rebuild fire station due to condition of current building.	City[1]
505	Fire Station 30	10 Cleveland Avenue, SW. Rebuild fire station due to condition of current building.	City[1]
506	Fire Station 31	2406 Fairburn Road, SW. Relocate and rebuild fire station due to condition of current building.	City[1]
507	Fire Station 9	2501 Martin Luther King Jr. Drive SW. Rebuild fire station due to condition of current building.	City[1]
508	First Avenue	Install sidewalks from Mt Zion Road to Grand Avenue	City[1]
509	Fitzgerald Extension	New roads associated with redevelopment	City[1]
510	Flat Shoals Avenue	Recommendation for Sidewalk on both sides of the street	City[1]
511	Fletcher Streetscape	4000 linear feet	City[1]
512	Florida Avenue	Recommendation for Sidewalk on both sides of the street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
513	Forest Hills Drive	Install sidewalks from Mt Zion Road to Cleveland Avenue	City[1]
514	Forest Park Road Bicycle Route	Bicycle Route (AASHTO Class III) on Forest Park Road from McWilliams Road to Conley Road	City[1]
515	Forsyth Street Complete Street Improvement	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements	City[1]
516	Forsyth Street Complete Street Improvement2	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements	City[1]
517	Fort Street Resurfacing from Irwin Street to Auburn Avenue	Resurfacing from Irwin Street to Auburn Avenue	City[1]
518	Fort Street Road Diet	from Edgewood to Auburn - 400 linear feet	City[1]
519	Fortune Street Sidewalks	Improve existing sidewalks and fill in gaps where missing. Coordinate with P-11 and M-1.	City[1]
520	Fortune Street/ Ralph McGill Boulevard Crossing	Pedestrian crossing with striping and ramps. Sidewalks included in project P-5, R-6 and possibly I-3.	City[1]
521	Foster Street and Howell Mill- New East-West Connection	New east-west connection between Foster Street and Howell Mill	City[1]
522	Foster Street Extension	Extend Foster Street when Howard School expands.	City[1]
523	Four Corners Park	Renovation and expansion of an existing city park in Southeast Atlanta. Land Acquisition (completed) was funded from Park Improvement Bonds. Funding sources for Design and Construction have not been identified.	City[1]
524	Four Corners Park -Stanton Park Connector	Project will construct a multi-use path along Boynton Avenue to connect Four Corners Park with Stanton Park.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
525	Fraser Street	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .45 miles (5 blocks).	City[1]
526	Freedom Park Directional Signage	Install directions signage at Freedom Park and intersections with Moreland, North Highland and Ponce de Leon	City[1]
527	Freedom Parkway HAWK Signal	Install HAWK signal at Belgrade Avenue and Freedom Park	City[1]
528	Freedom Parkway Underpass Street	This multi-family street will run parallel to the Beltline and connect Ensley Street on the north side of Freedom Parkway and East Avenue and Elizabeth Street on the south side of Freedom Parkway. The multi-use Trail should be 20 feet in width.	City[1]
529	Freedom PATH on northside of Freedom Parkway	Extend multi-use Trail on north side of Freedom Parkway from North Avenue Park to Boulevard	City[1]
530	Freedom PATH/ Beltline Trail connection	Provide connection between the Freedom PATH and Beltline Trail at the Elizabeth Street extension. Coordinate with NR-2 and NR-4	City[1]
531	Freemont Street	From Troy Street to Dead End	City[1]
532	From I-20 bridge to Woodland Avenue	Designate Bike Route: From Woodland Avenue to I-20: with bikelanes on bridge, and 2' bikeable shoulder and sharrows between the bridge and Woodland Avenue.	City[1]
533	Fulton Street and Central Avenue Gateway	Fulton Street and Central Avenue Gateway	City[1]
534	Fulton Street and McDaniel Street Gateway	Fulton Street and McDaniel Street Gateway	City[1]
535	Fulton Streetscape Improvements	Streetscape - 4500 linear feet to include sidewalks, curbs, street trees, lighting and street furniture	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
536	Fulton Terrance	Recommendation for Sidewalk on both sides of the street	City[1]
537	Fulton Terrance2	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
538	Gammon Street improvements	Gammon Street improvements to include bringing road bed to local street standards, adding on street parking, traffic calming, trees and sidewalks.	City[1]
539	Garden Lane/ North Garden Lane -lane modifications	Improving pedestrian access to the Loring Heights park by modifying Garden Lane/North Garden Lane	City[1]
540	Garibaldi Streetscape	2900 linear feet	City[1]
541	Garson Drive Bridge	New 2-lane bridge across Peachtree Creek, providing an additional connection to Piedmont Road	City[1]
542	Garson Drive multi-use path	Multi-use path along Garson Drive that connects to Lindbergh Station and the Beltline path	City[1]
543	Gaskill Street	Recommendation for Sidewalk on both sides of the street	City[1]
544	Gateway Elements	Install gateways including signage and identity markers (Cascade and Beecher, Lee and Campbellton, Donnelly and Lee). Construct a neighborhood gateway element near the intersection of Cascade Avenue/Ralph David Abernathy Boulevard/Muse Street). Construct a neighborhood gateway element and plant landscaping at the intersection of Cascade Avenue and Beecher Street.	City[1]
545	Gateways	Install gateways including signage and identity markers (Metropolitan and Dill, Metropolitan and Perkerson, Sylvan and Langston, Sylvan and Lee, Kroger)	City[1]
546	Gault Street Extension	Extend Gault Street to connect to Englewood Avenue to provide continuous north=-south connection with Cherokee Avenue	City[1]
547	Genessee Avenue	Install sidewalks from Sylvan Road to Metropolitan Parkway	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
548	Genessee Avenue Project	Installation of four-way stop signs for all intersections between Sylvan Road and Metropolitan Parkway	City[1]
549	Gibson Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
550	Gifeet Avenue	Recommendation for Sidewalk on both sides of the street	City[1]
551	Glen Iris Drive Pedestrian Facilities: Ponce de Leon Avenue to Highland Avenue	Improvements to include sidewalks on both sides, street trees, bulb-outs	City[1]
552	Glen Iris Drive/ McGrudger Street Crossing	Pedestrian crossing with striping and ramps	City[1]
553	Glen Iris/ Randolph Street Share the Road Bike routes	Share the Road bike route signage installed along the corridor between Ponce de Leon Avenue and Edgewood Avenue	City[1]
554	Glenwood Avenue Bike/Pedestrian Improvements	Additional Bike and Pedestrian capacity on Gelnwood Avenue linking an existing bike lane on Glenwood to the west of East Atlanta Village to existing bike lanes to the East starting at Terry Mill Road.	City[1]
555	Glenwood Place	Recommendation for Sidewalk on both sides of the street	City[1]
556	Glenwood/Moreland/E. Confederate/Sky Haven/Moreland intersection Improvements w/ Pedestrian Safety Measures	Improves safety and functionality of two major arterial intersections on Moreland Avenue at Glenwood Avenue and Sky Haven/E. Confederate Avenue and provides for improvements in pedestrian facilities between these two points	City[1]
557	Grady Homes	Atlanta Housing Authority	City[1]
558	Grady Homes Grid	New roads associated with the redevelopment of Grady homes	City[1]
559	Grand Avenue	Install sidewalks from Metropolitan Parkway to Cleveland Avenue	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
560	Grand Avenue and Old Jonesboro Road	Intersection project at Grand Avenue and Old Jonesboro Road to include geometric, safety and operational improvement	City[1]
561	Grandview Avenue	From Peachtree Road to Buckhead Avenue	City[1]
562	Grant Park -Chosewood Park Connector	This project will construct a multi-use path along Cherokee Avenue from Grant Park and continue pass Cherokee Avenue in a dedicated path to Chosewood Park.	City[1]
563	Grant Park Bicycle and Pedestrian Improvements	Project will included milling and repaving, sidewalk and ADA ramp repair and installation, lane conversion, intersection improvements, addition of on-street parking and/or bicycle facilities and bicycle and pedestrian safety improvements along Boulevard from Memorial Drive (SR 154) to McDonough Boulevard (SR 42 Spur), including roundabout construction at Englewood Avenue; traffic calming and bicycle and pedestrian safety improvements along Cherokee Avenue from Memorial Drive (SR 154) to Mead Street, including addition of bicycle facilities from Woodward Avenue to Georgia Avenue.	City[1]
564	Grant Street Extension	Extend Grant Street to provide north-south connection between the Beltline and Englewood Avenue	City[1]
565	Grant Street Extension	Grant Street Extension	City[1]
566	Grant Terrace/ Englewood Extension	Extend Grant terrace to connect across the Beltline to Extension of Englewood Avenue (public and private initiative)	City[1]
567	Greenbriar Parkway Improvements	Implementation of streetscape improvements along Greenbriar Parkway from Langford Parkway to I-285 West. Improvements include sidewalks, pedestrian lighting, street furniture and trees.	City[1]
568	Greenbriar Parkway Resurfacing	Resurfacing from Campbellton Road to Barge Road.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
569	Greenbriar Parkway Resurfacing from Campbellton Road to Barge Road	Resurfacing from Campbellton Road to Barge Road. (Same as above)	City[1]
570	Greenbriar Parkway Streetscape	Implementation of streetscape improvements along Greenbriar Parkway from Langford Parkway to I-285 West. Improvements include sidewalks, pedestrian lighting, street furniture and trees. Two gateway entrances and signage upgrades will be installed.	City[1]
571	Greenbriar Parkway Upgrade Signalization	Upgrades along major thoroughfares to optimize signal operations and communications network to ATCC.	City[1]
572	Greenbriar Parkway -Streetscape Improvement	Preliminary Design and Construction.	City[1]
573	Greenbriar Parkway/ Continental Colony	Milling and repaving, sidewalk and ADA ramp repair and installation, and add bicycle facilities along Greenbriar Parkway and Continental Colony Parkway from Campbellton Road to Hogan Road.	City[1]
574	Greenspace Purchase -Quality of Life	Receiving areas for new greenspace: Meldon Avenue (rear), Crogman Street, 57 Hardwick Street, Crogman Street, Rhodesia Avenue - 4 parcels, 1975 Freemont Street, Meador Avenue, 2007, 2003 and 1887 Freemont Street - 13 acres.	City[1]
575	Greenway Streetscape	Sidewalks along Greenway Street.	City[1]
576	Greenwich Avenue Extension	Extend Greenwich Avenue in existing right-of-way from Enota Place to Langhorn Avenue, including a new bridge over the Beltline. Install a new traffic signal at Langhorn Street.	City[1]
577	Greenwich Street Road extension- LAN-013	Reconnect Greenwich Street across the Beltline corridor.	City[1]
578	Greenwood Avenue Sidewalk	Sidewalks along Greenwood Avenue.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
579	Gresham Avenue	Designate Bike Route: Edgemore Drive to Glenwood Avenue.	City[1]
580	Grove Park Bridge	A new 2-lane bridge on the proposed Grove Park Road 1 connecting the Grove Park neighborhood across Proctor Creek to West side Reservoir Park.	City[1]
581	Grove Park Neighborhood Sidewalks, Parks and Gateways	Grove Park Neighborhood Sidewalks (13,565 feet) in neighborhood streets, Parks (210 feet) and Gateways - restore granite and monument, see plan for locations.	City[1]
582	Grove Park Node streetscape	Streetscape at Grove Park Node (1100 feet) West Lake to Elmwood to include 10 feet sidewalks, 5 feet tree planting, lighting, trees furniture and curb extensions.	City[1]
583	Grove Park Place Extension	Extension of Grove Park Place to the northeast to meet Park Road 1. This Intersection will consist of a traffic circle.	City[1]
584	Grove Park Place Improvements	Grove Park Place from the point where it is currently closed northwest to Park Road 1. Project includes resurfacing, the addition of a traffic circle at the Intersection with Park Road 1 and Grove Park Road 1, sidewalks, crosswalks, curbs and ramps, street trees	City[1]
585	Grove Park Road	New Roadway connecting Park Road 1 with Gertrude Place and the Grove Park neighborhood. Project includes a traffic circle at the Intersection with Park Road and the existing Grove Park Place.	City[1]
586	Grove Park Sidewalks	New 5-foot sidewalks, pedestrian lighting, and pedestrian ramps on both sides of Francis Place from Hollowell Parkway to Grove Park PL and on the segment of Grove Park Place that is currently open.	City[1]
587	Gun Club Road	Add center left-turn median lane between Sizemore Road and Hollywood Road	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
588	Gun Club Road Landfill Solar Array Educational Center	Create an Educational center for the solar array field on the closed and undeveloped Gun Club Road Landfill. Supply solar generated power to an educational facility; develop community amenities such as street lights, park lights and facilities, and lights at recreation centers and a community garden.	City[1]
589	Gun Club Road Landfill Sustainability Educational Trail	Create an educational trail on the periphery of Gun Club Road Landfill that demonstrates and explains components of renewable energy and sustainability, such as a methane station, a small wind station, a recycling station, a solar energy station, and a smart house station.	City[1]
590	H. E. Holmes Drive - SR 280	Widen H.E. Holmes Drive from 2 to 4 lanes from I-20 west to D.L. Hollowell Parkway. City responsible for ROW.	City[1]
591	H.E. Holmes Node -Streetscape improvements	Streetscape improvements at H.E. Holmes Node (1650 feet) Ozburn to Commercial to include 10feet sidewalks, tree planting, street furniture, lighting trees and curb extension.	City[1]
592	Haas Avenue, Martin Luther King Jr. Boulevard and Dahlgren Street	Designate Bike Route: and along connecting Glenwood Avenue to Arkwright Avenue.	City[1]
593	Habershal Drive Extension	Extend Habershal Drive along the power line easement to connect to Grove Park Place.	City[1]
594	Hall Street Sidewalks	Install sidewalks on Hall from Donnelly Avenue to Merrill Avenue.	City[1]
595	Hammond Park Gateway	Gateway improvements at Metropolitan Parkway and Old Jonesboro Road intersection to include paving, sidewalks, planting and artwork.	City[1]
596	Hammond Park Sunday/ Flea Market	Construction of gateway/parking and the open greenspace with hard and sofeet areas, paver, lighting, picnic tables, tot-lots/play ground and planting.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
597	Hampshire Walk Roadway Construction	Final course of roadway construction from Stone Road to Hempstead Way.	City[1]
598	Hampshire Walk roadway construction from Stone Road to Hempstead Way	Final course of roadway construction from Stone Road to Hempstead Way.	City[1]
599	Hank Aaron Drive Sidewalk	Install sidewalks on Hank Aaron Drive from Mitchell Street to Ridge Avenue/McDonough Avenue (1.81 miles).	City[1]
600	Hansell Street SE	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
601	Hapeville Road Resurfacing	Resurfacing from Cleveland Avenue to Oak Drive.	City[1]
602	Hardee Street	Recommendation for Sidewalk on both sides of the street.	City[1]
603	Harper Avenue Pedestrian Improvements	Installation and/or repair of Sidewalk and ADA-compliant crosswalk ramps at intersections.	City[1]
604	Harris Homes -Streetscape Improvement	Preliminary Design and Construction.	City[1]
605	Harris Homes Streetscapes: Lowery Boulevard	Harris Homes Streetscapes: Lowery Boulevard, Peeples Street, Baldwin Street, Westview.	City[1]
606	Hartford Place/Hartford Avenue	Installation of speed humps and /or other traffic calming systems.	City[1]
607	Haven Oaks Court Roadway Construction	Final course of roadway construction from Peachtree-Dunwoody Road to cul-de-sac.	City[1]
608	Haven Oaks Court roadway construction from Peachtree-Dunwoody Road to cul-de-sac	Final course of roadway construction from Peachtree-Dunwoody Road to cul-de-sac.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
609	Havenridge Drive pedestrian bridge	Havenridge Drive spur Trail that would link to Peachtree Creek spur Trail.	City[1]
610	Havenridge Drive Sidewalk	Install sidewalks along Havenridge Drive.	City[1]
611	HE Holmes at Simpson Road: Safety Assessment and Improvements	Assess safety issues at intersection and implement improvements.	City[1]
612	HE Holmes MARTA -New Street	New 4,200' street between Linkwood Drive and HE Holmes Road north of the rail and using existing private streets where possible (including land costs between Westland Boulevard and Linkwood Road)	City[1]
613	Headland Drive to McDonough Boulevard	Designate Bike Route: From Headland Drive to McDonough Boulevard along new street network built as a part of the Thomasville Heights Redevelopment.	City[1]
614	Headland Drive -Streetscape Improvement	Preliminary Design and Construction.	City[1]
615	Headland Street Streetscape from Greenbriar Parkway to Atlanta City Limits	Construction of sidewalks, pedestrian amenities, lighting, crossings and landscaping from Greenbriar Parkway to Atlanta City Limits.	City[1]
616	Headland Street from Greenbriar Parkway to Atlanta City Limits	Construction of sidewalks, pedestrian amenities, lighting, crossings and landscaping from Greenbriar Parkway to Atlanta City Limits.	City[1]
617	Helicopter Hanger	Under Review. This project will create a hangar inside the city for a more centralized deployment of the Helicopter Squad. Alternate plan to use space at airport. Assessment Pending.	City[1]
618	Hemlock Circle	Designate Bike Route: from Berne Street to Glenwood Avenue.	City[1]
619	Hemlock Circle Sidewalks	Recommendation for Sidewalk on both sides of the street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
620	Hemphill/ Chattahoochee WTP-Instrumentation and Control System	The implementation of the Water Supply Program is the most substantial water system investment since development of the Chattahoochee Water Treatment Plant (WTP). This program will address acute weaknesses in the raw water supply infrastructure identified in recent facility assessments. The scope of this project includes: Replacing 3 programmable logic controllers at Chattahoochee WTP Replacing 3 variable frequency drives of the distribution pumps at Hemphill WTP Replacing 1 programmable logic controller at Hemphill WTP Also included in the scope of this project is the tying of the Division 1 and Division 2 areas of Hemphill WTP into the plant's supervisory control and data acquisition (SCADA) system.	City[1]
621	Herndon Homes New street network	In conjunction with future redevelopment activity, construct new north-south roadways through Herndon Homes site to provide better interparcel access -John st/North Avenue	City[1]
622	Herndon School Connector	New street along northern edge of Herndon Elementary connecting new North-South Connector to Temple Street	City[1]
623	Herndon Street Bridge	A new 3-lane (2 southbound, 1 northbound) bridge connecting Herndon Street across the Norfolk Southern freight rail lines on the north side of the Subarea. Includes bike lanes, sidewalks, and pedestrian lighting.	City[1]
624	Highland Avenue Bike Lanes or Share the Road Signage	Share the Road bike route signage or bike lanes. Right-of-way along entire corridor is unknown. Survey required. Design to follow survey.	City[1]
625	Highland Avenue Streetscape Improvements	Highland Avenue Streetscape Improvements	City[1]
626	Hightower Road Resurfacing	Resurfacing from Hollywood Road to James Jackson Parkway	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
627	Hill Street Bike Lanes	Stripe Hill Street to provide bike lanes from Ormond Street to Milton Avenue	City[1]
628	Hill Street Sidewalk	Install sidewalk on Hill Street from Ormond Street to Milton Avenue	City[1]
629	Hill Street Streetscape	Install street trees, transit amenities, pedestrian lighting and lighted street name signs.	City[1]
630	Hill Street, Ormond Street, Atlanta Avenue-One-way to two-way street conversion	One-way to two-way conversions: Hill Street, Ormond Street, Atlanta Avenue	City[1]
631	Hill Street	Add on street parking from Edgewood to Dobbs	City[1]
632	Hill Street Bicycle Boulevard	Create a bicycle boulevard by connecting existing rights-of-way between Hill Street, Summit Avenue and Newman Place, ultimately connecting 5th Street to Grove Park Place. This new boulevard would provide residents with a new east-west corridor through the community. Amend the Connect Atlanta Plan (CAP) to include this recommendation.	City[1]
633	Hill Street Operations Facility	This project provides necessary maintenance to the existing facility, such as replacing the existing roof and repairing the electrical system	City[1]
634	Hill Street Stairway	Build a new stairway west of Hill Street to increase connectivity to Milton Avenue	City[1]
635	Hilliard Street	Hilliard streetscape - from Decatur to JW Dobbs-2800 linear feet	City[1]
636	Hillside Greenspace	Renovation of Watershed Management property as public access greenspace.	City[1]
637	Hillside Park Stairway	Build a new stairway at Hillside Park to proposed McDaniel Street transit station	City[1]
638	Hollowell LCI Gateways	Develop design for the various gateways and a way finding master plan and signage design.	City[1]
639	Hollowell and Field Road traffic signal	Install traffic signal and pedestrian crosswalks at intersection of Field Road and Hollowell Parkway.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
640	Hollowell Intelligent Transportation System	Install Intelligent Transportation System (including video monitoring) along corridor. Re-time and install video detection at signals on Hollowell Parkway between Atlanta Industrial and Harwell Road. Coordinate signals.	City[1]
641	Hollowell LCI-Bankhead Path	Bankhead Path - construct pedestrian/bike path connecting Bankhead redevelopment to river path	City[1]
642	Hollowell LCI bike trails	Collaborate with neighboring cities, counties, PATH foundation in coordinating a regional bike/trail system.	City[1]
643	Hollowell LCI Economic Development	Create an 'Economic, Marketing and Branding Campaign' to promote this corridor to recruit businesses; industries/offices/retail/restaurants and development community. Develop incentive plan/structure to attract businesses/corporations to the area. Organize periodic developer's day to promote the corridor to business and development community: promote at other venue, and events in the region.	City[1]
644	Hollowell LCI Ecopark	Conduct a feasibility design study for an ecopark near AIP or in former Bankhead courts	City[1]
645	Hollowell LCI Freight Transportation Task Force	Freight Traffic Task Force - create a committee to be involved in improving freight traffic and mobility for the industrial users in the area.	City[1]
646	Hollowell LCI Transit Service Planning	Initiate advocacy to bring BRT/Light Rail -MARTA and GRTA, CCT and DOT. Coordinate stops, routes and transit facilities along the corridor.	City[1]
647	Hollowell LCI Zoning Regulations and Design Guidelines	Zoning Regulations: Develop/Modify zoning regulations to complement the LCI Plan: use, height, setbacks, parking, buffers, inter parcel connectivity, streets, signage, lot sizes, open space to promote and encourage the desired character for the LCI area. Develop design guidelines for the corridor to ensure the quality and character of development to reflect the community's vision as articulated in LCI study.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
648	Hollowell Parkway and James Jackson Parkway Intersection Improvement	Install turn lanes w/ new traffic signal at James Jackson Parkway and Hollowell Parkway. Construct 1000 linear feet of pedestrian improvements along Hollowell Parkway	City[1]
649	Hollowell Parkway and James Jackson Parkway Pedestrian Improvement	Hollowell Parkway from Harwell Road to James Jackson - install pedestrian improvements including wide sidewalks, street trees, and street lights	City[1]
650	Hollowell Parkway and James Jackson Parkway Signal Warrant	Signal Warrant Study - Hollowell Parkway and James Jackson quadrant intersections	City[1]
651	Hollowell Parkway Vehicle Weight Based Signal Priority	Implement signal priority based on vehicle height on Donald Lee Hollowell Parkway to allow the many heavy vehicles traveling the corridor better travel time reliability, and fewer starts and stops, which can improve air quality and reduce noise associated with starts and stops. Complete case studies and impact studies to justify and further discuss the value of signal timing updates.	City[1]
652	Hollowell Parkway - Signal System Upgrade:	3 signals to mast arm controllers, coordination and timing, fiber optic communications	City[1]
653	Hollowell Parkway arterial Rapid Bus	Implementation of a bus route with limited stops and other bus rapid transit amenities. This route was identified by the Transit Planning Board and would travel on Hollowell Parkway stopping at the Bankhead MARTA station and other activity centers.	City[1]
654	Hollowell Parkway- Chattahoochee river to Harwell pedestrian improvements	Hollowell Parkway from Chattahoochee River to Harwell Road - install pedestrian improvements including multi-use path, sidewalk, street trees, and street lights	City[1]
655	Hollowell Roadway Improvement- Harwell To James Jackson Pwky	Hollowell Parkway from Harwell Road to James Jackson - widen roadway to provide 2 through lanes in each direction, turn lanes at intersections, planted median	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
656	Hollowell Roadway Improvement-Chattahoochee River to Harwell roadway improvements	Veterans Memorial/Hollowell Parkway from the Chattahoochee River to Harwell Road - construct planted median, re-stripe existing lanes	City[1]
657	Hollowell Signalization Improvement	Signal Improvements at seven (7) intersections (Maynard, Atlanta Industrial, Fulton Industrial, Bolton, I-285 SB, I-285 NB, Harwell), install pedestrian improvements including sidewalks, street trees, street lights, mast arms, LED signal heads, pedestrian countdown timers from Atlanta Industrial Parkway to Harwell Road, install planted median from Maynard Road to Harwell Road. Update traffic signal timing along Donald Lee Hollowell Parkway to increase intersection efficiency, vehicular access, and travel time reliability (NPU-G Community Master Plan 11-O-1235).	City[1]
658	Hollywood Road and Hollowell Intersection	Hollowell and Hollywood Road Interchange and intersection improvement to include right-turn lane, crosswalks and signalization	City[1]
659	Hollywood Road Sidewalks	Installation of sidewalks on Hollywood Road from Bolton Road to Spring street. Project connects with AT-AR BP024, Bolton Road Sidewalks.	City[1]
660	Hollywood Road Streetscapes	Streetscape improvements at the intersections of Hollywood Road at Bolton Road, Perry Boulevard and Hollowell Parkway.	City[1]
661	Hollywood Village Node Streetscape	Hollywood Village Node Streetscape (2300 feet) Eugenia to Elizabeth to include 10 feet sidewalks, 5 feet tree planting, lighting, trees and furniture	City[1]
662	Holtzclaw Street	Recommendation for Sidewalk on both sides of the street	City[1]
663	Holtzclaw Street Extension	Extension of Holtzclaw Street south across Memorial Drive.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
664	Hopkins Street Extension (North of Beltline)	Hopkins Street Extension (north of Beltline) from White Street to Beltline, including an at-grade crossing, per Connect Atlanta (Connect Atlanta #NS-024)	City[1]
665	Hopkins Street Extension (South of Beltline)	Hopkins Street Extension (south of Beltline) from Beltline to White Street, per Connect Atlanta (Connect Atlanta #NS-024)	City[1]
666	Hopkins street from Donnelly Avenue to White Street over Beltline (at Hopkins Street)	Extension of Hopkins Street to Donnelly Avenue: provides needed additional connection across future Beltline as an alternative to the RDA/Cascade intersection and services new redevelopment.	City[1]
667	Hospital multi-use path	Multi-use path that extension that runs from the Peachtree Transit Plaza behind Piedmont Hospital to Collier Road	City[1]
668	Houston street	Add on street parking from Irwin to Boulevard	City[1]
669	Houston Street Extension	New street - 600 linear feet associated with redevelopment	City[1]
670	Howell Drive	Recommendation for Sidewalk on both sides of the street	City[1]
671	Howell Drive extension and connection to I-20/Moreland Avenue interstate ramps	Howell Drive extension and connection to I-20/ Moreland Avenue interstate ramps	City[1]
672	Howell Mill Restriping (Part 1)	Re-stripe Howell Mill Road from Collier Drive to Beck Street to one travel lane in each direction with continuous center turn lane, approximately 630 feet.	City[1]
673	Howell Mill Road and 10th Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
674	Howell Mill Road and 14th Street Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
675	Howell Mill Road and Northside Drive from 14th Street to 11th Street - A new north-south link between	Two lane new roadway with sidewalks, right-of-way acquisition.	City[1]
676	Howell Mill Road at Collier Road Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
677	Howell Mill Road at Huff Road Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
678	Howell Mill Road Capacity Improvement	Reconfigure the Howell Mill mainline on approaches two and between the Intersections at Chattahoochee and Bellemeade.	City[1]
679	Howell Mill Road Diet and Bicycle lanes	Re-configure Howell Mill to include one lane in each direction and a designated left-turn lane. Addition of bike lanes north of 14th Street with sharrow's south of 14th. Cycle Atlanta to refine.	City[1]
680	Howell Mill Road Intersection Improvements	This project will upgrade Howell Mill Road from Chattahoochee Avenue to Bellemeade Avenue by widening narrow lanes and adding turn lanes.	City[1]
681	Howell Mill Road Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
682	Howell Mill/11th Street Intersection	Realign 11th Street; New signalized Intersection	City[1]
683	Howell Mill/14th Street Signalization	Upgrade signal system with new hardware and detector loops to allow actuated traffic control and potential overlap of westbound right turns with southbound left-turns.	City[1]
684	Howell Mill/17th Street Intersection	Add westbound right-turn storage lane for approximately 200 feet to accommodate projected increases in traffic.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
685	Howell Mill/Trabert Avenue Signalization	New signalized Intersection to allow the new Deering Extension to intersect Howell Mill. Planning for a further phase of extension, this Intersection project should include left-turn lanes on all approaches.	City[1]
686	Howell Station Sidewalks	New 5-foot sidewalks, pedestrian lighting, and pedestrian ramps on both sides of Rice Street from Marietta Boulevard to W. Marietta Street. New 5-foot sidewalks, pedestrian lighting, and pedestrian ramps to be constructed on one side of the following Roadways: Herndon Street from Church Street to dead end, Tilden Street from W. Marietta Street to dead end, Church Street from Rice Street to Herndon Street	City[1]
687	Huber Street Extension	Extend Huber Street to Fairmont Avenue	City[1]
688	Huff Road - New Connection	New road connection south of Huff Road	City[1]
689	Huff Road to proposed Beltline Station- New North-South Extension	New connection from Huff Road to proposed Beltline Station	City[1]
690	Huff Road Trail	Multi-use Beltline spur Trail to connect new development along Huff Road to TR-1	City[1]
691	Huff Road/Ellsworth Industrial	Add traffic signal as traffic volume and safety conditions warrant.	City[1]
692	Huff Road/Foster Street	New signalized Intersection	City[1]
693	Huff Road/Howell Mill Intersection	Add eastbound left-turn lane capacity to accommodate projected traffic increases from regional background growth and new development.	City[1]
694	Hurt Street and DeKalb Avenue	Install traffic signal at depending upon recommendation of warrant study.	City[1]
695	Hurt Street and DeKalb Avenue	Conduct warrant study of the need for a traffic signal	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
696	I-20 Non-Vehicular Mixed Use Bridge	Construction of a mixed use non-vehicular bridge across I-20 connecting Walker Park to East Atlanta previously described by GDOT and Moreland LCI	City[1]
697	I-285 and Langford Parkway interchange reconfiguration	Remove east-bound ramp to Langford Parkway from NB 1-285. New NB off ramp to Greenbriar Parkway continues as new 3 lane frontage road to Langford Parkway continuing to become NB on-ramp to I-285.	City[1]
698	I-285 Interchange - Hollywood Village Intersection improvements	Reconfigure and widen Interchanges and Intersections improvements at Hollywood Village and I-285	City[1]
699	I-75 Exit Ramp/ Northside	Redesign the Intersection to allow a new street (NR-36) to use the existing signal controlling Northside and the I-75 southbound access ramps. Allows exit traffic from I-75 directly to new street to use the cloverleaf on-ramp to I-75	City[1]
700	I-85 and Buford Connector - New on-ramps	Publicly funded new street and on-ramps to I-85 and Buford Connector	City[1]
701	Industrial Policy Study and Implementation	Creation of Atlanta Industrial Council and task force to develop citywide industrial policy and job creation strategy.	City[1]
702	Inman Park traffic calming plan	Implement traffic calming plan	City[1]
703	Inman Park/ Reynoldstown Rail Station Accessibility	Upgrade: 1) Eliminate right-turn lane from southbound Moreland Avenue to Seaboard Avenue; 2) Build new 5 foot wide sidewalk through Freedom Park east of the PATH trail from station to Euclid Avenue; 3) Implement pedestrian wayfinding system from station.	City[1]
704	Install Upgraded Transit Amenities at Key Intersections:	Concrete Pad, Transit Shelter, Lighting, Map; Trash Receptacle at 5 key intersections - JP Brawley Drive and Simpson Street, JE Lowery Boulevard and Simpson Street, JE Lowery Boulevard and North Avenue, DL Hollowell Parkway and JP Brawley Drive, JP Brawley Drive, and Kennedy Street.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
705	Intersection Timing and Loop Detector Installation	Retime, synchronize, replace down loop detectors, and add crosswalks and pedestrian phasing where relevant to 115 signalized intersections City wide. Approximately 370 loop detectors have been identified as not functioning along CMS corridors.	City[1]
706	Intrenchment Creek Bridge	Rebuilding and Widening Entrenchment Creek Bridge.	City[1]
707	Intrenchment Creek Connector	Extend north to south from Parkside Elementary School to Intrenchment Creek ($100 per linear foot not including acquisition)	City[1]
708	Irwin Street Crossing	Enhanced vehicle and pedestrian safety facilities such as pedestrian gates, fence extensions, textured sidewalk pavement with high contrast colors, active traffic control devices, advanced warning signals and traffic lights for vehicles.	City[1]
709	Irwin Street streetscape and bike lanes	Includes sidewalks, bike lanes, on-street parking, street lighting, furniture and street trees from Boulevard to Waddell Street. Coordinate with P13 and P14.	City[1]
710	Irwin Street/ Sampson Street Crossing	Enhanced pedestrian crossing with special pavers, signal, pedestrian-actuated phase, benches, bike racks, pedestrian lighting, landscaping and signage for Sweet Auburn Trolley and Beltline transit stops. Coordinate with P-2 and R-4.	City[1]
711	J. E. Lowery Boulevard Corridor Improvements	This project will provide traffic improvements along JE Lowery Boulevard from W Marietta Street to RD Abernathy Boulevard (SR 139). Improvements will include traffic signal coordination, modernization, and optimization and associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
712	James Avenue - New Sidewalk	New 5-foot sidewalks, curbs gutters, ramps and streetlights: From Hollowell Parkway to Simpson Street. (0.83) miles	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
713	James Jackson at James Jackson Commercial core	James Jackson Parkway Interchanges and Intersections at James Jackson Commercial core to include left-turn lanes and signalization.	City[1]
714	James Jackson Parkway - SR 280 - B	Widen the James Jackson Parkway (SR 280) bridge over the Chattahoochee River from two to four lanes. It will widen the approaches to the bridge and span the railroad as well.	City[1]
715	James Jackson Parkway/Donald Lee Hollowell	Redesign intersection to accommodate widening of Donald Lee Hollowell. Redesign right-turn-lanes from James Jackson to become a yield right from a free-flow right.	City[1]
716	JE Lowery Boulevard -Signal System Upgrade:	2 signals to mast arms controllers, coordination and timing, fiber optic communications	City[1]
717	JE Lowery Boulevard Complete Street Improvements	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements along JE Lowery Boulevard between JE Boone Boulevard and Mitchell Street	City[1]
718	JE Lowery Boulevard Complete Street Improvements2	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements along JE Lowery Boulevard between JE Boone Boulevard and Mitchell Street	City[1]
719	JE Lowery to Beltline Historic Residential Sector	Reconfigure to 2 lanes with Bike Lanes, Curb and Gutter Upgrade	City[1]
720	Jefferson Street and Brawley Drive Intersection Improvement	Addition of northbound and westbound left-turn lanes, bike lanes, sidewalks, crosswalks, curbs and ramps, and pedestrian lighting.	City[1]
721	Jefferson Street Bike Lanes	The addition of bike lanes from Marietta Boulevard to the dead end at the Norfolk Southern freight rail lines. To be constructed concurrently with project I-7.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
722	Jefferson Street Freight Rail Bridge	A new 4-lane bridge extending Jefferson Street west across the CSX freight rail line to the Bankhead MARTA station TOD. Includes bike lanes, sidewalks, and pedestrian lighting.	City[1]
723	Jefferson Street Bike Path	Signs designating Jefferson Street as a bike path. Road improvements that make Jefferson Street usable for on-street biking. From Echo Street to Marietta Boulevard.	City[1]
724	Jefferson Street Extension	Extend Jefferson Street west and north as a 2-lane street. Marietta Boulevard to Grove Park, approximately 3,400 feet.	City[1]
725	Jefferson Street extension north to Kim King apartments	A new north-south link between Better Brands and Georgia Power. Two lane new roadway with sidewalks, right-of-way acquisition.	City[1]
726	Jefferson Street Proctor Creek Bridge	A new 2-lane bridge extending Jefferson Street west from the Bankhead MARTA station TOD across Proctor Creek to the Overlook Apartments area. Includes bike lanes, sidewalks, and pedestrian lighting.	City[1]
727	Jefferson Street Sidewalks	New sidewalks and street lighting along both sides of Jefferson Street from Echo Street to Marietta Boulevard.	City[1]
728	Jesse Hill Jr Drive (Butler Street) Bridge	Butler Street travels under the CSX Railroad bridge. This project will rehabilitate the underpass.	City[1]
729	Jett Road Resurfacing from Powers Ferry Road to City Limits	Resurfacing from Powers Ferry Road to City Limits	City[1]
730	Jett Street: New Connection	New 0.36 mile roadway to reconnect street grid near Beltline redevelopment and provide access to new Maddox Park extension	City[1]
731	John Portman Boulevard Trail	Correction: Street name change, and clarification of separated path and pedestrian improvements on Portman (previously named Harris), instead of Baker Street. Implementation by PATH Foundation and ADID.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
732	Johnson Road and Park Road 1 Intersection Improvement	Intersection project to include the addition of a westbound left-turn lane, an eastbound right-turn lane, a traffic signal (if warranted), sidewalks, crosswalks, curbs and ramps, and pedestrian lighting.	City[1]
733	Johnson Road Widening	From west of Habershal Road to W. Marietta Street/ Perry Boulevard. Includes widening to a 4-lane Roadway with 11-feet lanes, a landscaped median, turn lanes at Intersections, bike lanes (existing), sidewalks, crosswalks, curbs and ramps, street furniture.	City[1]
734	Johnson Road Resurfacing Phase 1	Resurfacing from 1600 Johnson Road and City Limit south of Zonolite Road	City[1]
735	Johnson Road Resurfacing Phase 2	Resurfacing from Lenox Road and 1600 Johnson Road	City[1]
736	Johnson Road/ Perry Boulevard	Add left-turn lanes on Perry Boulevard using existing travel lanes.	City[1]
737	Jonesboro Road Traffic signal	Review and Improve Traffic Controls, Signage and Striping Corridor-Wide	City[1]
738	Jonesboro	Jonesboro/ McDonough/Gannon	City[1]
739	Jonesboro Corridor Utility and Pedestrian Safety Improvements	Relocate signs utility poles in sidewalk ROW or divert sidewalk around utility poles to maintain adequate width.	City[1]
740	Jonesboro Road	Traffic Signals and Communications	City[1]
741	Jonesboro Road (both sides), from Browns Mill Road to Harper Road	New Sidewalk	City[1]
742	Jonesboro Road (east side), from the Atlanta Expo Center to Conley Road	New Sidewalk	City[1]
743	Jonesboro Road (west side), from Harper Road to McWilliams Road	New Sidewalk	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
744	Jonesboro Road (west side), from Macedonia Road to Southside Industrial Parkway	New sidewalk	City[1]
745	Jonesboro Road (west side), from McWilliams Road to Hutchens Road	New sidewalk	City[1]
746	Jonesboro Road and Lakewood Road Intersection Realignment	Major intersection modification and reconfiguration to address safety and capacity issues. Includes modifications to Rhodesia, Lakewood Terrace and Adair Avenue	City[1]
747	Jonesboro Road at Browns Mill Road	Safety Assessment and Intersection Modification	City[1]
748	Jonesboro Road at Cleveland Avenue	Safety Assessment and Intersection Modification	City[1]
749	Jonesboro Road at Conley Road	Repair, replace or improve pedestrian islands	City[1]
750	Jonesboro Road at Constitution Road	Safety Assessment and Intersection Modification	City[1]
751	Jonesboro Road at Harper Road	Safety and Pedestrian enhancements: relocate Utilities, Curb and Gutter, ADA ramps	City[1]
752	Jonesboro Road at Macedonia Road	Safety Assessment and Intersection Modification	City[1]
753	Jonesboro Road at McWilliams Road	intersection modification with utility relocation, improve signage and sight distance	City[1]
754	Jonesboro Road at Midway Road	Safety Enhancement: additional signage and warnings.	City[1]
755	Jonesboro Road at School Drive/Hutchens Road	Intersection modification with Signage, turn radii, and Traffic Controls	City[1]
756	Jonesboro Road at Southside Industrial Parkway	Minor Intersection Modifications: Turn Radius, Crosswalk Improvement	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
757	Jonesboro Road between Macedonia Road and Interstate 285 - median	Planted Medians	City[1]
758	Jonesboro road bicycle racks	Install at least one bicycle rack in all village and town centers established in the Framework Plan	City[1]
759	Jonesboro Road from McDonough Boulevard to Lakewood Avenue -Roadway Upgrade	Road Upgrade, 2 Lanes, Curb and Gutter Upgrade	City[1]
760	Jonesboro Road from Sawtell Avenue to Browns Mill Road	New Sidewalk	City[1]
761	Jonesboro Road National Register of Historic Places -Inventory	Conduct an inventory of properties eligible for the National Register of Historic Places along the Jonesboro corridor area.	City[1]
762	Jonesboro Road Traffic signal upgrade	Upgrade Signal System and Communications Corridor-wide - 15 Signals to Mast Arms, Controllers, Coordination and Timing, Fiber Optic Communications	City[1]
763	Jonesboro Road truck traffic	Implement Measures to Reduce Impact of Trucks on Local Streets . Install Signage and enforcement to limit truck traffic on non-designated streets	City[1]
764	Jonesboro School Drive Plaza/School Drive Macedonia	Livable Communities/Activity Centers Public Plazas and Greenspaces. Greenspace Enhancements from Jonesboro/Hutchins to Jonesboro/Macedonia.	City[1]
765	Jonesboro-McDonough Plaza	Livable Communities/Activity Centers Public Plazas and Greenspaces	City[1]
766	Joseph E. Boone (TCC)	Upgrades along Joseph E. Boone Boulevard, from Hamilton E. Holmes Drive to Northside Drive, to optimize signal operations and communications network to ATCC (Atlanta Transportation Control Center).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
767	Joseph E. Lowery (TCC)	Upgrades along Joseph E. Lowery Boulevard, from Martin Luther King Jr. Drive to D.L. Hollowell Parkway, to optimize signal operations and communications network to ATCC.	City[1]
768	Joseph E. Lowery Boulevard and Bedford Street Intersection Improvement	Addition of southbound and westbound left-turn lanes, bike lanes, sidewalks, crosswalks, curbs and ramps, and pedestrian lighting. Project includes aligning eastbound and westbound legs of the Intersection, the addition of a traffic signal (if warranted), left-turn lanes on all four approaches, an eastbound right-turn lane, bike lanes, sidewalks, crosswalks, curbs and ramps, and pedestrian facilities. Addition of southbound and westbound left-turn lanes, bike lanes, sidewalks, crosswalks, curbs and ramps, and pedestrian lighting.	City[1]
769	Joseph E. Lowery Boulevard Bicycle Facilities	The addition of bike facilities from Hollowell Parkway to W. Marietta Street	City[1]
770	Joseph E. Lowery Boulevard Resurfacing	Resurfacing from White Street to West Marietta Street	City[1]
771	Joseph E. Lowery Boulevard Resurfacing from White Street to West Marietta Street	Resurfacing from White Street to West Marietta Street	City[1]
772	Joseph E. Lowery Signalization Upgrade	Upgrades along major thoroughfares to optimize signal operations and communications network to ATCC.	City[1]
773	Joseph Lowery Boulevard Streetscape	Streetscape Enhancement from Hollowell Parkway to Boone Boulevard with street trees and improved sidewalk	City[1]
774	Juniper Street Bicycle and Pedestrian Facilities	Reduction of travel lanes and construction of buffered southbound bike lane, sidewalk and streetscape improvements, landscaping, crosswalks, and on-street parking where possible.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
775	Kalb Street extension	Extension of Kalb Street which currently ends in the Arts exchange parking area, to curve southeast, around the existing forested areas, providing a connection to Glenwood Avenue.	City[1]
776	Kelso Drive Roadway Extension	Final course of roadway construction from 950 feet south of Peyton Road to Patricia Circle.	City[1]
777	Kelso Drive Roadway Extension2	Final course of roadway construction from 950 feet south of Peyton Road to Patricia Circle.	City[1]
778	Kenilworth Drive Project	Installation of speed humps and/or other traffic calming measures between Venetian Drive and Avon Avenue (8 humps)	City[1]
779	Kenmore Street from Cascade Avenue to Avon Avenue	Kenmore Street (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	City[1]
780	Kennedy Street -New Sidewalk	New 5' sidewalk, curbs, gutters, ramps and streetlights: From Northside Drive. to Oliver Street. (0.6) miles	City[1]
781	Kenyon Street Sidewalks	Recommendation for Sidewalk on both sides of the street.	City[1]
782	Key Road Emergency Repair APD-09-0000 CDBG-3226	The road leading to the Firing Range and SWAT Training facility has been in need of repair for many years but funds were not available. Replacement of SWAT office, and Gym needed.	City[1]
783	Killian Street extension	Killian Street extension, from Marion Street to Chester Avenue.	City[1]
784	Kimberly Road/Niskey Lake Area Fire Station	Kimberly Road/Niskey Lake area fire station. Add fire station to improve response coverage.	City[1]
785	Kirkwood Avenue Sidewalks	Recommendation for Sidewalk on both sides of the street.	City[1]
786	KLENH - Freedom Park access	Freedom Park access improvements from Atlantis Avenue.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
787	KLENH - Intersection Improvements	Highland Avenue at Sampson Street intersection improvements: Crosswalks, bulbouts, improved path access, 4-way stop or traffic signal. North Highland Avenue at Inman Village Parkway intersection improvements: Crosswalk and private street redesign with traffic signal (as warranted) or with rapid flash beacon or mini-roundabout (as warranted). North Highland Avenue at 280 Elizabeth Street driveway improvements (rapid flash beacon and bulbouts). North Highland Avenue at Elizabeth Street intersection improvements: Pedestrian refuges with existing stop signs or with a traffic signal (as warranted) or with a mini-roundabout (as warranted). Lake Avenue at Elizabeth Street intersection improvements: Crosswalks, refuge islands, bulbouts, and an all-way pedestrian phase traffic signal (as warranted), or mini-roundabout (as warranted). Edgewood Avenue at Euclid Avenue intersection study.	City[1]
788	KLENH - Lake Street Sidewalks	Lake Street sidewalks (6 feet wide, south side from Elizabeth Street to Waddell Street)	City[1]
789	KLENH - Shared Spaces Improvements	Shared spaces improvements - flush roadway and sidewalk, special pavers, landscaping and signs at Sampson Street to Waddell Street, Lake Avenue at Ashland Avenue (including possible mini-roundabout), Lake Avenue at Brickworks Circle/West Ashland Avenue, Lake Avenue at Montag Circle, Lake Avenue at Hale Street/Inman Village Parkway, Elizabeth Street (north of North Highland).	City[1]
790	KLENH- Bicycle facilities	Krog Street sharrow markings (Edgewood Avenue to Beltline, including small segment of Irwin Street), Edgewood Avenue bike lanes and Commercial area bicycle parking.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
791	KLENH Crosswalks	Crosswalk accessibility upgrades (accessible ramps, crosswalks, and signs) at Highland Avenue at Sampson Street, North Highland Avenue at Elizabeth Street, Irwin Street at Sampson, Lake Avenue at Krog Street , Lake Avenue at Waddell Street, Lake Avenue at Ashland Avenue, Lake Avenue at Brickworks Circle/ West Ashland Avenue, Lake Avenue at Montag, Lake Avenue at Hale Street/Inman Village Parkway, Edgewood Avenue at Krog Street, Lake Avenue at Elizabeth Street and other locations.	City[1]
792	KLENH- Traffic signals and Signs	Install Stop signs (as warranted) at: Edgewood Avenue at Waddell Street and Edgewood Avenue at Waverly Way, conduct Highland Avenue at Samspon Street signal study.	City[1]
793	Knight Park/Howell Station Sidewalks	New sidewalks along both sides of Rice Street from Marietta Boulevard to W. Marietta Street. New sidewalks on one side of Herndon Street (from W. Marietta to dead end), Tilden Street (from W. Marietta to dead end), Church Street (from Rice to Herndon).	City[1]
794	Knotts Street extension	Extend Knotts Street to Moreland Avenue and south to Vickers Street to coincide with the redevelopment of strip shopping center.	City[1]
795	Krog Street/ DeKalb Avenue Crossing	Enhanced pedestrian crossing with special pavers, signal upgrade, pedestrian-actuated phase and Beltline Trail signage. Does not include bridge upgrade or general repairs needed, underpass lighting or sidewalk improvements.	City[1]
796	Krog Street/ Lake Avenue Crossing	Add striping and ramps.	City[1]
797	Kroger Citi-Center Sidewalks and Landscape buffers	Kroger Citi-Center Sidewalks and landscape buffers, 1186 linear feet.	City[1]
798	LaDawn Lane from a) Adams Drive. to Mauldin Street, b) Harry Brooks Drive. to Marietta Road	LaDawn Lane from a) Adams Drive. to Mauldin Street, b) Harry Brooks Drive. to Marietta Road.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
799	Ladd Street Sidewalks	Install sidewalks on Ladd from Dover Street to Oakland Drive.	City[1]
800	LaFarge property -new east-west street within parcel	Two east-west streets connecting.	City[1]
801	LaFrance Street from Lowry Street to Marion Place	Repair sidewalks on both sides.	City[1]
802	Lake Avenue Resurfacing	Resurfacing from Elizabeth Street to Irwin Street.	City[1]
803	Lake Street Multi-use Trail	Connect lake street to new streets and Beltline Trail.	City[1]
804	Lakewood LCI Complete Streets	Complete street improvements along 1. Lakewood Avenue from Olive Street east to Jonesboro Road 2. Jonesboro Road -Determine appropriate balance between bike facilities and parking along Jonesboro Road.	City[1]
805	Lakewood Avenue at Fleet Street and Georgia 166 Ramps Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
806	Lakewood Avenue Resurfacing	Resurfacing from Langford Parkway to Jonesboro Road.	City[1]
807	Lakewood Avenue-Browns Mill Road Bicycle Route	Bicycle Route (AASHTO Class III) from Milton Avenue to McWilliams Road.	City[1]
808	Lakewood LCI -Historic Markers	Inventory and install historic markers at significant sites in the Lakewood LCI area. Existing historic markers should be identified so that new ones can be strategically located. Those at the Lakewood Fairgrounds could include historical exhibits.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
809	Lakewood LCI - Future Land Use plan and Zoning amendments	Amend the City of Atlanta Future Land Use Plan to reflect the plan's vision. A number of changes are necessary to amend the Comprehensive Development Plan in accordance with the vision of the Lakewood LCI. The plan also recommends zoning amendments.	City[1]
810	Lakewood LCI -Lakewood Heights town center improvements	Expand and rebuild the pocket park at the southern intersection of Jonesboro Road and Lakewood Avenue. Install publicly accessible electric vehicle charging station in the Lakewood Heights commercial area.	City[1]
811	Lakewood LCI -Lakewood Way	Closure of the northern segment of Lakewood Way to public traffic after completion of traffic study to improve intersection with Pryor Road.	City[1]
812	Lakewood LCI Metropolitan Parkway Economic Development	1. Create business accelerator - A community-based, non-profit business accelerator should be created to help foster new, local businesses in Crossroads and elsewhere on the Metropolitan corridor.	City[1]
813	Lakewood LCI - Shared Use Paths	1. Southtowne Trail connection, 2 Metropolitan Parkway, 3, Thornton Street to Emma Millican Park, 4. Bridge over I-75/I-85, 5. Through Emma Millican Park, 6. Langford Park to South Atlanta Park. See Lakewood LCI plan for more details.	City[1]
814	Lakewood LCI -Signalization and signage	1. Install pedestrian signal along Jonesboro Road at Moury Avenue. 2. Work with DOT to install wayfinding signage on I-75/I-85 to indicate the presence of local area attractions. 3. Install signage along roads leading to the Lakewood Amphitheater to best route special event traffic and support local businesses. 4 Upgrade of traffic signal system and communication along Jonesboro Road (4 of 15 signals). 5. Pedestrian signal at Lakewood Avenue and Olive Street to allow for pedestrian/bicycle crossing of Lakewood Avenue for access to South Towne Trail in South Bend Park. 6. Restriped crosswalks where necessary.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
815	Lakewood LCI-Transportation Lighting Improvements	Lighting: Improve the lighting of key corridors. Identify and repair streetlights not working or not bright enough.	City[1]
816	Lakewood LCI Community gateways	Create a series of community gateway improvements in areas shown in the Lakewood LCI plan fig 5.3 Install landscaping and signage as appropriate.	City[1]
817	Lakewood LCI historic buildings inventory	Building on previous efforts, this project could compile a more comprehensive and up-to-date inventory of historic buildings. This could serve as foundation for preservation, zoning, or educational efforts.	City[1]
818	Lakewood LCI Intersection improvements	1. Jonesboro Road and Lakewood Avenue and 2. Jonesboro Road at Browns Mill Road	City[1]
819	Lakewood LCI Macon Drive Bike Lanes	1. Macon Drive: Bike lanes and restriping on Macon Drive from Lakewood Avenue south to the study area limit.	City[1]
820	Lakewood LCI-Metropolitan Parkway Economic Development and Redevelopment	1. Initiate discussions with owner of 2244 Metropolitan Parkway and developers. 2 Market the 2244 Metropolitan Parkway site to key big-box anchors such as Target, Home Depot, and Lowe's. 3. In addition to the big-box anchors on the 2244 site, focus on adding services currently underserved in the community, but also for supporting the film industry. 4. Support creating a business association for Metropolitan Parkway with long-term potential for a Community Improvement District. 5. Work with Crossroads Shopping Center owner to secure incentives for the first phase of redevelopment.	City[1]
821	Lakewood LCI Polar Rock neighborhood master plan	Create a Polar Rock neighborhood master plan, particularly with regard to connectivity to potential redevelopment areas.	City[1]
822	Lakewood LCI Sharrows	Add bicycle shared land markings (sharrows) on 1. Claire Drive between Pryor Road and Jonesboro Road 2. Margaret Street between Jonesboro Road and Lakewood Avenue.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
823	Lakewood LCI Sidewalks	1. Pryor Road - sidewalks on east side adjacent to the Fairgrounds 2. Claire Drive - Sidewalks between Bond Street/Shadydale Avenue and Lakewood Avenue. 3. Lakewood Avenue - between Richmond Avenue and Margaret Street 4. Lakewood Avenue between Margaret Street and Miller Reed Avenue on east side. 5. Jonesboro Road (both sides) from McDonough Boulevard south to Browns Mill Road, 6. Sidewalks along connector streets between Jonesboro Road and Lakewood Avenue (including Lethea, Dorothy, Margaret, Anne, and Harriett Streets, and Miller Reed Avenue). 7. Moury Avenue - both sides between Capitol Avenue and Jonesboro Road. 8. Meldon Avenue -both sides between Hardwick Street and Capitol Avenue. 9. Sawtell Avenue - both sides Jonesboro Road east to railroad.	City[1]
824	Lakewood Parkway BRT	3 miles of high frequency bus transit service with appropriate physical pedestrian streetscape improvements and transit amenities along Lakewood Avenue	City[1]
825	Lakewood Station TOD Sidewalks	Install sidewalk within the Lakewood Station TOD development to improve pedestrian access and circulation, 11,200 linear feet	City[1]
826	Lakewood Transit Station Area New Roadways	Lakewood Station TOD street network -Estimate for 5 miles urban new roadways.	City[1]
827	Lakewood Way Resurfacing	Resurfacing from Pryor Road to Lakewood Avenue.	City[1]
828	Langford Parkway Interchange Justification Report (See also R-6)	Study to examine the transportation network in proximity to the Lakewood Station including the Estes Drive Extension and other routes.	City[1]
829	Langford Parkway-SR154/166 at Campbellton Road	Redesign of Campbellton Road at Mt. Gilead Road intersection. Landscaping and signage for a gateway into area is to be included in the design.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
830	Langford Parkway and GB Parkway Int. Improvement	Preliminary Design	City[1]
831	Langford Parkway from I-285 interchange to Barge Road	Transition Lighting and Signage: Install additional signing at terminus of Langford Parkway, flashing beacons for signal ahead warning, install vehicular lighting for better visibility at interchange	City[1]
832	Langhorn Street Road Diet	Reduced from 6 lanes to 3 lanes, on the west side from I-20 to RDA Boulevard (0.63 mi). Include new sidewalks, trees and lights on east side, as well as new traffic signals at Sells/Lucile and Langhorn/I-20 westbound off-ramp.	City[1]
833	Langhorn Street Bicycle Accommodations and Facilities	Install marked on-road bicycle lanes and associated signage along Langhorn Street, as part of road-diet project. Install bicycle racks near the proposed Beltline transit stop.	City[1]
834	Langhorn Street Bike Facility	Install marked on-road bicycle lanes and associated signage along Langhorn Street, as part of road-diet project. Install bicycle racks near the proposed Beltline transit stop.	City[1]
835	Langhorn Street LAN-011 Improve On Street Parking	Create designated on-street parking along Langhorn Street	City[1]
836	Langhorn Street Streetscape	Install landscaped bulb-outs at crosswalks along Langhorn Street. Widen sidewalks to a minimum of twelve feet. Install granite curbs. Install pedestrian lighting (Type C, color black). Improve street lighting (Cobrahead, color black). Plant trees (30 feet apart) to create a buffer between automobile traffic and pedestrians.	City[1]
837	Langhorn Street/Sells Avenue	Add signal.	City[1]
838	Langhorn/Sells New Traffic Signal	New traffic signal, per Connect Atlanta Plan (#IS-005) when transit is in-place and warranted.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
839	Langhorn/Westview	Roundabout at Langhorn and Westview, should coincide with replacement of existing Westview bridge	City[1]
840	Langston/Bridgewater and Sylvan Intersection	Intersection project at Langston/Bridgewater and Sylvan to include geometric, safety and operational improvement.	City[1]
841	Langston and Sylvan Intersection	Intersection project at Langston and Sylvan to include geometric, safety and operational improvement.	City[1]
842	Langston Avenue Resurfacing	Resurfacing from Sylvan Road to Murphy Avenue.	City[1]
843	Langston Sidewalks	Install sidewalks on Langston from Deckner to Astor, 8,910 linear feet.	City[1]
844	Larkin Street Extension	Extend Larkin Street to intersect with McDaniel Street.	City[1]
845	Lawton Road Sidewalks	Construction of sidewalks on Lawton Street from Oglethorpe Avenue to Lucile Avenue.	City[1]
846	Lawton Sidewalks	Install sidewalks on Lawton from Lee Street to Donnelly Avenue	City[1]
847	Lawton Street Trail	Follow Lawton Street from Donnelly Avenue north to I-20. Most of its length is envisioned as shared lane markings, as well as a new off-street segment built in place of existing sidewalks.	City[1]
848	Lee and Avon Pedestrian Crossing	Construct pedestrian crossing at Lee and Avon to include striping, ramps, signalization, 66 linear feet	City[1]
849	Lee and Dill/ Campbellton Intersection	Intersection project at Lee (US 29/ SR 139) and Campbellton/Dill to include geometric, safety and operational improvement.	City[1]
850	Lee and Sylvan Intersection	Intersection project at Lee (US 29/SR 139) and Sylvan to include geometric, safety and operational improvement and pedestrian crossing.	City[1]
851	Lee and Sylvan Pedestrian Crossing	Construct pedestrian crossing at Lee and Sylvan to include striping, ramps, signalization 72 linear feet.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
852	Lee and White Pedestrian Crossing	Construct pedestrian crossing at Lee and White Oak to include striping, ramps, signalization, 84 linear feet.	City[1]
853	Lee Street Pedestrian Facility from Park Street to White Street Extension/Beltline	Pedestrian Facility on Lee Street from Park Street (North) to White Street Extension (south). Includes at 4,693 linear feet of streetscaping with a 5' street furniture zone and 8'-10' of sidewalk clear zone.	City[1]
854	Lee Streetscape	Lee from Donnelly to Langford Parkway on west side of Lee Street, 24, 750 linear feet.	City[1]
855	Lena Street Connector	Extension of Lena Street across Beltline to remove dead-end conditions and improve connectivity between Mozley Park and Washington Park neighborhoods.	City[1]
856	Lenox Road Widening	The widening of Lenox Road from Ferncliff Road to Canterbury Road from two to four lanes. It is designed to relieve a bottleneck between the Lenox Mall area and I-85 North. It will also provide an alternate route to the congested SR 400 corridor.	City[1]
857	Liddell Drive extension	Extend Liddell Drive to intersect with Lambert Drive and/or Buford Connector on-ramps	City[1]
858	Lindbergh multi-use path	Multi-use path that connects Lindbergh Drive to Beltline path	City[1]
859	Lindbergh Way Resurfacing from Piedmont Road and Morosgo Way	Resurfacing from Piedmont Road and Morosgo Way	City[1]
860	Lindbergh Way Resurfacing Phase 1	Resurfacing from Lindbergh Drive and Piedmont Road	City[1]
861	Lindbergh Way Resurfacing Phase 2	Resurfacing from Piedmont Road and Morosgo Way.	City[1]
862	Linden Avenue Resurfacing	Resurfacing from Piedmont Avenue to Spring Street	City[1]
863	Little Woods Acquisition	Little Woods Acquisition.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
864	Lois Street Streetscape	From W. Marietta Street to the meadow inside of Westside Park. Includes the addition of sidewalks, street furniture, pedestrian lighting, curbs and ramps, and street trees	City[1]
865	Loma Linda Avenue Sidewalks	Install sidewalks on Loma Linda from Bridges Avenue to Plaza Avenue.	City[1]
866	Loring Heights bridge over I-75 Sidewalks	Widen sidewalk on north side of bridge; 3-foot to 5-foot width using lightweight concrete.	City[1]
867	Loring Heights CSO upgrades	The existing combined sewer overflow (CSO) on Loring Drive has recently been upgraded as greenspace. Other potential improvements there including passive amenities such as benches and landscaping.	City[1]
868	Loring Heights Neighborhood Green Streets	Green streets include Trabert Avenue, Steele Street, Garden Lane/North Garden Lane, Hawthorne Avenue, Kenwood Avenue, Brooklyn Avenue, Groveland Avenue, and Pine Street. Street trees, bulbouts, bioswales and bicycle facilities will slow down travel speeds.	City[1]
869	Loring Heights Neighborhood Sidewalk Improvements	New 6-foot sidewalks are needed along both sides of Mecaslin Street, on the south side of Trabert Avenue and along the west side of Steele Drive.	City[1]
870	Loring Heights Neighborhood street resurfacing	Deering Road and Loring Drive are in need of milling/ microsurfacing and resurfacing.	City[1]
871	Loring Heights Park	Determine if these streets should utilize one way direction and/or traffic calming/parking restrictions with regard to increased use of the park	City[1]
872	Loring Heights Trail	Multi-use Beltline spur Trail to connect Loring Heights neighborhood to TR-1. Could connect to Geary Drive or Loring Drive.	City[1]
873	Lowery and DLH Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
874	Lowery Boulevard - Streetscape Improvement	Preliminary Design and Construction.	City[1]
875	Lowery Boulevard Corridor	Along Lowery Boulevard from Donald Lee Hollowell Parkway to Jefferson Street. Roadway improvement project to include drainage system improvement.	City[1]
876	Lowery Boulevard/West Marietta Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
877	Lucile Avenue Gateway Element	Construct a neighborhood gateway element and plant landscaping at Langhorn Street and Lucile Avenue.	City[1]
878	Lucile Avenue Bike Facility	Connect the Beltline Trail with the Ralph David Abernathy Boulevard and Lucile Avenue commercial district via a bike route along Lucile Avenue.	City[1]
879	Lucile Street/Langhorn Street	Add signal and design intersection to accommodate Langhorn Diet.	City[1]
880	Lucille Avenue Pedestrian Improvements	Sidewalk and ADA Ramp Installation and Repair along Lucille Avenue.	City[1]
881	Lucille Avenue Trail	Include bicycle lanes from Lawton Street and the West End Park west to RDA Boulevard and the Westview neighborhood.	City[1]
882	Luckie Street at Pine Street Traffic Signals	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
883	Luckie Street PATH -Bicycle Facility Improvements	Bicycle facility and pedestrian improvements from Centennial Olympic Park north along Luckie Street to connect to PATH network in NW Atlanta.	City[1]
884	Lynnhaven Drive	Installation of speed humps and /or other traffic calming systems.	City[1]
885	Macedonia Road (both sides), west of Jonesboro Road	New Sidewalk.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
886	Maddox Park (Beltline)	Renovation and expansion of existing Maddox Park in W Atlanta.	City[1]
887	Maddox Park East-West connection to Beltline	Connect Beltline Trail to Proctor Creek Greenway via North Avenue path and Maddox Park Trail	City[1]
888	Magnolia Street Improvements	5600 linear feet - sidewalks, street lights, street trees, bike lanes	City[1]
889	Maiden Lane	High priority for councilperson. This is an alleyway per L. Jeter, partially paved per Billy Mitchell. It is roughly 10 feet wide in some sections, and provides access to the rear of the properties that abut it.	City[1]
890	Main Street Trolley	Plan and build trolley infrastructure including dedicated lane, rail line, and transit stops. Trolley should extend from Five Points, through the Upper Westside, to Atlantic Station and connect to Peachtree Street in Midtown. This will form connections.	City[1]
891	Manford Road Extension	Connect Manford Road across I-75/85 via existing underpass	City[1]
892	Marcus Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
893	Marietta Boulevard Bridge	Replacement of the existing Marietta Boulevard bridge across the Norfolk Southern freight rail lines on the northern edge of the Subarea. The new bridge will include five lanes for southbound traffic, three lanes for northbound traffic, bike lanes, sidewalks.	City[1]
894	Marietta Boulevard Roadway Enhancement	From D.L. Hollowell Parkway to W. Marietta Street. Improve the existing 5-lane Roadway to a 4-lane Roadway with 11-feet lanes and a landscaped median, turn lanes at Intersections, bike lanes, sidewalks, crosswalks, street furniture, pedestrian lighting.	City[1]
895	Marietta Boulevard and CSX Bridge Interchanges and Intersections	Marietta Boulevard and CSX Bridge Interchanges and Intersections at Bankhead Mixed use center	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
896	Marietta Boulevard to Ellsworth Industrial Drive	A new east-west link. New street with sidewalks bordering the south side of the park proposed as project number OS-6.	City[1]
897	Marietta Road from Bolton Road to Carroll Drive (excluding DuPoint sub-division)	Marietta Road from Bolton Road to Carroll Drive (excluding DuPoint sub-division)	City[1]
898	Marietta Road/ Marietta Boulevard Improvements	This project will make improvements to the city-owned Thomas Street right-of-way from Marietta Road to a privately-owned driveway and install a new traffic signal at the intersection of the private driveway and Marietta Boulevard. This project will also reconstruct the intersections of Marietta Road at Laurel Avenue/Thomas Street and Marietta Road at the CSX driveway west of Dupont Commons Cir to improve freight access to the rail yards and discourage freight operations on local streets. This project has been modified to make improvements along Marietta Road, W. Marietta Street and Marietta Boulevard for truck access. The improvements along Thomas Street have been removed due to private street designation for Thomas Street.	City[1]
899	Marietta Street and Brady Street Crossing	Create a pedestrian crossing including striping and ramps.	City[1]
900	Marietta Street and Marietta Boulevard.	Redesign intersection to accommodate left Turn Lanes	City[1]
901	Marietta Street and North Avenue Connection	Create pedestrian paths up to Marietta Street from both sides of North Avenue.	City[1]
902	Marietta Street and Simpson Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
903	Marietta Street at Andrew Young International Boulevard	Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
904	Marietta Street Resurfacing from Peachtree Street to West Marietta Street	Resurfacing from Peachtree Street to West Marietta Street.	City[1]
905	Marietta Street/Brady Avenue/8th Street Intersection	Rework Intersection	City[1]
906	Marietta/Huff Road Intersection	Add westbound left-turn storage lane on Intersection approach.	City[1]
907	Marion Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
908	MARTA Bus Route Structure Alterations	Provide direct bus service along corridor (Reconfigure existing route structure or add new route)	City[1]
909	MARTA Parking Deck Phase I - 450 spaces	Replacement of existing surface parking at the HE Holmes station with a parking deck. The Application does not provide information on improvements beyond the structure itself (and little detail on the actual deck itself)	City[1]
910	MARTA Parking Deck Phase II - 400 Spaces	Parking structure to be built on existing MARTA property.	City[1]
911	MARTA Station Plaza Improvements	1.5 acres.	City[1]
912	MARTA/Beltline Connector Sidewalk	Covered walkway on east side of Lee Street (MARTA property) then west side south of MARTA station to Beltline.	City[1]
913	Martin L. King, Jr. Drive at Peachtree Street Traffic Signal	Replacement of traffic signal cabinet, controller monitor, signal wiring, communication, and timing at the intersection.	City[1]
914	Martin L. King, Jr. Drive at Pryor Street Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
915	Martin Luther King Boulevard and Mitchell Street	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.2 miles (12 blocks).	City[1]
916	Martin Luther King Jr. Drive - 2 Way Conversion	2-way conversion.	City[1]
917	Martin Luther King, Jr. Drive at I-285 N/B Ramp Traffic Signal	Replacement of traffic signal cabinet, controller monitor, signal wiring, communication, and timing at the intersection.	City[1]
918	Martin Luther King, Jr. Drive at Pryor Street Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
919	Martin Luther King/ Willis Mill Road	Add signal at intersection to facilitate pedestrian crossing to reach H.E. Holmes MARTA station.	City[1]
920	Mayor's #1 Park and Area Pocket Parks	Expansion and Improvements of a Mayor's Park. Pocket Parks linking the Civic Center to existing Mayor's Park.	City[1]
921	Mayson Turner Road at Chappell Road: Safety Assessment and Improvements	Assess Safety issues at intersection and implement improvements	City[1]
922	Mayson Turner Road Streetscape	Streetscape Enhancement from Boone Boulevard to Mobile Street with street trees and improved sidewalk	City[1]
923	McCallister Road Trail Connection	Trail connecting Washington Heights Terrace to McCallister Road	City[1]
924	McDaniel Street	4500 linear feet	City[1]
925	McDaniel Street Extension	Extend McDaniel Street south across the Beltline to Manford Road	City[1]
926	McDaniel Street Signalization Upgrade	Upgrades along major thoroughfares to optimize signal operations and communications network to ATCC.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
927	McDaniel Streetscape Improvements	Streetscape 2754 linear feet - to include sidewalks, curbs, street trees, lighting and street furniture	City[1]
928	McDonald Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
929	McDonough Boulevard Bike Lanes	Improve/Re-stripe McDonough Boulevard to provide bike lanes from Hill Street to Boulevard	City[1]
930	McDonough Boulevard Sidewalk	Install sidewalks on McDonough Boulevard from Hank Aaron Drive to Hill Street (0.64 mile)	City[1]
931	McDonough Boulevard Streetscape	Install street trees, transit amenities, pedestrian lighting and lighted street name signs	City[1]
932	McDonough Boulevard/ Gault Street Intersection Improvement	Include the addition of turn lanes. Install new traffic signal if and when warranted based on a traffic study.	City[1]
933	McDonough Boulevard/ Hill Street/Milton Avenue Intersection Improvement	Include the addition of turn lanes. Reconfigure Hill Street to intersect with McDonough Boulevard.	City[1]
934	McGruder Street Extension	New street type extending McGruder across the Beltline to Krog Street.	City[1]
935	McWilliams Road (south side), east of Jonesboro Road	New Sidewalk	City[1]
936	McWilliams Road Bicycle Route	Bicycle Route (AASHTO Class III) on McWilliams Road from Browns Mill Road to Forest Park Road	City[1]
937	Mead Street Extension	Extend Mead Street to provide east-west connection between Cherokee Avenue and Grant Street	City[1]
938	Meador Avenue Final course of roadway construction from Swan Drive to Schell Road	Final course of roadway construction from Swan Drive to Schell Road	City[1]
939	Mecaslin and Deering Road Intersection Pavement Markings	Create textured, raised and/or painted intersections	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
940	Melrose Drive and Katherwood Drive	Installation of four-way stop signs	City[1]
941	Melvin Drive extension from Kimberly Road to County Line Road	Melvin Drive Extension: New 2-lane road from Kimberly Road to County Line Road	City[1]
942	Melvin Drive Park -Improvements	Park improvement for access, security and ballfields.	City[1]
943	Memorial Drive (SR 154) - Sidewalks Phase 2	Sidewalk improvements from Moreland Avenue (SR 42) to Wilkinson Drive.	City[1]
944	Memorial Drive (SR 154) - Sidewalks Phase 3	Sidewalk improvements from East Lake Boulevard to Candler Road (SR155).	City[1]
945	Memorial Drive Corridor Improvements	This project will provide traffic improvements along Memorial Drive (SR 154) from Peachtree Street to Candler Road (SR 155). Improvements will include traffic signal coordination, modernization, and optimization and associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
946	Memorial Drive Mixed Use Trail East Lake BLVD - Second Avenue	Construction of mixed use trail on south side of Memorial drive from East Lake Boulevard to 2nd Avenue and elements planned there.	City[1]
947	Memorial Drive Traffic Signals and Communications	Memorial Drive Reversible Lane System (from Pearl Street to Candler Road, CD 5)	City[1]
948	Memorial Park multi-use path	Multi-use Trail along Peachtree Creek that connects to Memorial Park	City[1]
949	Memorial Road Diet and Removal of Reversible Lanes	Phase I: Memorial Drive is recommended to be a three-lane section with two travel lanes and a two-way left-turn lane from Moreland Avenue to Pearl Street. Phase II: Road diet involving striping, basic sidewalk improvements and street trees. No curb relocation. Phase III: Move all curbs, widen sidewalks plant street trees and create stormwater infiltration areas in tree wells.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
950	Memorial/Bill Kennedy Intersection Improvements	Memorial/Bill Kennedy Intersection improvements	City[1]
951	Memorial/Boulevard Intersection improvements	Memorial/Boulevard Intersection improvements	City[1]
952	Memorial-Howard-South Howard Intersection Improvement	Re-engineer /re-design/re-build the dangerous intersection of Howard Street-Memorial to: 1. Align Howard Street 2. Provide non lethal crossing for pedestrians and bicycles 3. Calm Memorial Drive Speeds 4. Install signals 5. Improve sight lines	City[1]
953	Menlo Drive extension -New East-West Connection	New east-west connection between proposed Menlo Drive extension and new north-south connection	City[1]
954	Menlo Drive extension and English Street-New East-West Connection	New east-west connection between Menlo Drive extension and English Street	City[1]
955	Menlo Drive extension and Fairmont Avenue-New East-West Connection	New east-west connection between Menlo Drive extension and Fairmont Avenue	City[1]
956	Menlo Drive extension into loop with Huff Road	Two lane new roadway with sidewalks, right-of-way acquisition.	City[1]
957	Menlo Extension	Extend Menlo to English Street	City[1]
958	Merlin Avenue Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
959	Merrill Avenue Sidewalks	Install sidewalks on Merrill from Oakland Drive to Lawton Street	City[1]
960	Metropolitan and I-85 ramp Intersection	Intersection project including at the I-85 ramp and Metropolitan (US 19/41) to include operational improvements	City[1]
961	Metropolitan Avenue Streetscape	5800 linear feet	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
962	Metropolitan Avenue/ Ralph David Abernathy/ Glenn Street	Redesign intersection to accommodate realignment of Glenn Street south to York Avenue	City[1]
963	Metropolitan Parkway/ Stewart Avenue - A	Phase 1 Cleveland Avenue Intersection	City[1]
964	Metropolitan Streetscape	Metropolitan from White to Cleveland, 21120 linear feet	City[1]
965	Metropolitan Streetscape	Belt Line Station - sidewalks along Metropolitan from Dill to Beltline Station, 1320 linear feet	City[1]
966	Miller Avenue	Oakdale Road to Colvin Street	City[1]
967	Milton Avenue Realignment	Realign Milton Avenue to intersect with Hill Street at the existing Intersection of Nolan to form a four way approach Intersection.	City[1]
968	Miscellaneous TBD Sidewalks CD 3	Locations to be determined	City[1]
969	Mitchell Street extension to Memorial Drive	Mitchell Street extension to Memorial Drive	City[1]
970	Mitchell Street Viaduct over Norfolk Southern Rail Line	From West Peachtree Street to Beverly Road	City[1]
971	Monroe Crescent Trail Options	Redevelopment route or Wimbledon Road Route or Underneath Connector route	City[1]
972	Monroe Drive Intersection	Realign Monroe Drive to intersect with Piedmont Road	City[1]
973	Monroe Drive Road Diet	Reduce to 1 travel lane in each direction with center median/turn lane. Widen western sidewalk.	City[1]
974	Monroe Drive at Armour Drive Traffic Signals	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
975	Monroe Drive at Buford Highway N/B Ramps Traffic Signal	Replacement of traffic signal cabinet, controller monitor, signal wiring, communication, and timing at the intersection.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
976	Monroe Drive at Park Drive Traffic Signals	Replacement of traffic signal cabinet, controller monitor, signal wiring, communication, and timing at the intersection.	City[1]
977	Monroe Drive Resurfacing from 8th Street and Piedmont Circle	Resurfacing from 8th Street and Piedmont Circle	City[1]
978	Monroe Drive Resurfacing from 8th Street and Piedmont Circle2	Resurfacing from 8th Street and Piedmont Circle	City[1]
979	Monroe Road Corridor Improvements	This project will provide traffic improvements along Monroe Drive from Piedmont Cir to Ponce de Leon Avenue (US 78/US 278/SR 8). Improvements will include traffic signal coordination, modernization, and optimization and associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate.	City[1]
980	Monroe/Boulevard (TCC)	Upgrades along Monroe Drive/Boulevard Avenue to optimize signal operations and communications network to ATCC	City[1]
981	Monroe/Boulevard Signalization Upgrade	Upgrades along major thoroughfares to optimize signal operations and communications network to ATCC.	City[1]
982	Montag Circle Extension	New Multi-family street type connecting Montag Circle with Highland Avenue. This includes an at-grade crossing of the Beltline. Includes sidewalks, pedestrian lighting and street trees.	City[1]
983	Montgomery Ferry Sidewalks	Sidewalks along Montgomery Ferry	City[1]
984	Montreat Avenue Sidewalks	Install sidewalks on Montreat from Oakland Drive to Hall Street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
985	Moores Mill Extension and Transit Layover Facility	New road construction including upgrade of substandard roadway from Bolton to Adams Drive.	City[1]
986	Moreland and Ponce de Leon Intersection	Implement Lagging left signal from southbound Briarcliff Road to Moreland Avenue. Install signage on Moreland Avenue at North Avenue to prohibit peak hour lets from northbound Moreland onto North Avenue and to encourage northbound left-turns at Freedom Park.	City[1]
987	Moreland Avenue - all signalized intersections in the South Moreland corridor	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown pedestrian signals (cost: assumes $160,000 per signal for 7 signals)	City[1]
988	Moreland Avenue - at Eden Avenue Intersection	Signalized Pedestrian Crossings (HAWK): Install HAWK pedestrian signalized crossing across Moreland Avenue. (Cost: $40,000 for HAWK signal)	City[1]
989	Moreland Avenue -between Metropolitan Avenue and Sanders Avenue	Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Moreland Avenue. (Cost is per crossing, assumes $40,000 for HAWK signal)	City[1]
990	Moreland Avenue -Between Metropolitan Avenue and Sanders Avenue 2	Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Moreland Avenue. (Cost is per crossing, assumes $40,000 for HAWK signal)	City[1]
991	Moreland Avenue -Between Woodland Avenue and Emerson Street	Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Moreland Avenue. (Cost is per crossing, assumes $40,000 for HAWK signal)	City[1]
992	Moreland Avenue -South	Moreland Avenue Streetscape with street trees, from Ormewood Avenue to East Confederate Avenue, pedestrian lighting and expanded 10-foot concrete sidewalk ($76,000/100 linear feet at 3,600 feet.)	City[1]
993	Moreland Avenue - South Moreland Corridor	Bus stop enhancements: Eliminate underutilized stops and enhance remaining bus stops to include shelters, benches, trash receptacles and route information	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
994	Moreland Avenue -South 2	Moreland Avenue Streetscape with street trees, from Custer Avenue to Constitution Road, pedestrian lighting and concrete sidewalk with landscaped median. ($72,000/100 linear feet at 8,200 feet.)	City[1]
995	Moreland Avenue - South3	Moreland Widening and Streetscape: Widen Moreland Avenue from 4-lanes to 5-lanes from East Confederate to Custer. Includes the rebuilding of the Entrenchment Creek Bridge and widening of the existing narrow 9-foot lanes and Streetscape. (Cost determined using.	City[1]
996	Moreland Avenue Streetscape-South	Moreland Avenue Streetscape, from I-20 interchange and Ormewood Avenue with street trees, pedestrian lighting and expanded 10-foot concrete sidewalk ($76,000/100 linear feet at 4,000 feet).	City[1]
997	Moreland Avenue and I-20	Conduct study of traffic signals	City[1]
998	Moreland Avenue -at Burns Street/Beechview Street intersection	Signalized Pedestrian Crossings (HAWK): Install HAWK pedestrian signalized crossing across Moreland Avenue. (Cost: $40,000 for HAWK signal)	City[1]
999	Moreland Avenue at Little Five Points Upgrade	1) Reconstruct Moreland Avenue/Euclid Avenue intersection by removing southbound right-turn lane and installing bulbout on eastern leg; 2) Implement mid-block traffic signal on Moreland between Euclid and Mansfield;	City[1]
1000	Moreland Avenue from Ponce de Leon Avenue to I-20	Upgrade traffic signal equipment and signalization in order to coordinate traffic movement and provide bus prioritization.	City[1]
1001	Moreland Avenue South -Neighborhood streets between Vickers street and Woodland Avenue	Install Sidewalks: along neighborhood streets in the Vickers street area - south of E. Confederate Avenue. (.75 miles at $344,000/mile)	City[1]
1002	Moreland Avenue Streetscape From East Confederate to Custer -South	Moreland Avenue Streetscape, From East Confederate to Custer Avenue with street trees, pedestrian lighting and concrete sidewalk with landscaped median. ($72,000/100 linear feet at 2,100 feet.)	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1003	Moreland Avenue transit	Arterial transit: Implement arterial transit with appropriate technology (Light rail or streetcar preferred over BRT) on Moreland Avenue corridor from I-20 to I-285, with future connection north to Emory University area. Design of stations to be consistent.	City[1]
1004	Moreland Avenue	1) Re-stripe from 6 to 4 lanes with bike lanes between McLendon and DeKalb Aves and extend bike lanes under DeKalb Avenue bridge; 2) Convert third southbound lane between Hardee Street and Arkwright Place into a median/dedicated left-turn lanes.	City[1]
1005	Moreland Avenue at Eastland Road and Sunshine Plaza Driveway	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
1006	Moreland Avenue at Freedom Park.	Implement at-grade crossing improvement	City[1]
1007	Moreland Avenue at McDonough Boulevard Traffic Signal	Moreland Avenue at McDonough Boulevard Traffic Signal	City[1]
1008	Moreland Avenue between Ponce and I-20 and on Ponce from Moreland to Peachtree -signage	Install signage. Include signage using local street names indicating that Freedom Parkway can be used to access Ponce, North, and Boulevard from Moreland, and to access N. Highland, Moreland, Little Five Points, Edgewood Retail District, and East Atlanta	City[1]
1009	Moreland Avenue from Euclid Avenue to DeKalb Avenue	Implement Streetscape on both sides	City[1]
1010	Moreland Avenue from Hardee Street to I-20	Implement Streetscape on both sides	City[1]
1011	Moreland Avenue from Ponce de Leon Avenue to Euclid Avenue	Implement Streetscape on both sides	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1012	Moreland Avenue North	From North Avenue to I-20: CD 2 - 24%, CD 5 - 52%, CD 6 - 24%.	City[1]
1013	Moreland Avenue over I-20 Bridge	Implement Streetscape on both sides, to include a six feet wide cantilever pedestrian way	City[1]
1014	Moreland Avenue South	From I-20 to I-285: CD 1 - 80%, CD 5 -20%.	City[1]
1015	Moreland Avenue/ DeKalb Avenue interchange	Reconfigure (jug-handles), including traffic signal on Moreland Avenue	City[1]
1016	Moreland Drive and Moreland Avenue	New Traffic Signal: Install new traffic signal at the intersection of Moreland Drive. and Moreland Avenue	City[1]
1017	Moreland Drive and McDonough Boulevard to the west of Moreland Avenue	New Street: New 2 lane North-South connections between Moreland Drive. and McDonough Boulevard as part of the redevelopment of Thomasville Heights (cost: 2-lane road = $5,000,000/mile, not including ROW)	City[1]
1018	Moreland South Neighborhood streets between I-20 and Ormewood Avenue	Install Sidewalks: in the Ormewood neighborhood in areas north and south of Glenwood Avenue. (2.1 miles at $344,000/mile)	City[1]
1019	Moreland/I-20	Introduce signals at ramp access points and reconstruct intersections with I-20 access ramps to improve pedestrian safety.	City[1]
1020	Moreland/Memorial and Moreland/Arkwright Coordination	Remove signal at Moreland/Arkwright and allow right-in/right-out access on both sides of Moreland.	City[1]
1021	Morris Street Resurfacing from Howell Mill Road to Old Chattahoochee Avenue	Resurfacing from Howell Mill Road to Old Chattahoochee Avenue	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1022	Mount Paran/ Northside Intersection Improvements	Milling and repaving and intersection capacity improvements along Mount Paran Road from I-75 North to Paces Ferry Road, including the addition of a right-turn lane on Mount Paran Road northbound to Northside Parkway (US 41/SR 3) southbound and installation of a multi-use path along the east side of Northside Parkway (US 41/SR 19) from Northgate Drive to Mount Paran Road	City[1]
1023	Mozley Park Bike Route Improvement Wayfinding	Upgrade way-finding from Mozley Park to PATH at Chatham Way and MARTA bridge crossing	City[1]
1024	Mozley Park Bike Route Improvement: Roadway marking	Install Roadway markings, such as sharrows, to improve bicycle safety and way-finding along route	City[1]
1025	Mt Zion Road	Install sidewalks from Metropolitan Parkway to Forest Hills Drive	City[1]
1026	Mt Zion Road and First Street	Installation of four-way stop signs	City[1]
1027	Multimodal Passenger terminal	Multimodal Passenger terminal	City[1]
1028	Municipal Parking Decks	Recommendation from the Imagine Downtown Plan	City[1]
1029	Murphy Streetscape	Murphy from Sylvan to Lakewood Avenue, 19800 linear feet	City[1]
1030	Murphy Triangle Trail Spur South	This Trail should use the rail spur running from the Beltline to Murphy Avenue south of Avon Avenue.	City[1]
1031	Murphy Triangle Sidewalk	Install sidewalks on Murphy Avenue from University Avenue to Sylvan Road (0.38 mile)	City[1]
1032	Murphy Triangle Trail Spur North	This Trail should use the rail spur running from the Beltline to Murphy Avenue north of Avon Avenue.	City[1]
1033	Murphy Triangle/ Lee Street New Roadways	Murphy Warehouse District	City[1]
1034	Muse Street Closing Intersection Improvement	Close entrance to Muse Street to vehicles and create a mountable, emergency-vehicle-only entry.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1035	Neal Street Extension	New street connecting Tazor Street to Temple Street	City[1]
1036	Nelson Street	Northside Drive plan recommends converting from one way to two way the segment between Northside Drive and Nelson Street Bridge.	City[1]
1037	Nelson Street -pedestrian	Replacement of 95 year old bridge over Southern Railroad between Elliot Street and Spring Street.	City[1]
1038	Nelson Street Bridge	Rehabilitate Nelson Street a landscaped pedestrian and bicycle route to and from Downtown.	City[1]
1039	Nelson Street sidewalks	Nelson Street is recommended to include on street parking, wider sidewalk, teardrop-style lamp posts with banners, paving, planting details, and street trees.	City[1]
1040	New Maintenance Garage (1540 Northside Drive) facility	New Maintenance Garage Construction at 1540 Northside Drive (Liddell Station) to replace current facility	City[1]
1041	New Sidewalk: J.P. Brawley Drive.	New 5' sidewalk, curbs, gutters, ramps, streetlights: From Jefferson Street to Simpson Street. (0.67) miles	City[1]
1042	New Sidewalks and/or Major Street Repair	29700 linear feet	City[1]
1043	New Street Connection	New 2-lane street connecting Fulton Industrial Boulevard and Bolton Road near the intersection of Bolton Road and Bolton Parkway	City[1]
1044	New Street Connection2	From intersection of Sizemore Avenue and Gun Club Road to Johnson Road	City[1]
1045	New street parallel to University Avenue	New 2 lane street connecting University Avenue to the east of I-75/I-85 to Metropolitan Avenue running parallel and in-between the Beltline and University Avenue. (public and private initiative).	City[1]
1046	New two lane road thru Johnson Park	Add new two lane road through Cleopas R. Johnson Park - Larkin/Fair Street	City[1]
1047	New Zone 5	Replace existing multiple locations of the main Zone into one facility equipped based on current/ future needs.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1048	Niskey Lake Road Intersection of Campbellton Road and Niskey Lake	Construct left-turn lanes on all approaches	City[1]
1049	North Avenue Extension	Extend North Avenue from Maddox park eastward across the Atlanta Beltline right-of-way; reconnect with North Avenue near the Finley Avenue Intersection	City[1]
1050	North Avenue from Belt Line to Piedmont	Implement median/turn lane	City[1]
1051	North Avenue from Moreland to Piedmont	Re-stripe to add bike lanes	City[1]
1052	North Avenue Sidewalks	New sidewalks from Chappell Road to Maddox Park	City[1]
1053	North Avenue streetscape and bike lanes	Sidewalks, bike lanes street furniture, street lighting, curbs, ramps, and street trees from Glen Iris Drive to Highland Avenue.	City[1]
1054	North Avenue Streetscapes	New 5-foot sidewalk, curbs, gutters, ramps and streetlights: From Northside Drive to J.E. Lowery Boulevard. (0.71) miles	City[1]
1055	North Avenue Traffic Calming Improvements	This project proposed the following elements for improvements along North Avenue which may include: Pedestrian Refuge Islands, traffic circles, on-street parking.	City[1]
1056	North Avenue and Northyards Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
1057	North Avenue and Poland Street Neighborhood Park -Development	4.5 acres	City[1]
1058	North Avenue and Poland Street Neighborhood Park -Land	4.5 acres	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1059	North Avenue/Valley of the Hawks Greenway to Maddox Park - Trail Spur	Connect North Avenue/Valley of the Hawks Greenway to Maddox Park via Public Works property.	City[1]
1060	North Avenue/Valley of the Hawks Greenway Trail Spur	Trail spur connecting Bankhead neighborhood to Maddox Park and Beltline via North Avenue/Valley of the Hawks Greenway.	City[1]
1061	North Avenue at North Highland (Buddy's) Accessibility Improvements	Install ADA ramps at North Avenue and North Highland. Sidewalks at the southeast corner of North Highland and North Avenues should be rebuilt to improve safety and accessibility.	City[1]
1062	North Avenue Reconnection	Extend North Avenue on either side of the railroad near Maddox Park	City[1]
1063	North Avenue Resurfacing from Moreland Avenue and Candler Park Drive	Resurfacing from Moreland Avenue and Candler Park Drive	City[1]
1064	North Avenue Road Diet	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left-turn storage lanes at intersections.	City[1]
1065	North Avenue: New Connection	New .27 mile Roadway to reconnect street grid near Beltline redevelopment and provide access to new Maddox Park Extension	City[1]
1066	North Boone Boulevard Greenway East-West connection	East-West Trail connecting new streets south of CSX rail line	City[1]
1067	North Boone Boulevard Greenway Trail Spur	Trail spur connecting Boone Boulevard to CSX rail underpass; Pass south under Boone Boulevard bridge and create Trail connection at Boone Boulevard and Troy Street Intersection	City[1]
1068	North Buckhead Plan-Bicycle Facilities	See adopted plan	City[1]
1069	North Buckhead Plan-Intersections	See adopted plan	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1070	North Buckhead Plan-Neighborhood Sidewalks	See adopted plan	City[1]
1071	North Buckhead Plan-Other Transportation	See adopted plan	City[1]
1072	North Buckhead Plan-Street Resurfacing	See adopted plan.	City[1]
1073	North Buckhead Plan-Traffic Calming	See adopted plan	City[1]
1074	North Highland Avenue at Blue Ridge Avenue Bus Shelter	Install a bulbout and bus shelter with posted schedules on the west side of North Highland Avenue at Blue Ridge Avenue.	City[1]
1075	North Highland Avenue HAWK Crossing Signal	Install a HAWK signal on North Highland at Blue Ridge Avenue to allow safe pedestrian crossings.	City[1]
1076	North Highland Avenue Pedestrian Facilities	New sidewalks, ramps, and lighting and Utility Burial	City[1]
1077	North Peeples Street Extension	Extension of North Peeples Street from White Street through Rose Circle Park	City[1]
1078	Northeast Beltline Transit	Streetcar transit in Atlanta Beltline northeast corridor from Ansley Mall (Piedmont Avenue) at the south to Lindbergh Center at the north.	City[1]
1079	Northern Avenue Street Sidewalks	Recommendation for Sidewalk on both sides of the street	City[1]
1080	Northside Circle Extension	Extend Northside Circle to proposed Beltline Station	City[1]
1081	Northside Circle New Connection	New street connection east of Northside Circle	City[1]
1082	Northside Drive Intersection	Reconfigure the Northside Drive/Woodwad Way/ Sagamore Drive Intersection to facilitate pedestrian and bicycle Trail crossings to Memorial Park	City[1]
1083	Northside Drive multi-use path	Multi-use Trail along Peachtree Creek that connects to Memorial Park along Bobby Jones Golf Course to the Tanyard Creek Trail	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1084	Northside Drive. To JE Lowery Boulevard Historic Mixed Use Sector	Reconfigure to 3 lanes with Bike Lanes, Curb and Gutter Upgrade	City[1]
1085	Northside Drive	From I-75 to Fair Street, CD 3 - 70%, CD 4 - 30%	City[1]
1086	Northside Drive - 14th Street and Hemphill street intersection	Remove Hemphill leg between 14th Street and Northside Drive- Northside Drive/ Hemphill Street/ 14th street	City[1]
1087	Northside Drive - 14th Street and Hemphill street intersection 2	Consolidate intersection of Northside Drive/Hemphill Street/14th Street into single intersection/ Hemphill Street/ 14th street	City[1]
1088	Northside Drive - 14th Street and Hemphill street intersection 3	Make Hemphill Street right-in-right-out at 14th Street- Northside Drive/ Hemphill Street/ 14th street	City[1]
1089	Northside Drive - 14th Street and Hemphill street intersection 4	Sidewalk repair on Northside Drive at the southeast corner of Northside Drive/14th Street- Northside Drive/ Hemphill Street/ 14th street	City[1]
1090	Northside Drive - 14th Street and Hemphill street intersection 5	-Upgrade crosswalks to current GDOT striping standard at Northside Drive/14th Street	City[1]
1091	Northside Drive - 14th Street and Hemphill street intersection 6	Add eastbound left-turn lane on 14th Street at Northside Drive/14th Street	City[1]
1092	Northside Drive - Bus rapid transit	Add Bus Rapid Transit facility on Northside Drive. Project would include stations, mixed traffic operations and frequent, all day service - I-75 to I-20	City[1]
1093	Northside Drive - Bus rapid transit hub	Create transit transfer hub with parking for Bus Rapid Transit and passenger rail at SRTA site north of 17th Street- 17th to Northside Drive	City[1]
1094	Northside Drive -bridge over CSX	Lengthen CSX railroad bridge south of Bellemeade Street to allow for additional roadway width and streetscape improvements AT-187 - Northside Drive/ Bellemeade Street.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1095	Northside Drive -Complete Street	Initiate design activities that include formal recommendations for corridor improvements (based on findings of GA Tech studio) including development of high-frequency bus/Bus Rapid Transit Service.	City[1]
1096	Northside Drive - US 41/SR 3	The improvement of traffic signal timing on Northside Drive (US 41/SR 3) from I-20 West to I-75 North. Intersections included on the signal timing improvement include McDaniel, Fair, Mitchell, Simpson, and Martin King, Jr. Drive.	City[1]
1097	Northside Drive - US 41/SR 3 - A	Intersection geometry upgrades along Northside Drive at 10th and 14th Streets.	City[1]
1098	Northside Drive - US 41/SR 3 - B	This project will upgrade Northside Drive from 14th Street to Trabert Avenue by improving pavement.	City[1]
1099	Northside Drive - US 41/SR 3 Bridge	The construction of a railroad overpass at the CSX Railroad and Northside Drive (US 41/SR 3).	City[1]
1100	Northside Drive 10th Street intersection	Add west and eastbound left-turn lanes on 10th Street at Northside Drive Northside Drive/ 10th street.	City[1]
1101	Northside Drive 10th Street intersection 2	Remove northbound right-turn channel on Northside Drive at 10th Street - Northside Drive/ 10th street.	City[1]
1102	Northside Drive 10th Street intersection 3	Repair pedestrian signal button on NW corner of Northside Drive/10th Street -Northside Drive/ 10th street	City[1]
1103	Northside Drive 10th Street intersection 4	Repair pedestrian signal head on SE corner of Northside/10th Street - Northside Drive/ 10th street	City[1]
1104	Northside Drive 10th Street intersection 6	Repair pavement and sidewalk on eastbound approach of 10th Street at Northside Drive - Northside Drive/ 10th street	City[1]
1105	Northside Drive and Kennedy Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
1106	Northside Drive and NF bridge	Lengthen Norfolk Southern railroad bridge north of 14th Street to allow for additional roadway width and streetscape improvements AT-186 -Northside Drive/ Hemphill Street/ 14th street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1107	Northside Drive and NF bridge at Marietta Street	Upgrade and Widen bridge on Northside Drive over Norfolk Southern railroad south of Marietta StreetNSD/ Marietta Street	City[1]
1108	Northside Drive and North Avenue	Upgrade crosswalks to current GDOT striping standard at Northside Drive/North Avenue	City[1]
1109	Northside Drive and North Avenue 2	Consolidate intersection of Northside Drive/North Avenue/Lambert Street into a single intersection including adding turning lanes as needed	City[1]
1110	Northside Drive and North Avenue 3	Remove northbound right-turn channel on Northside Drive at North Avenue	City[1]
1111	Northside Drive and North Avenue 4	Add additional turn lanes at North Avenue/Northside Drive	City[1]
1112	Northside Drive and North Avenue 5	Remove leg of North Avenue that connects to Northside Drive northbound	City[1]
1113	Northside Drive and North Avenue Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
1114	Northside Drive at 10th Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
1115	Northside Drive at 14th Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	City[1]
1116	Northside Drive at 8th Street Crossing	Create a pedestrian crossing including striping, ramps, and possible signalization.	City[1]
1117	Northside Drive at DL Hollowell Parkway crosswalks	Upgrade crosswalks to current GDOT striping standard at Northside Drive/DL Hollowell Parkway -	City[1]
1118	Northside Drive at DL Hollowell Parkway intersection	Remove right-turn channels on southbound and eastbound approaches of Northside Drive/DL Hollowell Parkway - Northside Drive/ DL Hollowell Parkway	City[1]
1119	Northside Drive at DL Hollowell Parkway intersection signage	Improved signage for turn only lane onto D.L. Hollowell Parkway -Northside Drive/ DL Hollowell Parkway	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1120	Northside Drive at DL Hollowell Parkway signalization	Signalize driveway that is the westbound leg of Northside Drive/DL Hollowell Parkway	City[1]
1121	Northside Drive at Marietta Drive intersection	Prohibit eastbound left-turn from Marietta Street to Northside Drive -Northside Drive/ Marietta Street	City[1]
1122	Northside Drive at Marietta Drive intersection 2	Upgrade crosswalks to current GDOT striping standard at Northside Drive/Marietta Street	City[1]
1123	Northside Drive at Marietta Drive intersection 3	Add westbound right-turn lane on Marietta Street at Northside Drive	City[1]
1124	Northside Drive at Marietta Drive intersection 4	New directional signage for Northside Drive on both approaches to Marietta Street	City[1]
1125	Northside Drive at Marietta Drive signalization	At Northside Drive/Marietta Street, replace striped out area of pavement adjacent to southbound leg of Northside Drive with a raised concrete median to guide drivers through the intersection	City[1]
1126	Northside Drive at Mitchell Street	Remove traffic signal at Northside Drive/Mitchell Street	City[1]
1127	Northside Drive at Mitchell Street and NF bridge	Lengthen Norfolk Southern railroad bridge north of Whitehall Street to allow for additional roadway width and streetscape improvements	City[1]
1128	Northside Drive at Mitchell Street crosswalk	Upgrade crosswalks to current GDOT striping standard at Northside Drive/McDaniel street.	City[1]
1129	Northside Drive Bus service	Add local MARTA route running the length of the Northside Drive Corridor I-75 to I-20	City[1]
1130	Northside Drive Complete Street Capacity Addition	RW-005 and RW-006 from Connect Atlanta Transportation Plan; widening from 4 to 6 lanes. Project scope should include any turn lanes needed for Northside Intersection capacity at the time of project implementation.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1131	Northside Drive from Kennedy to Maple Street	Widen road/streetscape to include six travel lanes, median and wider sidewalks throughout (see typical section)	City[1]
1132	Northside drive from Maple Street to I-20 street widening and streetscape	Widen road/streetscape to include six travel lanes, median and wider sidewalks throughout (see typical section)	City[1]
1133	Northside Drive from McDaniel to Peters Street	Add eastbound through lane on McDaniel street at Peters Street	City[1]
1134	Northside Drive I-20 signage	Add directional signage to I-20 Chapel Street/ Park Street	City[1]
1135	Northside Drive median extension	Extend median on Northside Drive from CSX railroad bridge to Holmes Street -CSX Over-pass - Holmes Street	City[1]
1136	Northside Drive -New East-West Connection	New road connection to Northside Drive	City[1]
1137	Northside Drive sidewalks	Extend sidewalks along both sides of Northside Drive - Trabert to Bellemeade Street	City[1]
1138	Northside Drive signalization	Add traffic signal at Northside Drive/8th Street.	City[1]
1139	Northside Drive traffic ITS	Develop an ITS special event plan for Georgia Dome and GWCC events I-75 to I-20	City[1]
1140	Northside Drive traffic signage	Implement existing short-term signage improvement plan for the GWCC/Georgia Dome/Centennial Park/ Philips Arena I-75 to I-20	City[1]
1141	Northside Drive traffic signalization -	Actuate and implement timing plans for all 18 traffic signals along Northside Drive (Fast Forward Program) I-75 to I-20	City[1]
1142	Northside Drive traffic signalization -2	Upgrade all 18 traffic signal controllers along Northside Drive to the 2070 model I-75 to I-20	City[1]
1143	Northside Drive Travel Way, CD 3	From I-75 to Fair Street, CD 3 - 70%, CD 4 - 30%.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1144	Northside Drive Travel Way, CD 4	From I-75 to Fair Street, CD 3 - 70%, CD 4 - 30%.	City[1]
1145	Northside Drive two way operation	Implement two-way road operations on Martin Luther King, Jr. Drive - Centennial Olympic Park Drive/ Northside Drive	City[1]
1146	Northside Drive widening and streetscape	Widen road/streetscape to include six travel lanes, median and wider sidewalks throughout (see typical section) I-75 to Trabert Street.	City[1]
1147	Northside Drive widening and streetscape from Marietta Street/ Kennedy Street	Widen road/streetscape to include six travel lanes, median and wider sidewalks throughout (see typical section)	City[1]
1148	Northside Drive widening and streetscape Trabert to Marietta	Widen road/streetscape to include six travel lanes, median and wider sidewalks throughout (see typical section). Includes removal of one-way split at Marietta Street. Tabert to Marietta Street	City[1]
1149	Northside Drive/ Marietta Street Crossing	Create a pedestrian crossing including striping, special materials, ramps, and signalization.	City[1]
1150	Northside Parkway -US 41/SR 3 - A	This project will widen the Northside Parkway bridge over the Chattahoochee River and the approaches to the bridge.	City[1]
1151	Northside Parkway -US 41/SR 3 - B	This project will widen the Northside Parkway bridge over the Chattahoochee River and the approaches to the bridge.	City[1]
1152	Northside Parkway Road Diet	Reduce Northside Drive through median widening from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left-turn storage lanes. Cross section should be designed inward.	City[1]
1153	Northside/14th/ Hemphill Intersection Improvement	PS-IR-010 from Connect Atlanta Transportation Plan; consider the addition of eastbound and westbound left-turn storage lanes for Intersection at Northside.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1154	Northside/17th Street Intersection Improvement	Add second westbound left-turn storage lane; this may be feasible within existing space on the westbound approach by using one of the two existing right-turn lanes for a different traffic configuration.	City[1]
1155	Northside/Deering Road Intersection	Add Deering Road extension and add capacity for Deering Road's westbound approach. Includes westbound approach with left-turn lane, through lane, right-turn land, eastbound approach with left-turn lane and shared through right lane.	City[1]
1156	Northside/Dillon Street Intersection	New Intersection for new connection between Marietta Street and Northside Drive.	City[1]
1157	Northside/Northside Circle Intersection	New signalized Intersection to include an upgraded westbound street approach with capacity for expected Technology Park development (one left-turn lane and one shared right-through lane).	City[1]
1158	Northwest Beltline Transit	Streetcar transit in Atlanta Beltline northwest corridor from Hollowell Parkway at the south to Lindbergh Center at the north.	City[1]
1159	Northwest Drive Resurfacing from Bolton Road to Hamilton E. Holmes Drive	Resurfacing from Bolton Road to Hamilton E. Holmes Drive	City[1]
1160	NPU-S Demolition	Work to demolish 1775 CAMPBELLTON RD, SW; 1755 AVON AVE, SW; 1232 ANCHOR TER., SW; 1538 WILLOWBROOK DR.; 840 WESTMONT RD; 850 WESTMONT RD.; 874 WESTMONT RD., 884 WESTMONT RD., 1324 OAKLAND DR.	City[1]
1161	NPU-S Street Lighting	Install pedestrian lighting at the Oakland City MARTA Station within a 1,000 feet. radius in each direction of the station. Oakland City/Venetian Hills Pedestrian lighting: Increase Lighting wattage in all areas of NPU-S, especially around bus stops; add light bulbs in the 3 street lights in front of VICARS; bulbs and increase wattage to street lights on Eastridge (between Cascade and Avon); Westmont at Avon, and Oakland City various locations.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1162	NPU-O On Street Bicycle Lanes(per AASHTO)	Installation of bicycle lanes per AASHTO standards (min) on: 1. LaFrance Street from Rocky Ford to Whitefoord 2. Oakview Road from Cottage Grove to City Limits 3. Glenwood Avenue from East Lake Boulevard to City Limits 4. East Lake Boulevard from Memorial Drive to Glenwood 5. Second Avenue from Oakview Road to Memorial.	City[1]
1163	NPU-O On Street Sharrows (per MUTCD)	Installation of sharrows on: 1.Caroline Street/Marion place from Moreland to Whitefoord 2. Hosea Williams Drive from Moreland to Whitefoord, from Oakview to Candler Road 3. Rocky Ford Road/Wisteria Way from College Avenue to East Lake Drive 4. Oakview Road from Hosea Williams to Cottage Grove 5. Alston drive from Allendale Drive to City Limits 6. Cottage Grove from Oakview to Memorial Drive.	City[1]
1164	Oakdale Road Resurfacing from Lullwater Creek and 909 Oakdale Road	Resurfacing from Lullwater Creek and 909 Oakdale Road	City[1]
1165	Oakdale Road Sidewalks	Repair sidewalks on Oakdale Road from DeKalb Avenue to McLendon Avenue	City[1]
1166	Oakland City Bus Bays	Relocate Turn Around/ Bus Intermodal	City[1]
1167	Oakland City Park Entrance	Construct additional entrance at Oakland Drive to improve connections to Oakland City MARTA Station	City[1]
1168	Oakland City Parking Deck	Construct parking deck at Oakland City Station TOD: development spaces (not MARTA patron spaces (300 spaces))	City[1]
1169	Oakland City Pedestrian Improvements	Sidewalk and ADA Ramp Installation and Repair along selected streets within the Oakland City neighborhood.	City[1]
1170	Oakland City Station Transit Plaza	Oakland City Station Transit Plaza, 22,611 linear feet	City[1]
1171	Oakland City TOD Sidewalks	Install sidewalk within the Oakland City TOD development to improve pedestrian access and circulation 4,500 linear feet.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1172	Oakland City Transit Station Area New Roadways	Oakland City TOD street Network on MARTA site and North of Campbellton Road - Estimate for 5 miles urban new roadways.	City[1]
1173	Oakland City/Fort McPherson LCI-Last Mile Connectivity	Campbellton Road/ Dill Avenue Multimodal Railroad Underpass Improvements; Deshler Street/ Astor Avenue Multimodal Railroad Underpass Improvements; Oakland Drive Multimodal Improvements; Avon Avenue Multimodal Improvements; Murphy Avenue Multimodal Improvements;Dill Street Multimodal Improvements. See adopted plan.	City[1]
1174	Oakland City/ Fort McPherson LCI-Multimodal Improvements-Short Term	Fort McPherson New South Entrance at Deshler Street; Fort McPherson New North Entrance at Oakland Drive; Fort McPherson Multimodal North-South Connection (Hardee Avenue/ Oakland Drive); Fort McPherson Main Street Entrance at Patton Plaza; Fort McPherson Multiuse Path - 'Mac Mile Trail'; Sylvan Road Multimodal Improvements; Oakland City MARTA Station Tunnel Access Improvements -Supplemental Study.	City[1]
1175	Oakland City/Fort McPherson-Lee Street Trail	Reconfigure Lee Street from five to four travel lanes with turn lanes at intersections to accommodate a multi-use trail along the east side of Lee Street from the West End MARTA station to the Lakewood/Fort McPherson MARTA station. The trail width varies depending on ROW, including raised sections with a landscaped buffer, and in segments with constrained ROW, concrete buffers with high-visibility, rigid bollards. The project includes improvements at intersections and a new Pedestrian Hybrid Beacon (PHB) signal to connect trail users to the Atlanta Beltline Corridor at Donnelly Street.	City[1]
1176	Oakland Drive Project	Installation of speed humps and/or other traffic calming measures between Donnelly Avenue and Campbellton Road (12 humps)	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1177	Oakland Drive Resurfacing from Richland to Campbellton Road	Resurfacing from Richland to Campbellton Road	City[1]
1178	Oakland Drive Sidewalks	Install sidewalks on Oakland Drive from Avon to Campbellton, 3,300 linear feet	City[1]
1179	Oakland Drive Streetscape	Oakland Drive from Donnelly Avenue to Campbellton Road	City[1]
1180	Oakland Lane Sidewalks	Install sidewalks on Oakland Lane from Oakland Drive to Lee, 1650 linear feet	City[1]
1181	OEAM- Off-Site Mail Center Relocation	Once off site mail center is identified, will require renovation/construction.	City[1]
1182	Oglethorpe Avenue Project	Installation of speed humps and/or other traffic calming measures between Donnelly Avenue and Cascade Avenue (5 humps)	City[1]
1183	Old Chattahoochee Avenue Resurfacing from Ellsworth Industrial Boulevard to Huber Street	Resurfacing from Ellsworth Industrial Boulevard to Huber Street	City[1]
1184	Old Flat Shoals Road Sidewalks	Recommendation for Sidewalk on both sides of the street	City[1]
1185	Old Gordon Road Resurfacing from Martin L. King, Jr. Drive to Fulton Industrial Boulevard	Resurfacing from Martin L. King, Jr. Drive to Fulton Industrial Boulevard.	City[1]
1186	Old Ivy/Blackland Road Reconnection and widening	Reconnection of Old Ivy to Blackland and winding roadway from 2-lanes to 3-lanes between Roswell Road and the New Piedmont Road, approximately 500 feet.	City[1]
1187	Ontario Avenue from S. Gordon Street to RDA	Ontario Avenue (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1188	Ormewood Avenue Sidewalk	Install sidewalk on Ormewood Avenue from Boulevard to Woodland Avenue	City[1]
1189	Ormond Street	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 0.8 miles (9 blocks).	City[1]
1190	Osbourne Street	Install sidewalks from Evans Drive to Murphy Avenue	City[1]
1191	Other Building Upgrades	This project provides for renovation, upgrades and expansion of other airport buildings	City[1]
1192	Ottley Circle multi-use path; Trail Option 3	Multi-use path alternative that runs along the southwestern edge of Clear Creek and the Ottley Circle area	City[1]
1193	Outdoor Activity Center Connector Trail (Opt A)	Link the Outdoor Activity Center and Barbara A. McCoy Park to Greenwood Cemetery.	City[1]
1194	Outdoor Activity Center Connector Trail (OptB)	Link the Outdoor Activity Center and Barbara A. McCoy Park to Greenwood Cemetery.	City[1]
1195	PAL - New boxing facility	New state of the Art boxing facility, classroom,computer lab, etc.	City[1]
1196	Park Road 1 - New roadway	New Roadway through Westside Reservoir Park connecting Gary Avenue to Johnson Road at Habershal Road. Roadway will use the Boulevard/ Single Family street typology. Roadway will include streetscapes, traffic calming, traffic circles, speed tables, and so on.	City[1]
1197	Park Road 2 - new roadway	New Roadway in Westside Reservoir Park connecting Park Road 1 to Johnson Road northeast of Habershal Road	City[1]
1198	Parkway Pedestrian Facilities: Ponce de Leon to Highland Avenue	Improvements to include sidewalks on both sides, street trees, bulb-outs	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1199	Peachtree Battle/ Peachtree Road Crossing	Reconfigure the Peachtree Battle/Peachtree Road Intersection. Traffic calming and pedestrian Enhancements specifically related to the Intersection and E. Rivers Elem. School	City[1]
1200	Peachtree Center Avenue	Streetscape improvements from Decatur Street to Ralph McGill Boulevard	City[1]
1201	Peachtree Center Avenue two way conversion	2-way conversion, pedestrian and bicycle facility improvements	City[1]
1202	Peachtree Corridor Improvements, Phase 3	Improve access to bus routes and Buckhead MARTA station by reducing travel lanes from 6 to 4 with turn lanes, adding wider sidewalks, bike lanes, median, lighting, and crosswalks.	City[1]
1203	Peachtree Creek North Trail	Multi-use Beltline spur Trail that would continue along the northern edge of Peachtree Creek	City[1]
1204	Peachtree Creek-South Fork Green Infrastructure-Cheshire Bridge Road	The City has planned various projects in the Peachtree Creek sewer basin to provide sewer capacity relief and reduce stormwater runoff. Completed in 2014, the Peachtree Creek South Fork Relief Storage and Pumping Stations include a 10 million gallon equalization tank at Liddell Drive. Since construction of the project, significant reductions in sewage spills have occurred. Other projects will be constructed in order to provide not only additional sewer capacity relief but help reduce stormwater runoff and improve water quality. The focus of the Cheshire Bridge Road Green Infrastructure Project is to help reduce stormwater runoff in one of the sewer sheds of Peachtree Creek. The scope of this project includes: Constructing pervious sidewalks and street tree wells Constructing infiltration galleries and bioretention areas	City[1]
1205	Peachtree Creek spur Trail	Multi-use Beltline spur Trail that would continue along Peachtree Creek	City[1]
1206	Peachtree Hills multi-use path	Multi-use path that connects Peachtree Hills to Beltline path	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1207	Peachtree Road Streetscape	Complete streetscape with street trees and pedestrian scale lighting along Peachtree Street.	City[1]
1208	Peachtree Road and Peachtree Battle Road	CD 7 - 50%; CD 8 - 50%. Per Council's request, residents are interested in traffic calming measures at this intersection.	City[1]
1209	Peachtree Road Corridor - SR 141, Phase 1	Improvement of pedestrian and bicycle environments along Peachtree Street from Shadowlawn Avenue to Roxboro Road	City[1]
1210	Peachtree Road Corridor - SR 141, Phase 2	Improvement of pedestrian and bicycle environments along Peachtree Street from Shadowlawn Avenue to Roxboro Road	City[1]
1211	Peachtree Road ROW Optimization Project	Construction of a complete street cross-section with bike lanes and a two-way center left-turn lane	City[1]
1212	Peachtree Street (Downtown Connector to 3rd and Peachtree Circle to I-85)	Phase III of Peachtree Street Streetscape -North extent is from Peachtree Circle to I-85, southern extent from 3rd Street to bridge over Downtown connector. Middle portion of Peachtree has been completed or expected to be compete in the near future.	City[1]
1213	Peachtree Street/ Road Complete Street improvements	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements	City[1]
1214	Peachtree Street at Garnett Street Traffic Signals	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
1215	Peachtree Street North	Streetscape improvements from 10th Street to I-85.	City[1]
1216	Peachtree Street South	Streetscape improvements along Peachtree Street from 3rd Street to 10th Street	City[1]
1217	Peachtree Street Streetscape	Peachtree Street Streetscape	City[1]
1218	Peachtree Street-Peachtree Battle Avenue Area Fire Station	Peachtree Street/Peachtree Battle Avenue. Add fire station to improve response coverage.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1219	Pearl Street and Chester Avenue - New east-west street	New east-west Street between Pearl and Chester Avenue north of Memorial	City[1]
1220	Pearl Street and Chester Avenue - New north-south street	Two new north-south streets between Pearl Street and Chester Avenue north of Memorial Drive connecting to old flat shoals rd.	City[1]
1221	Pearl Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
1222	Pedestrian Crosswalks	2,400 linear feet	City[1]
1223	Peeples Street Sidewalk	Install new sidewalks on both sides of Peeples Street from Donnelly Avenue to Dimmock Street.	City[1]
1224	Peeples Street Extension	Extend Peeples Street across the Beltline to connect to White Street (public and private initiative)	City[1]
1225	Pelham Road sidewalks	Sidewalks along Pelham Road	City[1]
1226	Perkerson and Sylvan Intersection	Intersection project at Perkerson and Sylvan to include geometric, safety and operational improvement.	City[1]
1227	Perkerson Sidewalks	Install sidewalks on Perkerson from Sylvan to Metropolitan Parkway, 7590 linear feet	City[1]
1228	Perry Boulevard Streetcar	This proposed streetcar line would connect the Bankhead MARTA station to Westside Park and to Perry Boulevard. It would travel within Westside Park, on Habershal Road, and on Perry Boulevard.	City[1]
1229	Perry Boulevard Streetscapes	From Hollywood Road to Rockdale	City[1]
1230	Peters Street Retail Area Streetscape	Project includes wider sidewalks, introduce diagonal parking, installation benches, lamp posts, street trees, and crosswalk paving to create an interesting walking environment. Also repair and replace sidewalks on Peters Street.	City[1]
1231	Phipps Boulevard Extension	Extend Phipps Boulevard from the Buckhead Loop Over GA 400 to Tower Place Drive, as a 2-lane street	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1232	Piedmont and Juniper Streets Phase 1	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 4 blocks.	City[1]
1233	Piedmont and Juniper/ Courtland Streets Phase 2	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.5 miles (25 blocks).	City[1]
1234	Piedmont Avenue Bike Lanes	Bike lanes and other improvements along Piedmont Avenue. Refer to Connect Atlanta Plan for details	City[1]
1235	Piedmont Avenue Streetscape	North of Ralph McGill	City[1]
1236	Piedmont Avenue streetscape Edgewood to Dobbs	From Edgewood to Dobbs - 1400 linear feet	City[1]
1237	Piedmont Avenue/ East Morningside Drive Realignment	Align East Morningside to a right angle with Piedmont Avenue. Remove slip lane and use additional right-of-way for center turn lane. Extend center turn lane to the south, thereby extending the southbound left-turn from Piedmont onto Monroe Drive.	City[1]
1238	Piedmont Avenue/ Montgomery Ferry Realignment	Realign Montgomery Ferry to a right angle with Piedmont Avenue. Remove slip lane.	City[1]
1239	Piedmont Avenue/Road Corridor Improvements	This project will provide multi-modal improvements along the Piedmont Avenue corridor from Cheshire Bridge Road to M. L. King Jr Drive. Improvements will include sidewalk repair and installation, Americans with Disabilities Act (ADA) ramp upgrades, milling and repaving, associated traffic studies, pavement markings, signage and street lights, as appropriate.	City[1]
1240	Piedmont Circle Realignment	Publicly funded realignment of Piedmont circle to intersect with Monroe Drive Ext.	City[1]
1241	Piedmont Hospital Access Improvements	Project proposes traffic safety and pedestrian safety improvements at this busy intersection serving Piedmont Hospital.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1242	Piedmont Road multi-use Trail extension to M-1	Multi-use path that continues down Piedmont Road	City[1]
1243	Piedmont Road Pedestrian Improvements	This project will construct mid-block crosswalks with appropriate countermeasures, install assorted pedestrian refuge islands and make pedestrian safety improvements along Piedmont Road (SR 237) from Sidney Marcus Boulevard to Garson Drive. The exact locations of the improvements will be identified through a Roadway Safety Audit (RSA), which will include an analysis of pedestrian crash data, consultation with MARTA staff and interviews with community members and law enforcement officers.	City[1]
1244	Piedmont Road	From I-85 to Peachtree Road	City[1]
1245	Piedmont Road Bridge ROW Acquisition	Piedmont Road Bridge over CSX Railroad	City[1]
1246	Piedmont Road Diet 1	Reconfigure lanes on Piedmont Road from Pharr Road to Sidney Marcus Boulevard. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left-turn lanes at signalized intersections.	City[1]
1247	Piedmont Road Extension	.35 mile Street realignment an extension of Piedmont Road north as a 5-lane roadway with on-street parking.	City[1]
1248	Piedmont Road Turn Lanes	The addition of turn lanes and median improvements on Piedmont Road from Sidney Marcus Boulevard/ Morosgo Drive to Garson Road.	City[1]
1249	Pierce Avenue Sidewalk	New sidewalk along western edge of Pierce Avenue from Hollowell Parkway to North Avenue	City[1]
1250	Pine Street two-way conversion	Conversion to two-way operations on Pine Street.	City[1]
1251	Pinehurst Terrace Sidewalks	Install sidewalks on Pinehurst Terrace from Allegheny Street to Montreat Avenue	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1252	Pineview Terrace and Westmont Intersection	Install 4-Way Stop at Intersection to improve safety.	City[1]
1253	Pittman Park Pool Reconstruction	Reconstruction of pool and support facilities	City[1]
1254	Plymstock Lane	From West Wesley Road to Nancy Creek Road	City[1]
1255	Ponce De Leon	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately 0.25 miles (2 blocks).	City[1]
1256	Ponce de Leon Av Bike/ Pedestrian Facilities and Atlanta Beltline Connection	Reduce the number of lanes on PdL Avenue to 4-through lanes, a center turn lane and buffered bike lanes, and construct medians where possible, and upgrade sidewalks, bus stops, crosswalks and signals. Also construct vertical multi-use path connections to the Beltline.	City[1]
1257	Ponce de Leon Avenue at N. Highland Avenue Eastbound right-turn lane removal	Remove the right-turn lane on Ponce de Leon Avenue at North Highland Avenue to allow safer pedestrian movements.	City[1]
1258	Ponce de Leon Avenue between Piedmont and Moreland Aves	Re-stripe crosswalks and add pedestrian crossing signs	City[1]
1259	Ponce de Leon Avenue streetscape and bike lanes	New or improved sidewalks and street lighting, median with pedestrian refuge islands at Intersections, bike lanes, street furniture, and street trees from Glen Iris Drive to Highland Avenue. A portion of this improvement is proposed as a part of the Ponce Park	City[1]
1260	Ponce de Leon Avenue	Upgrade all traffic signals to include updated signal timing, including bus prioritization.	City[1]
1261	Ponce de Leon Avenue and Moreland Avenue	CD 2 - 50%; CD 6 - 50%. Based on Council request, recommend adding LT signal for SB approach.	City[1]
1262	Ponce de Leon Avenue from Argonne to Kennesaw	Implement streetscape on both sides	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1263	Ponce de Leon Avenue from Freedom Parkway to Moreland Avenue	Implement streetscape on both sides	City[1]
1264	Ponce de Leon Avenue from Kennesaw to Freedom Parkway	Implement streetscape on both sides	City[1]
1265	Ponce de Leon Avenue from Peachtree to Argonne	Implement streetscape on both sides	City[1]
1266	Ponce de Leon between Peachtree Street and West Peachtree Street	Remove parking from south side of bus contra-lane; upgrade traffic signal	City[1]
1267	Ponce de Leon from Charles Allen/Parkway to Boulevard, from Boulevard to Kennesaw, and in front of City Hall East.	Install 4-foot median segments on Ponce de Leon Avenue from Penn to Argonne, from Hunt to Charles Allen/Parkway,	City[1]
1268	Ponce de Leon Place Traffic Calming	Traffic calming measures potentially including bulbouts and chicanes.	City[1]
1269	Ponce de Leon Streetscape	Roadway improvements along Ponce. See Connect Atlanta Plan for details.	City[1]
1270	Ponce de Leon/Monroe Drive Intersection Realignment	Additional southbound turn lanes. Refer to Beltline Subarea 5 master plan for details.	City[1]
1271	Ponce Terrace Sidewalk	Sidewalks along Ponce de Leon Terrace and Pylant Street	City[1]
1272	Ponce/Moreland intersection	Follow-up study of signal upgrades	City[1]
1273	Poncey - Highland Pedestrian Countdown Signals	Replace all existing neighborhood pedestrian crossing signals with count-down signals.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1274	Poncey- Highland Neighborhood Sidewalk Repair/Construction	New or rebuilt sidewalks should be provided on: Cleburne Terrace: Both sides from Blue Ridge to North Avenues, Linwood Avenue: East side north of Blue Ridge Avenue, Blue Ridge Avenue: Both sides from North Highland to Moreland Avenues, where damaged along Somerset Terrace, Williams Mill Road, and Blue Ridge Avenue	City[1]
1275	Poncey-Highland Accessible Curb Ramps	Install ADA accessible curb ramps where missing throughout the neighborhood	City[1]
1276	Poncey-Highland Complete Street Conversion	Convert the following streets to complete streets: Blue Ridge Avenue, Somerset Terrace, Bonaventure Avenue, Linwood Avenue and Cleburne Terrace	City[1]
1277	Poncey-Highland Re-stripe Key Crosswalks	All along Ponce De Leon Avenue and North Avenue at Somerset Terrace, at Bonaventure Avenue, at Freedom Parkway, at Linwood Avenue and at Ralph McGill Place	City[1]
1278	Powers Ferry Extension	Extend Powers Ferry from Roswell Road to the New Piedmont Road a 3-lane street, approximately 500 feet.	City[1]
1279	Powers Ferry Road	Replacement of 105 year old bridge over Nancy Creek between Pineland Road and Hillside Drive.	City[1]
1280	Powers Ferry/Lake Forrest Roundabout	Construction of a roundabout at the intersection of Powers Ferry Road, Lake Forrest Drive and Putnam Drive/Circle	City[1]
1281	Princess Sidewalks	Install sidewalks on Princess from Avon to Oakland Lane, 1980 linear feet	City[1]
1282	Princeton Lakes Area Fire Station	Princeton Lakes area fire station. Add fire station to improve response coverage.	City[1]
1283	Proctor Creek Greenway	Proctor Creek Greenway- 13 acres comprised of 17 parcels at: 1218, 1228, 1232, 1238 Simpson Road, 176, 188, 182, 200, 216, 220, 228, 234, 242, 246, 250270 and 276 Troy Street. Create a greenway trail along Proctor Creek.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1284	Proctor Creek Greenway	Design and construct a 7-mile hard surface trail along Proctor Creek from Maddox Park to the Chattahoochee River	City[1]
1285	Property located across from Holmes Crossing Plaza between Martin Luther King, Jr. Drive and the railroad	Greenspace Acquisition	City[1]
1286	Property located across from Lyhnhurst Plaza between Martin Luther King, Jr. Drive and the railroad	Greenspace Acquisition	City[1]
1287	Property located adjacent to Adamsville Library and property located at Martin Luther King, Jr. Drive and Brownlee	Greenspace Acquisition	City[1]
1288	Provide wayfinding system	Provide Wayfinding Signage System -Key elements will include: uniform, attractive and geographically-oriented maps, signs and kiosks which capitalize on the industrial historic character of the area; signage at each node - Howell and Huff, Marietta Boulevard.	City[1]
1289	Pryor Road Trail East	This Trail should run from the Beltline, south through the Schools at Carver and South Atlanta Park, to Arthur Langford Jr. Park.	City[1]
1290	Pryor Road Trail West (OptA)	This Trail would run from the Beltline, to the west side of Pryor Road, to Arthur Langford Park, generally following the South River, to the Lakewood Fairgrounds.	City[1]
1291	Pryor Road Trail West (OptB)	This Trail would run from the Beltline, to the west side of Pryor Road, to Arthur Langford Park, generally following the South River, to the Lakewood Fairgrounds.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1292	Pryor Road	Gateway Elements	City[1]
1293	Pryor Street Sidewalk	Install sidewalks on Pryor Street from Ridge Avenue to Pryor Road and Pryor Circle split (1.24 miles)	City[1]
1294	Pryor Street at Underground Atlanta Crosswalk Traffic Signal	Replacement of traffic signal LEDs, cabinet, controller monitor, signal wiring, communications, and timing at the intersection.	City[1]
1295	Pryor Street Beltline Trail Spur	Multi-use trail spur from Beltline corridor at McDonough/Hank Aaron down Pryor Street via Carver Schools and extending to Lakewood Fairgrounds. Funding sources for Design and Construction have not been identified.	City[1]
1296	Pryor-Piedmont Mew	New roads associated with redevelopment -1500 linear feet	City[1]
1297	Public Facilities portfolio	Complete required improvements at various City facilities to meet DOJ/ADA compliance Replacement and relocation of the MLK Natatorium	City[1]
1298	Public Parking	Build public parking decks with up to 10,000 spaces	City[1]
1299	Public Safety Annex	Security lighting, and interior upgrades to existing building.	City[1]
1300	Public Safety Annex	Security upgrades - fencing, exterior lighting, gun vault, and cameras. Parking lot - repair.	City[1]
1301	Public Safety Portfolio	Replacement and relocation of 2 high priority fire stations Replacement and relocation of 2 high priority police stations Upgrades to the security, fire, lighting, and elevator systems, as well as exterior painting of Corrections Facility:	City[1]
1302	Pylant Street Extension	Extend Pylant street to connect to new street on the west side of the Beltline	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1303	R.D. Abernathy Boulevard from Martin Luther King, Jr. Drive to Laurel Bicycle and Pedestrian. Facilities upgrade	Project will include Pedestrian lighting, bulbouts, and pedestrian islands, sidewalk and sidewalk upgrades. Improvements to include bicycle racks in commercial areas: Pedestrian. Signal actuators on Martin Luther King, Jr. Drive at Larchwood Street; RDA Boulevard pedestrian facilities. RDA/Lucile Avenue bike route=Share lane marking and signage: 5000 lf, Pipe bollards at trail intersections.	City[1]
1304	R.D. Abernathy/Georgia Avenue Complete Street Improvement	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements Cascade Avenue to Westview Drive. Resurfacing will be completed by GDOT.	City[1]
1305	Railroad Spur Streetscape/Landscape	The abandoned railroad spur south of Nelson Street and west of Walker Street is currently unpaved. The proposed project is to pave the spur to ensure the safe access of residents and emergency vehicles, and to provide lighting and drainage and striped parking spaces.	City[1]
1306	Ralph Abernathy Boulevard/Cascade Intersection	Study only existing volumes indicate that these lanes are needed - Study the potential for pedestrian enhancement by eliminating right-turn lanes between Langhorn and RDA (based in part on proposed network connections).	City[1]
1307	Ralph David Abernathy (RDA) Boulevard Extension	Extend RDA Boulevard across Cascade Avenue to Hopkins Street Ext (through the current Kroger site), per the Connect Atlanta Plan (Connect Atlanta #NS-025)	City[1]
1308	Ralph David Abernathy 010 Bulbouts	Install landscaped bulb-outs at crosswalks	City[1]
1309	Ralph David Abernathy and Westview Drive	Redesign intersection to accommodate a single-lane roundabout.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1310	Ralph David Abernathy Boulevard and Cascade Avenue Commercial Corridor -Crosswalks and signal	Upgrade all crosswalks to GDOT standards and install pedestrian crossing signs along Cascade Avenue and Ralph David Abernathy Boulevard. Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks. Install channelized pedestrian islands in NW and NE corners of Westwood Avenue/ Donnelly Avenue/Cascade Avenue intersection. Install a left-turn signal from Cascade Avenue onto Ralph David Abernathy Boulevard	City[1]
1311	Ralph David Abernathy Boulevard and Cascade Avenue Commercial Corridor -Streetscape	Install granite curbs along Cascade Avenue between Ralph David Abernathy Boulevard and Beecher Street, and along Ralph David Abernathy Boulevard between Cascade Avenue and Langhorn Street. Install pedestrian lighting (Type C, color black) along Cascade Avenue between Ralph David Abernathy Boulevard and Beecher Street and along Ralph David Abernathy Boulevard between Cascade Avenue and Langhorn Street. Improve street lighting (Cobrahead, color black) along Cascade Avenue between Ralph David Abernathy Boulevard and Beecher Street, and along Ralph David Abernathy Boulevard between Cascade Avenue and Langhorn Street. Plant trees (30 feet apart) to create a buffer between automobile traffic and pedestrians along Cascade Avenue between Ralph David Abernathy Boulevard and Beecher Street, and along Ralph David Abernathy Boulevard between Cascade Avenue and Langhorn Street. Plant landscaping at the intersection of Muse Street and Ralph David Abernathy Boulevard. Install benches (Victor-Stanley style C-96, eight feet long, center armrest, color black) and trash receptacles (Victor-Stanley style	City[1]
1312	Ralph David Abernathy Boulevard and Lucile Avenue Commercial District -Crosswalks	Upgrade all crosswalks to GDOT standards and install pedestrian crossing signs along Ralph David Abernathy Boulevard. Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks. Install landscaped bulb-outs at crosswalks.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1313	Ralph David Abernathy Boulevard and Lucile Avenue Commercial District -Streetscape	Widen or repair the sidewalks Improve streetscape and lighting. Place trash receptacles at bus stops. Create designated on-street parking along Ralph David Abernathy Boulevard. And other improvements.	City[1]
1314	Ralph David Abernathy Boulevard and Lucile Avenue Gateway	Redevelop small triangle lot (Parcel ID 14 -0140-0007-001-3) at the corner of Ralph David Abernathy Boulevard and Lucile Avenue as a landscaped plaza/ park with a gateway element.	City[1]
1315	Ralph David Abernathy Boulevard Extension	Extend R D Abernathy Boulevard to Bernice Street extension (public and private initiative)	City[1]
1316	Ralph David Abernathy Boulevard Streetscapes2	Installation of streetscape elements on RDA from Lee Street to Lowery Boulevard. Improvements include installation of sidewalks with paver accents, ADA ramps, granite curbs, two gateway features, street furniture, landscaping, crosswalks, sidewalk panels.	City[1]
1317	Ralph David Abernathy Streetscape Improvements	Streetscape 3446 linear feet -to include sidewalks, curbs, street trees, lighting and street furniture	City[1]
1318	Ralph David Abernathy/ Lucile Street	Add signal and left-turn lane	City[1]
1319	Ralph McGill Boulevard streetscape and bike lanes	Includes sidewalks, bike lanes, street furniture, street lighting, curbs, ramps, and street trees from Jackson Street to Freedom Parkway. Coordinate with P-11, I-1, I-2, I-3, R-2 and M-2	City[1]
1320	Ralph McGill Boulevard Bicycle Facilities	Addition of Bicycle Facilities along Ralph McGill Boulevard.	City[1]
1321	Rankin Street/ Wilmer Street Crossing	Create a pedestrian crossing including striping and ramps. Sidewalks should be included when property redevelops. Coordinate with R-5 and NR-5.	City[1]
1322	RDA and Central Avenue	Gateway Elements	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1323	RDA Boulevard Pedestrian Facility from Peeples Street to Lowery Boulevard and from Lee Street to Metropolitan Parkway	Phase II of RDA Improvements. Western Section (Peeples to Lowery) and eastern section (Lee Street to Metropolitan) The proposed RDA Boulevard pedestrian facilities includes a total of 2, 581 linear feet (850' west of Phase I, and 1731' east of Phase I) of street.	City[1]
1324	RDA/Langhorn Intersection Improvement	Install southbound Langhorn Street right turn, through, and left-turn lanes; northbound White Street left-turn and through/right-turn lanes; and a northbound White Street protected and permitted left-turn signal.	City[1]
1325	RDA-020 Beltline Bicycle Connection	Connect the Beltline Trail with the Ralph David Abernathy Boulevard and Lucile Avenue commercial district via a bike route along Lucile Avenue.	City[1]
1326	RDA-025 Improve On Street Parking	Create designated on-street parking along Ralph David Abernathy Boulevard.	City[1]
1327	Reconnect Hillard Street	Reconnect Hillard street across Freedom Parkway (in conjunction with reconfiguration of the Freedom Parkway Interchange).	City[1]
1328	Reconnect Trabert Avenue around Waterworks	Two lane roadway with sidewalks, increase access to proposed Waterworks Park. Bridge structure required. Property already part of Hemphill Water Works. Note that this project is out of study area boundary.	City[1]
1329	Reconnection of Walthall Street	Re-connection of Walthall Street to Seaboard Avenue, south of Inman Park/ Reynoldstown MARTA Station	City[1]
1330	Recreation Center -District 6	Design and Construction of Recreation Center - typically including multi-purpose room(s), gymnasium, special purpose rooms depending on anticipated programming.	City[1]
1331	Redland Road traffic calming	Traffic calming along Redland Road	City[1]
1332	Regional Park: Northeast Atlanta	Acquisition for Regional Park.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1333	Replace the SOS precinct	Phase I - Acquire Property. Current location for sale. Located at 180 Southside Industrial facility. Assessment Pending.	City[1]
1334	RES-002 Elevated Intersections	Construct elevated intersection at South Gordon Street and Ontario Avenue with landscaped bulb-outs, elevated granite/stone crosswalks, and elevated asphalted crosswalk center	City[1]
1335	RES-014 South Gordon Street Bicycle Accommodations	Install marked on-road bicycle lanes and associated signage along South Gordon Street, as part of road-diet project.	City[1]
1336	Reversible Lane System	Replacement of reversible lane systems to include paving markings, controllers, cabinets, signal displays and signs.	City[1]
1337	Rice Street Plaza -Land	0.2 acres	City[1]
1338	Rice Street Plaza -Improvements	Rice Street Plaza - Improvements	City[1]
1339	Richland Road Extension	Extend Richland Road across the Beltline to connect to White Street (public and private initiative).	City[1]
1340	Richland Sidewalks	Install sidewalks on Richland from Westmont Road to Lawton Street.	City[1]
1341	Ridge Avenue Realignment	Realign Ridge Avenue to connect to Hank Aaron via Weyman Avenue and cul-de-sac the existing section of Ridge Avenue between Weyman and Hank Aaron/ McDonough Intersection.	City[1]
1342	Ridge Avenue Trail and Bridge	The Ridge Avenue right-of-way should be used as a Trail that connects Peoplestown to the Beltline. A bridge over the rail line should be included.	City[1]
1343	Ridge Avenue to Boulevard Connection	New street along the Beltline (on the north side) connecting Boulevard to Ridge Avenue at the intersection of Hank Aaron and Ridge Avenue (public and private initiative).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1344	Ridge/McDonough/Hank Aaron	Close crossing over at-grade rail line. Hank Aaron turns to become Ridge on north side of rail; University turns to become McDonough. Access to McDonough occurs via Milton Avenue and Lakewood Avenue.	City[1]
1345	Robson Street Sidewalks	Recommendation for Sidewalk on both sides of the street.	City[1]
1346	Rochelle Drive Extension	Extend Rochelle Drive to R D Abernathy street extension (public and private initiative).	City[1]
1347	Rochelle Street Sidewalks	Install sidewalks on Rochelle from Richland Road to Copeland Street.	City[1]
1348	Rock Springs Road Streetscape	Sidewalks along Rock Springs Road	City[1]
1349	Rockwell Street	2200 linear feet.	City[1]
1350	Rocky Ford Road/ College Avenue/DeKalb Avenue intersection	Appropriate re-engineering of the intersection of Rocky Ford/College Avenue/ DeKalb Avenue to allow/ provide safe interactions between vehicles and both on and off street bicycle elements and pedestrians.	City[1]
1351	Rose Circle Park -Improvements	Decorative element (e.g. water element and/or public art); other site amenity.	City[1]
1352	Rose Circle Realignment	Reroute Rose Circle on existing parkland north to White Street near Azalea Street; convert closed segment to park space.	City[1]
1353	Rosel Fann Bridge Reconstruction	Rosel Fann Bridge Reconstruction.	City[1]
1354	Roswell Road Re-build	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road to New Piedmont 1,800 feet.	City[1]
1355	S. Gordon Street from Beecher Road to RDA	S. Gordon Street (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.	City[1]
1356	S. Gordon Street Pedestrian Improvements	Sidewalk and ADA Ramp Installation and Repair along S. Gordon Street.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1357	Saint Charles Avenue Extension Multi-use Trail	Connect new street across Beltline to Saint Charles Avenue via multi-use Trail.	City[1]
1358	Sanders Avenue Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
1359	Sandtown Road and Central Villa Intersection	Install 4-Way Stop at Intersection to improve safety.	City[1]
1360	Sandtown Road Streetscape	Sandtown from Cascade Road to Venetian Drive.	City[1]
1361	Sawtell Avenue (both sides), east of Jonesboro	New Sidewalk.	City[1]
1362	School Drive/Hutchens Road Pedestrian Improvements	Sidewalk and ADA Ramp Installation along School Drive and Hutchens Road	City[1]
1363	School Road (both sides), west of Jonesboro Road	New Sidewalk.	City[1]
1364	SE Atlanta Beltline LRT	Light rail transit along Atlanta Beltline Row associated bike/Pedestrian/Trail improvements running from downtown/Auburn Avenue Streetcar Loop Loop to Glenwood Park/Grant Park at Glenwood Avenue and/or Boulevard. Also interconnects with MARTA East I-20 BRT/LRT at Glenwood Park	City[1]
1365	Seaboard Avenue Sidewalk	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
1366	Secondary Bike Routes	Identified throughout Subarea 4, secondary bike routes are noted with signage, although typically do not have a designated bike lane.	City[1]
1367	Sells Avenue Traffic Calming	Install traffic calming features from Langhorn Street to I-20; per Connect Atlanta Plan (#TC-002). Specifics to be coordinated with GDOT.	City[1]
1368	Sells Avenue Extension	Extend Sells Avenue across the Beltline to make the East- West Street connection (public and private initiative)	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1369	Selman Street Sidewalk	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist	City[1]
1370	Sewer Group [6R] - Landrum Drive Outfall Replacement (Utoy Creek Basin)	Approximately 2720 linear feet of new and replacement sewer to divert flow from Adams Drive to the Landrum Drive Outfall and providing adequate capacity in the Landrum Drive Outfall.	City[1]
1371	Sewer Group [6R] - South Utoy Creek Trunk System Replacement by Pipe bursting (Utoy Creek Basin)	Replacement of 7200 linear feet of 18-inch sewer with larger diameter ranging from 24 to 48 inch. The replacement will provide capacity relief in conjunction three new passive control structures.	City[1]
1372	Sherwood Street	Recommendation for Sidewalk on both sides of the street.	City[1]
1373	Short Street	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
1374	Sidewalks on all Streets in the Lakewood Village, both sides	New Sidewalk	City[1]
1375	Signs and Markings Inventory and Conditions Assessment	The Manual of Uniform Traffic Control Devices (MUTCD) 2009 made changes that affect City signs and markings. A sign inventory to assess the affected signs and prepare a compliance plan is needed. The assessment will provide condition information for signs. From the 2010 State and the City's Transportation and Infrastructure and Fleet Inventory Report.	City[1]
1376	Silver Comet Connector Trail	Planned Trail, built by the PATH Foundation, connecting the Silver Comet Trail to the City of Atlanta.	City[1]
1377	Simpson Road - New Jersey Avenue to West Lake Avenue, South Side - New Sidewalk	5 ' Sidewalk, South Side with additional engineering due to grade.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1378	Simpson Road - Sewanee Avenue to New Jersey Avenue - New Sidewalk	5 ' Sidewalk, South Side with additional engineering due to grade	City[1]
1379	Simpson Road - Streetscape Improvement	Preliminary Design and Construction.	City[1]
1380	Simpson Road - Activity Center Enhanced Transit Amenities	Activity centers, Middle and High Schools: Lighting, shelters, trash receptacles.	City[1]
1381	Simpson Road - Corridor Wide Transit Amenities	All stops: sidewalk and concrete pad, adequate safe crossing.	City[1]
1382	Simpson Road -Review striping, marking and signage for MUTCD compliance	Applies to Segments without recommended reconfiguration (Chappell to HE Holmes).	City[1]
1383	Simpson Road - Signal System Upgrade	10 Signals to Mast Arms, Controllers, Coordination and Timing, Fiber Optic Communications.	City[1]
1384	Simpson Road - Transit Operations Modifications	Provide direct bus service along corridor (may be able to realign existing routes).	City[1]
1385	Simpson Road and Chappell Street: Intersection reconfiguration	Turn Lanes, Geometric Improvements.	City[1]
1386	Simpson Road Corridor Safety and Pedestrian Utility Safety Improvements	Relocate signs utility poles in sidewalk ROW or divert sidewalk around utility poles to maintain adequate width.	City[1]
1387	Simpson Road HE Holmes Drive to New Jersey Avenue - New Sidewalk	5 ' Sidewalk, North Side with additional engineering considerations at creek.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1388	Simpson Road Signal Warrant Analysis Study	Signal Warrant Analysis for 3 Intersections.	City[1]
1389	Simpson Road Streetscape Project	Holly Road to Chappell Road, Mayson Turner to Bridge Culvert, Bridge Culvert Widening, Bridge Culvert to MARTA Bridge, JP Brawley Drive to Sunset Avenue, Vine Street, Edwards Street to Northside Drive, ADA Ramps and Crosswalks, Replace Strain Poles for ADA Ramps.	City[1]
1390	Simpson Road Streetscapes	From Northside Drive to West Lake Avenue.	City[1]
1391	Simpson Road Streetscapes, phase 2	Phase II streetscape construction from 100 feet -0 west of West Lake Avenue to 400 feet -0 inches east of Woodlawn Avenue. TE funded. Scope includes new sidewalks, new crosswalks, granite curbing, pedestrian lighting, brick pavers, bicycle lanes and street overlay.	City[1]
1392	Simpson Road warning signs	Install a Signal Ahead advanced warning signs -Three Intersections, 5 Signs	City[1]
1393	Simpson Road/H.E. Holmes Drive	Roundabout at Simpson Road and H.E. Holmes Drive	City[1]
1394	Simpson Street - Pedestrian Refuge median near Griffin Street	Install 400' raised median with pedestrian treatments at crossings to address pedestrian and operational study.	City[1]
1395	Simpson Street and J. E. Lowery Boulevard: Intersection reconfiguration	Turn Lanes, Geometric Improvements.	City[1]
1396	Simpson Street and West Lake Boulevard: Intersection reconfiguration	Turn Lanes, Geometric Improvements.	City[1]
1397	Simpson Street - Signal System Upgrade:	3 signals to mast arm controllers, coordination and timing, fiber optic communications	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1398	Simpson Street and Lowery Boulevard, Intersection Reconfiguration	Turn Lanes, Geometric Improvements, Pedestrian and Bicycle Improvements	City[1]
1399	Simpson Street and Sunset Avenue: Intersection Reconfiguration	Safety Improvements, operational modifications	City[1]
1400	Simpson Street Roadway Operational Modifications	Northside Drive to Lowery Boulevard -Reconfigure up to 3 lanes with Bike lanes, Curb and Gutter Upgrade	City[1]
1401	Simpson Street, near Sciple Terrace Pedestrian Refuge Median and Further study for Signalized Intersection	Install 400' raised median with pedestrian treatments at crossings to address pedestrian and operational study	City[1]
1402	Solar MLK Natatorium	To deploy solar arrays in the roof of the MLK Natatorium and provide clean energy in the building.	City[1]
1403	South Bend Park -Cultural Center	Life cycle reconstruction/improvements building and grounds.	City[1]
1404	South Bend Park Improvements	Park facilities and amenities - life cycle reconstruction of existing (pavilions, athletic fields, playground etc); new facilities/amenities (pathways, skate park).	City[1]
1405	South Boone Boulevard Greenway Trail Spur	Connect Beltline Trail to Boone Boulevard via Troy Street greenway; Pass north under Boone Boulevard bridge and create Trail connection at Boone Boulevard and Troy Street Intersection	City[1]
1406	South CDB Streetscape	South CDB Streetscape	City[1]
1407	South Gordon Street Bicycle Accommodations	Install marked on-road bicycle lanes and associated signage along South Gordon Street, as part of road-diet project	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1408	South Gordon Streetscapes	Install benches (Victor-Stanley style C-96, eight feet long, center armrest, color black) and trash receptacles (Victor-Stanley style SD-42, color black) along South Gordon Street. Extend landscape strips to six feet wide on South Gordon Street. Plant canopy trees along South Gordon Street where possible.	City[1]
1409	South Peeples Street Extension	Extension of South Peeples Street north from Donnelly Avenue to White Street Ext with an at-grade Beltline crossing, per the Connect Atlanta (Connect Atlanta #NS-021; PS-NS-012)	City[1]
1410	South River Plant Consolidation	Consider consolidating nearby Flint River Pump Station, Intrenchment Creek facility and other facilities into the Utoy facility.	City[1]
1411	Southeast Atlanta Green Infrastructure Initiative (SAGII) -Capacity Relief Ponds	Address combined sewer system capacity limits within the Custer Avenue sub-basin with both green and gray infrastructure features to intercept, hold, and slowly release stormwater into the downstream collection system.	City[1]
1412	Southeast Beltline Transit	Streetcar transit in Atlanta Beltline southeast corridor from Lee Street at the south to Glenwood Avenue at the north.	City[1]
1413	Southside Industrial Parkway	Southside Industrial Parkway.	City[1]
1414	Southside Park - New Entrances	Two new 2-lane driveways with sidewalks, at Macedonia Road and Southside Industrial Parkway.	City[1]
1415	Southside Park - Ph 4 Playground and Picnic Pavilion	Playground, picnic pavilion, multi-use trail and walkway segments.	City[1]
1416	Southside Park - Ph 5 Skatepark	Skatepark, walkways, landscaping.	City[1]
1417	Southside Park - Ph 9 Nature Center	Center, amphitheater, multi-use trail and walkway segments.	City[1]
1418	Southside Park-Provide pedestrian access	Install sidewalks from the Atlanta Expo Center and the proposed Conley Road retail district underneath I-285.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1419	Southtown Trail Connector	A Trail should connect Arthur Langford Jr. Park with Lakewood Fairground. Together with the Pryor Road Trail West, this will form a connection from the Beltline to the fairgrounds.	City[1]
1420	South-West Main Improvements (30-inch pipeline)	Design 30,000 linear feet of 54-inch water main that will run from the Adamsville Booster Pump Station south along Fairburn Road to Campbellton Road; and design 34,000 linear feet of 30-inch water main that will run from the intersection of Mt. Gilead Road and Fairburn Road east along Mt. Gilead Road and then east along Campbellton Road and Dill Avenue to the intersection of Sylvan Road	City[1]
1421	Spalding Drive Realignment	Realign Spalding Drive to Peachtree Valley Road	City[1]
1422	Spring Connection at Ivan Allen Plaza	To coincide with OW-012, build connection from Spring north of I-75/85 to Spring-West Peachtree connector.	City[1]
1423	Spring Street - C	Streetscape improvements along Spring Street from Pine Street to Peachtree Street.	City[1]
1424	Spring Street (US 19) Pedestrian Mobility and Safety Improvements	Pedestrian improvements, including sidewalk cross walks and signal upgrades, from Peachtree Street to 17th.	City[1]
1425	Spring Street 2-Way Conversion	2-way conversion.	City[1]
1426	Spring Street and West Peachtree	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.25 miles (24 blocks). This Project would include the removal of the Williams Street north bound on-ramp to I-75.	City[1]
1427	Spring Street Improvements	Streetscape, traffic circle, two way.	City[1]
1428	Spring Street Viaduct	From Proctor Creek to East of CSX Railroad Bridge near Marietta Boulevard.	City[1]
1429	Springdale Road	Install sidewalks from Perkerson Road to dead-end at City of Hapeville.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1430	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	From Alabama Street to Marietta Street [SEE ALSO AT-086A].	City[1]
1431	SR 154 (Memorial Drive) Corridor Improvements	Streetscape Improvement on Memorial Drive from I-75/85 to Candler Road.	City[1]
1432	SR 154 Memorial drive Multimodal Safety Improvements	Pedestrian improvements, including sidewalk cross walks and signal upgrades, from Moreland (US 23) to Candler (SR 155).	City[1]
1433	Street Charles Avenue Sidewalk	Sidewalks along Street Charles Avenue.	City[1]
1434	Street. Johns Avenue Extension	Extend Street. Johns Avenue to Ellsworth Industrial.	City[1]
1435	Stadium Park	Acquisition, Design and Construction of Park land within the Stadium TAD boundary, including Turner Field. 25 -35 acres.	City[1]
1436	Stanton Road from Campbellton Road to city limits.	Install sidewalks.	City[1]
1437	Stephen Long Drive Sidewalk	Install sidewalks along Stephen Long Drive.	City[1]
1438	Stovall Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
1439	Street and Sidewalk Inventory and Condition Assessment	This inventory will determine street pavement condition on all city streets. It will also provide location and condition of sidewalks and ramps and ADA compliance. It will be used for project prioritization, budget and replacement schedule. From: 2010 State of City's Transportation Infrastructure and Fleet Inventory Report.	City[1]
1440	Street Light Assessment	The assessment will inventory street light type, location, service point and wiring system configuration, to include coordination with GA Power. From 2010 State of City's Transportation Infrastructure and Fleet Inventory Report.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1441	Street Light Program -Phase 2	The goal of the program is to upgrade the street light infrastructure, citywide. Phase 2 of 3.	City[1]
1442	Street Light Program, Phase 3	The goal of the program is to upgrade the street light infrastructure, citywide. Phase 3 of 3.	City[1]
1443	Street Resurfacing Program - Phase 2	The purpose of the street resurfacing program is to replace all pavement, citywide. Phase 2 0f 3.	City[1]
1444	Subarea Beltline Plan and Loring Heights Neighborhood Master Plan - New Street Development	New Street Development per Subarea Beltline Plan and Loring Heights Neighborhood Master Plan.	City[1]
1445	Sunset Avenue - New Sidewalk:	New 5' sidewalk, curbs, gutters, ramps and streetlights: From Simpson Street to Kennedy Street. (0.46) miles	City[1]
1446	Sunset Street Improvements	6200 linear feet - street lights and landscaping.	City[1]
1447	Sydney Street Resurfacing from Connally Street to Cherokee Avenue2	Resurfacing from Connally Street to Cherokee Avenue.	City[1]
1448	Sylvan and Deckner Intersection	Intersection project at Sylvan and Deckner to include geometric, safety and operational improvement.	City[1]
1449	Sylvan Hills New Roadways	New roadways to support the Sylva Hills park and residential development.	City[1]
1450	Sylvan Hills Pedestrian Improvements	Sidewalk and ADA Ramp Installation and Repair within the Sylvan Hills neighborhood.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1451	Sylvan Road Corridor Complete Street Project	Milling and repaving, sidewalk, ADA ramp and pedestrian lighting repair and installation, and addition of bicycle facilities along Sylvan Road between Lee Street (US 29/SR 139/SR 154) and Langford Parkway (SR 166), including pedestrian safety improvements at Sylvan Road at Lee Street (US 29/SR 139/SR 154)/Murphy Avenue, Sylvan Road at Dill Avenue, Sylvan Road at Brewer Boulevard/ Deckner Avenue and Sylvan Road at Astor Avenue/ Langston Avenue/Perkerson Road/Sylvan Cir.	City[1]
1452	Sylvan Road Sidewalk	Install sidewalks on Sylvan Road from Murphy Avenue to Deckner Avenue (0.83 mile)	City[1]
1453	Sylvan Road Extension	Extend Sylvan Road north of Lee Street, crossing Beltline and connecting to Joseph Lowery Boulevard.	City[1]
1454	Sylvan Streetscape	Sylvan from Murphy to Langford, 20460 linear feet.	City[1]
1455	Sylvan/Murphy Intersection Improvement	Install a signal, if and when warranted based on a traffic study.	City[1]
1456	TDR enabling ordinance amendment	Amend Transfer of Development Rights ordinance. Amendment is needed for Beltline Redevelopment.	City[1]
1457	Tech Parkway Multi-Use Path	New multi-use pedestrian path along Tech Parkway.	City[1]
1458	Tell Road. at Fairburn to Greenbriar Parkway. At Stone Road. Campbellton West	Tell Road. and Greenbriar Parkway. Connection: Evaluate potential connection of Tell Road. to Greenbriar Parkway. At Stone Road. (will require bridging railroad and coordination with Coventry Station Developer).	City[1]
1459	Tell Road	From Butner Road to dead end (approximately 0.25 miles).	City[1]
1460	Temple Street: New Connection	New .12 mile Roadway to reconnect street grid near Beltline redevelopment and provide access to new Maddox Park Extension.	City[1]
1461	Terminal and Concourses	This project will provide for renovations of terminals and concourse to extend useful life of facilities.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1462	Thomasville Heights north of McDonough Boulevard.	Network opportunities - Thomasville Heights: Various network connections that are possible with redevelopment. Evaluate the possibility of new signal on Moreland Avenue north of McDonough Boulevard.	City[1]
1463	Toomer Elementary -Boys and Girls Club Mixed Use Trail (Completion)	Completion of mixed use trail system in front of Kirkwood Boys and Girls Club.	City[1]
1464	Trabert Avenue Extension (east)	Trabert Avenue extension from Deering extension to Northside Drive; align with Northside Circle.	City[1]
1465	Trabert Avenue Extension (west)	Trabert Avenue extension from Fairmont to Howell Mill.	City[1]
1466	Trabert Street Sidewalk	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
1467	Traffic Calming Measures	Unspecified.	City[1]
1468	Traffic Calming Measures CD 05	Evaluations underway for Atlanta Public Schools within this Council District (5).	City[1]
1469	Traffic Calming Measures, CD 01	Evaluations underway for Atlanta Public Schools within this Council District (1).	City[1]
1470	Traffic Calming Measures, CD 02	Evaluations underway for Atlanta Public Schools within this Council District (2).	City[1]
1471	Traffic Calming Measures, CD 03	Evaluations underway for Atlanta Public Schools within this Council District (3).	City[1]
1472	Traffic Calming Measures, CD 04	Evaluations underway for Atlanta Public Schools within this Council District (4).	City[1]
1473	Traffic Calming Measures, CD 06	Evaluations underway for Atlanta Public Schools within this Council District (6).	City[1]
1474	Traffic Calming Measures, CD 08	Evaluations underway for Atlanta Public Schools within this Council District (8).	City[1]
1475	Traffic Calming Measures, CD 09	Evaluations underway for Atlanta Public Schools within this Council District (9).	City[1]
1476	Traffic Calming Measures, CD 10	Evaluations underway for Atlanta Public Schools within this Council District (10).	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1477	Traffic Calming Measures, CD 11	Evaluations underway for Atlanta Public Schools within this Council District (11).	City[1]
1478	Traffic Calming Measures, CD 12	Evaluations underway for Atlanta Public Schools within this Council District (12).	City[1]
1479	Traffic Signage Program	The Manual on Uniform Traffic Control Devices (MUTCD) establishes standards for the installation and placement of traffic signs in roadways. New standards require a minimum retro-reflectivity requirements. An estimated 63% of COA signs does not meet the MUTCD standards. High priority costs: $4.3M, medium priority cost: $12.1M, low priority cost: $5.2M. From: 2010 State of City's Transportation Infrastructure and Fleet Inventory Report	City[1]
1480	Transit	Beltline Transit.	City[1]
1481	Transit Improvement -D. L. Hollowell Parkway Bus Shelters	Transit Improvement - D. L. Hollowell Parkway Bus Shelters with trash cans and paved waiting areas, signage and crosswalks at major bus stops: Bankhead station, Chappell, West Land/Grove Park, Hollywood, Mildred, James Jackson, Yates, Maynard.	City[1]
1482	Transportation Portfolio	Bridges; Complete streets along major corridors; ADA ramps and sidewalks to meet DOJ/ADA compliance; high priority curbing; paving all high priority and 75% of medium priority gravel roads; Repaving all high priority major roadways and high priority incomplete subdivisions; Replacement of damaged and missing street lights and associated components, including wiring, poles, and shrouds; Optimization of traffic signal operations along major thoroughfares and upgrades to traffic signals and all high priority school zone flashers	City[1]
1483	Trenholm Street and Hills Avenue two-way street conversion	Trenholm Street and Hills Avenue are one way pairs and receive very little use, the should be converted to two way streets. An assessment of Hills may consider abandoning the street or to closing it to all motorized traffic.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1484	Troy Street - New Connection	New .32 mile Roadway to reconnect street grid near Beltline redevelopment and provide access to new Maddox Park Extension.	City[1]
1485	Tucker Avenue	From Peeples Street to Lee Street.	City[1]
1486	Tucker Avenue Paving	Pave unimproved section of Tucker Avenue, 1100 feet wide, 17,600 sf pavement.	City[1]
1487	Tucker Street Streetscape	Tucker from Lee to Peeples (paving new street and sidewalk installation).	City[1]
1488	Tye Street Sidewalks	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
1489	University Avenue Complete Street Improvement	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements	City[1]
1490	University Avenue Extension	New street to connect University Avenue and Avon Avenue across the Beltline	City[1]
1491	University Avenue Roadway Enhancement	Roadway Enhancement on University Avenue from Metropolitan Avenue to McDonough Boulevard.	City[1]
1492	University Avenue Streetscape	4000 linear feet.	City[1]
1493	University Avenue/I-75/85 North Ramps Intersection Improvement	Install a signal, if and when warranted based on a traffic study.	City[1]
1494	University Avenue/I-75/85 South Ramps Intersection Improvement	Add an eastbound right-turn lane.	City[1]
1495	University/McDonough / Hank Aaron Intersection Improvement	Reconfigure Intersection to account for closure of Ridge Avenue.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1496	Unpaved Streets Paving - Phase 1	Paving of previously unpaved roadways. 8.55 miles of roads are unpaved. Prioritization for paving include condition, daily traffic volume, housing fronting the road, proximity to schools, hazards, drainage and ROW. High Priority cost: $4.6, medium priority cost: $13.5 and low priority cost: $14M. Included in Renew Atlanta resurfacing projects From: 2010 State of City's Transportation Infrastructure and Fleet Inventory Report.	City[1]
1497	Upgrade Meldrum Street	Upgrade, pave and add sidewalks from Sunset ave. to Chestnut Street.	City[1]
1498	Upgrades 818 Pollard Street	Facility upgrades for Code Enforcement offices. Renovations to address requested renovations with Code enforcement. Assessment Pending.	City[1]
1499	Urban Design Guidelines	Develop and adopt urban design policies and standards to guide development patterns.	City[1]
1500	Urban Redevelopment Area Crosswalk upgrade installation	Install or upgrade crosswalks at 67 intersections in the Urban Redevelopment Area as needed.	City[1]
1501	Urban Redevelopment Area Distressed Properties	Demolition of Distressed properties in the Urban Redevelopment Area.	City[1]
1502	US 19 (Peachtree Street)	From GA 400 Overpass to Roxboro Road.	City[1]
1503	US 23 Moreland Avenue Multi-modal intersection improvements	At Arkwright Place.	City[1]
1504	Utilities	Repair and replacement of existing infrastructure as well as construct new green technology.	City[1]
1505	VAHI (Virginia-Highland) Barnett/Virginia Circle 4-Way Stop	Make the Barnett Street and Virginia Circle intersection a 4-way stop complete with crosswalks.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1506	VAHI Bicycle Amenities	Add bike sharrows on North Highland Avenue in commercial nodes. Add bike share stations at key locations within the North Highland Avenue commercial nodes. Designate Lanier Boulevard as a bike route from North Highland Avenue into Morningside. And other improvements.	City[1]
1507	VAHI Crosswalk Maintenance/Construction	Move the crosswalk at North Highland Avenue and Adair Avenue to the south side of the intersection to lessen the pedestrian and vehicle conflicts entering into the YWCA. Add crosswalks at the intersection of Greenwood Avenue and Ponce de Leon Place. And, other improvements.	City[1]
1508	VAHI Curb Repair	Replace low and broken curbs along North Highland Avenue. Retro-fit intersection curbs so that they are ADA accessible.	City[1]
1509	VAHI Design Guidelines	Work with residents and the City of Atlanta to explore the creation of neighborhood design guidelines to regulate specific single-family design elements for new construction.	City[1]
1510	VAHI Druid Hills Presbyterian Church Parking Lot	Support the inclusion of the Druid Hills Presbyterian Church parking lot into the Street. Charles Neighborhood Commercial (NC) zoning district. The property contains an under-utilized existing parking lot in between Street. Charles Avenue and Ponce de Leon Avenue. Including this property in the Street. Charles NC node would enable the parking lot to be able to be used by employees and visitors to the district businesses.	City[1]
1511	VAHI DWM Coordination	Create a vertical garden/living fence at the Field of Dreams as a neighborhood gateway treatment and a botanical education opportunity for Inman Middle.	City[1]
1512	VAHI Enact Pedicabs Policy	Recruit/create a pedicab service with access to North Highland Avenue, Ponce City Market and the Beltline. Work with the Atlanta City Council to ensure the proper city ordinances are in place to enable this recommendation to be implemented.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1513	VAHI Gateways and Signage	Create small ?Welcome to Virginia-Highland? signage opportunities at the entrances into the neighborhood along key thoroughfares (Virginia Avenue, North Highland Avenue, Barnett Street, Monroe Drive, Ponce de Leon Avenue, Briarcliff Road, Amsterdam Avenue, Lanier Boulevard, Ponce de Leon Place, Street. Charles Avenue) and at all Beltline access points within Virginia-Highland. Create and install Virginia-Highland street sign toppers.	City[1]
1514	VAHI Lanier Boulevard Intersections	Reduce the excessive widths in the Lanier Boulevard median crossings/intersections so that the intended vehicular travel lanes are clearly delineated.	City[1]
1515	VAHI Lighting Improvements	Work with the City of Atlanta to install cut-off luminaires and LED bulbs for the street and pedestrian lighting fixtures within the neighborhood as a means to reduce light pollution and energy consumption. Replace traffic lights and street lights with LED light fixtures. And, other improvements.	City[1]
1516	VAHI Mini-Circles and Roundabouts	Widen/expand the landscaped mini-traffic circle at the Hudson Drive and Lanier Boulevard intersection. Install a landscaped mini-traffic circle at the Rosedale Drive and Virginia Avenue intersection. And, other improvements.	City[1]
1517	VAHI North Highland Park Open Space	Change the Land Use designation of North Highland Park (originally entitled New Highland Park) from Single Family Residential to Open Space.	City[1]
1518	VAHI Park Drive Brick Street	Restore Park Drive as a brick-surfaced street and preserve all other neighborhood brick streets.	City[1]
1519	VAHI Parking Amenities	Re-introduce the on-street parking spaces that were removed in front of the YWCA and Wells Fargo. Work with the Virginia Avenue and North Highland Avenue restaurants to ensure that the valet staging that takes place on Todd Road does not obstruct the normal operation of this street for local residents. And, other amenities.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1520	VAHI Pedestrian Facilities	Add pedestrian crossing signage at the intersections along all major thoroughfares in the neighborhood (Virginia Avenue, North Highland Avenue, Barnett Street, Monroe Drive, Ponce de Leon Avenue, Briarcliff Road, Amsterdam Avenue, Lanier Boulevard, Ponce de Leon Place, Street. Charles Avenue). And, other improvements.	City[1]
1521	VAHI Sidewalk Maintenance/ Construction	Repair broken sidewalks within the neighborhood. Install a new sidewalk on 1-side of Amsterdam Avenue through the Amsterdam Walk shopping center. And, other improvements.	City[1]
1522	VAHI Slow Streets	Install corner curb extensions, crosswalks, landscaped curb extensions and/or chicanes at key locations along the following streets to calm traffic on the following streets: Ponce de Leon Place, Ponce de Leon Terrace, Maryland Avenue, Hudson Drive, Street. Augustine Place. Limit curb extensions and chicanes to locations that would not otherwise accommodate on-street parking such as driveways, intersection corners and short areas between driveways. Maryland Avenue residents overwhelmingly supported a restriction on southbound traffic during times of day prone to cut-through traffic. This concept must be further vetted with City departments to determine its feasibility on this street. Traffic calming infrastructure should integrate environmentally features to the greatest extent possible.	City[1]
1523	VAHI SPARK Refuge Islands	Work with GDOT to explore the potential to install raised median refuge islands, with signage and reflectors at existing and proposed crosswalks on Briarcliff Road adjacent to SPARK.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1524	VAHI Storm Water	Label storm drains to educate and inform the community that these drains are combined and should not be clogged with litter and leaves. Work with the City of Atlanta to establish a city-wide Stormwater Utility whether in a fee or tax structure, enabling those that are managing stormwater on-site to earn credits. Stormwater retention measures should be implemented at every opportunity, specifically designed to infiltrate rainwater back into the water table.	City[1]
1525	Venetian Drive/ Sandtown Road/ Sarah Harding Drive Intersection	Redesign intersection for geometric improvement and signalization Intersection.	City[1]
1526	Venetian Drive and Graymont Drive Intersection	Install 3-Way Stop at Intersection to Improve Safety.	City[1]
1527	Venetian Drive and Westridge Drive Intersection	Install 4-Way Stop at Intersection to improve safety.	City[1]
1528	Venetian Drive Streetscape	Venetian from Central Villa to Campbellton Road.	City[1]
1529	Victory Streetscape	Install sidewalks on Victory from Evans to Sylvan, 2,970 linear feet.	City[1]
1530	Video Integration	Establish a wireless Mesh in all Zones -Phase I. APD is currently in the implementation phase. Infrastructure funds and General funds to be used.	City[1]
1531	Video Integration	Continue Expansion of the Video Integration Center.	City[1]
1532	Vine City - Northside Drive Street Improvements	6200 linear feet on west side, wider sidewalks, trees, street furniture, crosswalks and median.	City[1]
1533	Vine City/English Avenue -Recreation Center	Vine City/English Avenue - Recreation Center.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1534	Vine City Gateways	Lowery and Simpson, Lowery and Martin Luther King, Jr., Northside Drive and Martin Luther King, Jr., Northside Drive and Simpson.	City[1]
1535	Vine City Parks and Open Space	Acquisition and Development of Additional Park Space in Vine City.	City[1]
1536	Vine City Pedestrian Crosswalks	MARTA and Northside Drive, Magnolia and Vine, Lowery and Simpson, Simpson and Martin Luther King, Jr., Northside Drive and Martin Luther King, Jr..	City[1]
1537	Vine City Road Improvements	4450 linear feet on Sciple, Foundry, Maple, Lowry, Lester, Orr and Electric.	City[1]
1538	Vine City Sidewalks/ New and Major Rehabilitation	14100 linear feet on Thurmon, Foundry, Maple, Electric, Sciple, Delbridge, Lester, Griffin, Graves, Rhodes, Elm Washington.	City[1]
1539	Vine City/Washington Park historic markers	Install historic markers at significant sites.	City[1]
1540	Vine Street -New sidewalk	New 5' sidewalks, curbs gutters, ramps and streetlights: From Meldrum Street to Simpson Street (0.38) miles.	City[1]
1541	Violet Avenue Sidewalks	Install sidewalks on Violet from Bridges Avenue to Plaza Avenue.	City[1]
1542	Virginia Avenue/Monroe Drive Realignment	Align Virginia Avenue to a right angle with Monroe Drive. Paint bike lanes on Virginia Avenue.	City[1]
1543	Virginia Circle Extension	Extend Virginia Circle to connect to new street on the west side of the Beltline.	City[1]
1544	Virginia Highland and Hill Pine Sidewalks	Sidewalks along Hill Pine Street and other Virginia-Highland neighborhood streets.	City[1]
1545	Virginia Place sidewalk	Install sidewalks along Virginia Place.	City[1]
1546	W. Marietta Street 1 Widening	From Johnson Road/Marietta Road to Marietta Boulevard. Includes widening existing lanes to 12-feet wide, the addition of a landscaped median, turn lanes at Intersections, traffic signal upgrades, multi-use Trails, crosswalks, curbs and ramps, pedestrian.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1547	W. Marietta Street 2 Widening	From Marietta Boulevard to the Norfolk Southern freight rail tracks. Includes widening existing lanes to 12-feet wide, the addition of a landscaped median, turn lanes at Intersections, traffic signal upgrades, multi-use Trails, crosswalks, curbs and ramps,	City[1]
1548	W. Marietta Street 3 Widening	From Sanford Drive (outside Subarea 9) to Johnson Road. Includes widening to a 4-lane Roadway with 12-feet lanes, a landscaped median, turn lanes at Intersections, bike lanes, sidewalks, crosswalks, curbs and ramps, street furniture, pedestrian lighting.	City[1]
1549	W. Marietta Street and Joseph E. Lowery Boulevard Intersection Improvement	Project includes Intersection realignment, addition of a left-turn lane on the northwest bound approach, a right turn lane on the northbound approach, traffic signal upgrades, sidewalks, crosswalks, curbs and ramps, and pedestrian lighting.	City[1]
1550	W. Marietta Street and Lois Street Intersection Improvement	Intersection Enhancements including the addition of a northbound left-turn lane, an eastbound right-turn lane, a westbound left-turn lane, a crosswalk with brick pavers and reflectors across Lois Street, crosswalks across W. Marietta Street, multi-use trail.	City[1]
1551	W. Marietta Street and Marietta Boulevard Intersection Improvement	Addition of eastbound and westbound left-turn lanes, a westbound right-turn lane, removal of right-turn islands on south side of Intersection, traffic signal upgrades, sidewalks, crosswalks, curbs and ramps, and pedestrian lighting.	City[1]
1552	Wade Street Sidewalks	Recommendation for Sidewalk on both sides of the street.	City[1]
1553	Walker Street and Fair (Atlanta Student Movement Boulevard) realignment	Re-Align the intersection of Fair (Atlanta Student Movement Boulevard) and Walker street.	City[1]
1554	Walker street sidewalks	Improve safety of Walker street with wider sidewalks, street trees and plantings of appropriate species uniform lighting and Historic District banners, and paving details. Also repair and build sidewalks on Walker Street.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1555	Walking trail with redevelopment west of Pryor Road	Walking trail or loop with proposed redevelopment in the block bounded by Pickfair Way, Fair Drive, and Pryor Road	City[1]
1556	Walnut Street Improvement	6200 linear feet - sidewalks, street lights, street trees.	City[1]
1557	Water Tower Park	Acquisition and Community Facility improvements to site.	City[1]
1558	Water Works Pedestrian Path	Multi-use pedestrian path along Water Work site	City[1]
1559	Water Works site- New North-South Extension	New connection along Water Works site.	City[1]
1560	Waterworks Greenspace	Renovation of Watershed Management property as public access greenspace.	City[1]
1561	Waterworks Lodge Renovation	Waterworks Lodge Renovation.	City[1]
1562	Watkins Street Sidewalk	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
1563	Watts Road Extension to Hollywood Road/Gun Club Road	Extend Watts Road to Hollywood Road (to tie into current intersection with Gun Club Road) as a 3 lane street (2-way left turn lane).	City[1]
1564	Wayfinding system on Jonesboro Road	Install a pedestrian and vehicular wayfinding system on Jonesboro Road directing people to historic neighborhoods and Downtown Atlanta.	City[1]
1565	Welsh Street	3500 linear feet.	City[1]
1566	West Atlantic Station Connection Study	Study Utilization of at grade public crossing to formalize bike/Pedestrian connection. Target easement exists along perimeter of property.	City[1]
1567	West Beltline Transit	Streetcar transit in Atlanta Beltline west corridor from Lee Street at the south to Hollowell Parkway at the north.	City[1]
1568	West End Streetscape Improvements	Streetscape Improvements are proposed for Oak Street between J. E. Lowery Boulevard and W. Whitehall Street (US 29/SR 14/SR 154)	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1569	West Lake Park Renovations	ADA upgrades and misc. Park renovations	City[1]
1570	West Lake Station Bicycle and Pedestrian Improvements	Pedestrian facilities along ML King, Jr Drive from Larchwood Street to Chappell Road, including multi-use path from the Lionel Hampton Trail in Mozley Park to the existing trail in Anderson Park connecting to MARTA West Lake Station, Turner Middle School, and the Kindezi Charter School.	City[1]
1571	West Lake -Streetscape Improvement	Application to ARC for Streetscape and Pedestrian Improvements.	City[1]
1572	West Marietta Street	New sidewalks and street lighting along both sides of West Marietta Street from Howell Mill to intersection with Marietta Boulevard.	City[1]
1573	West Marietta Street and Lowery Boulevard	Intersection project to include road realignment, signal upgrade, pedestrian facilities upgrade, roadway rehabilitation.	City[1]
1574	West Marietta Street and Marietta Boulevard	Intersection project to include roadway rehabilitation.	City[1]
1575	West Peachtree Street Streetscape - North	Streetscape improvements from 12th Street to Peachtree.	City[1]
1576	West Peachtree Street Streetscape - South	Streetscape improvements from North Avenue to 12th Street.	City[1]
1577	Westboro Drive Sidewalks	Install sidewalks on Westboro Drive from Gaston Street to Oakland Drive.	City[1]
1578	Westend Community Center	Upgrades to existing facilities within allotted budget.	City[1]
1579	Westmeath Drive Nature Preserve	Repurpose large vacant lot on Westmeath Drive into a pocket park/nature preserve.	City[1]
1580	Westridge Road Streetscape	Westridge from Venetian Drive to Avon Avenue.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1581	Westside Reservoir Park/ Marietta Boulevard Bridge	A new 2-lane bridge connecting Marietta Boulevard and proposed development adjacent to it across the CSX freight rail line to the Westside Reservoir Park. Includes bike lanes, sidewalks, and pedestrian lighting.	City[1]
1582	Westside Trail 2	Westside Trail Phase II: 1. CS 1674/Lena Street from CS 1651/Joseph E Lowery Boulevard to CS 1674/Carter Street 2. CS 1923/Sunset Avenue for 0.06 miles 3. CS 1920/Vine Street for 0.061 miles 4. CS 2404/Maple street from SR 3 to CS 1954/ Electric Avenue 5. New location trail for 0.33 miles to Centennial Park.	City[1]
1583	Westview Drive Reconfiguration	Redesign the connection from Langhorn Street to Westview Drive.	City[1]
1584	Westview Drive/ Langhorn Street Intersection Improvements	Realignment of Westview Drive and Langhorn Street; potential roundabout location.	City[1]
1585	Westview Neighborhood - New Sidewalks	Install standard six-foot concrete sidewalks with four-foot landscape strips on Enota Place, Sells Avenue, Greenwich Street, Muse Street, Derry Avenue, Emerald Avenue, Westmeath Drive, Glendalough Place, McAllister Drive, Manson Avenue, Ackridge Place, Marler Way, South Gordon Street, North Olympian Way, South Olympian Way, Olympian Drive, Alvarado Terrace, Waters Drive, and Beecher Street.	City[1]
1586	Westview Neighborhood Crosswalks	Install elevated granite/stone mid-block crosswalks throughout the neighborhood to reduce speeding and through-traffic. Construct elevated intersection at South Gordon Street and Ontario Avenue with landscaped bulb-outs, elevated granite/stone crosswalks, and elevated asphalted crosswalk center. Install landscaped bulb-outs at intersections.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1587	Westview Neighborhood Road Extensions	Reconnect Greenwich Street across the Beltline corridor. Extend Ralph David Abernathy Boulevard south across Cascade Avenue and the Kroger Citi Center shopping complex to connect with Donnelly Avenue. Make long blocks shorter by creating new street connections based on opportunity afforded with the current state of underutilized, vacant and/ or foreclosed properties: Stokes Avenue to South Gordon Street, Westwood Avenue to Rogers Avenue, and Rogers Avenue to Olympian Way.	City[1]
1588	Westview Neighborhood Sidewalk repair and tree planting	Repair hazardous sidewalks on all neighborhood streets. Extend sidewalks to standard six-foot width with four-foot landscape strips where possible across the neighborhood. Install granite curbs on every street. Plant a diversity of under -canopy trees along all residential streets.	City[1]
1589	Westview Neighborhood Trail	Extend the existing Trail from RDA Boulevard to Cascade Road	City[1]
1590	Westwood Avenue Traffic Triangle	Install a landscaped traffic triangle at the intersection of Westwood Avenue and Willard Avenue.	City[1]
1591	Westwood Avenue Pedestrian Improvements	Sidewalk and ADA Ramp Installation and Repair along Westwood Avenue.	City[1]
1592	Wheat Street Garden Grid	New roads associated with redevelopment of Wheat Street Gardens -2,000 linear feet.	City[1]
1593	White Elementary School New Connection	New 0.1 mile roadway to increase N/S connectivity near White Elem. School.	City[1]
1594	White Street Pedestrian Enhancements	Remove outside southbound lane and convert to a planted pedestrian space; install highly-visible crossings with median refuge at Hopkins Street.	City[1]
1595	White Street Sidewalk	Install sidewalk and lighting on south side of White Street from RDA Boulevard to Lee Street (1.18 mi) and on the north side of White Street east of West End Trail (0.34 mi). Includes crosswalk upgrades.	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1596	Wieuca Road Resurfacing from Roxboro Road and Roswell Road	Resurfacing from Roxboro Road and Roswell Road	City[1]
1597	Wilbur Avenue Sidewalk	Recommendation for Sidewalk on both sides of the street.	City[1]
1598	Williams Road Realignment	Relocate Williams Road to the south side of the Manuel's parking lot.	City[1]
1599	Willoughby Way Extension	This multi-family street extension will connect to the Freedom Parkway underpass street. It will connect a dead-end street with other roads, and provide access to amenities on the south side of Freedom Parkway.	City[1]
1600	Willoughby Way Realignment	Intersection project to include realignment of Willoughby Way to intersect Ralph McGill Boulevard closer to 90 degrees. Includes pedestrian crosswalks.	City[1]
1601	Wilmer Street/ Dallas Street Pedestrian Crossing	Create a pedestrian crossing including striping and ramps. Coordinate with R-5.	City[1]
1602	Wilmington Avenue Sidewalks	Install sidewalks on Wilmington from Oakland Drive to Princess Avenue.	City[1]
1603	Wimbledon Road Streetscape (Sidewalks)	Sidewalks along Wimbledon Road	City[1]
1604	Windsor Street	Gateway Elements.	City[1]
1605	Windsor Streetscape Improvements	Streetscape 4870 linear feet - to include sidewalks, curbs, street trees, lighting and street furniture.	City[1]
1606	Woodland Avenue and surrounding streets	Install Sidewalks: from Custer Avenue to Powerline Easement trail (future).	City[1]
1607	Woodward Avenue extension	Extension of Woodward Avenue to the east, connection to new streets.	City[1]
1608	Woodward Avenue Bicycle Corridor	Use Woodward Avenue as a bicycle route, configured as a bicycle boulevard emphasizing free movement of bicycles and calmed vehicle traffic	City[1]

CITY'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
1609	Wylie Street lights	Add type C street lights on the Wylie street sidewalk between Krog and Kenyon streets.	City[1]
1610	Wylie Street Sidewalk Addition	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist.	City[1]
1611	Zone 1 - Replace Precinct	Redesign facility for more efficient use > 15,000 sq feet. Major renovations continue to be required. located at 2315 Donald Lee Hollowell Parkway. Facility built in 1994; Life cycle - 2034. Age 12 years. Assessment Pending.	City[1]
1612	Zone 2 - Replace Precinct Building	Build a new Zone 2 Precinct and eliminate cost of leasing. The cost of land is not included in the estimate. Assessment Pending.	City[1]
1613	Zone 4 - Replace Precinct Building	Replace existing Zone 4 location . Facility built 1985; Life cycle 2025; Age 28 years old. Assessment Pending.	City[1]
1614	Zone 6 New Precinct	This project will construct a new Zone 6 precinct that will allow the City to discontinue rental payments for use of facilities.	City[1]
1615	Zone Repairs	Major Facility Renovations and Repairs through out the department.	City[1]
1616	Fairburn Road Complete Street Improvements	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements.	City[2]
1617	Atlanta Beltline Enota Park	Expanded park to total 8 acres over 3 distinct parcels between Lucille Avenue SW and I-20.	City[2], Beltline
1618	Murphy Crossing Park	Land acquisition and development for a new park at former state site in SW Atlanta.	City[2] - Beltline
1619	Beltline - Adair 1 Connection	Acquisition and development connecting greenspace and streetscape.	City[2], Beltline
1620	Atlanta Beltline Boulevard Crossing Park	Emplacement of facilities, skatepark, basketball courts, playground, dog park, multi-use field, pavilions, stormwater ponds, wetland, plazas, streetscape and walkways, landscaping.	City[2], Beltline
1621	Ponce de Leon Avenue Improvements	Streetscapes from Boulevard to Freedom Parkway. Beltline is a lead partner.	City[2], Beltline

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS

All projects listed were submitted by NPUs for the 2016 CWP and archived in 2025 for reference in future planning processes and engagement, funding opportunities, and/or approval.

#	Action Name	Action Description	Submitted by
1	East Beechwood Drive	Repaving is needed.	NPU-A
2	NPU-A Beechwood Hills Court	Repaving: Resident states requests for over 4 years to repave street as in bad condition. States that City has inspected the street and agreed that work needs to be done, but no action during these 4 years.	NPU-A
3	NPU-A Mount Paran Road	Add bicycle lane.	NPU-A
4	NPU-A Mount Paran Road	Add sidewalk, especially for children to be able to walk to Jackson Elementary School.	NPU-A
5	NPU-A Musket Ridge Road	Repaving is needed.	NPU-A
6	NPU-A Northside Drive	Speed limit is 30 -35mph on residential Northside Drive. Many speed and some very careless. Evaluate and assist with speeding issues.	NPU-A
7	NPU-A Northside Drive at Hillside Drive	School pick up and drop offs: Cars line Northside Drive NB at great distance south of Jackson Elementary, especially at pick up time. School cars are parking (waiting) too close to the corners of the two Hillside Drive exits to Northside Drive preventing line of sight to oncoming traffic. Hillside Drive drivers have to proceed blindly into Northside Drive to see around the cars. Dangerous with oncoming traffic. Need control measures here.	NPU-A
8	NPU-A Northside-Hillside Triangle Park	Tree Replacement implementation and added vegetation landscape.	NPU-A
9	NPU-A Randall Mill Road	Complaints about speeders especially between Nancy Creek and Mt. Paran. Evaluate and assist.	NPU-A

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
10	NPU-A Swims Valley Road	The west end (the dead end) of Swims Valley DR NW routinely has water seeping out of cracks that have formed along the last 150 feet of the road. These cracks have widened over time and appear to be forecasting a significant event in the road's future. The road needs to be repaired including fixing the drainage issues and repaving.	NPU-A
11	NPU-A West Conway Drive	Repaving is needed between Mt. Paran and Broadland. Also, at Conway Valley, W. Conway is full of holes.	NPU-A
12	NPU-A West Paces Ferry Road	Potholes are causing drivers to veer into other lanes to dodge potholes. This is a highly traveled road and creates hazard.Worst section is between Northside Parkway and Northside Drive.	NPU-A
13	Bobby Jones Clubhouse	Restore the Bobby Jones Clubhouse. Memorial Park sold to the state. Facility renovated by Golf Association	NPU-C
14	Bobby Jones National Register Listing	Prepare nomination of Bobby Jones Golf Course to the National Register of Historic Places. Facility now owned by the state of Georgia and operated by a Golf Association.	NPU-C
15	Bobby Jones Tree Replacement	Develop and tree replacement plan for Bobby Jones Golf Course.	NPU-C
16	Channing Valley Park Playground Improvements	Correct erosion in and around playground area, add guardrail adjacent to creek alongside playground, add benches, picnic tales, garbage cans and doogie disposal bags. Replace landing mat with rubberized material under playground equipment to prevent erosion. Add retaining wall around playground, add stone entrance walls with signage in front of the park on Channing Drive. Add columns at the entranced to Channing Valley and Northside and Howell Mill Road.	NPU-C
17	Ellsworth Park	Improved landscaping buffer in Ellsworth Park along Howell Mill and Collier Roads.	NPU-C
18	Gladstone Road Repaving	Gladstone Road needs to be re-paved.	NPU-C

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
19	Havenridge and Whitmore storm drain repair	Repair and relocate pipe for damaged storm drains at Havenridge and Whitmore.	NPU-C
20	Memorial Park Repairs	Shore up footpath where cave-ins and wash-outs are occurring. Repair/ replace water fountain in playground area.	NPU-C
21	Memorial Park Site Improvements	Install trail surfacing material on north and south sides of park, where tree roots cause safety problems, to improve the uneven and unsafe condition. Add landscaping barrier around playground areas as a safety and drainage buffer. Improve drainage pipes and culverts near playground to prevent stagnant water. Add landscaping to assist drainage in low-lying areas of park. Install lantern street light along section of walking trail that extends from Northside Drive bridge to Wesley Drive. Explore surfacing of existing path on north side of Peachtree Creek, (along?Woodward Way, west of Northside Drive). surfacing of existing path on north side of Peachtree Creek, (along Woodward Way, east of Northside Drive) and surfacing of path in Memorial Park south of Peachtree Creek.	NPU-C
22	Memorial Park Swimming Pool	Consider adding a swimming pool as an amenity to the Bitsy Grant Tennis Center and Bobby Jones Golf Course facilities of Atlanta Memorial Park east of Northside Drive.	NPU-C
23	NPU-C Collier Road curbing and sidewalk	Repair the curbing and sidewalk area on the north side of Collier Road just east of the intersection with Evergreen Lane. The sidewalk construction crew did not tie in the new sidewalk and curbing adequately to the old existing sidewalk and it is causing severe erosion of the ground and old sidewalk area. It is a safety hazard.	NPU-C

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
24	NPU-C Collier Road Guardrail	Install a wooden guard rail along Collier Road at Louise G. Howard park to protect visitors and the landscape from out of control vehicles on Collier Road. There are at least several vehicles that leave Collier and go into the park yearly.	NPU-C
25	NPU-C Collier Road Crosswalk	Create a pedestrian cross walk somewhere on Collier Road near its intersection with Overbrook Drive so that pedestrians (particularly baby strollers, the elderly and the handicapped) can safely go from the Louise Howard Park over to Tanyard Creek Park. There are no designated pedestrian crosswalks anywhere on Collier Road between Northside Drive and Piedmont Hospital.	NPU-C
26	NPU-C Curbing on Walthall Drive above Tanyard Creek Park	Make permanent repair to curbing on Walthall Drive above Tanyard Creek Park (between Greystone and Collier Road) where storm water is washing over the temporary asphalt curbing. This needs approximately 150 feet of granite curbing to address the problem once and for all.	NPU-C
27	NPU-C Overbrook Drive Street Repair	Complete the street repair on Overbrook Drive between Evergreen and Cottage where Watershed Management repaired a storm drain road undercut. The area was not re-paved with asphalt and surplus concrete was not cleaned up off the curbing.	NPU-C
28	NPU-C Park and Neighborhood Trash Cans	Install trash cans in Louise Howard Park (2) and Tanyard Creek Park (2) at locations identified by neighborhood.	NPU-C
29	NPU-C potholes in the Tanyard Creek Park	This is a maintenance request. Fill large potholes in the Tanyard Creek Park meadow.	NPU-C
30	NPU-C Re-design entry access to Tanyard Creek Park	Re-design entry access to Tanyard Creek Park at Redland Road/ Georgia Power corridor entrance (may include specified parking and vehicular restrictions to the lower park, possible bollards) also include streambank stabilization planning and development around footbridge at base of this entrance.	NPU-C

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
31	NPU-C Re-landscape Walthall Drive	Re-landscape eroded Walthall Drive maintenance access ramp in Tanyard Creek Park. This was torn up during the Beltline Path construction project and never adequately repaired.	NPU-C
32	NPU-C Tanyard Creek Streambank	Restoration of eroding Tanyard Creek streambank in Tanyard Creek Park downstream of CSX RR Trestle.	NPU-C
33	Peachtree Battle Alliance traffic calming	Implement traffic calming measure per Peachtree Battle Alliance plan for the intersections of Woodward Way and Sagamore, Sagamore and Peachtree Battle Avenue and Northside Drive, Peachtree Battle Avenue, and Manor Ridge.	NPU-C
34	Peachtree Battle Avenue Park Stormwater	Add stormwater drains and granite curbing along all sections on Peachtree Battle Avenue median parks to address stormwater drainage. Repair retaining wall at drainage viaduct under Peachtree Battle Avenue in ravine near Woodward Way.	NPU-C
35	Peachtree Battle Avenue Sidewalk	Repair sidewalks on Peachtree Battle Avenue near Northside Drive under large oak tree.	NPU-C
36	Peachtree Creek and Tanyard Creek water quality	Address water quality issues for Peachtree Creek and Tanyard Creek.	NPU-C
37	Peachtree Creek sewer diversion chamber doors	Repair non-functioning sewer diversion chamber doors on south side of Woodward Way west of Montview on north bank of Peachtree Creek. Non-functioning doors constantly emit sewer fumes.	NPU-C
38	Peachtree Creek stream bank stabilization	Stabilize banks of Peachtree Creek along Woodward Way between Dellwood and Northside Drive.	NPU-C
39	Revitalize Bobby Jones Golf Course	Explore ways to revitalize the Bobby Jones Golf Course.	NPU-C
40	Sibley Park vegetation removal	Remove invasive vegetation, fallen trees and deadwood in the periphery of the park.	NPU-C
41	Springlake Park	Correct significant erosion problem in Springlake Park - park bank is eroding on Springlake Drive side of park about half way through park and getting ready to undermine the road.	NPU-C

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
42	Springlake Sidewalks	Sidewalk repairs throughout neighborhood - they generally involve trees that cannot be cut down due to city's tree ordinance.	NPU-C
43	Tanyard Creek Park Improvements	Cover exposed tree roots at either end of bridge over Tanyard Creek with bark chips or similar material to improve pedestrian safety. Install drinking fountain in park near Dellwood Road entrance. Install dog poop bag holder and garbage can in park near Dellwood Road entrance. Create sand volleyball court in south side of park.	NPU-C
44	Tanyard Creek Park Repairs	Shore up bridge abutment on downstream side of bridge. Repair/ replace non-functioning water fountain near bridge. Fill two large potholes in meadow.	NPU-C
45	Berkeley Park Traffic Calming	Implement recommendations for Berkeley Park Traffic Calming study to include: Verner Street Partial Closure - Bulb out the west end of Verner Street East of the Commercial driveway to east bound traffic (i.e. prevent traffic from entering off of Howell Mill), as well as Bellemeade, Holmes, Verner, Antone, Berkeley, Forrest, Tallulah and Buchanan.	NPU-D
46	Hartsfield Incinerator Conversion	Convert former Hartsfield incinerator at 2175 James Jackson Parkway to proposed Riverwalk Atlanta Park.	NPU-D
47	NPU-D Butler Way resurfacing	Butler Way resurfacing.	NPU-D
48	NPU-D Chattahoochee Sidewalks	Install sidewalks along Chattahoochee Industrial Boulevard from Ellsworth to Logan Circle and from Collier Road to LaDawn Lane.	NPU-D
49	NPU-D Collier Road Bridge sidewalks	Add sidewalks to bridge on Collier Road just north of Chattahoochee Industrial Boulevard.	NPU-D
50	NPU-D Collier Road Sidewalks	Install sidewalks along Collier Road from Defoor to Chattahoochee Industrial Boulevard and install missing segments between Howell Mill Road and Defoor Avenue.	NPU-D

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#	Action Name	Action Description	Submitted by
51	NPU-D Defoor Avenue	Repave Defoor Avenue from Howell Mill Road to Collier Road.	NPU-D
52	NPU-D Fairmont-Huber Connection	Acquire land and build the road segment connecting the north end of Fairmont Avenue to Huber Street.	NPU-D
53	NPU-D Howell Mill Sidewalks	Install sidewalks along the east side of Howell Mill from Trabert to 14th Street (i.e. at the waterworks)	NPU-D
54	NPU-D Huff Road	Widen Huff Road to a consistent 3-lane section. This is a ATLDOT project that is underway.	NPU-D
55	NPU-D Marietta Road Sidewalks	Install sidewalks along Marietta Road to create a continuous connection from Adams Drive to the Marietta Highrise.	NPU-D
56	NPU-D Northside Drive Sidewalks	Install sidewalks along the west side of Northside Drive from Bellemeade to Trabert.	NPU-D
57	NPU-D Spad Avenue resurfacing	Spad Avenue resurfacing.	NPU-D
58	NPU-D Trabert Avenue Extension	Extend Trabert Avenue off of Howell Mill to intersect Northside Drive at Deering.	NPU-D
59	NPU-D Underwood Hills Park Streetscape	Install 498 feet of sidewalks infront of Underwood Hills Park at Harper Street, continuing along the nature preserve which ends at Harper Road.	NPU-D
60	NPU-D Waterworks Park	Relocate the fences at the waterworks closer to the reservoirs in order to create public green space. Park created with the CID.	NPU-D
61	Underwood Hills Nature Preserve	Install hardscaping and decked overlook with benches at nature preserve.	NPU-D
62	14th Street streetscape	Implement 14th street streetscape between Howell Mill Road. and Hemphill Drive.	NPU-E
63	15th Street storm sewers	Clean out, expand capacity and replace grate work of storm drain at 267-271 15th street, near the Piedmont Road Intersection. Area is flooded after heavy rain.	NPU-E
64	Armour Industrial Park stormwater control	Stormwater improvements from public streets in Armour Industrial Park into Clear Creek Nature Preserve.	NPU-E

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
65	Charles Allen Drive sidewalks and ADA improvements	Repair sidewalks and reset curb as needed along Charles Allen Drive. Install ADA ramps at intersections. Both from Ponce de Leon to 10th street. Completed by Renew Atlanta.	NPU-E
66	Deering Bridge	Repaint bridge and walls with graffiti proof paint.	NPU-E
67	Deering Road and Trabert Avenue traffic calming	Install traffic calming measures on Deering.	NPU-E
68	Deering Road repaving	Repave or resurface Deering Road.	NPU-E
69	Eubanks Park curb and sidewalks	Replace - reset curb and sidewalk along the Prado edge of Eubanks Park. Refurbish planting strip.	NPU-E
70	Home Park unpaved street paving	Paving of unpaved streets: Rosalyn Street between Hemphill and McMillan, 15th street between State and Atlantic, Hirsch street between Ethel and Richards, Flynn Street between 14th and Ethel.	NPU-E
71	Huntington Road Stormwater control	Huntington Road near the intersection of Palisades Road - install stormwater control to limit the erosion into Clear Creek nature preserve. Sidewalks improvements.	NPU-E
72	Loring Drive	Install sidewalks to Pond Park.	NPU-E
73	Loring Heights intersection improvements	Intersection improvements at all Deering Road intersections and Bishop/Mecaslin. To include narrowing intersection and adding textured pavement.	NPU-E
74	Loring Heights Park	Install playground, install retaining wall around eroding shore line.	NPU-E
75	Mecaslin Sidewalks	Install sidewalks from Deering to Bishop.	NPU-E

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#	Action Name	Action Description	Submitted by
76	Midtown Curb and Gutters	Install curb and gutters on Vedado Way between Greenwood and 8th street, on Charles Allen between Greenwood and 8th street. This will direct stormwater to drains and reduce flooding in area bounded by Vedado way, 8th street and Charles Allen.	NPU-E
77	Northside Drive and Marietta Street Intersection	Implement intersection improvements per the Northside Drive Corridor Study.	NPU-E
78	NPU-E Home Park -Enhanced Pedestrian Crossing	Install HAWK signal or rapid flashing beacons at 16th and Mecaslin, 16th and Market, 14th and Atlantic and 14th and Mecaslin. Coordinate with GDOT.	NPU-E
79	NPU-E Home Park -Streetscapes at 10th, 14th, and Hemphill	Provide streetscape improvements on 10th Street, 14th Street and Hemphill Avenue; to include: street trees, furniture, ornamental lighting, banners, wide sidewalks.	NPU-E
80	NPU-E Home Park -Home Park Sidewalk Improvements	Install or repair sidewalks along streets east of Northside Drive as identified in the Sidewalk Improvements Plan.	NPU-E
81	NPU-E Home Park Home Park Unpaved Streets	Pave unpaved streets between 10th and 16th Streets: Hirsch Street., Flynn Street., Rosalyn Street. and 15th Street.	NPU-E
82	NPU-E Home Park Northside and 14th Pedestrian Improvements	Improve Northside and 14th Street intersection for pedestrians.	NPU-E
83	NPU-E Home Park Traffic Signals	Install traffic signal at 14th and Center (or possibly 14th and Snyder) to serve Pollack Shores apartment complex and Al Farooq mosque. Install traffic signal at 14th and Holly Street. to serve Turner/GA Public Broadcasting and provide pedestrian crossing Coordinate with GDOT.	NPU-E
84	NPU-E Home Park Home Park Wayfinding	Install signs and wayfinding elements along 14th Street and 10th Street.	NPU-E

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#	Action Name	Action Description	Submitted by
85	NPU-E Home Park State Street Traffic Calming	Incorporate appropriate traffic calming design for State Street, including: a gateway, landscape treatment and roadway narrowing.	NPU-E
86	NPU-E Midtown - 13th Street	13th street one-way conversion to two-way operation from Spring Street. to Peachtree Walk (2 blocks) and from Peachtree Street. to Piedmont Avenue. (4 blocks) with appropriate streetscape, intersection, and signal modifications. 2 blocks.	NPU-E
87	NPU-E Midtown - 7th Street Improvements	7th street one-way conversion to two-way operation from Piedmont Avenue. to Cyprus Street (4 blocks) with appropriate streetscape, intersection, and signal modifications.	NPU-E
88	NPU-E Midtown Pedestrian Accessibility and Safety - lighting	Intersperse existing type CH street lighting with type C pedestrian lighting throughout the Midtown National Historic District to improve light dispersion beneath the existing tree canopy and improve pedestrian safety.	NPU-E
89	NPU-E Midtown - 12th Street	12th street one-way conversion to two-way operation from Crescent Avenue. to West Peachtree Street. (2 blocks) with appropriate streetscape, intersection, and signal modifications.	NPU-E
90	NPU-E Midtown - 6th Street Improvements	6th street one-way conversion to two-way operation from Peachtree Street. to Myrtle Street. (4 blocks) with appropriate streetscape, intersection, and signal modifications.	NPU-E
91	NPU-E Midtown - 8th Street	8th street one-way conversion to two-way operation from Piedmont Avenue. to Argonne Av (3 blocks) with appropriate streetscape, intersection, and signal modifications.	NPU-E
92	NPU-E Midtown -Juniper Street. at 12th Street realingment	Realign right lane on Juniper Street. to accommodate traffic entering from the west at 12th Street.	NPU-E

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#	Action Name	Action Description	Submitted by
93	NPU-E Midtown - Local Historic District Designation - Midtown	Assist with neighborhood-initiated local historic district designation for Midtown to align with the national historic district designation. Develop appropriate resident parking standards and signage to enhance preservation and protect the historic district.	NPU-E
94	NPU-E Midtown - Peachtree Walk stopping sight distance improvements	Remove parallel parking as needed to meet GDOT stopping sight distance standards for intersections at Peachtree Walk /11th Street. and Peachtree Walk/12th Street. and improve traffic and pedestrian safety at these intersections.	NPU-E
95	NPU-E Midtown -Pedestrian Accessibility and Safety - transit station sidewalks	Provide sidewalk connectivity and accessibility with appropriate pedestrian lighting for all streets within half mile of existing MARTA transit stations and transfer points throughout Midtown. Provide curb ramps complying with ADA standards where appropriate.	NPU-E
96	Wakefield Drive Sidewalks	Install/improve sidewalks on Wakefield Drive between Huntington Road and Parkdale Way.	NPU-E
97	Yonah Park sidewalks	Replace sidewalks in Yonah Park along 15th street. Replace curb and sidewalks along Lafayette street.	NPU-E
98	Yonah Park site improvements	Repair / replace railroad ties at the north end of Yonah Park.	NPU-E
99	Piedmont Heights Atlas Infrastructure Analysis	N/A	NPU-F
100	Amsterdam Walk sidewalk	Install a new sidewalk on 1-side of Amsterdam Avenue through the Amsterdam Walk shopping center.	NPU-F
101	Armand Greenspace 2 Master Plan implementation	Implement Armand Greenspace 2 Master Plan including community garden, irrigation meter, plantings.	NPU-F
102	Armour/Ottley/Monroe Drive intersection redesign	Redesign entry to the Armour-Ottley Industrial area at Monroe Drive and Armour Drive in accordance with the Greater Piedmont Master Framework Plan.	NPU-F

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#	Action Name	Action Description	Submitted by
103	Barnett Bulbouts and Sharrows	In conjunction with the Barnett Street. resurfacing outlined in the Infrastructure Bond improvement list, install landscaped bulbouts/curb extensions at all intersections along Barnett Street. The street should additionally mark sharrows along the surface of the road to communicate to drivers that Barnett Street is a biking street as well.	NPU-F
104	Barnett/Virginia 4-Way Stop	Stripe crosswalks at the 4-way stop at Barnett Street and Virginia Circle.	NPU-F
105	Beltline/Ponce de Leon Avenue Connection	Beltline/Ponce de Leon Avenue ConnectionEstablish a new Beltline connection at Ponce de Leon Avenue between the CVS and the Beltline embankment to provide direct access from the Beltline to the Midtown Place shopping center and Ponce de Leon Avenue. Coordinate this improvement with the Kroger Beltline connection on the south side of Ponce de Leon Avenue.	NPU-F
106	Briarcliff Place Beacons	Install flashing school zone beacon on east side of Briarcliff Road and south of Street. Charles Place. Retro-fit school zone sign with flashing beacon on west side of Briarcliff Road, north of Briarcliff Place.	NPU-F
107	Briarcliff/East Side Trail connection	Establish a new path connection on the east side of Briarcliff Road from Street. Charles Place to Ponce de Leon Avenue. Establish a new bicycle path connection on the east side of Briarcliff Road from Street. Charles Place to Ponce de Leon Avenue so that bicycling is possible all the way to Springdale Park.	NPU-F
108	Cheshire Bridge Road Corridor Study	Revisit and update the Cheshire Bridge Road Corridor Study document completed in 1999.	NPU-F
109	Cheshire Bridge/ Piedmont intersection redesign	Consider installing Roundabout (traffic circle) at Cheshire Bridge and Piedmont.	NPU-F
110	Clear Creek	Clean up Clear Creek.	NPU-F

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#	Action Name	Action Description	Submitted by
111	Clemont Drive School Traffic	Install signage to Prohibit cars from stopping/ standing during school drop-off/pick-up hours along Clemont Drive.	NPU-F
112	Daniel Johnson Nature Preserve and Herbert Taylor Park	Invasive plant removal.	NPU-F
113	Emory - Beltline connection	Create dedicated safe bike routes between Beltline and the Emory/CDC area.	NPU-F
114	Gotham Way Park	Purchase 1 acre site from HOA. Master Plan for site.	NPU-F
115	Greenwood/Ponce de Leon Place Crosswalk	Add crosswalks at the intersection of Greenwood Avenue and Ponce de Leon Place.	NPU-F
116	Hudson Mini-Circle	Widen/expand the landscaped mini-traffic circle at the Hudson Drive and Lanier Boulevard intersection.	NPU-F
117	Implement Monroe Complete Street Initiatives	Install Streetscapes on Monroe. Traffic calming on Monroe between Montgomery Ferry and Piedmont, i.e. road diet, pedestrian safety measures, crosswalks, turn lanes, etc. When implementing the Monroe Drive road diet, install a roundabout at the Park Drive intersection complete with new pedestrian-activated pedestrian crossing signals for the roundabout. The excess travel lane dimensions can be utilized for on-street bike lanes until such time as additional funding can be secured to widen the sidewalks along the roadway. The roundabout must be designed to safely facilitate the movement of MARTA and school buses and with infrastructure necessary to enable pedestrians and bicycles to safely cross Monroe Drive along Park Drive.	NPU-F
118	John Howell Park Bike Parking	Remove 1 on-street parking space next to the John Howell Park volleyball court on Arcadia Street to create a bike access ramp into the park and a bicycle parking area for the park.	NPU-F

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#	Action Name	Action Description	Submitted by
119	Kanuga Street Cycle Track	Provide bike lanes on Kanuga Street to better connect Virginia Avenue with Monroe Drive and the Beltline. Provide an off-ramp to directly connect Kanuga to the Beltline.	NPU-F
120	Lanier Bike Route	Designate Lanier Boulevard as a bike route from North Highland Avenue into Morningside.	NPU-F
121	Lanier Boulevard Intersections	Reduce the excessive widths in the Lanier Boulevard median crossings/intersections so that the intended vehicular travel lanes are clearly delineated.	NPU-F
122	Monroe Avenue Sidewalks	Complete sidewalks on Monroe Drive from Montgomery Ferry to Armour Drive and from Rock Springs to Ansley Villas.	NPU-F
123	Monroe Drive / Montgomery Ferry Intersection	Redesign intersection at Montgomery Ferry and Piedmont, include traffic island and remove abrupt lane shift on south bound Monroe Drive.	NPU-F
124	Montgomery Ferry Bike Lane	Add a bike lane on Montgomery Ferry from Piedmont to Monroe Drive.	NPU-F
125	Morningside Nature Preserve	Invasive plant removal.	NPU-F
126	Morningside-Lenox Park Traffic Calming	Implement the Morningside-Lenox Park portion of the four-neighborhood Traffic Calming Plan (submitted by the City of Atlanta to ARC in May 2004). Specific streets are North Rock Springs Road, Johnson Road, East Rock Springs Road, North Morningside Drive, North highland Avenue, Lenox Road and East Rock Springs Road.	NPU-F
127	N. Highland and Virginia Avenue Utilities	Bury overhead powerlines along Virginia Avenue and N. Highland Avenue.	NPU-F
128	N. Highland Avenue and Highland View Avenue streetlights	6 streetlights are need on N. Highland Avenue. and Highland Avenue. The area is unsafe and very dark. Also benches are in need of repair on N. Highland/ Virginia.	NPU-F
129	N. Highland Parking	Re-introduce the on-street parking spaces that were removed in front of the YWCA on N. Highland.	NPU-F

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#	Action Name	Action Description	Submitted by
130	North Highland Avenue Streetscape	Complete the Highland Corridor streetscape and traffic improvement plan. Specific nodes are Street. Charles segment of North Highland Avenue, University Drive and North Highland Avenue; Amsterdam Avenue and North Highland Avenue. Several benches are in need of repair or have been destroyed and need to be repaired.	NPU-F
131	North Highland Bike Infrastructure	Add bike sharrows on North Highland Avenue in commercial nodes.	NPU-F
132	North Highland Bike Share	Citywide Relay bike program implemented. Add bike share stations at key locations within the North Highland Avenue commercial nodes. Potential site at NE corner of Virginia and Highland. Potential site on NW corner of North Highland and St. Charles.	NPU-F
133	North Highland Parklettes	Once additional off-street parking arrangements have been made, utilize on -street parking on the west-side of North Highland Avenue for creating parklettes as a way to widen the sidewalks in the Street. Charles commercial district. Remove two parking spaces from inventory to better provide for pedestrian safety and quality of experience on North Highland.	NPU-F
134	North Highland YWCA Crosswalk	Move the crosswalk at North Highland Avenue and Adair Avenue to the south side of the intersection to lessen the pedestrian and vehicle conflicts entering into the YWCA.	NPU-F
135	North Highland/ Saint Charles Curb Repair and code enforcement	Replace low and broken curbs along North Highland Avenue - at St. Charles Avenue. Retro-fit intersection curbs so that they are ADA accessible.	NPU-F
136	NPU-F Stormwater Mitigation	Advocate for re-vegetation, a healthy tree canopy, and stormwater mitigation in its review of variances.	NPU-F
137	NPU-F Traffic light synchronization	Synchronize all traffic lights to encourage driving the posted speed.	NPU-F
138	NPU-F Waste Management	Install recycling bins in neighborhood public spaces.	NPU-F

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#	Action Name	Action Description	Submitted by
139	NPU-F Cheshire Bridge Corridor Streetscape	Complete the improvements included in the Cheshire Bridge Corridor Study, including but not limited to the intersection at LaVista and general streetscape improvements along the whole corridor. Sidewalk/ streetscape construction extending from Faulkner Road to I-85 per the CBTF recommendation. This is a Renew Atlanta Project.	NPU-F
140	NPU-F Lanier Boulevard Traffic Island Irrigation	Provide irrigation/ water source at Lanier Boulevard median and Wildwood Garden at traffic circle.	NPU-F
141	NPU-F Lenox Road and Cheshire Bridge Road Sidewalks and Signal	Install pedestrian signalization at crosswalk at Lenox and Cheshire Bridge Roads.	NPU-F
142	NPU-F Lenox Wildwood Park	Mitigate and repair stream bank erosion, add tennis court, provide shelter at tennis courts, provide grills and drinking fountain, repair/ replace pedestrian bridge. Poison ivy and English ivy maintenance/ control.	NPU-F
143	NPU-F Lindbergh Sidewalks	Construct sidewalks on the south side of Lindbergh from I-85 to Cheshire Bridge Road.	NPU-F
144	NPU-F Morningside Lenox Park Monument Repair	Repair monument at Johnson, Plymouth and West Sussex road.	NPU-F
145	NPU-F Morningside-Lenox Park Traffic Calming	Implement the Morningside-Lenox Park portion of the four-neighborhood Traffic Calming Plan (submitted by the City of Atlanta to ARC in May 2004). Specific streets are North Rock Springs Road, Johnson Road, East Rock Springs Road, North Morningside Drive, North highland Avenue, Lenox Road and East Rock Springs Road.	NPU-F
146	NPU-F Pedestrian Lighting throughout	Install LED pedestrian lighting on streets that have none, focusing on the neighborhood's primary thoroughfares (Virginia Avenue, North Highland Avenue, Barnett Street, Monroe Drive, Ponce de Leon Avenue, Briarcliff Road, Amsterdam Avenue, Lanier Boulevard, Ponce de Leon Place, S. Charles Avenue).	NPU-F

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#	Action Name	Action Description	Submitted by
147	NPU-F School Pavement Markings	Install school zone pavement markings near Inman Middle and SPARK entrances/exits.	NPU-F
148	NPU-F Wildwood Garden Park	Implement phase 1 of master plan.	NPU-F
149	Orme Park Site Improvements	Stabilize stream, replace railings on steps. Redesign stormwater flow. Stream bank cleanup and hsitoric bridge restoration.	NPU-F
150	Peachtree Creek Bridge (pedestrian-crossing)	Construct pedestrian bridge over the confluence of the North and South Forks of Peachtree Creek to connect the Confluence Trail to the SR400 Trail.	NPU-F
151	Pedestrian Crossing Signals	Add pedestrian crossing signage at the intersections along all major thoroughfares in the neighborhood (Virginia Avenue, North Highland Avenue, Barnett Street, Monroe Drive, Ponce de Leon Avenue, Briarcliff Road, Amsterdam Avenue, Lanier Boulevard, Ponce de Leon Place, Street. Charles Avenue).	NPU-F
152	Pedestrian crossing	Install HAWK signalization on Lindbergh Drive (just east of I85/SR400 overpass) to ease pedestrian access from Cheshire Farm Trail to Meadow Loop Trail.	NPU-F
153	Piedmont Heights new green space	Purchase at least one acre of property in Piedmont Heights for green space.	NPU-F
154	Piedmont Heights sidewalks completion	Sidewalks and streetscapes on at least one side of all PHCA neighborhood streets	NPU-F
155	Piedmont Heights streetscapes implementation	Streetscapes on Piedmont along PHCA boundary.	NPU-F
156	Piedmont Heights Traffic Calming	Traffic calming on Montgomery Ferry, Rock Springs and Flagler.	NPU-F
157	Piped-Creek Inventory	Develop an inventory of creeks within the neighborhood that have been piped underground. Highlight these areas as potential opportunities for future daylighting.	NPU-F

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#	Action Name	Action Description	Submitted by
158	Ponce de Leon Avenue Curb Repair and ADA accessibility	Replace low and broken curbs along Ponce de Leon Avenue. Retro-fit intersection curbs so that they are ADA accessible.	NPU-F
159	Ponce de Leon Terrace Sidewalk	Add sidewalks to one side of the street on Ponce de Leon Terrace.	NPU-F
160	Reduce Speed limit on Briarcliff Road	Designate school zone, reduce posted speed limit from 35MPH to 25MPH on Briarcliff Road adjacent to the school.	NPU-F
161	Reduce Speed limit on Virginia Avenue	Designate school zone, reduce posted speed limit from 35MPH to 25MPH on Virginia Avenue adjacent to the school.	NPU-F
162	Refuge Islands on Briarcliff	Install raised median refuge islands, with signage and reflectors at existing and proposed crosswalks on Briarcliff Road adjacent to SPARK.	NPU-F
163	Repair Monroe Drive Sidewalks	Repair sidewalks on Monroe Drive between Piedmont and Montgomery Piedmont Circle and add ADA ramps.	NPU-F
164	Restore Park Drive Bricks	Restore Park Drive as a brick-surfaced street and preserve all other neighborhood brick streets.	NPU-F
165	Rosedale Mini-Circle	Install a landscaped mini-traffic circle at the Rosedale Drive and Virginia Avenue intersection.	NPU-F
166	St. Charles Avenue and North Highland Sidewalk	Install power source for landscape lighting in tree wells along the sidewalk	NPU-F
167	St. Charles Avenue Bike Lane	Re-stripe St. Charles Avenue west of North Highland Avenue to provide for two on-street bike lanes while retaining the current configuration of two travel lanes and two on-street parking lanes. Add sharrows on St. Charles Avenue from North Highland Avenue to Briarcliff Road. Important for Beltline connection to neighborhood.	NPU-F
168	Sheridan Road Sidewalks	Complete sidewalks from Cheshire Bridge Road to DeKalb County line on the north and south sides of Sheridan Road.	NPU-F

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
169	Signage to Buford Highway connector	Signage on Buford Highway	NPU-F
170	Smith Park Traffic Island	Repair and renovate fountain	NPU-F
171	Storm Drain Signage	Label storm drains to educate and inform the community that these drains are combined and should not be clogged with litter or debris.	NPU-F
172	Stormwater Utility	Work with the City of Atlanta to establish a city-wide Stormwater Utility whether in a fee or tax structure, enabling those that are managing stormwater on-site to earn credits (see City of Philadelphia).	NPU-F
173	Sunken Garden Park	Repair and improve drainage infrastructure. Add water source for irrigation. Add water/fountain play on northern end with play equipment.	NPU-F
174	Traffic Calming	Install corner curb extensions, crosswalks, landscaped curb extensions and/or chicanes at key locations along the following streets to calm traffic on the following streets: Ponce de Leon Place, Ponce de Leon Terrace, Maryland Avenue, Hudson Drive, St. Augustine Place. Limit curb extensions and chicanes to locations that would not otherwise accommodate on-street parking such as driveways, intersection corners and short areas between driveways. Maryland Avenue residents overwhelmingly supported a restriction on southbound traffic during times of day prone to cut-through traffic.	NPU-F
175	Traffic flow around Piedmont Park	Change configuration of Piedmont Avenue to allow for two-way traffic between 10th and 14th street	NPU-F
176	Tree canopy maintenance	Protect and plant new hardwoods to maintain the city's tree canopy	NPU-F
177	Virginia Avenue / Arcadia Crosswalk	Install crosswalks at the Virginia Avenue and Arcadia Street intersection.	NPU-F

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
178	Virginia Avenue Bike Lane	Add a striped 5' bike lane on the south side of Virginia Avenue from Kanuga Street to Barnett Street and on the north side of Virginia Avenue from Barnett Street to North Highland Avenue. Add an on-street sharrow marking on the north side of Virginia Avenue from Kanuga Street to Barnett Street and on the south side of Virginia Avenue from Barnett Street to North Highland Avenue.	NPU-F
179	Virginia Avenue/Kanuga Crosswalk	Install new crosswalk at intersection of Virginia Avenue/Kanuga. Location may warrant a traffic light or roundabout depending on volume and visibility.	NPU-F
180	Virginia Avenue Recreational Field	Explore the feasibility of creating a softball field, basketball court or some other kind of organized play area in the school open space along Virginia Avenue.	NPU-F
181	Wimbledon, Rock Springs and Montgomery Ferry	Provide intersection improvements and traffic calming on Wimbledon, Rock Springs and Montgomery Ferry. Sidewalks at Wimbledon, Rock Springs and Montgomery Ferry.	NPU-F
182	Woodland Avenue Sidewalks	Improve sidewalk on south and north sides of Woodland Avenue between Lenox Road and Cheshire Bridge Road.	NPU-F
183	Zonolite Park	Invasive plant removal.	NPU-F
184	Atlanta Industrial Park Street Improvements	Mill prior to repaving and restriping Atlanta Industrial Parkway, Atlanta Industrial Way and Atlanta Industrial Drive to remove eroding asphalt layers.	NPU-G
185	Carey Park ADA Improvements	Pave all unpaved roads and install new sidewalks with American Disability Act (ADA) curb ramps.	NPU-G
186	Carver Hills MARTA Bus turn around at Perry Boulevard	Design a MARTA bus turn-around with overhead covering for both bus and riders. Turn around should include: New asphalt paving and curbing, benches and trashcans, lighting, sidewalks (from Perry Boulevard and Mary George-West to bus stop/depot), and concrete block walls (graffiti-free coating) to serve as a buffer between the depot and homes, and landscaping.	NPU-G

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
187	Carver Hills Neighborhood street improvement	Replacing all the streets in the Carver Hills community which are made of concrete: Replacing all the streets in the Carver Hills community which are made of concrete: Abner Court, Abner Lane, Abner Place, Abner Terrace, Addison Place, Ajax Drive, Arno Court, Arno Drive, Clarissa Drive, Mary George Avenue (East), Mary George Avenue (West), McCallie Boulevard. Street improvements to include: Replace concrete streets with asphalt, Raise or level streets height to lessen impact of dips, Replace manhole covers with new covers, Replace all curbing and sidewalks with new curbs and sidewalks, Cut out sidewalks at intersecting corners for handicapped accessibility, Repair existing catch basins to catch, control and direct storm water run-off, Install new catch basins to catch, control and direct storm water run-off, and Remove trees with trunks that are currently damaging the roads or could potentially damage the roads in the near (5 years or less) future.	NPU-G
188	Carver Hills: Mary George West one-way conversion	Convert Mary George (West) Avenue into a one-way street commencing from the bus turnaround until the first street that intersects with Mary George. Install traffic signage for motorists headed against the one-way traffic that would read Do Not Enter forcing them to either turn around or make a lefeet-hand turn on the intersecting street just before they enter on the narrow part of Mary George.	NPU-G
189	English Park Drainage Improvements	Improve drainage on Nash Road by adding more storm drains on both sides of the road. Install storm drains on Fulton Industrial Parkway between Donald Lee Hollowell Parkway and Bolton Road. Install more storm drains on Bolton Road between Donald Lee Hollowell Parkway and Fulton Industrial Parkway.	NPU-G
190	Monroe Heights Community Sidewalks	Install new sidewalks on Northwest Drive NW between James Jackson Parkway and Bolton Road.	NPU-G
191	NPU-G Creeks	Cleanup unnamed creeks throughout NPU-G.	NPU-G

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
192	NPU-G AD Williams Park	Land acquisition - purchase parcel of land behind the park, to expand the park and parking areas and cleanup the path that can be connected with the silver comet/Beltline trail system.	NPU-G
193	NPU-G Carver Hills Neighborhood street improvement	Replacing all the streets in the Carver Hills community which are made of concrete: Abner Court, Abner Lane, Abner Place, Abner Terrace, Addison Place, Ajax Drive, Arno Court, Arno Drive, Clarissa Drive, Mary George Avenue (East), Mary George Avenue (West), McCallie Boulevard. Street improvements to include: Replace concrete streets with asphalt, Raise or level streets height to lessen impact of dips, Replace manhole covers with new covers, Replace all curbing and sidewalks with new curbs and sidewalks, Cut out sidewalks at intersecting corners for handicapped accessibility, Repair existing catch basins to catch, control and direct storm water run-off, Install new catch basins to catch, control and direct storm water run-off, and Remove trees with trunks that are currently damaging the roads or could potentially damage the roads in the near (5 years or less) future.	NPU-G
194	NPU-G Donald Lee Hollowell Parkway NW Traffic Study	Complete a comprehensive traffic study to make the area safer for motorist and pedestrians. Intersection also needs to be widened.	NPU-G
195	NPU-G English Park Land Acquisition	Land acquisition of parcels on the north and south of the park and expand and redesign of parking area. Add retaining walls and update curbs to accommodate runoff to sewer.	NPU-G
196	NPU-G Gun Club Park Assessment	Conduct brownfield assessment for the park. Create a plan for its reuse.	NPU-G
197	NPU-G Hightower RD NW	Install traffic lights at 1216 Hightower Road NW and traffic calming measures. Update sidewalks and replace dimming light bulbs.	NPU-G

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
198	NPU-G Hollywood Road Improvements	Hollywood Road street paving, installation of sidewalks and repairs to curbing along the entire street.	NPU-G
199	NPU-G Job Training and Small Business Center	Create a job training center and small business center.	NPU-G
200	NPU-G MARTA Bus turn around at Perry Boulevard	Design a MARTA bus turn-around with overhead covering for both busses and riders. Turn around should include: New asphalt paving and curbing, benches and trashcans, lighting, sidewalks (from Perry Boulevard and Mary George-West to bus stop/depot), and concrete block walls (graffiti-free coating) to serve as a buffer between the depot and homes, and landscaping.	NPU-G
201	NPU-G Nash Road Traffic Study	Conduct traffic study to help reduce speeds.	NPU-G
202	NPU-G Northwest Drive NW Road Widening	Road widening: widen Northwest Drive NW off 285 exit at Bolton Road, add street lights along the bridge and a traffic light at the exit. Street lights: update, fix, add and replace street lights along the street. Clean out the old sewers and replace sewer tops and update the curbing for proper water flow after rain. Repave streets along Northwest Drive NW 1 mile from Bolton road turn off. Traffic Calming: add speed bumps and slow down speed signs along the entire street. Fix the large sink hole in the street in front of 1460 Northwest Drive NW.	NPU-G
203	NPU-G Sidewalks	Installation of Sidewalks on Street. James Avenue, Lotus Avenue and Brooks. Arno and Hollywood RD install and repair sidewalks.	NPU-G

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
204	NPU-G Bike Facilities	Create bike lanes on streets throughout the neighborhood that have a posted speed greater than 25 mph. A further study needs to be conducted to determine where bike lane construction should be focused. NPU-G should work with the Atlanta Bicycle Coalition (ABC) to determine amendments to the primary and secondary routes as identified in the Comprehensive Transportation Plan.	NPU-G
205	NPU-G James Jackson Parkway Traffic Calming	James Jackson Parkway traffic calming to include: traffic signal at intersection Northwest Drive, addition of street lights, sidewalk and curbing the entire length of James Jackson Parkway, new street reflective lines and speed pavers (not bumps) leading up to the intersection in both directions.	NPU-G
206	NPU-G Johnson Road Streetscape	Johnson Road complete streetscape improvements from Perry Boulevard to Hollywood Road: install sidewalks, curbing, speed bumps (6) along the street, fix the speed flashing traffic light in front of Boyd Elem.	NPU-G
207	NPU-G Mary George (West) One way conversion	Convert Mary George (West) Avenue into a one-way street commencing from the bus turnaround until the first street that intersects with Mary George. Install traffic signage for motorists headed against the one-way traffic that would read Do Not Enter forcing them to either turn around or make a lefeet-hand turn on the intersecting street just before they enter on the narrow part of Mary George.	NPU-G
208	NPU-G Perry Boulevard NW Streetscapes	Perry Boulevard NW repaving, patch potholes, install sidewalks in areas missing sidewalks and fix the curbs, reduce stormwater runoff.	NPU-G
209	NPU-G Roundabouts	Study the feasibility of alternative traffic management solutions for the intersections of Hollywood Road/ Perry Boulevard and Hightower Road/Hollywood Road to slow speeds, reduce intersection accidents, and improve travel times. Amend the Connect Atlanta Plan (CAP) to include this recommendation.	NPU-G

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
210	NPU-G Ruth Street and Jones Street. Roadway Improvements	Install curbs to Ruth Street. NW and Jones Street NW and repave streets.	NPU-G
211	NPU-G Sidewalk Improvements	Build and improve sidewalks throughout the community. A further study needs to be completed to determine where new sidewalks are needed. Routes to schools and new development should be considered in this study.	NPU-G
212	NPU-G Recreation / Learning Center	A Recreation Center / Learning Center that is geared towards Arts and Technology.	NPU-G
213	NPU-G Commercial District	Create a central commercial area that will provide basic services to residents of NPU-G.	NPU-G
214	NPU-G New Library and Public Art	Provide funds to acquire the purchase of land across street from site of new library: add murals fountain, benches and lights.	NPU-G
215	NPU-G Streetscapes	Funds for streetscapes throughout NPU-G to enhance area. Install sidewalks, update sewer drains etc.	NPU-G
216	Peyton Road sidewalks from Bolton Road to Hollywood Road	Install new sidewalks on Peyton Road between Bolton Road and Hollywood Road (Bolton Hills, Chattahoochee, Scott Crossing).	NPU-G
217	Sidewalks on James Jackson Parkway from DLH to Bolton Road	Install new sidewalks on both sides of James Jackson Parkway between Donald Lee Hollowell Parkway and Bolton Road (Brookview Heights, Carey Park, Monroe Heights, Lincoln Heights, Scott Crossing).	NPU-G
218	Traffic Calming West Highlands, Carver Hills	Traffic calming and pedestrian improvements on Perry Boulevard by installing by extending existing landscape median to slow vehicles.	NPU-G
219	West Marietta Street and Perry Boulevard Street Improvements	Mill prior to repaving and restriping W. Marietta Street and Perry Boulevard to remove eroding asphalt layers between Marietta Boulevard and Hollywood Road. Add all new curbing and sidewalks. Improve drainage on W. Marietta Street and Perry Boulevard between Marietta Boulevard and Hollywood Road (Rockdale, West Highlands, Carver Hills, Scott Crossing).	NPU-G

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
220	Adamsville Community Plan	Develop a plan for the Adamsville Community with a focus on Martin Luther King, Jr. Drive corridor from Linkwood Road to the City limits and possible extent to the County Line with participation with Fulton County.	NPU-H
221	Boulder Park Drive Sidewalks	Sidewalks on Boulder Park Drive from Nathan Road to Bakers Ferry Road.	NPU-H
222	Fairburn Road Lighting	Streetscape lights on Fairburn Road from Mays Manor to Bolton Road.	NPU-H
223	Fairburn Road Sidewalks	Complete Fairburn Road sidewalk project.	NPU-H
224	Martin Luther King, Jr. Drive at I-285 Bridge	Bridge enhancement over I-285 will address the natural barrier to Adamsville Recreation Center for kids and residents. Add 6 feet sidewalk with railing and/or widen sidewalk for safety and pedestrian crossing. Additional lighting for safety. Bike Lane for access to Recreation Center. Install signage for KIDS ZONE and for Pedestrians.	NPU-H
225	Martin Luther King, Jr. Drive Road Improvements	On Martin Luther King, Jr. Drive from Fulton Industrial Boulevard to Boulder Park Drive Streetscape improvements - both sides pedestrian lights, signals, crosswalks street grates in the sidewalk , decorative street lights on both sides, cameras in business district on Martin Luther King, Jr. Drive from Bolton Road to Boulder Park Drive, street trees or shrubbery added to center of street along Martin Luther King, Jr. Drive, Trash Receptacles on Martin Luther King, Jr. Drive to FIB (Fulton Industrial Boulevard) especially near bus stops and crosswalks. Install midblock crossing and medians at Fairburn Road and Bakers Ferry Road, Bakers Ferry Road and 3712 Martin Luther King, Jr. Drive and Martin Luther King, Jr. Drive and Fairburn.	NPU-H
226	NPU-H Bolton Road calming device	Bolton Road Curve Near Hollowell needs calming devices (repeated accidents). Guard rails and reflective arrows are needed at curve.	NPU-H

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
227	NPU-H Adamsville Recreational Center Signage	On Martin Luther King, Jr. Drive, add Signage for Pedestrians and special signage for KIDS ZONE near Adamsville Recreation Center and Cascade Family Skating Rink	NPU-H
228	NPU-H Boulder Park	Improved Guard Rails and Additional Lighting and Reflective Directional Arrows Signs in Curve on Boulder Park (by the Lake).	NPU-H
229	NPU-H Cameras in Business District	Cameras in Business District-Howell Drive, Fairburn Road, Adamsville Drive, and 285 and Martin Luther King, Jr. Drive, Recreation Center).	NPU-H
230	NPU-H Code Enforcement - Vacant Homes and Overgrowth	A strategy to address vacant houses and overgrown property.	NPU-H
231	NPU-H Delmar Lane Bridge Lights	Under Delmar Lane Bridge (Lights are out) Replace and Enhanced Bridge Lighting Experience).	NPU-H
232	NPU-H gateways	Install gateways at major intersections and pedestrian areas along gateways to Adamsville to include: Martin Luther King, Jr. Drive at I-285 east and west, Martin Luther King, Jr. Drive at FIB, Martin Luther King, Jr. Drive at Adamsville Recreation Center and Martin Luther King, Jr. Drive at Fairburn Road.	NPU-H
233	NPU-H Martin Luther King, Jr. Drive Bike Lane	Add a bike lane along Martin Luther King, Jr. Drive from Fulton Industrial to Boulder Park Drive.	NPU-H
234	NPU-H Mural replacement	Replace current mural with a new community images, places that adequately reflect the neighborhood. LOCATION of current mural: Next door (west) to 3445 Martin Luther King, Jr. Drive on the back wall of Holly Deliverance Church site.	NPU-H
235	NPU-H New Sidewalks	Boulder Park Road Sidewalk on one side of Road with Enhanced Bike Trail to Herbert Green Nature Preserve Complete the Sidewalk area on Fairburn Road from south of Mays Drive to Fulton County Line.	NPU-H
236	NPU-H No Dumping Signs in Residential Community	No Dumping Signs in Residential Community on Boulder Park, Bakers Ferry and Bolton Road.	NPU-H

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
237	NPU-H Pedestrian Block Crossing	Add Pedestrian Mid Block Crossing Improvements Medians at following locations: Fairburn Road and Bakers Ferry Road; Bakers Ferry Road and 3712 Martin Luther King, Jr. Drive; Martin Luther King, Jr. and Fairburn Road. Maintain/Coordinate the regular repair of	NPU-H
238	NPU-H Road Improvements	potholes on city streets and park driveways to avoid biker, car and pedestrian accidents. Follow-up on citizen online and telephone call input, especially regarding Wilson Mill Park Driveway; Potholes in street on Baker Ferry Road and at the intersection of Boulder Park Drive and Fairburn Road; Maintain/ Correct broken pavement on major arteries especially at major intersections, specifically, Fairburn Road at Boulder Park Drive, Fairburn Road at Collier Drive, Collier Drive at Bolton Road, and Bolton Road at Martin Luther King Jr. Drive; Road improvement needed along Howell Drive, Brownlee Place, Fairburn Road to Harwell Drive. Howell Drive needs to be repaved between 280 Howell Drive to Kenner and Howell Drive because a tree is growing under the street at Kenner and Fairburn Road at Howell Drive; Wilson Mill Road has been paved but lanes need to be marked; Bolton Road curve from Fairlane Drive; repaving at Mark Place, NW; street is sinking in front of the Darnell Center at Mark Place, NW and Fairburn Road; Fairburn Road (inside Fairburn Mays Neighborhood) needs to be widen up to the intersection of Fairburn Road and Cascade Road; Bolton Road at Martin Luther King Jr. Drive; and need a curb on Bakers Ferry Road, Flooding occurs regularly after heavy rains on Baker Ferry Road in the Wilson Mill Meadows Neighborhood. The street area floods often after it rains at or near 3709 Bakers Ferry Road SW. Flooding due to low grading at 4495 Boulder Park and 3900 Boulder Park.	NPU-H

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
239	NPU-H Safety Center	Due the need for a state of the art Safety Center, NPU-H recommends the construction of a Safety Center at the current site of Fire Station #9 and acquire adjacent vacant property to expand the facility. Locating Zone 4 mini precinct, Grady EMS, and District Attorney's Office is recommended.	NPU-H
240	NPU-H Traffic Light and Mast Arm	Additional Traffic Light and Mast Arm Intersection -Howell Drive and Martin Luther King, Jr. (Pedestrian Signals, Cross walk and Small Pedestrian Island). -New Charter School 3712 Martin Luther King, Jr. Drive Traffic Calming Devices and School Flashing Lights, Crosswalks) -Adamsville Drive Intersection Improvement Vertical sight distance and grading improvements. Replace hanging wire with mast arms at: gateway at I-285, Brownlee and Martin Luther King, Jr. Drive, Fairburn Road and Martin Luther King, Jr. Drive, Bakers Ferry Road, Boulder Park and Fairburn Road, Benjamin Mays and Fairburn Road.	NPU-H
241	NPU-H Traffic Signal upgrade	Span Wire Upgrades for traffic signals for mast arms at 5 intersections. Gateway at I-285 at Martin Luther King, Jr. Drive, Brownlee and Martin Luther King, Jr. Drive, Fairburn Road and Martin Luther King, Jr. Drive, Bakers and Martin Luther King, Jr. Drive, Boulder and Fairburn Road, Benjamin Mays and Fairburn Road.	NPU-H
242	NPU-H Zoning Amendments	Townhouses zoning change is needed to R4 from R5 on Tatum Lake and Dollar Mill/Boulder Park Drive; on Boulder Park Drive at Wilson Mill Road residents want zoning change to PDH for subdivision with houses close together.	NPU-H
243	NPU-H Brownlee Road Streetscapes	Brownlee Road across from the Adamsville Collier Heights Library entrance needs: Repaving, storm water drain repaired, street restructured with drain pump under-ground to prevent street flooding during heavy rain.	NPU-H
244	NPU-H Resurfacing of Bakers Ferry Road	Complete resurfacing of Bakers Ferry Road between Boulder Park Drive and Fairburn Road.	NPU-H

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
245	NPU-H Resurfacing of Bakers Ferry Road	Complete resurfacing of Hemphill School Road starting from Delmar Lane to Fairburn Road, NW.	NPU-H
246	NPU-H Resurfacing of Bolton Road	Complete resurfacing of Bolton Road starting at Donald Lee Hollowell Parkway and ending at Martin Luther King Jr Drive.	NPU-H
247	NPU-H Resurfacing of Fairburn Road	Complete resurfacing of Fairburn Road starting at the City of Atlanta line near Cascade Road to the intersection of Bolton Road and Fairburn Road.	NPU-H
248	NPU-H Resurfacing of Martin Luther King, Jr Drive	Complete resurfacing of Martin Luther King Jr Drive between Brownlee and Bolton Roads.	NPU-H
249	Parking at the Old Adamsville Recreation Center	Do not allow Parking on Brownlee in front of the Old Admasville Recreation Center and create additional parking spaces at the Center.	NPU-H
250	Repave Bolton Road from Martin Luther King, Jr. Drive to Hollowell Parkway	Bolton Road from Martin Luther King, Jr. Drive to Hollowell Parkway repairing any uneven street surfaces.	NPU-H
251	Repave Fairburn from Cascade to Hollowell Parkway	Repave Fairburn from Cascade to Hollowell Parkway repairing any uneven street surfaces.	NPU-H
252	Repave Martin Luther King, Jr. Drive from I-285 to Fulton Industrial	Repave Martin Luther King, Jr. Drive from I-285 to Fulton Industrial.	NPU-H
253	Street Paving on Brownlee	Street paving on Brownlee from ML King to Boulder Park.	NPU-H
254	Street paving on Nathan Road	Street paving on Nathan Road.	NPU-H
255	Wilson Mill Park Improvements	Re-install playground equipment that was removed in 2012.	NPU-H
256	Wilson Mill Park-Access Improvements	Additional parking spaces at Wilson Mill Park and repave the road.	NPU-H

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
257	Dixie Hills - NPU-J redevelopment Plan	Prepare a redevelopment plan for Dixie Hills and NPU-J. Included in the CD3 Westside Revive plan.	NPU-J
258	Carter Place Apartment Homes	Carter Place Apartment Homes 720 Donald Lee Hollowell Parkwav Atlanta Georgia -- 18 affordable apartment units. Approximately 1,600 sf of retail space.	NPU-L
259	Elm Street Townhomes Development	Assist in the completion of Elm Street Townhomes Development - Phases II and III.	NPU-L
260	English Avenue Campus	English Avenue Campus Provide funding to renovate the English Avenue Elementary School as multipurpose community center. Provide funding and resource pool for the creation of a neighborhood arts center in collaboration with the developers of the English Avenue School property.	NPU-L
261	Friendship Apartments Revitalization	Friendship Apartments need revitalization.	NPU-L
262	Hagar CTM housing	Senior housing, housing rehabilitation and re-entry housing. There is a project on Griffin Street with a couple more to follow NPU-L.	NPU-L
263	Martin Luther King Streetscape	Street improvements along Martin Luther King, Jr. Drive per Vine City Plan.	NPU-L
264	Martin Luther King Jr. Boulevard Business Support Center	Establish a Business support center for the businesses along Martin Luther King, Jr. Boulevard to promote and support business development in Vine City. ON-going efforts by Invest Atlanta and Westside Future Fund.	NPU-L
265	Northwest Area Community Market Place	Grant funding for the implementation of the Northwest Area Community Market Place (Farmer's Market at the Historic Westside Village).	NPU-L
266	NPU-L Business Development	Create an entrepreneur micro loan program for NPU-L resident-owned micro businesses. Establish a Green Renovations company in the community to employ residents and provide energy efficient renovations to homes and perform services to major projects being developed in the vicinity.	NPU-L

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
267	NPU-L Historic District Designation	NPU-L Historic Designations Create Martin L. King Jr. Drive Corridor Historic District and create historic designations in English Avenue areas for Maynard Jackson, Marvin Arrington, Gladys Knight.	NPU-L
268	NPU-L Proctor Creek	Pollution Control Fund the development of a plan to mitigate excess stormwater and control pollution within Proctor Creek. Proctor Creek Stewardship Council Perform stream cleanups, monitoring and assessments within Proctor Creek -North Avenue watershed.	NPU-L
269	NPU-L Vine City Plaza	Develop funding for Vine City Plaza mixed-use commercial at corner of Magnolia and Vine. Vine City Plaza Multifamily (22 units) -- Fund the acquisition and construction of the multifamily portions of the Vine City Plaza project at Magnolia and Vine streets as described in the Vine City -Washington Park LCI Plan.	NPU-L
270	NPU-L Vine City Promenade	Build the Vine City Promenade (as listed in Vine City - Washington Park LCI) -Fund the construction of the multi-use bike/pedestrian path from J.E. Lowery Boulevard to Sunset Avenue, particularly the section that will connect Carter Street to Rhodes Street between Sunset Avenue and Griffin Street.	NPU-L
271	NPU-L Cultural Programs and Festivals	Support NPU-L cultural programs, including the ones listed below. Historic Westside Cultural Arts Council Festival of Lights; Historic Westside Cultural Arts Council Black History Celebration; Vine City - English Avenue Reunion -- Support the festival held annually in the first two weeks of August that is a reunion for past and present members of the community. The event is held in the 12 acre greenspace around the intersection of Vine and Rock streets and attracts over 1,000 participants. Martin Luther King, Jr. Drive /Ashby Renaissance Festival. Support the annual street festival held at the beginning of Summer on Martin Luther King Jr. Drive near Historic Westside Village.	NPU-L

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
272	NPU-L Development Feasibility Analysis	North and Northside Pre-development. Provide funding to perform feasibility and pre-development activities for the mixed-use project at Northside Drive and North Avenue. Alexander/Brawley Neighborhood Commercial Provide funding to perform feasibility and predevelopment activities for the neighborhood commercial node at Cameron M. Alexander and James P. Brawley. Mixed Use Facilities Pre-development. Provide funding to perform feasibility analysis for various proposed mixed-use projects along major corridors in NPU-L.	NPU-L
273	NPU-L Fresh Food and Urban Agriculture	Northwest Area Community Market Place Grant funding for the implementation of the Northwest Area Community Farmers Market Vine City / English Avenue Food Coop Provide Grant funding for the development of community food coop. Farming Incubator of Urban Agriculture and Sustainability -- Phase two to create the opportunity for more residents to become involved in Urban Farming as a self empowerment opportunity in English Avenue Vine City communities.	NPU-L
274	NPU-L Historic Designations	Create Martin L. King Jr. Drive Corridor Historic District and create historic designations in English Avenue areas for Maynard Jackson, Marvin Arrington, Gladys Knight.	NPU-L

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
275	NPU-L Housing Programs	Implement housing programs in NPU-L including the following: Fund a community land trust to provide and preserve long-term housing affordability within NPU-L; Develop a senior housing facility within NPU-L; Create a grant fund to provide renovations to owner-occupied homes; Develop homeownerhsip program to prepare existing residents and stakeholders to become homeowners; Develop mortgage fund with non-conventional underwriting guidelines for existing residents and stakeholders to become homeowners; Develop a Green Renovations fund for a community-based entity to implement energy efficiency measures in owner occupied homes.	NPU-L
276	NPU-L Loan and Development Funds	Loan and development funds for entrepreneurial activities for jobs creation and sustainability.	NPU-L
277	NPU-L Northside Drive Corridor	Northside Drive Corridor Improvements. Implement Northside Drive corridor recommendations identified in the English Avenue Redevelopment Plan Update as may be refined, and the Simpson Road Corridor Study.	NPU-L
278	NPU-L Parks and Trails	Implement the parks and trails listed below. Vine City Pocket parks - Create 5 additional pocket parks in Vine City. PNA Boone East Park (870 Proctor) -Provide funding to acquire and perform pre-development. Kathryn Johnston Park - Create a park dedicated to the legacy of Ms. Kathryn Johnston in the English Avenue community. PNA Sunset Park (west side of Sunset Avenue between Martin Luther King, Jr. Drive and Magnolia) --Provide funding to acquire and perform pre-development. Parks, Trails PNA Lindsay Street/Proctor Creek Pocket Park Provide funding to acquire and perform pre-development.	NPU-L
279	NPU-L Sidewalks	Sidewalk repair or replacement throughout the English Avenue and Vine City communities.	NPU-L

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
280	NPU-L Street Resurfacing	Street pavement improvement -Resurface substandard secondary roads. Perform study to determine which roads are in poor condition in the Vine City and English Avenue neighborhoods.	NPU-L
281	Trycope Youth Development Center Development and Programs	New youth development/history/learning center.	NPU-L
282	Villas at the Dome-Phase II	Rehabilitation of a 55 Unit Townhome Community, located on 6 acres at 515 Rhodes Street.	NPU-L
283	Vine City / English Avenue demolition	Demolish vacant, dilapidated and abandoned houses and other structures.	NPU-L
284	Vine City / English Avenue Housing Loans and Grants	Make available grants and low interest loans to CDC's to purchase, rehabilitate and sell or rent foreclosed properties in NPU-L utilizing the block by block approach for impact. Provide very low interest loans and/or grant funds to neighborhood organizations to have the capacity to develop or co-develop with experienced partners housing on block by block basis to create mixed-income communities.	NPU-L
285	Vine City Acquisition	Acquisition of block bounded by Kennedy, Sunset, Meldrum and Elm Streets.	NPU-L
286	Vine City Community Center	Provide funding to support the creation of a multipurpose community center in the Vine City area.	NPU-L
287	Vine City DWM property	Develop the 12 acre green space in Vine City into a world class neighborhood park.	NPU-L
288	Vine City Historic Markers	Create Vine City Historic Markers and Signage.	NPU-L
289	Vine City Pocket parks	Create 5 additional pocket parks in Vine City.	NPU-L
290	Vine City Security Cameras	Provide funding for Vine City Neighborhood Commercial Area Security Cameras	NPU-L
291	Vine City Townhomes	20 townhome units along the southern side of Rhodes Street NW between Vine Street and Walnut Street.	NPU-L

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
292	Vine City/English Avenue CDC/CBO funding	Loan fund to increase the capacity for CDCs/ CBOs in Vine City and English Avenue to implement community economic development projects (i.e. working capital loans for small and micro-businesses, operating lines of credit for non-profit organizations in Vine City and English Avenue.	NPU-L
293	Vine City/English Avenue Property Acquisition	Property Acquisition Funding.	NPU-L
294	West Side Construction Company	Creation of a Westside Construction Company (skilled and semi-skilled workers) to assist major contractors in the developments that will take place in NPU-L and other areas	NPU-L
295	Castleberry Hill bridges	Improve upkeep and maintenance of Centennial Olympic Park, McDaniel and Peters street bridges.	NPU-M
296	Castleberry Hill Crosswalks	Install crosswalks throughout Castleberry Hill, particularly at Peters and Haynes.	NPU-M
297	Castleberry Hill sidewalks and ADA ramps	Repair sidewalks, add install sidewalks where missing. Install ADA ramps throughout Castleberry Hill, particularly at Centennial Olympic Park Drive and Martin Luther King, Jr. Drive and Centennial Olympic Park Drive and Chapel.	NPU-M
298	Castleberry Hill Signage and streetscape improvements	Install planters throughout CHNA, improve signage throughout Castleberry Hill, particularly for traffic leaving the Dome/CNN/Phillips.	NPU-M
299	Decatur Street and Jackson Street traffic light	Install traffic light at the intersection of Decatur Street and Jackson Street. Signal is needed to slow down traffic speed and for pedestrian safety.	NPU-M
300	Downtown/Castleberry Hill Bike Lanes	Add a bike lane Mitchell street including the bridge under reconstruction and a bike lane along Peters Street, Walker Street and Trinity Avenue that would connect Castleberry Hill with downtown. Add a bike lane on Edgewood Avenue connect to Old Fourth Ward with downtown.	NPU-M

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
301	Haynes Street sewer	Need odor control of water and sewer line at Haynes street.	NPU-M
302	Highland Avenue bridge lighting	Install brighter lighting along Highland Avenue bridge between Sampson and Randolph.	NPU-M
303	Irwin Street traffic calming	Install traffic calming devices on Irwin street between Sampson and Boulevard.	NPU-M
304	Linden Avenue sidewalk repair	Repair sidewalks on Linden Avenue between Central Park Place and Boulevard. Included as part of Renew Atlanta ADA Improvements - FC-8250	NPU-M
305	Nelson Street Bridge redevelopment	Work with Norfolk-Southern to refurbish Nelson Street for pedestrian use.	NPU-M
306	Nelson Street restriping	Re-stripe Nelson Street.	NPU-M
307	North Avenue NE sidewalk repairs	Repair sidewalks on North Avenue between Central Park Place and Boulevard.	NPU-M
308	NPU-M Improve lighting on Peters Street	Improve streetlamp lighting on Peters Street, particularly on Peters between Haynes and Fair (west side of the street) and Peters between Fair and Walker (west side of the street).	NPU-M
309	NPU-M Install stop sign on Walker Street at Haynes Street	Install stop signs on Walker Street at Haynes Street. Stop sign is needed to slow down traffic and improve pedestrian safety.	NPU-M
310	NPU-M Peters Street Sidewalk	Replace sidewalks on Peters Street.	NPU-M
311	NPU-M Sidewalk bulge-outs at Walker and Haynes	Create triangular sidewalk bulge-outs (the length of a vehicle) to prevent parking on north and south corners of Haynes/Walker. This is needed to improve safety for drivers and pedestrians at this blind intersection.	NPU-M
312	NPU-M Street lamps	Repair or replace malfunctioning street lamps in Castleberry Hill.	NPU-M
313	Parkway sidewalk and ramp repairs	Repair sidewalks on Parkway between North Avenue N.E. and Linden Avenue Repair/reinstall curb ramps at corner of North Avenue and Parkway and at SW corner of North and Parkway.	NPU-M

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
314	Bass Recreation Center Master Plan	Prepare Master Plan for Bass Recreation Center and Adjacent Athletic Fields.	NPU-N
315	CSX Facility (formerly Hulsey Yards) Master Plan	A Master Plan should be developed in anticipation that the CSX facility (formerly known as the Hulsey Yards) located within the Reynoldstown and Cabbagetown neighborhoods will be made available for development.	NPU-N
316	Elizabeth and N. Highland Avenue Intersection improvement	Intersection improvements at Elizabeth and N. Highland ave.	NPU-N
317	Freedom Park Improvements	Replace/ repair light fixtures, replace and add trash receptacles, provide erosion mitigation, provide up to (3) drinking fountains, provide dog waste bad dispensers and trash receptacles. Repalce playground equipment as needed.	NPU-N
318	Inman Park park improvements	Springvale Park improvements to include bridge and pond restoration and replacement of playground equipment. Delta Park jail restoration. Install gateway signage to Inman park.	NPU-N
319	Moreland Avenue LCI Study	Implement LCI Study Recommendations.	NPU-N
320	North Highland Avenue Transportation and Parking Study	The recommendations of the North Highland Avenue Transportation and Parking Study (December 1999) should be updated and implemented.	NPU-N
321	NPU-N Euclid Avenue curbing	Install granite curbing to continue portions previously installed at park crosswalks (Euclid Avenue, from Austin to Hurt; Hurt Street, from Euclid to Edgewood)	NPU-N
322	NPU-N McLendon Avenue and Oakdale Road Traffic Study / Signalization	Conduct traffic study at McLendon Avenue and Oakdale Road.	NPU-N
323	NPU-N Candler Park Sidewalks	Repair sidewalks and curbs throughout Candler Park.	NPU-N

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
324	NPU-N DeKalb Avenue -Complete Streets study and implementation	Complete Streets/road diet study and implementation of DeKalb Avenue.	NPU-N
325	NPU-N DeKalb Avenue Multi use Trail	Install multi-use trail along DeKalb Avenue (from Candler Park MARTA station to Inman Park MARTA station).	NPU-N
326	NPU-N Inman Park crossroads	Re-stripe key crosswalks in Inman Park (North Highland, Lake/Austin, Euclid and Edgewood Avenue corridors).	NPU-N
327	NPU-N KLENH strategy implementation	NPU-N KLENH strategy implementation	NPU-N
328	NPU-N Lang-Carson park and Manigault Park improvements	Improvement of Manigault Park to include re-grading, building a natural playground, making a step-stone path through a woodland garden leading into main part of Lang-Carson park and signage. Install signage at entrance of Lang-Carson Park (Manigault, Weatherby and Wylie Street frontage. Install hardscape and signage at Weatherby Street entrance/path. Turn current baseball field into a park lawn and build shade canopy and group shelter. Create 3 L.I.D. stormwater management systems per Beltline master plan. Renovate covered basketball court/bleacher replacement. Move community garden plots to North Lawn by Wylie Street entrance. Purchase additional green space per Beltline master plan.	NPU-N
329	NPU-N Moreland Avenue and Euclid Avenue Traffic Signal Improvement	Make improvements at Moreland Avenue and Euclid Avenue Traffic Signal. GDOT has completed work along Moreland.	NPU-N
330	NPU-N Seaboard sidewalks	Install sidewalks on north side of Seaboard Avenue Between Moreland and MARTA Station.	NPU-N
331	Ponce de Leon Avenue Corridor LCI Study	Implement LCI Study Recommendations	NPU-N

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
332	Reynoldstown gravel street paving	Pave street on the gravel portion of Boulevard Drive and pave street on the gravel portion of Northern Avenue.	NPU-N
333	Livable Centers Initiative Study -Memorial Drive from Moreland Avenue	LCI Study encompassing Memorial Drive from Moreland Avenue eastward to City of Atlanta limits is critical to the appropriate development of NPU-O and its member neighborhoods (Eastlake, Edgewood, Kirkwood) and its unincorporated DeKalb County neighbors (Parkview). This must be funded and initiated to protect the potential of this economic, residential, and transit corridor in a manner appropriate to NPU-O.	NPU-O
334	Arbor Avenue Park	Install plantings of Muscadine Grapes on the Arbor and promote addition of new trees.	NPU-O
335	Bessie Branham Park Stop Signs	Four way stop signs at all four corners of Bessie Branham Park (Kirkwood Road at both Delano Drive and at Ridgedale Road, Norwood Avenue at both Delano Drive and at Ridgedale Road).	NPU-O
336	Branham Park Site Improvements	Four way stop sign at Kirkwood Road and Delano Drive. Install raised crosswalks across Kirkwood Road at both Delano Drive and Ridgedale Road. Install neckdown traffic calming device on Norwood Avenue between Delano Drive and Ridgedale Road. Re-construction of the Urban Treehouse structure at the end of it's service life. Resurfacing tennis and basketball courts. Replacement of trees surrounding playground. Gate and columns for playground entrance. Bike racks. Repairing lighting of ball field and score board. Light System around perimeter of park. Master plan. Restoration of Stone memorials. Low fencing or bollards along Norwood to prevent parking in the grass. Trash Receptacles.	NPU-O

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
337	Coan Park	Install lighting along PATH trail from Woodbine Avenue and Hosea Williams Drive to Woodbine Avenue and Anniston Avenue. Installation of two doggie bag dispensers. Day light stream that runs through the park. Bike racks. Water play feature. Refurbishment of picnic gazebos. Replacement of sidewalk along Anniston. Installation of standard adjustable rotating grills. Master Plan. Repair interactive musical sculpture. Trash Receptacles. Resurfacing of tennis and basketball courts.	NPU-O
338	College Avenue Bike Lanes	Add bicycle lanes on College Avenue from Rocky Ford Road to Howard Avenue N.E.	NPU-O
339	East Lake Dog Park Feasibility	Research locations and feasibility for a neighborhood dog park.	NPU-O
340	East Lake Park	Install water collection cisterns in lower field, and alongside the Zaban Recreation center to feed drip line irrigation system for trees, bushes, planting beds and planter boxes; Restoration of natural streambed to creek as it runs through park; Install sidewalk along Green Street, and repair sidewalk on Daniel Avenue; Install crushed granite walkways where existing mulch pathways exist, and along exterior of ballfield; and install outdoor exercise equipment along interior pathways.	NPU-O
341	East Lake Sidewalk Improvements, Streetscapes, and Street Lighting	Install new or repair broken or discontinuous sidewalks and improve streetscaping to include street lighting on east side of East Lake Drive between Alston Drive and Pharr Road; and on both sides of Memorial Drive between East Lake Boulevard (YMCA/Drew Charter School) and Candler Road. Also implement pedestrian elements of the East Lake Walking Plan.	NPU-O
342	Gilliam Park Improvements	Various improvements to Gilliam Park as wel l as possible Expansion of Gilliam Park with land acquisition of adjacent Coan Middle School Property.	NPU-O

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
343	Gilliam Park PATH spur extension	Construction of a multi use PATH spur connecting the end of Arizona Avenue with the Gilliam Park PATH spur.	NPU-O
344	Hosea Williams Drive Median	Install greenspace median on Hosea Williams Drive from Anniston Avenue to 1st Avenue.	NPU-O
345	Kirkwood Dog Park	Placement of a dog park in Kirkwood.	NPU-O
346	Kirkwood Sidewalk Installations	Install, repair, and replace sidewalks on both sides of Memorial Drive and other streets in the neighborhood (e.g., Wade Avenue, Hillcrest Street, Sisson Avenue, Wisteria Way, Bixby Street, Norwood Avenue, Rocky Ford Road, Delano Drive, Kirkwood Road, and Mellrich Avenue.	NPU-O
347	Kirkwood Signage	Signage identifying the Kirkwood neighborhood at the major points of entry into the community: College Avenue at Park Place, Rocky Ford Road at College Avenue, Hosea Williams Drive at Montgomery Street and 1st Avenue, Memorial Drive at Wyman, Clifton, and Clay Streets, Rogers Street NE., Oakview Road at city limits, Woodbine Avenue at Montgomery Street, and Maynard Terrace and I-20.	NPU-O
348	Kirkwood Streets	Implement and complete Phase II Kirkwood Business District Streetscape. Install College Avenue streetscape from Howard Street NE to Park Place including an off street PATH type trail from Rocky Ford Road west and on street bicycle lanes or sharrows from Rocky Ford Road east. Close to vehicles and convert to mixed use PATH type trail the western side of the divided road Woodbine Avenue between Hosea Williams Drive and Wade Avenue N.E. connecting Coan and Gilliam Parks and their two existing PATH segments. Re-engineer Memorial Drive to a consistent three lane roadway. Re-pave both sides of Oakview Road N.E. from the intersection of Hosea Williams Drive to city limits.	NPU-O
349	Kirkwood Swimming Pool	Construction of a neighborhood swimming pool.	NPU-O

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
350	Kirkwood Traffic Control	Install flashing hazard lighting at pedestrian and bicycle crossing across Rogers Street NE in front of Toomer Elementary School, 65 Rogers Street, NE. Re-engineer signals, turn lanes, and through traffic at Rocky Ford Road and it's intersections with DeKalb Avenue and College Avenue. Install four way signals controlling the intersections of Memorial Drive, Howard Street S.E., and South Howard Street. Re-engineering of the intersections of Memorial Drive, Howard Street S.E. and South Howard Street. Four way stop sign at Kirkwood Road and Delano Drive. Installation of traffic signals at College Avenue and Park Place. Install signals at College Avenue and Murray Hill Avenue. Add west bound left-turn signal from DeKalb Avenue onto Rocky Ford. Install signals at the intersection of Hosea Williams and Oakview Road. Add eastbound leftturn lane and signal at Rocky Ford Road and College Avenue. Four way stop at Bates and Delano Drive. Install stop signs at the intersection of Anniston Avenue and Woodbine Avenue, adjacent to the Coan Park	NPU-O
351	LaFrance Street Bike Lanes	Add bicycle lanes on La France Street (both sides) from Arizona Avenue to Whitefoord Avenue N.E.	NPU-O
352	Memorial Drive and Howard Street Stop Signs	Installation of four way signals at the intersection of Memorial Drive and Howard Street S.E.	NPU-O
353	Memorial Drive Improvements	Re-engineer Memorial Drive to a consistent three lane roadway. Two travel lanes and turning lane.	NPU-O
354	NPU-O 4 Way Stops	Add four way stop at Bates and Delano Drive. Install four way stop signs at the intersection of Anniston Avenue and Woodbine Avenue, adjacent to the new playground. Install four way stop signs at the intersection of Sisson Avenue and Wisteria Way. Install four way stop signs at the intersection of Sisson Avenue and Wisteria Way. Installation of four way signals at the intersection of Hosea Williams and Oakview Road N.E.	NPU-O

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
355	NPU-O Arizona Avenue Bike Lanes	Street does not provide adequate width. Sharrows installed.	NPU-O
356	NPU-O College Avenue Streetscape	Install College Avenue streetscape from Howard Street N.E. to Park Place including creation of an off street mixed use trail adjoining College Avenue from Rocky Ford Road to City of Atlanta limits to connect with Decatur Bicycle Route Plan.	NPU-O
357	NPU-O Eastside Trolley Line Bicycle Route	Completion of the Eastside Trolley Line bicycle route serving Kirkwood and Edgewood (Jaeger Plan, 1993) to include the incorporation of effective routes to serve Eastlake as indicated by the NPU-O Bicycle Route Plan (2009 and 2012).	NPU-O
358	NPU-O Kirkwood Urban Forest Park	Create senior citizen fitness and nature trails. Purchase land for connection between DeKalb Senior Center and Kirkwood Urban Forest Park. Expansion of KUF Park with land acquisition or creation of conservation easements of appropriate adjacent parcels including transfer of public land to the park. Transfer of the undeveloped rights of way of Rogers Street SE, Dixie Street SE, and Bixby Street SE from City of Atlanta Department of Public Works to City of Atlanta Department of Parks. Restoration of Hardee Creek. Improve Trail Design. Pedestrian bridge at the end of Rogers Street SE into KUF Park. Conversion of undeveloped rights of way adjacent to park into entryways. Install Trash Receptacles. Master plan. Acquire greenspace along Eastern portion of the Pullman Yard for connection to Kirkwood Urban Forest Park.	NPU-O
359	NPU-O Linear Park from Beltline Subarea 4	Creation of a linear park extending from Beltline Subarea 4 at Moreland Avenue to Whiteford Avenue utilizing the central portion of the extremely wide City of Atlanta right of way of Arkwright Avenue for installation of a mixed use trail. Vehicular access to be maintained by existing streets paralleling the linear park and connected by re-engineered intersections at the linear parks endpoints.	NPU-O

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
360	NPU-O Mixed-Use Trail	Construction of a mixed use trail from the southern apex of DeKalb Memorial Park at Glenwood Avenue paralleling the Sugar Creek watershed and utilizing existing rights of way and watershed easements to connect with Walker Park.	NPU-O
361	NPU-O PATH Trolley Trail	Construction of a PATH mixed use non-vehicular trail from the intersection of College Avenue and Howard Street N.E. to Rogers Street N.E. PATH connection between Rogers/LaFrance and College Avenue. using the deeded street along the track.	NPU-O
362	NPU-O Second Avenue Median	Creation of green median from 2nd Avenue. to Kirkwood Road and from Warren Street to Hardee Street.	NPU-O
363	NPU-O Sidewalk Improvements	Installation, repair, or replacement of critical sidewalks.	NPU-O
364	NPU-O Traffic Calming	Install traffic calming along: Howard Street S.E. between Memorial Drive and Hosea Williams Drive, Rocky Ford Road between Lanes Lane and College Avenue, Clifton Street S.E, Clay Street S.E., Mellrich Avenue from Wisteria Way to Delano Drive and Warren Street between Hosea Williams Drive and Trotti Street. Install neckdown traffic calming device on Norwood Avenue between Delano Drive and Ridgedale Road. Raised crosswalks across Kirkwood Road at both Delano Drive and Ridgedale Road.	NPU-O
365	NPU-O Woodbine Avenue Closure	Closure of the western side of the divided road Woodbine Avenue between Hosea Williams Drive and Wade Avenue N.E. for conversion to mixed use bicycle / walking / skating trail connecting Coan and Gilliam Parks and their two existing PATH segments.	NPU-O
366	Oakview Road Repavement	Re-pave both sides of Oakview Road N.E. from the intersection of Hosea Williams Drive to city limits.	NPU-O

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
367	Pratt Pullman Streetscapes	Streetscape to match current downtown Kirkwood Neighborhood Commercial corridor including wide sidewalks, dedicated parking and crosswalks, green plantings, lights, trash receptacles, bicycle racks, etc. Must include underground utilities. A Rogers/ Arizona/ LaFrance traffic study is required. Landscaped traffic islands suggested. Round about at Rogers Street NE L turn with entrance to new development. Neighborhood identification/ landscape in island. Widen Rogers Street NE with bump-out dedicated parking along westside, green strip along east side. Extra wide sidewalks and low maintenance plantings along both sides (see downtown Kirkwood). Proposed additional entrance to development to feed at AYSA gate on Rogers Street NE so as not to affect existing neighbors. Install turn lanes at Hosea Williams Drive. Move MARTA bus stop east block to keep bus/ turning traffic separate. Crosswalks/PATH markers at all applicable locations. No bike lanes recommend for Rogers as PATH currently connects at the AYSA soccer fields on Arizona. Additional paths are recommended inside the development. Additional entrances/ exits/ streetscape needs to be addressed at development proposal meetings. Traffic bumps outs for speed abatement (no speed humps). Must maintain Rogers Street NE corridor as major artery for community.	NPU-O

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
368	Rocky Ford Creek Watershed Greenspace	Creation of conservation easement for the 25'to 75' of 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. Restoration of Rocky Ford Creek. Restoration of stream embankments and unbuildable slopes from Memorial Drive to Hosea Williams Drive including removal of all invasive species and erosion control based on installation of native plant species. Creation of a green median in the boulevard width street of Delano Drive between Sisson Avenue and Rocky Ford Road.	NPU-O
369	Rocky Ford Intersections	Re-engineering of signals, turn lanes, and through traffic at Rocky Ford Road and its intersections with DeKalb Avenue and College Avenue. Add west bound leftturn signal from DeKalb Avenue onto Rocky Ford. Add eastbound leftturn lane and signal at Rocky Ford Road and College Avenue.	NPU-O
370	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 and aesthetic signage that identifies the greenspace by name, informs public on the ELCNA project and highlights unique natural values of the specific greenspace.	NPU-O
371	Woodbine Avenue Trail	Abandonment of the western side of the divided road Woodbine Avenue between Hosea Williams Drive and Wade Avenue N.E. for conversion to mixed use bicycle / walking / skating PATH connecting Coan and Gilliam Parks and their two existing PATH segments.	NPU-O
372	Barge Road Sidewalks	Install sidewalks on Barge Road from Campbellton to Stone Road.	NPU-P
373	Camp Ground Road sidewalks	Install sidewalks on Camp Ground to Rux Road (for the Fickett School).	NPU-P

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
374	County Line Road Sidewalks	Sidewalks installed on County Line Road between Campbellton Road and Rio Grande.	NPU-P
375	Deerwood Park Improvements	Additional parking and additional ingress/ egress.	NPU-P
376	Fairburn Road and Campbellton Road Intersection	Intersection improvement at Fairburn and Campbellton Road intersection.	NPU-P
377	Fairburn Road Bridge Replacement	Replace bridge at Fairburn Road and north Camp Creek just before Deerwood Academy so the structure will accommodate the weight of school buses and fire trucks.	NPU-P
378	Fairburn Road Sidewalks	Install sidewalks on Fairburn Road from Garrison Drive to city limits at Camp Creek Parkway.	NPU-P
379	Fairburn Road Widening	Widen and improve Fairburn Road from Campbellton Road to city limits at camp Creek Parkway.	NPU-P
380	Fire Station 31 replacement or renovation	New firehouse or extensive renovations for Station #31 on Fairburn Road and maintain a station in the exact location/ vicinity.	NPU-P
381	Heritage Valley Subdivision Repaving	Resurface Heritage Valley subdivision, excluding Heritage Valley Road, and Welcome All Road from Fairburn Road to Camp Creek Parkway.	NPU-P
382	Melvin Drive Park Improvements	Rebuild the community meeting facility that was torn down several years ago.	NPU-P
383	Roswell Street and Ewing Street Road paving	Roswell Street SW and Ewing Avenue SW unpaved road paving.	NPU-P
384	Roswell Street and Ewing Street Road paving	Roswell Street SW and Ewing Avenue SW unpaved road paving	NPU-P
385	Tell Road Pavement	Pave Tell Road past intersection of Butner Road and Niskey Lake Road south of Butner Road.	NPU-P
386	Tell Road widening	Widen and improve Tell Road (including improving the Fairburn and Tell Road intersection and fixing multiple storm drains on Tell Road).	NPU-P

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
387	NPU-Q Streetscape Improvements	Provide more adequate street-lighting, well marked pedestrian cross-walks, and more sidewalk continuity/ connectivity to subdivisions and single-family standalone homes. A bicycle route should be designed and constructed next to developed sidewalks. They must be signed and marked.	NPU-Q
388	Adams Drive Bridge repair/ replacement	Adams Drive is closed due to unsafe bridge condition. Provide funding to repair/replace bridge with pedestrian walkway.	NPU-R
389	Adams Park Recreation Center	There has not been a significant increase at this facility since l970. There is growing concern over the the physical deterioration and neglect of facilities located within the Park. Expand Adams Park Recreation Center to include walking track, activity and meeting rooms, technology center, excercise rooms, and specialty meeting rooms for clubs and organizations.	NPU-R
390	Anti-litter Campaign and Education	Educational campaign to eliminate illegal dumping and littering.	NPU-R
391	Belvedere Avenue sidewalks	Install and repair sidewalks, reset curbs, add pedestrian lighting and street trees on Belvedere Avenue from Boulevard Granada to Boulevard Lorraine.	NPU-R
392	Campbellton Bridge railing	Railing Replacement at Campbellton Road Bridge between Sandringham and Wells.	NPU-R
393	Campbellton and Cascade Road Design Overlay	Develop overlay standards for Campbellton Road and Cascade Road to include landscaping, pedestrian improvements, bicycle facilities, parking and ADA.	NPU-R
394	Campbellton Road-connect sidewalks	Install sidewalk on Campbellton Road starting at Providence Manor Senior Facility to connect to existing sidewalk.	NPU-R
395	Campbellton Road/ Dodson Drive sidewalks	Install/repair sidewalks on Campbellton Road from Dodson Drive to the City Limits. Repair sidewalks in front of QLS.	NPU-R

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
396	Cascade Road/Hillside Church Crosswalk	Install crosswalk to cross Cascade Road to get to Hillside Church from parking lot on the north side of Cascade Road.	NPU-R
397	Cascade Road/Benjamin E. Mays Drive/ Linear Park pedestrian improvements	Install sidewalks, streetscape, lighting, street trees, benches and ADA ramps along Cascade Road/ Benjamin E. Mays Drive /Linear Park.	NPU-R
398	Delowe and Venetian Drive Drainage improvements	Eliminate pooling of water at Delowe Drive and Venetian Drive.	NPU-R
399	Delowe Drive sidewalks	1. Repair sidewalks on both side of Delowe Drive from Cascade Road to Campbellton Road, add pedestrian lights and trees. 2.Repair sidewalks on Delowe Drive from Campbellton Road to City Limits. Repair/install ADA ramps.	NPU-R
400	Mt. Gilead Road sidewalks	Sidewalks on Mt. Gilead Road from Panther Trail to Greenbriar Parkway.	NPU-R
401	NPU-R Cascade Nature Preserve	Develop/implement master plan for nature preserve, include a training/conference center. Provide funding for concept designs, drawings to implement plan. Develop a master plan, site plan, survey and concept designs and rendering for programming, and for the development of and Environmental Education and Historic Preservation Center. Install a community Garden at Cascade Springs Nature Preserve, This includes soil preparation, plant materials, equipment, tools, master gardening sevices and support staff. Plant and maintain trees along right of way, stabilize stream banks and other environmentally sensitive areas.	NPU-R
402	NPU-R Campbellton Cascade Road local transit service	Provide local transit service to destinations along Campbellton Road and Cascade Road.	NPU-R

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
403	NPU-R Code Enforcement	Identify funds to demolish two houses next to fire station on Campbellton Road between Harbin Road and Childress Drive; demolish green building on Stanton Road; demolish closed dilapidated apartments at corner of Myrtle Drive and Allison Court.	NPU-R
404	NPU-R Crosswalks and pedestrian safety	Install crosswalks and signage to improve pedestrian safety at Childress Drive and Landrum Drive; install crosswalks at 3381 Greenbriar Parkway -Park View Apartments to access bus stop on opposite side of the street, add bus shelter; 2447 Campbellton Road, Providence Manor crosswalk/stoplight to have safe access to bus stop on opposite side of the street, bus shelter.	NPU-R
405	NPU-R Job Training	Develop green Jobs program for maintenance of right of was along major streets, and thoroughfares to public facilities, such as , Cascade Road, Fontain Avenue, Benjamin E. Mays, Delowe Drive, and Campbellton Road.	NPU-R
406	NPU-R literacy and education training	Develop training center for feet. McPherson, develop plan for green jobs, and movie, film, recreation and health industries. Several plans for feet. Mac have been completed. Tyler Perry studio has been built and the VA has moved to the site.	NPU-R
407	NPU-R Park improvements	Expand parks and recreation facilities in NPU-R to include skate park, bicycle trails, observation stations for plants and wildlife.	NPU-R
408	NPU-R Safe RouteTo Schools (SRTS)	Improve sidewalks around schools including 1. Fontaine Street/ Cascade Road to Venetian Drive. 2.Murray Drive/Childress Drive to the Elementary School,(lacks sidewalk) and 3.Childress Drive from Campbellton Road Cascade Road (improve connectivity to public transportation).	NPU-R

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
409	NPU-R Security cameras	Install security cameras in areas of NPU-R with history of repeated criminal activity. Rising crime rate and increased concern about personal safety and protection of personal property. Install 50 surveillance Cameras and installation service the commercial corridors, and all public facilities in NPU-R Adams Park, Adams Park Library, Cascade Elementary School, Adams, Tubb Golf Course, Maintenance Shop, Greenbriar Parkway between Continental Collony and Campbellton Road.	NPU-R
410	NPU-R Sidewalks	Install and repair sidewalks at Harbin Road between Campbellton Road and Cascade Road; 2929 Landrum Drive to three-way stop sign at Childress Drive; Childress Drive at three-way stop sign north to apartment complex on the right; Dodson Drive between Campbellton Road and Headland Drive.; Mt. Gilead at Panther Trail west to Campbellton; Starting at 2447 Campbellton Road west to existing sidewalks; sidewalks on Delowe Drive from Campbellton Road to existing sidewalks.	NPU-R
411	NPU-R Sound Barrier	Work with GDOT to install sound barrier to eliminate/ decrease noise from the I-285 traffic starting at right lane from 166Wto I-285N ending where Deal Lane ends (Deal Lane is the street that parallel I-285N) in the Meadow Community.	NPU-R

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
412	NPU-R Stormwater Management	Develop storm water management plan/infrastructure for: Harbin Road including 1639 Harbin south to Cascade Road, Cascade From Blv. Granada to Blv. Lorraine, within a square block including Belvedere Avenue. Restoration and stablize banks of Utoy Creek Streams and Tributaries in Adams Park to reduce flood events Install additional storm drains to reduce flooding of streets and apartments on Alison Court between Stanton and Myrtle. Landrum Drive between Harbin Road and Childress Drive flood at the lowest point-the creek that flows toward Adams Drive and Utoy Creek, water pool on Childress Drive between Landrum Drive and Adams Drive during heavy/flash rains hazardous for vehicle s and pedestrians.	NPU-R
413	NPU-R Street Lighting	Install street lighting at Harbin Road from Cascade Road to Campbellton; both side of Greenbrair Parkway From Fountainbleau to Hogan Road; Mt. Gilead from Panther Trail to Campbellton Road; Adams Park tennis court At HWY 166 East at Greenbrair Parkway to the East Point City (currently there aer no lights on HWY 166) and Dodson Drive. Between Campbellton Road and Headland.	NPU-R
414	NPU-R Street Resurfacing	Resurface the streets listed below. Belvedere Avenue- Between Boulevard Granada and Boulevard Lorraine Delowe Drive from Campbellton Road and the City Limits Essex From Blv Granada to Delowe Montrose From Fontaine to Blv Lorraine Fontaine from Cascade to Venetian Centra Villa from Campbellton Road to Cascade Venitian Cascade Road to Centra Villa Panther Trail between Childress Drive and Mt. Gilead The streets in Laurens Valley, - Laurens Way, Laurens Drive and Laurens Circle.	NPU-R
415	NPU-R Traffic Calming	Install traffic calming at Landrum Drive between Harbin Road and Childress Drive.	NPU-R

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
416	NPU-R Community Gardens Program	Educate and partner with schools, churches, apartment complexes, seniors citizens, to develop community gardens, backyard gardens and adopt-a-garden.	NPU-R
417	NPU-R Sustainable Land Use Study	Implement a study of existing sites for rehab to promote sustainable use for retail/office commercial, business park, light manufacturing, restaurants, mixed use opportunities.	NPU-R
418	NPU-R Traffic Signal Repair	Replace all old string wire traffic signals throughout NPU-R.	NPU-R
419	Resurface Landrum Drive	Resurface Landrum Drive.	NPU-R
420	Resurface Timothy Drive and Shepherd Circle	Resurface Timothy Drive and Shepherd Circle.	NPU-R
421	Sidewalk Installation on Dodson Drive	Install sidewalk on Dodson Drive from Dodson Drive and Campbellton Road to 166/East Point City limit.	NPU-R
422	Streetscape Improvements from Timothy Drive and Fort Valley	Trim tree canopy overgrowth between Timothy Drive and Fort Valley on Campbellton Road; between Sandringham Drive and Wells Drive on Campbellton Road. Each location is hazardous when entering Campbellton Road.	NPU-R
423	Sustainable Economic Development Initiatives	Promote sustainable economic development and employment.	NPU-R
424	SW Atlanta Greenspace Plan for Regional Park	The southwest quadrant does not have a comprehensive green-space plan .Goal 1: To conduct and implement a comprehensive master plan for green-space usage, acquisition, management and maintenance for accommodating a growing and diverse population in the Community and to promote ecotourism in Southwest Atlanta. Currently, the recreational resources do not include a wide range of recreational sports that accommodates the interests of a growing diverse demographics within the NPU-R, the Broader community or Southwest Atlanta. Provide funding for a comprehensive outdoor recreation plan.	NPU-R

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
425	Traffic Calming on Sandringham Drive	Install traffic calming on Sandringham Drive.	NPU-R
426	Add Caution Signs along Avon Avenue	Cars speeding on side streets off of Avon Avenue is a major problem. Place Caution Children at Play signs and replace/add Speed Limit 25 mph signs as needed on Westmont Road, Graymont Drive, Elizabeth Avenue, Kenilworth Drive, Epworth Street.	NPU-S
427	Add No parking signs along Avon Avenue	Place a No Parking sign near corner on north side of Graymont Drive and Avon Avenue. Parked cars impede drivers attempts to safely turn onto Avon Avenue.	NPU-S
428	Flooding causing Backyard erosion in NPU-S	A city owned creek, part of Atlanta sewer/water system, runs between the backyard of houses on Elizabeth Avenue and Graymont Drive. Creek has washed away backyards. Starts at Graymont Drive and Avon to Graymont Drive and Venetian Hills.	NPU-S
429	NPU-S -Cascade/ Beecher Road Streetscape	Install streetscape at the Cascade Beecher node, Streetscape at Westmont Road at Avon (where Orlando, Westmont and Avon meet).	NPU-S
430	NPU-S - Sewer System - Bush Mountain	Repair/replace sewer drains to regulate storm water when it rains to prevent flooding on Bridges, Ladd and Jett Streets in Bush Mountain community. DWM has an Green Infrastructure project at the Outdoor Activity Center that would address this request.	NPU-S
431	NPU-S Bus lanes	Add bus bump outs or stopping lanes on Cascade Road. Stopping buses have become a problem for all drivers on Cascade since the one lane of traffic calming lane was created.	NPU-S
432	NPU-S CDC Funding	Increase funding for CDC activities to benefit from city funding opportunities or available HOME funds.	NPU-S
433	NPU-S Crystal Sykes Path/Venetial Hills Pocket Park	Purchase land adjacent to Crystal Sykes Path (on Cahaba between Sandtown and Cumming Drive) and preserve as green space and part of the PATH system to parks/trails in NPU-S.	NPU-S

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
434	NPU-S Dumping Prevention	Address and deter umping with cameras and NO DUMPING signs on Tucker Street.; Willowbrook Drive.. APD VIC program installs cameras as funding is available.	NPU-S
435	NPU-S Sidewalk Improvements	Install and improve sidewalks throughout the NPU-S neighborhoods including the neighborhoods around the Oakland City MARTA Station and along Campbellton Road. Specifically, the following streets need to be addressed: Avon Avenue (both sides), Beecher, Cascade (both sides), Cascade Circle (both sides), Centra Villa, Chatham, Dimmock, Eastridge Road, Donnelly Street, Gaston Street, Lawton, Oakland Drive, Oakland Lane (west of Oakland Drive), Orlando, Lee Street, Peeples Street, Sandtown road (both sides), Sparks, Venetian Brive (both sides), Willowbrook, Westmont (both sides), Westridge Road, White Oak and Oakland Terrace.	NPU-S
436	NPU-S Trails	Develop Walking Trails within NPU-S connecting neighborhoods using recycled tires in place of concrete to help with sustainability and storm water issues. Recommended trails include: Trail from Rev James Orange Park at Oakland City through Gaston Street to Outdoor Activity Center, to Cascade Road. Connect Kudzu Gully to Barbara McCoy Park and Rev James Orange Park at Oakland City and the Outdoor Activity Center. Connect Rev James Orange Park to Oakland City MARTA and entrances of feet McPherson. Create neighborhood/community signage/directional signage at path entrances or along paths that connect Barbara McCoy Park and Rev James Orange Park at Oakland City and the Outdoor Activity Center to the neighborhoods. Install Park wooden sign at Bridges Path (Almont Drive and Bridges). Place City trash receptacles on Paths.	NPU-S

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
437	NPU-S Venetian Hills Neighborhood Commercial at Campellton and Kenilworth	Large amount of Hazardous materials stored in parking lot of abandoned tire station. Is visible Blight at important community entry way shared by Oakland City and Venetian Hills Neighborhoods. Tear down/ renovate and create a badly needed Community Resource Center for the area.	NPU-S
438	NPU-S Venetian Hills Neighborhood Commercial at Campellton and Venetian	Purchase car wash on Campbellton Road at Venetian (back gate of feet. McPherson); tear down and create a mini-Police Precinct or Pop-up Business District.	NPU-S
439	NPU-S Street Lights	Add Pedestrian lighting/Improve street lighting within a 1 mile radius around Oakland City MARTA Station, Oakland Drive. (from Campbellton Road. to Donnelly), Oakland Terrace, Bridges Avenue., Almont; at Bus Stops within NPU-S including but not limited to stops along, Avon, Westmont, Venetian, Centra Villa, Cascade Avenue./Road.	NPU-S
440	NPU-G-Donald Lee Hollowell Parkway NW /James Jackson Parkway NW / Hamilton E. Holmes Drive NW intersection improvement	Improve DLH, JJ and HH intersection by adding designated leftturn lanes for both directions on DLH; adding designated right turn lanes for both directions; and a dedicated single lane for through traffic. Re-align intersections to have perpendicular (90 degree) crossing instead of diagonal crossing. Add leftturn arrows to traffic signal that are for both directions of DLH that are operated by a loop detecting system. Construct concrete center islands on DLH that stretches approximately 200 feet west of JJ to prevent motorists from impeding traffic while attempting to make left-hand turns.	NPUs -G, -I. and -J
441	Edgewood Avenue bridge	Install new bridge along Edgewood between IPNA and 04W.	NPUs-M, N
442	Allegheny Street. Sidewalks	Install / repair sidewalks on Allegheny street between Cascade Street and Donnelly Avenue. Install decorative lighting and trash cans on corners.	NPU-T

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
443	Ashview Heights- Anti-cruising Zones	Establish anti-cruising zones in Ashview Heights.	NPU-T
444	Ashview Heights Comprehensive Development Plan	Fund development of a CDP for the Ashview Heights Neighborhood.	NPU-T
445	Ashview Street Lights	Increase street light wattage on Ashview Heights main streets and interior streets.	NPU-T
446	Azalia street sidewalks	Install sidewalks between White and Matthews.	NPU-T
447	Beecher Avenue Sidewalks	Install sidewalks on Beecher Avenue between Cascade and South Gordon.	NPU-T
448	Beecher Street. Sidewalks	Install / repair sidewalks on Beecher street between Cascade Street. and Donnelly Avenue. Install decorative lighting and trash cans on corners.	NPU-T
449	Brown Middle School Sidewalks	Install sidewalks surrounding Brown Middle School.	NPU-T
450	Cascade Place. Sidewalks	Install / repair sidewalks on Cascade Place street between Beecher and Allegheny. Install decorative lighting and trash cans.	NPU-T
451	Cascade Street. Sidewalks	Install / repair sidewalks on Cascade street between Donnelly and Beecher. Install decorative lighting and trash cans.	NPU-T
452	Culberson Street sidewalks	Install sidewalks on Culberson Street sidewalks between Oak and Ralph David Abernathy and between Oak and Lucille.	NPU-T
453	Derry Street Sidewalks	Install sidewalks on Derry Street between West Ontario and Westmeath. Currently there are no sidewalks	NPU-T
454	Donnelly Avenue. Sidewalks	Install / repair sidewalks on Donnelly Avenue between Cascade Street and Lawton. Install decorative lighting and trash cans on corners.	NPU-T
455	Donnelly Street storm drainage	Repair stormwater drainage grates on Donnelly street in front of Hosea Feed the Hungry.	NPU-T

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#	Action Name	Action Description	Submitted by
456	Fair Street and Mildred curb repair	Repair/replace curb on Fair and Mildred from Lowery.	NPU-T
457	Fair Street sidewalks	Repair sidewalks on Fair street near JE Lowery Boulevard.	NPU-T
458	First Street Sidewalks	Install sidewalks on First Street. Currently there are no sidewalks.	NPU-T
459	Gordon Place sidewalks	Repair/replace Gordon Place sidewalks between Ralph David Abernathy and Oglethorpe.	NPU-T
460	Hopkins Street Sidewalks (corner of 543)	Install sidewalks on Hopkins Street (#543).	NPU-T
461	Joseph E. Lowery and I-20 landscape island	Install irrigation in landscape island.	NPU-T
462	Land Use Amendment on Lee Street	Enact a zoning and land use change on Lee Street from high Density commercial to Low Density commercial. Land use amendments introduced by CM Winslow have been adopted	NPU-T
463	Lawton Street	Install sidewalks on Lawton Street behind Brown Middle School	NPU-T
464	Lucille Avenue Streetscape	Complete streetscaping for Lucile Avenue/ Beltline funds.	NPU-T
465	Muse Street Sidewalks	Install sidewalks on Muse Street. Currently there are no sidewalks.	NPU-T
466	North and South Olympian Park	Create a new park at North and South Olympian, between South Gordon and Olympian.	NPU-T
467	NPU-T Ashview Heights Neighborhood and Community Gardens	Fund development of CDP for the Ashview Heights Neighborhood. Fund development of CDP for the West End Belt Line Open Air Farmers Market, Mother Clyde Community Gardens. Support urban Gardening.	NPU-T
468	NPU-T Brown Sidewalks	Install sidewalks surrounding Brown Middle School. Hopkins Street., Sells Avenue and Ralph David Abernathy Boulevard.	NPU-T
469	NPU-T Commercial Corridor Street Lighting	Increase lighting in commercial corridors where necessary.	NPU-T

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
470	NPU-T Gordon-White Park Lights	Install lights in Gordon-White Park. Lucile, Holderness Park and along Ralph David Abernathy Boulevard.	NPU-T
471	NPU-T Illegal Dumping Security Cameras	Cameras needed to monitor areas where illegal dumping regularly occurs: Westmeath (between Stokes and S. Gordon), Akridge (between S. Gordon and Westwood), Manson (between S. Gordon and Westwood), McAllister (between Emerald and Derry), Lucile.	NPU-T
472	NPU-T Recreation Centers	Establish at least two youth focused community/ recreation centers.	NPU-T
473	NPU-T security cameras	Install security cameras on corner of Beecher street, Allegheny street, Oglethorpe Street., Donnelly Avenue., Rochelle, Pinehurst, Cascade Place and Cascade Street.	NPU-T
474	NPU-T Signage and Lighting	Evaluate and increase lighting in commercial corridors where necessary and posting drug-free signs inside and around residences where drug activity is suspected. Lucile and Holderness, Oak and Hopkins.	NPU-T
475	NPU-T SPI Amendment	Amend the SPI to retain R4 zoning in the residential corridors.	NPU-T
476	NPU-T stormwater improvements	Repair sewer drainage grates on Allegheny street (between Cascasde Street and Donnelly Avenue) and on Donnelly Street (in front of Hosea Feed the Hungry). Address standing water on RDA and Lucille corner.	NPU-T
477	NPU-T street radar signs	Install street radar signs at Beecher st., Allegheny Street., Oglethorpe Street. and Donnelly Avenue.	NPU-T
478	NPU-T street repaving	Repace Beecher Street Allegheny Street and Donnelly Avenue.	NPU-T
479	NPU-T Watering Systems	Install in ground watering system for the middle ramp on Joseph E. Lowery Boulevard and for all exit ramps.	NPU-T

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
480	NPU-T West End Flood Relief	Install a system to prevent flooding of areas in Historic West End i.e. Joseph E. Lowery between White Street and Rose Circle. Ralph D. Abernathy Boulevard.	NPU-T
481	Oak Street Sidewalks (1300 block)	Install sidewalks between on the 1300 block of Oak Street White and Matthews.	NPU-T
482	Oakland City - Lakewood LCI Implementation	Implement recommendations for Oakland City portion of Lee Street-Lakewood LCI plan.	NPU-T
483	Oglethorpe Street. Sidewalks	Install / repair sidewalks on Oglethorpe street between Cascade Street. and Donnelly Avenue. Install decorative lighting and trash cans on corners.	NPU-T
484	Peeples Street Sidewalks (Between Ralph David Abernathy and Oglethorpe)	Install sidewalks between Ralph David Abernathy and Oglethorpe.	NPU-T
485	Pinehurst Sidewalks	Install / repair sidewalks on Pinehurst street between Beecher and Allegheny. Install decorative lighting and trash cans on corners.	NPU-T
486	Ralph David Abernathy Boulevard sidewalks	Widen and repair sidewalks on RDA between Westview Drive and Cascade Avenue. Install trash cans shade trees and seating.	NPU-T
487	Ralph David Abernathy Public Art	Create a mural on the building visible from Ralph David Abernathy heading West on Westview Lofeet building.	NPU-T
488	Rochelle Sidewalks	Install / repair sidewalks on Rochelle street between Beecher and Oglethorpe. Install decorative lighting and trash cans on corners.	NPU-T
489	Rose Circle Park water feature	Install decorative water feature.	NPU-T
490	Rosser Street Sidewalks	Install sidewalks on Rosser Street. Currently there are no sidewalks	NPU-T
491	Sells avenue	Install decorative lighting and trash cans	NPU-T

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
492	SPI-21 Amendment	Amend the SPI zoning to Support the unified development of the Abernathy commercial district, extending into the cascade commercial district to Donnelly Street without encroaching into adjacent residential areas.	NPU-T
493	Stokes Avenue Sidewalks	Repair existing sidewalks on Stokes Avenue between RDA and East Ontario.	NPU-T
494	Utility Poles Martin Luther King, Jr. Drive and Lowery Boulevard	Remove double utility poles from Lowery Boulevard. and also Martin Luther King, Jr. Drive.	NPU-T
495	West End Gateway	Install clock tower or gateway at Corner of Lee and Ralph David Abernathy.	NPU-T
496	Westmeath Sidewalks	Install sidewalks on Westmeath between Derry and South Gordon. Currently there are no sidewalks	NPU-T
497	White Street Sidewalks	Install sidewalks on White Street between Lee and Lowery.	NPU-T
498	Connally Street, Tuskegee Street SE, Martin Street SE, Farrington sidewalks	DH Stanton Elementary School area. Landscaping and greenspace surrounding the schools with sidewalks.	NPU-V
499	Northside Drive -Metropolitan Parkway Streetscape	Northside Drive - Metropolitan Parkway between Peters Street SW and Ralph David Abernathy streetscape to include sidewalk renovations, street lamp installation and median repair.	NPU-V
500	NPU-V - Pittman Park renovation	Renovation of the Green area and interior of Pittman Park in Pittsburgh community. Restructuring of land scape and playing fields.	NPU-V
501	NPU-V - Pittsburg streams	Address water quality issues in Pittsburgh, Identify projects and resources to improve water quality in Pittsburgh. Flooding areas exist and analysis and renovation of water delivery systems.	NPU-V
502	NPU-V - Capitol Gateway Business Development	Work with Invest Atlanta to promote Economic Development of Hill Street between Memorial Drive and Glenwood Avenue. Opportunities for Restaurants and bar exist in this Area.	NPU-V

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#	Action Name	Action Description	Submitted by
503	NPU-V - Illegal Dumping Camera System	NPU-V proposal to seek funds in a similar amount (140,000) that would be sufficient to purchase equipment (approximately 19 cameras), install said equipment and secure a five (5) year maintenance contract. At intersections: Fulton and Pryor Street, Pryor Street and Richardson Street, Formwalt and Fulton Street, Windsor Street and Fulton Street, Windsor Street and Richardson Street, Pryor Street and Rawson, Pryor Street and Memorial Drive, Memorial Drive intersecting Forsyth Street and Whitehall SW, Windsor Street SW and Rawson, On Fulton Street Bridge overlooking Central Avenue.	NPU-V
504	NPU-V - Mechanicsville greenspace/park	Development and purchase for green space and park - Eugenia Street SW, Cooper Street SW and Fulton Street SW between Windsor Street SW and Pryor Street SW. The lot or area located at 291 Fulton Street SW Atlanta and 459 Windsor Street SW Atlanta	NPU-V
505	NPU-V - Mechanicsville Housing	New housing development low income housing with development and small pocket park green space at 408 Formwalt Street and Fulton Street Multi-unit facility to be renovated, or demolished and small town homes built.	NPU-V
506	NPU-V - Peoplestown Park	Acquisition and Green space park development of property located at Boynton Avenue SE and Hank Aaron Drive. SW for green space and walking trail connecting Four Corners Park and DH Stanton Park.	NPU-V
507	NPU-V - Pryor Street Traffic Calming	Install traffic Calming device on Pryor Street at the intersection of Pryor Street and Richardson Street SW raised median to denote blind intersection.	NPU-V
508	NPU-V - Rick McDevitt Center Renovation	Rick McDevitt Center Renovation and expansion to include conference room, computer lab, equipment, conference room and cafeteria.	NPU-V
509	NPU-V - Summerhill Economic Development	Development of Solomon Street, to inclue Fulton Street between Fraser and Connally Street, with Invest Atlanta. Work to attract new business to the area in the west portion behind the Holiday Inn.	NPU-V

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#	Action Name	Action Description	Submitted by
510	NPU-V Adair Park Community Center	Community center for Adair Park . 749 Gillette Avenue Southwest / 807 Lowndes Street Southwest are two possible locatiosn Area can be acquired and renovated for an Adair park community center or housing with community center for seniors.	NPU-V
511	NPU-V Capitol Gateway Community Center	Capital Gateway community center expansion to include large seating area for 150 people, kitchen and computer lab. Could be part of Rawson-Washington Park.	NPU-V
512	NPU-V Greenspace	Greenspace and benches along Georgia Avenue between Capitol Avenue on the West and Hill Street on the East modernized lighting.	NPU-V
513	NPU-V Mechanicsville -Fulton Street Bridge	Similar lighting as 17th Street Bridge in Atlantic Station and include median to separate 2-way traffic. The street along Fulton Street and Pryor Street and McDaniel Street are in need of maintainence and sidewalk work on both sides of street.	NPU-V
514	NPU-V Mechanicsville -Pryor Street Bike Path, Greenspace and Dog Park	Extend the path from Carver as mentioned in previous CIP/STWP for bike path and greenspace to I-20 Bridge. Include greenspace and dog park on Pryor Street. This is a bike path previously mentioned.	NPU-V
515	NPU-V Mechanicsville -Ralph David Abernathy Streetscape	Streetscape and median to include fencing and low maintainence greenspace to prevent pedestians from crossing similar to items on Marietta Street in Downtown Atlanta.	NPU-V
516	NPU-V Mechanicsville	Fulton Street Corridor for development of mixed use facilities and other stores.	NPU-V
517	NPU-V Peoplestown and Summerhill Sidewalks	Sidewalks on Martin Street.	NPU-V
518	NPU-V Peoplestown Sidewalks	Boynton Avenue SE - sidewalks and greenspace along this corridor. Existing structure and building for use at the intersection of Boynton Avenue and Capitol View NW and Milton Avenue.	NPU-V

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#	Action Name	Action Description	Submitted by
519	NPU-V Pittsburgh/ Summerhill Traffic Calming	Ormond Street SE and Atlanta Avenue SE speed bumps and raised medians as this is a high traffic area.	NPU-V
520	NPU-V redevelopment and Neighborhood plans	Update all existing community development plans for Mechanicsville, Adair Park, Capital Gateway and Summerhill, and Pittsburgh Master Plan.	NPU-V
521	NPU-V Sidewalks	Place sidewalks on Eugenia between Formwalt Street and Cooper Street for youth walking to and from Mechanicsville Library.	NPU-V
522	NPU-V Speed bumps	Place raised median on Pryor Street at Richardson and Pryor Street intersection to reduce automobile wrecks at this blind intersection. Raised Median on Central Avenue at the intersection of Central Avenue and Richardson Street SW.	NPU-V
523	NPU-V Streetlights	Additional, unobstructed streetlights are needed to make it safe for residence to walk to buses, stores and activities. Streets include: Richardson Street SW between Central Avenue and Pryor Street, Pryor Street between Fulton Street and Glenn Street.	NPU-V
524	NPU-V Streetscape	Build streetscape at Eugenia and Hood Street, Eugenia and Windsor Street, Eugenia and Cooper Street.	NPU-V
525	NPU-V Summerhill - Phoenix Park I and II	Park upgrade and renovations to include pool house and other areas. Renovated basketball courts.	NPU-V
526	NPU-V Summerhill Greenspace/park	Renovation and creation of park at Georgia Avenue and Martin Street in Summerhill. Could be dedicated to longtime resident.	NPU-V
527	Vine City Mini-precinct	Provide funding for Vine City Mini Precinct renovations.	NPU-V
528	NPU-W Boulevard and McDonough Avenue traffic/intersection improvement	Boulevard and McDonough Avenue traffic/ intersection improvement projects as proposed and approved within the TSPOLST list of projects.	NPU-W

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
529	NPU-W Bike Share expansion to NPU-W	Expand the Midtown, downtown and Buckhead bike share program to East Atlanta Village, Glenwood Park, Grant Park and other institutional, transit and commercial nodes along the Moreland Avenue and. Memorial Drive , Glenwood park and Grant park.	NPU-W
530	NPU-W Brownwood Park to South River Trail	Path trail from Brownwood Park to South River Trail.	NPU-W
531	NPU-W Glenwood Avenue Bike Lanes	Bike lanes on Glenwood Avenue from East Atlanta Village at Hass Avenue to Clifton Road, the. north to Hosea Williams Boulevard.	NPU-W
532	NPU-W Moreland/ Skyland/East Confederate intersection improvements	Moreland/Skyland/East Confederate intersection improvements as adopted and approved within the South Moreland LCI plan.	NPU-W
533	NPU-W Ormewood Park Sidewalks	Repair and Replacement of sidewalks, curbing, driveway aprons and other elements in Ormewood Park, along and near Delaware Avenue.	NPU-W
534	NPU-W Atlanta Avenue. SE Two way conversion	Atlanta Avenue signalization, signage, striping and other works required to return the ROW in question to its original bi-directional, two-way configuration as approved in the Connect Atlanta Plan as revised and adopted 2012-2013.	NPU-W
535	NPU-W Boulevard Traffic and Signalization	This project will provide traffic improvements along Boulevard from Ponce de Leon Avenue (US 78/US 278/SR 8) to McDonough Boulevard (SR 42 Spur). Improvements will include traffic signal coordination, modernization, and optimization and associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate. Description from Connect Atlanta and 2012 TSPLOST.	NPU-W

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#	Action Name	Action Description	Submitted by
536	NPU-W McDonough Boulevard. Traffic and Signalization Improvements	Traffic improvements to include traffic signal coordination, modernization and optimization, associated traffic studies, Americans with Disabilities Act (ADA) improvements, milling and repaving, pavement markings, signage and street lights, as appropriate. Included in Connect Atlanta Plan and TSPLOST.	NPU-W
537	NPU-W Moreland Avenue Streetscape	Moreland Avenue sidewalk and streetscape improvements from Memorial Drive to McDonough Boulevard. as described in the South Moreland LCI Plan (as adopted and approved 2008), revised 2012, with consideration of certain elements related to the Moreland Avenue BRT project and the MARTA East I-20 Mass Transit Project as possible and warranted.	NPU-W
538	Illegal Dumping Camera System	NPU-X proposal to seek funds in a similar amount (140,000) that would be sufficient to purchase equipment (approximately 19 cameras), install said equipment and secure a five (5) year maintenance contract.	NPU-X

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
539	NPU-X Jeremiah S. Gilbert House site expansion and improvements	Purchase of house and property next to the Historic Jeremiah S. Gilbert House for use as a permanent site for teaching music for children. Purchase parcel on Metropolitan Parkway (on the back side of the Gilbert House at Avery Park site) for use as a museum that tells the story of the house and various historic sites in the area tied to the house and the development of the City of Atlanta and Fulton County. Purchase land on Metropolitan Parkway in the Langston Drive for parking site for the Gilbert House. Conduct a tree inventory to gather accurate information about the trees on the site. Relocate and raise the height of existing tree plaques at the Historic Jeremiah S. Gilbert House, so that they are more visible and accessible rather than being in the ground. Replace a wagon that was previously on the property with an historically accurate wagon style. Install trash receptacles in keeping with the style of the house.	NPU-X
540	NPU-X Parks	Purchase parcels on Metropolitan Parkway between Pegg Road and Perkerson Road to create a new major park Perkerson Community has no park space. Park will include Brownfield Redevelopment and alternative floodplain management. Create a total of four new pocket parks in the neighborhood. Create two new pocket parks on Springdale Road, one pocket park in the Pegg Road/Pomona Circle area of neighborhood, one pocket park on Beeler Drive/ Connell Avenue area. Create new soccer fields in the Perkerson neighborhood.	NPU-X
541	NPU-X Cleveland Avenue Sidewalk -from Metropolitan to I-85 Access Ramp	Install new sidewalk and lighting to replace old hazardous sidewalks. This would provide access to services in this section of Metropolitan Parkway.	NPU-X

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
542	NPU-X Jeremiah S. Gilbert Cemetery National Register Listing, fencing, markers	Prepare nomination of The Historic Jeremiah S. Gilbert Cemetery to the National Register of Historic Places. Install Markers and Signage. Replace cemetery headstones with more durable stone with names for permanency. Install black wrought iron fencing around the grave side portion of the cemetery. Raise the height of existing in-ground plaques at the Historic Jeremiah S. Gilbert Cemetery, so that they are more visible and accessible.	NPU-X
543	NPU-X Jeremiah S. Gilbert House historic designation, fencing and markers	Prepare nomination of The Historic Jeremiah S. Gilbert House to the National Register of Historic Places. Create Gilbert House Historic Markers and Signage, Restore previous style of front fencing at the Historic Jeremiah S. Gilbert House, add wrought iron fencing along the perimeter of property along side streets, paint chain link fencing to a color of black or hunter green	NPU-X
544	NPU-X Pekerson Park Neighborhood Flooding and streambank stabilization	Address flooding issues at properties for Langston Drive Area across from Avery Park and at Metropolitan Parkway and Langston Drive intersection, Metropolitan Parkway and Perkerson Road Intersection, Pegg Road off Metropolitan Parkway up to and including Pomona Circle front intersection where properties get flooded, Pegg Road/Pomona Circle in area of GDOT land and City of Atlanta land on back side of highway system, Jefferson Avenue in the area of Springdale Road and Quaker Street, Connell Avenue in the area between Metropolitan Parkway and Beeler Drive. Stabilize the banks of the creek flowing through Avery Park, along Langston Drive and Banks Avenue. Remove overgrown vegetation surrounding Avery Park creeks and streams and day-light them for better water management systems.	NPU-X

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
545	NPU-X Perkerson Park Floodplain Study	Springdale Road between Perkerson Road and Cleveland Avenue and surrounding streets to evaluate alternative floodplain management strategies, modeling scenarios that could be used in the floodplain areas such as day-lighting creeks and streams, development within floodplain areas for park spaces. study to evaluate the economic impact of developing within the floodplain for things such as parks within the Perkerson neighborhood. Evaluate the economic impact to public floodplain infrastructure costs within the Perkerson neighborhood. Flood Insurance Affordability Study for City of Atlanta properties affected by the new Floodplain maps of 2012: Study should include details of the financial impact study of the new Flood Insurance law of 2012 as well as affordability fixes for the low- and middle-income property owners.	NPU-X
546	NPU-X Roseland Cemetery land acquisition, fencing, signage, markers and listing	Prepare nomination of Roseland Cemetery to the national Register of Historic Places. Create markers and signage for cemetery, add black wrought iron fencing around the street side portion of the cemetery facing Cleveland Avenue (with gate for access by vehicles and pedestrians. and black chain link fencing around the back and sides of the cemetery not visible to the street. Add front entry Signage for Cemetery at Cleveland Avenue view from street.	NPU-X
547	NPU-X Hammond Park cameras	Place security cameras in Hammond Park to monitor illegal dumping activities.	NPU-X

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
548	NPU-X Metropolitan Parkway Sidewalks	Metropolitan Parkway / West Side / From Langston Drive Sidewalk Repair, Street Lighting and Tree Planting: Install new sidewalk, curbs, drainage system, lighting and tree planting along the west side of Metropolitan Parkway from Langston Drive to Pegg Road . Metropolitan Parkway and Connell Avenue - East Side Sidewalk By Connell Avenue - Install new sidewalk, curbs, drainage system, lighting and tree planting. Fix ADA problem with utility poles left in the middle of the sidewalk on Metropolitan Parkway and Connell section which prevents people in wheelchairs, walkers, etc. from using the sidewalk safely. Metropolitan Parkway / West Side / Sidewalk From Perkerson Road Intersection to Cleveland Avenue (Kroger Citi-Center Side): Install new sidewalks and lighting and repair/replace old hazardous sidewalks.	NPU-X
549	NPU-X Perkerson Community Sidewalks	Install new sidewalk and lighting on: Perkerson Road Sidewalk from Metropolitan Parkway to Langston Drive, Quaker Street Sidewalk From Perkerson Road to Spring Garden Drive, Langston Drive, Springdale Road Sidewalk From Perkerson Road to Cleveland Avenue, Springdale Circle Sidewalk Extension From Springdale Road to Pegg Road, Pegg Road/Pomona Circle Sidewalk, Lighting and drainage improvement, install Connell Avenue Sidewalks and Lighting from Metropolitan Parkway to Beeler Drive, Beeler Drive Sidewalk and Lighting from Cleveland Avenue to Cleveland Circle.	NPU-X

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
550	NPU-X Perkerson Sidewalks - Avery Road and Yale Place	Avery Road Sidewalk and Street Lighting : Install new sidewalk, curbs and lighting along one side of Avery Road up to Perkerson Road. Yale Place Sidewalk and Street Lighting: Install new sidewalk, curbs and lighting along one side of Yale Place from Perkerson Road to Springdale Road. This would provide access to Metropolitan Parkway, government public facilities: The Historic Jeremiah S. Gilbert House at Avery Park and the new Atlanta Police Department Zone 3 Precinct (Metropolitan Parkway and Avery Road).	NPU-X
551	NPU-X Sidewalks	Place sidewalks on one side of all streets in Hammond Park for the safety of children walking to school and residents walking to the bus stops.	NPU-X
552	NPU-X Speedbumps	Place speed bumps on 1st Avenue, 3rd Avenue, Grand Avenue, Forrest Hills Drive and Old Jonesboro Road to reduce danger of speeding cars to pedestrians.	NPU-X
553	NPU-X Streetlights	Additional, unobstructed streetlights are needed to make it safe for residence to walk to buses, stores and activities. Streets include: 1st Avenue, Grand Avenue, 4th Street, 5th Street, 7th Street, 8th Street, Forrest Hills Drive, Mt. Zion Road, Old Jonesboro Road, Steve Drive, Wanda Circle, Drama Drive .	NPU-X
554	Bagwell Drive and Park Avenue Street Lights	Add street lights to Bagwell Drive and Park Avenue.	NPU-Z
555	Cleveland Avenue Public Safety	Increase public safety along Cleveland Avenue. This is to include better street lighting, more police presence (car, motorcycle, bike, and foot beats), security cameras, emergency telephone towers, better enforcement of no loitering, and better enforcement of no soliciting.	NPU-Z
556	Empire Park Fencing	Install a wrought iron fence along the property line that separates Empire Park from Monticello Park subdivision for safety purposes.	NPU-Z

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
557	Forrest Park Road Sewer Waste Management	Re-construct sewer waste flow to prevent flooding/ over flow in 3700 block of Forrest Park Road.	NPU-Z
558	Glenrose Heights ADA Compliance	ADA (Americans with Disabilities Act) Compliant community connecting sidewalks need to be installed on both sides of the following streets in Glenrose Heights to include better lighting: Cleveland Avenue, Hapeville Road, Mt. Zion Road, Empire Boulevard, Macon Drive, Old Hapeville Road, Waters Road, Ruby Harper Boulevard, Browns Mill Road, Oak Drive, Ward Drive, Ruzelle Drive, Lone Oak Drive, Steele Avenue, Baker Drive, LaTona Drive, Brevard Avenue, and Grey Street.	NPU-Z
559	Glenrose Heights Streetscape Improvements	Installation of ADA (Americans with Disabilities Act) compliant sidewalks, wheel chair ramps, driveway aprons, and improve exiting sidewalks to comply with ADA (Americans with Disabilities Act) standards throughout the Glenrose Heights Community. Discourage the use of sod strips (grass strips) along residential and industrial street sidewalks due to property owners not maintaining sod strips along sidewalks. Discourage current placement of utility poles in the middle of sidewalks preventing ADA (Americans with Disabilities Act) compliance. Overhead utilities are encouraged to be buried or placed behind buildings when exiting sidewalks are fixed or new sidewalks are installed.	NPU-Z
560	Grocery Store and Gas Station on Southside Industrial Parkway/ Jonesboro	Development a grocery store and gas station on Southside Industrial Parkway and Jonesboro Road.	NPU-Z
561	NPU-Z Constitution Road	Install and/or improve sidewalks on both sides of Constitution Road; improve streetscape on both sides; repair curbs at intersection of Constitution and Forrest Park; make roads ADA compliant.	NPU-Z
562	NPU-Z Garfield Drive	Repave Street.	NPU-Z

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
563	NPU-Z Herndon Road	Pave Herndon Road; currently dirt road.	NPU-Z
564	NPU-Z New Parks	Install small green parks at intersection of Conley and Forrest Park Roads, Pine Forest and Forrest Park Road, Hutchens and Jonesboro Roads, and Hutchens and Forrest Park Roads.	NPU-Z
565	NPU-Z Rachael Street	Pave entire street-end presently not paved.	NPU-Z
566	NPU-Z Rebel Valley Park Playlot	Site Improvements, Playlot equipment, and add security fencing and lighting, establish walking trail for seniors, and install driveway (repair existing driveway)	NPU-Z
567	NPU-Z Sidewalk Installations	Install sidewalks the length of Jonesboro Road, Forrest Park Road, and Hutchens to provide a safe means of walking in the community.	NPU-Z
568	NPU-Z streams clean up	Stream clean up in streams flowing through Rebel Forest and Leila Valley communities and in particular near Redford Drive, Stonewall Drive and Regis Road.	NPU-Z
569	NPU-Z Street Repavements	Old Hapeville Road, Hapeville Road, Cleveland Avenue, Oak Drive, Empire Boulevard, Preston Lane, Preston View Court, Center Pointe Circle, Southside Industrial Parkway, Ruby Harper Boulevard, Macedonia Street, Jonesboro Road, Humphries Drive, Renault Street, Villa Circle, Corvair Drive, Cologne Drive, Simca Street, Blair Villa, McCoy Road, Polar Rock Road, Park Avenue, Bicknell Street, and Bagwell Drive.	NPU-Z
570	Oakshire Village Subdivision	Provide street signs and paving for streets in the new Oakshire Village Subdivision.	NPU-Z
571	Polar Rock Community Sidewalk and Streetscapes Installations	Install sidewalks and curbs throughout Polar Rock community with no grass edges. Install urban streetscapes and wooden benches at the bus stop at the corner of Polar Rock Road and Lakewood Avenue.	NPU-Z

NPUS'S ARCHIVE LIST OF LONG-TERM ACTIONS (CON'T)

#	Action Name	Action Description	Submitted by
572	Property Acquisition 3559 Jonesboro Road	Acquire property at 3559 Jonesboro Road (old Thriftown Store) and incorporate it into Southside Industrial Park; due to its proximity to the industrial park ADA has informed us that use of this property is limited; our recommendation would erase the blight and eliminate the dumping.	NPU-Z
573	Pryor-Tucker Playlot	Add guardrail alongside Pryor-Tucker Playlot on Pryor Road for safety and signage with the park's name. Make park wheelchair accessible, add benches, garbage cans, a picnic table, and doggie disposal bags.	NPU-Z
574	Reconfiguration of Hutchens/Jonesboro Roads	Reconstruct the Hutchens / Jonesboro Roads node to include a wider street, turning lanes and improved streetscape.	NPU-Z
575	Recreation Center on Southside Industrial Parkway	Development of a YMCA or Recreation Center on Southside Industrail Parkway in the Police Academy Training Facility after it leaves.	NPU-Z
576	Ruby Harper Park	Move Ruby Harper Park to Ruby Harper Boulevard and Simon Street to extend to Atkinson Drive to increase visibility, safety, and accessibility. Install a bike path in Ruby Harper Park.	NPU-Z
577	South River Reclamation Plant Master Plan	Design a master plan for South River Reclamation Plant in the event it is closed; encourage community input and controlled development.	NPU-Z
578	Southside Industrial Parkway and Ruby Harper Boulevard Streetscapes	Create streetscapes to the entrances of Southside Industrial Parkway and Ruby Harper Boulevard.	NPU-Z
579	Southside Park Accessibility improvement	Develop accessibility between Southside Park and the community between Jonesboro Road and Forrest Park Road.	NPU-Z
580	Speed Humps on Pryor Road SW	Install speed humps on Pryor Road SW to enforce posted 25mph speed limit.	NPU-Z

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ARCHIVE LIST OF LONG-TERM ACTIONS LISTED IN PREVIOUS CIE

All projects listed were listed in the previously adopted 2025-2029 Capital Improvement Element (CIE) and have been archived in 2025 for reference in future planning processes and engagement, funding opportunities, and/or approval.

#	Action Name	Action Description
1	Multi-purpose trail in Council District 1	New Walking and Biking Facility
2	Lang-Carson Park -Implementation of projects laid out in Lang Carson Park Vision Plan.	Implementation of projects laid out in Lang Carson Park Vision Plan.
3	Multi-purpose trail in Council District 12 and 1	New Walking and Biking Facility
4	Knight Park -Implementation of projects laid out in Park Master Plan	Implementation of projects laid out in Park Master Plan
5	Lindsay Street Park - Park & Trail Expansion	Park & Trail Expansion
6	Multi-purpose trail in Council District 3	New Walking and Biking Facility
7	Outdoor Activity Center-Implement projects from Park Master Plan.	Implement projects from Park Master Plan
8	New trail connecting Cascade Road to Campbellton and Adams Park	This trail will connect users from the complete street being built on Cascade Road to the commercial corridor of Campbellton and also Adams Park.
9	North Camp Creek Park Nature Preserve	Improved access, invasive plant removal/resource management, stream restoration, and nature trails.
10	Westside Connector Multi-use Trail	Safety: include safe bike and pedestrian access to mall from Barge Road/Campbellton Road corridor to Mall district; Mobility: establishes a greenway the connects the Mall to the western side of the Campbellton rd/I-285 interchange.

ARCHIVE LIST OF LONG-TERM ACTIONS LISTED IN PREVIOUS CIE (CON'T)

#	Action Name	Action Description
11	New Indoor Recreation Development in Council District 12	New Recreation Center Development
12	Multi-purpose trail in Council District 3 and 9	New Walking and Biking Facility
13	Grant Street Extension	Extend Grant Street to connect across the Beltline (public and private initiative)
14	Whittington Drive School Sidewalk	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements
15	Roundabout at Elizabeth Street and Edgewood Avenue	Install a roundabout at the intersection and remove traffic signals. This intersection is very wide and serves as a primary entry into Inman Park.
16	Roundabout at Elizabeth Street and Waverly Way	Install a roundabout at the intersection and remove traffic signs.
17	Roundabout at Hurt Street and Edgewood Avenue	Install a roundabout at the intersection and remove traffic signals. This intersection is very wide and serves as a primary entry into Inman Park.
18	Roundabout at Hurt Street and Euclid Avenue	Install a roundabout at the intersection and remove traffic signs.
19	Love Street conversion	Conversion of gravel street to asphalt and street widening. This is Love Street, but it's incorrectly labeled as Bill Lucas Drive.
20	Brewster Street conversion	Conversion of gravel street to asphalt and street widening.
21	Dovers Alley conversion	Conversion of gravel street to asphalt and street widening.
22	Roundabout at North Hills Drive and Brentwood Drive	Remove four Stop signs at this intersection and replace with a roundabout/traffic circle
23	Loring Heights Neighborhood Plan Transportation Projects	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements

ARCHIVE LIST OF LONG-TERM ACTIONS LISTED IN PREVIOUS CIE (CON'T)

#	Action Name	Action Description
24	RiverLine Trail	Project will add a multi-use trail using Hollywood Road's existing paved ROW (due to this being the old RiverLine Streetcar route) and provide connections between future Chattahoochee Riverlands Trail, future Proctor Creek Trail, and proposed Bowen Trail.
25	H.E. Holmes Sidewalk, pedestrian crossing, bike improvements, bus stop enhancements	HE Holmes Sidewalk, pedestrian crossing, bike improvements, bus stop enhancements
26	Northside Drive/ RDA/Metropolitan Parkway Intersection Improvement	Consolidate approaches to intersection to increase capacity
27	Perry Boulevard/W Marietta Complete Streets Project Note: project in CDs 3 and 9	Include roadway reconstruction, intersection improvements, bike lanes, new sidewalks.
28	Howell Mill Road	Implement the completed Howell Mill Road Bike and Pedestrian Study's approved concept of raised bike lanes, wide sidewalks, and driveways closures to improve safety. ROW is required.
29	Ellsworth Industrial	Use excess road width to create a north-south streetscape for bikes and pedestrians. Fill sidewalk gaps and add dedicated bicycle facilities, mid-block crosswalks, and landscape enhancements. Realign Elaine Ave with all-way stop.
30	Bolton Drive Intersection Improvements	Add dedicated NB L turn lane from Bolton Dr onto Liberty Parkway and TCC-integrated traffic signal at intersection of Marietta Boulevard and Bolton Dr to increase turn movement capacity and efficiency.
31	Meredith Drive at Spring Valley Road Intersection Improvement	Intersection gets a significant commuter traffic and a mini roundabout would help accommodate the flow of traffic
32	Bolton Road WB and Marietta Boulevard SB Intersection Improvements	Add an additional 350' of R turn lane capacity on Bolton Road WB to Marietta Boulevard SB movement

ARCHIVE LIST OF LONG-TERM ACTIONS LISTED IN PREVIOUS CIE (CON'T)

#	Action Name	Action Description
33	Bolton Road and Marietta Road Roundabout	Urban, pedestrian friendly roundabout will be constructed to replace the inefficient signalized intersection. Will require minimum property acquisition by using existing ROW and city-owned parcels.
34	1824 Defoor Avenue	2019-2023 Capital Improvements Program - City of Atlanta Impact Fee Funded Projects - Schedule of Improvements

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End of Plan A

Appendix 2

Department of
CITY PLANNING

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

July
2025

Plan A: Appendix 3
Community Involvement Summary

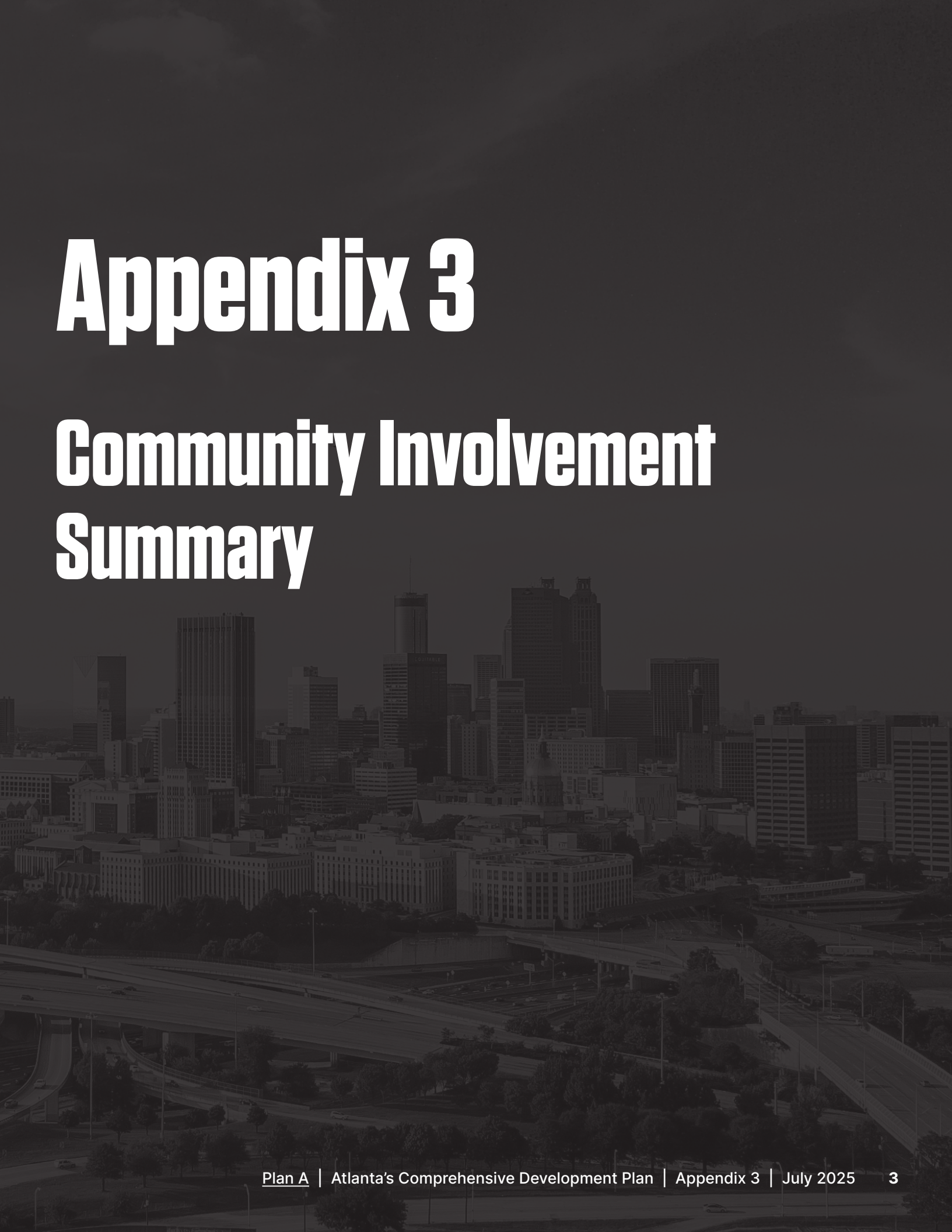
FINAL DRAFT

PLAN A

DELTA
1-800-411-PAIN

Appendix 3

Community Involvement Summary



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What's Inside

This Appendix of Plan A includes the following:

1. ***ATL Zoning 2.0* Public Input for Plan A**
2. **Plan A Outreach Methods**
    - Communications
    - Education
    - Surveys
3. **Round 1: Open Houses - February 2024**
    - Engagement
    - Emerging Themes
4. **Round 2: Community Workshops - May 2024**
    - Engagement
    - Getting the Word Out
    - Emerging Themes
5. **Round 3: Community Meetings - September 2024**
    - Engagement
    - Emerging Themes
6. **Supplemental Materials**
    - Public Notices on NPU Monthly Agendas
    - Public Hearing #1 Public Notice (March 2024 CDP Amendment Hearing)
    - Public Hearing #2 Public Notice (March 2025 CDP Amendment Hearing)
    - Public Hearing #3 Public Notice (June 2025 CDP Amendment Hearing)
    - Public Hearing #1 Presentation (CDP Amendment Hearing, March 2024)
    - Public Hearing #2 Presentation (CDP Amendment Hearing, March 2025)
    - Public Hearing #3 Presentation (CDP Amendment Hearing, June 2025)
    - CD/HS 2024 1st Quarter Update Presentation
    - CD/HS 2024 2nd Quarter Update Presentation

- CD/HS 2024 3rd Quarter Update Presentation
- CDP Amendment Hearing on September 4, 2024
- CD/HS 2024 4th Quarter Update Presentation
- CD/HS 2025 1st Quarter Update Presentation
- Public Leadership Group Meeting #1 Presentation - March 2024
- Public Leadership Group Meeting #2 Presentation - May 2024
- Public Leadership Group Meeting #3 Presentation - September 2024
- Public Leadership Group Meeting #4 Presentation - March 2025
- Citywide & Neighborhood Surveys

7. **Round 4: Final Drafts & Adoption**
    - NPU Presentations (March to May 2025)
    - Adoption Fact Sheet
    - Staff Report (June 4, 2025)
    - Committee Amendment Form (June 16, 2025)
    - Adoption Ordinance (25-O-1224/CDP-25-001)

Community Involvement Summary

The Department of City Planning is dedicated to a planning process that reflects Atlanta's diverse community and includes everyone in our city's future prosperity. Community involvement touches all areas of the city and creates opportunities for Atlantans to share their ideas for Plan A. The following pages summarize community involvement from January 2024 to March 2025, including the outreach methods, engagement, and educational events held during three rounds of Community Open Houses, Community Workshops, and Community Meetings.

150+

Total *ATL Zoning 2.0* & Plan A Meetings and Outreach Events

7,300+

Total participants across *ATL Zoning 2.0* & Plan A events

10,000+

***ATL Zoning 2.0* comments informed Plan A**

4,200+

Comments on draft Plan A documents, maps, and surveys

105

Locations canvased

45,000+

Social media views

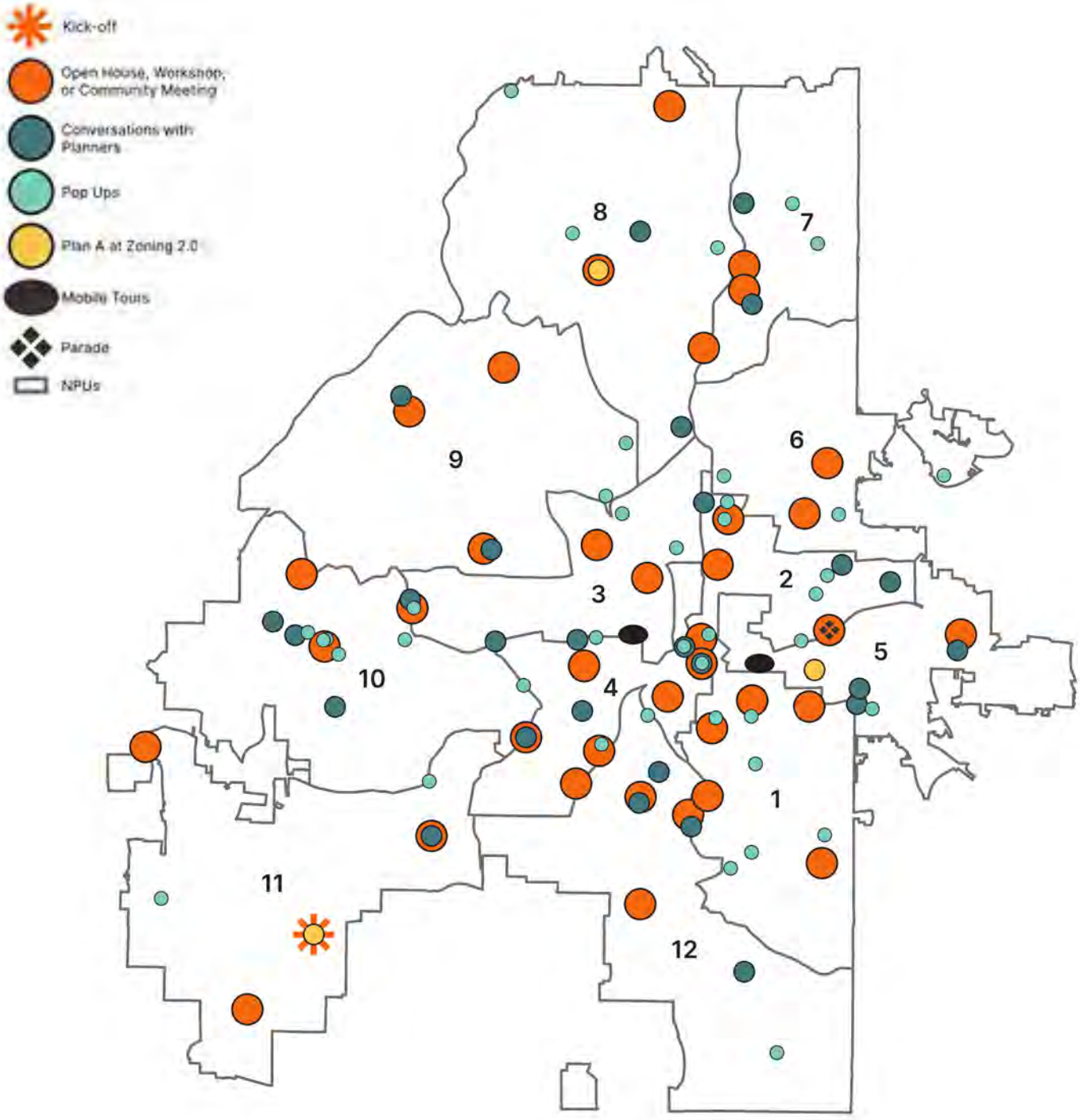
67,000+

Emails opened

16 million

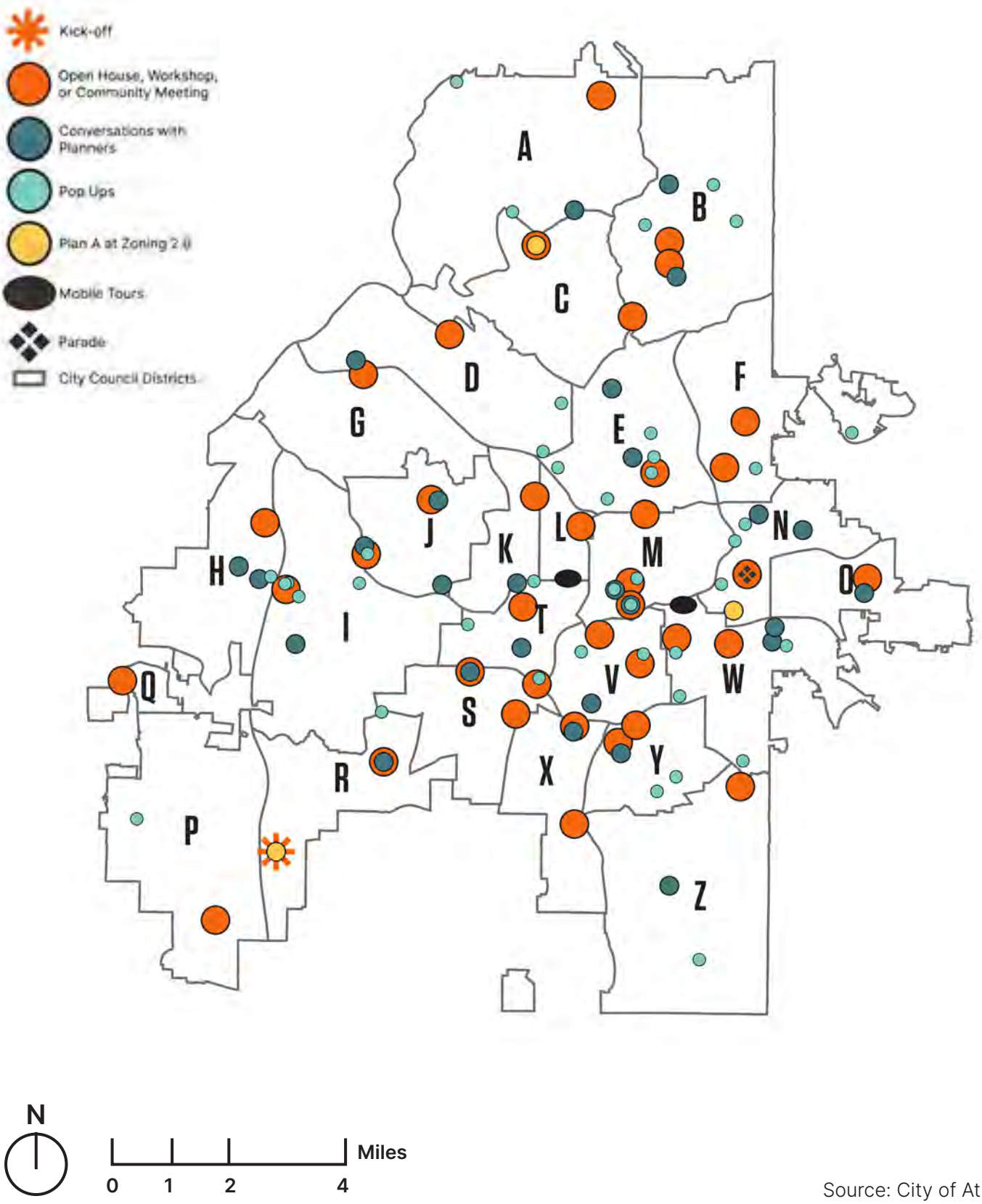
MARTA ad views

Community Engagement Event Locations by City Council District



Source: City of Atlanta

Community Engagement Event Locations by NPU



Source: City of Atlanta

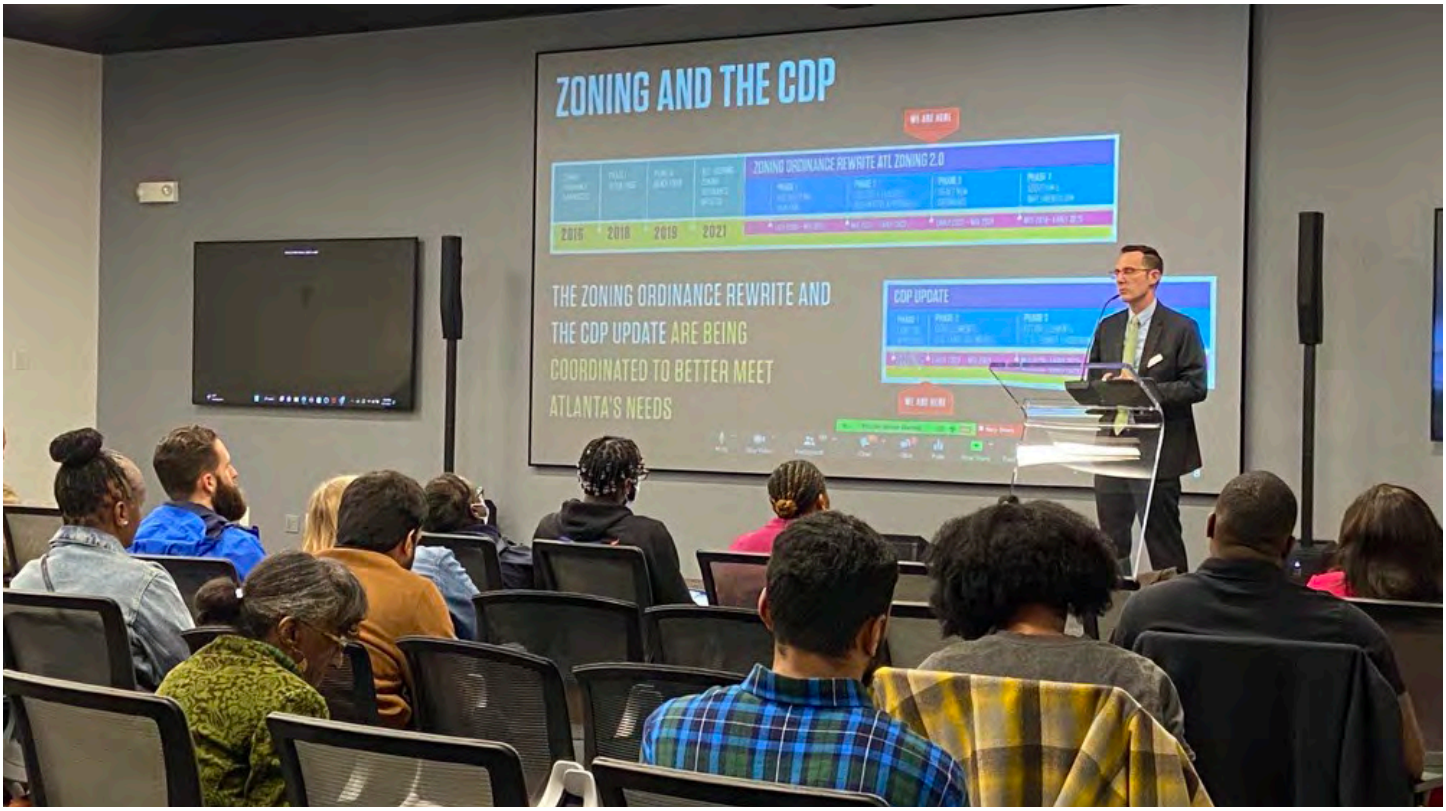
ATL Zoning 2.0 Public Input for Plan A

Participants of the 2023 Focused Workshop Series for ATL Zoning 2.0 submitted over 10,000 comments through surveys, emails, and other written comments.

Several themes address topics in the comprehensive development plan. Many comprehensive plan comments were in response to open-ended and other survey questions. Many participants commented on policies across several comprehensive development planning elements, including housing, transportation, and historic preservation.

ATL Zoning 2.0 and Plan A project teams incorporated these thematic responses into preparing and proposing the new land use approach with Development Patterns. This assures that the new land use approach and Development Pattern descriptions, principles, and maps work seamlessly with the new Zoning Ordinance. This will ensure that we have the right zoning tools to implement the plan and meet the needs of Atlanta's diverse neighborhoods.

The facing page is a summary of the themes for comprehensive planning received from Atlanta residents, businesses, neighborhood leaders, and property owners during the 2023 *ATL Zoning 2.0* workshops.



Transportation

1. Improve safety across all modes of travel, especially non-car travel
2. Increasing Pedestrian and biking infrastructure citywide
3. More transit options
4. Reduce car traffic
5. Align transit investment to reduce travel time/cost to work
6. Evaluate need for parking, consider redeveloping surface parking lots
7. Trail connections to connect neighborhoods
8. More flexibility in housing near transit station and along transit and major road corridors

Housing

1. More housing options, particularly missing middle housing choices
2. Greater affordability
3. More housing in character of the neighborhoods, careful consideration for increasing density in single-family neighborhoods
4. Aging in place
5. Greater density in *Atlanta City Design* Growth Areas

Community Development

1. Quality of life for residents
2. Infrastructure improvements
3. Overall safety concerns
4. Neighborhood character
5. Historic preservation
6. More and better public spaces, like plazas
7. More neighborhood commercial, like corner stores for things residents need daily
8. More storefronts in general, but avoid suburban-style shopping areas
9. Encourage small businesses
10. Assess space available for healthcare options in neighborhoods
11. Code enforcement

Nature

1. More/better designed greenspace
2. Greater sustainability
3. Maintain tree canopy
4. Stormwater management

Neighborhood Planning

1. Neighborhood governance
2. Improvements to the NPU system
3. Building community relationships
4. Community building spaces
5. Neighborhood-based planning, especially for underdeveloped areas and near transit

Plan A Outreach Methods

Communications

The hub for all information related to Plan A was AtlantaforAll.com. There, participants could learn about the scope of the project, take surveys, give feedback on draft materials, review factsheets on key details, and submit questions. The website also relayed real-time details on upcoming events.

The *Community Involvement Plan* was made available on the website. The *Community Involvement Plan* provided the background and purpose of the comprehensive planning process, the schedule of community involvement phases, and an overview of key involvement activities. We presented drafts of the *Community Involvement Plan* to the Atlanta Planning Advisory Board (APAB) in the fall of 2023, and APAB's feedback shaped our approach to public participation. The *Community Involvement Plan* is a living document, and we have revised it as the planning process unfolded.

We raised awareness of Plan A activities by promoting them on our social media, emailing our Plan A distribution list, and announcing upcoming events on the project website. We have also posted media notices, included public notices in local papers and on NPU monthly agendas, printed leaflets in City of Atlanta water bills, and printed factsheets. The Plan A project team presented the Community Involvement Plan, schedule, and other key updates at Atlanta City Council Community Development and Human Services (CD/HS) committee meetings, and with key stakeholders including the Public Leadership Group (PLG), APAB, and NPUs. All City Councilmembers and the Mayor's Office received routine briefings on plan development and community involvement efforts.

We partnered with MARTA and IKEs (Interactive Kiosk Experience) for an advertising campaign. Our Plan A Ambassadors also canvassed over 100 areas across the city—we rode on MARTA buses wrapped with Plan A messaging, placed yard signs in community gathering spots, and even painted Plan A graffiti art at Krog Street Tunnel ahead of December's Transportation Community Meeting. Social media videos featuring Plan A Ambassadors, including Mayor Dickens, Commissioner Prince, staff from different City Departments, and community members, have received nearly 44,500 views on Instagram, alone.

1,982
3,446
6,281
822
1,897
1,555
517
1,722
2,813
1,569
828
1,578
3,296
629

ALL FOR
ATL

1559
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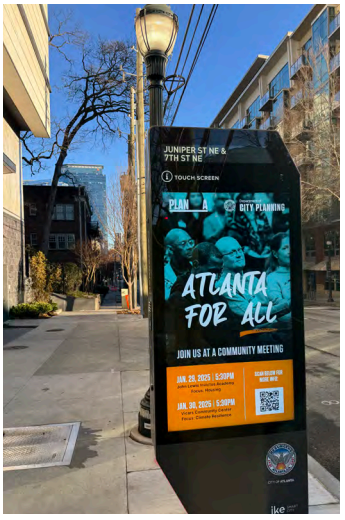
JUNIPER ST NE &
7TH ST NE
TOUCH SCREEN
PLAN A
CITY PLANNING
ATLANTA
FOR ALL
JOIN US AT A COMMUNITY MEETING

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Education

In January 2024, we hosted a virtual NPU-University course on comprehensive planning as part our initial education efforts for the Plan A planning process. The two-hour course, co-lead by the Commissioner of the Department of City Planning, was well attended and was recorded and shared on the Plan A project website and on the NPU YouTube channel.

In March, we hosted an in-person training session for our Plan A City Ambassadors and a virtual session for our Plan A Neighborhood Ambassadors. Both were led by the project team and were well attended with about 70 ambassadors at each training. The virtual training session was recorded and shared on our website and YouTube channel. The training included detailed explanations of each Development Pattern and a hands-on demonstration of the online mapping tool.

In May of 2024, the project team presented at each NPU monthly meeting to review the results of Round 1 engagement, to preview Round 2 engagement and the document, and to provide instruction on how to use online resources to review and comment on draft chapters of Plan A and maps.

We continued education activities in to Round 3 during our Conversations with Planners, presentation to APAB in November, and presentations at monthly NPU meetings in March, April, and May of 2025.

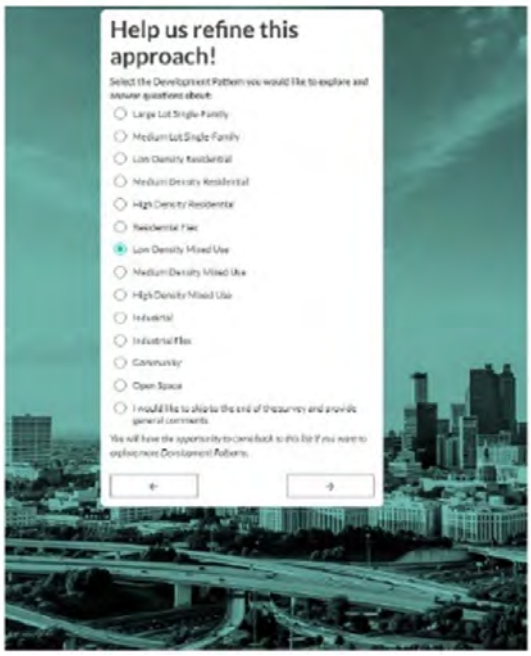
Recordings for “Introduction to Comprehensive Development Planning NPU-U University Course (January 30, 2024)” and “Plan A Neighborhood Ambassador Training (March 24, 2024)” are available on the Plan A website.

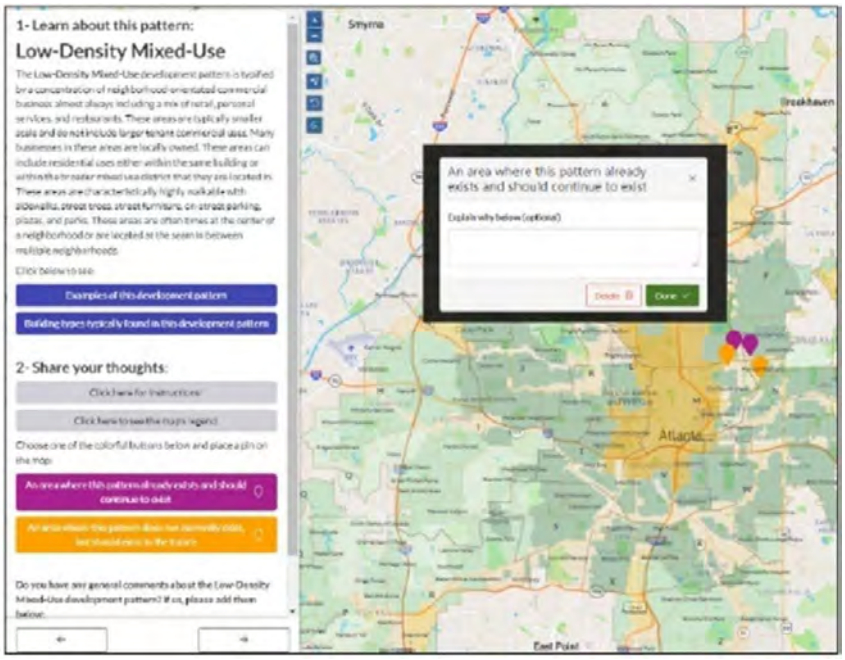
Woodruff Park AtL
PLAN A
Downtown Atlanta

Surveys

We collected insightful feedback from participants during our first round of community involvement across three surveys—a city-wide survey, a neighborhood survey, and a mapping tool—which provided ways for participants to share their perspectives on how Atlanta and our neighborhoods should plan for growth. We collected public input on broad goals for Atlanta's physical growth and development, where new housing in Atlanta should be built, and what infrastructure and other investments are needed to support this new housing. The neighborhood survey offered participants the chance to select a specific neighborhood to provide direct feedback. Participants could provide basic demographic information, if they wished, so we can assess how well the surveys represent Atlanta's diverse population. Surveys were also available in Spanish and French. The survey questions are included at the end of this Appendix.

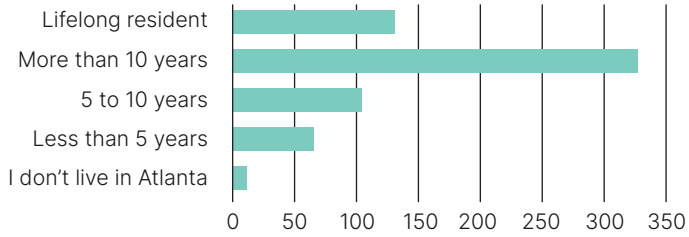
Our third survey was the online mapping tool. The mapping tool offered participants the same experience as our Open House events, but in a virtual format. Participants were able to let us know where to "keep" or "introduce" each Development Pattern across the city. We also asked participants to provide comments on the Development Pattern descriptions to help us improve them.



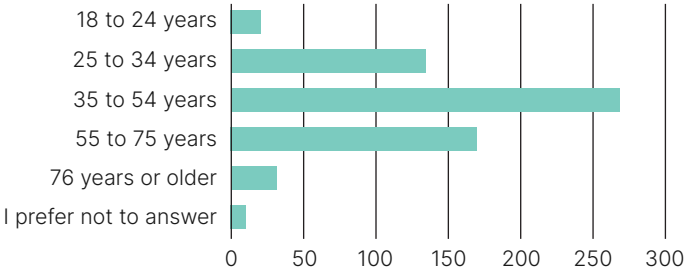


The following summarizes key engagement statistics and basic demographic statistics collected from survey participants from both the city-wide and neighborhood surveys.

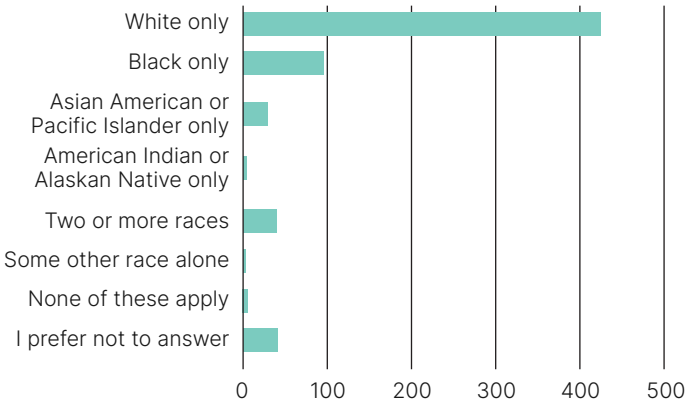
How long have you lived in Atlanta?



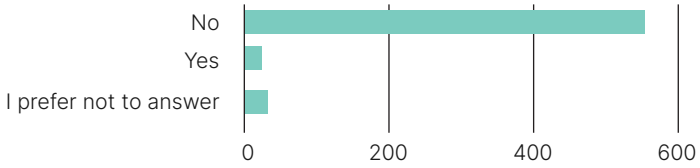
What is your age?



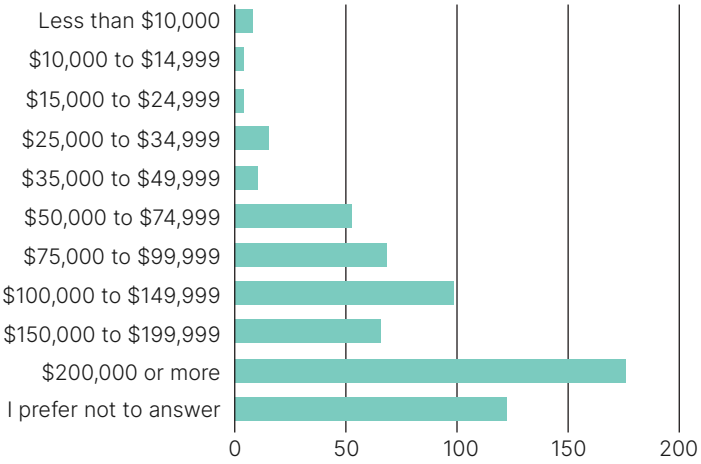
What best identifies your race?



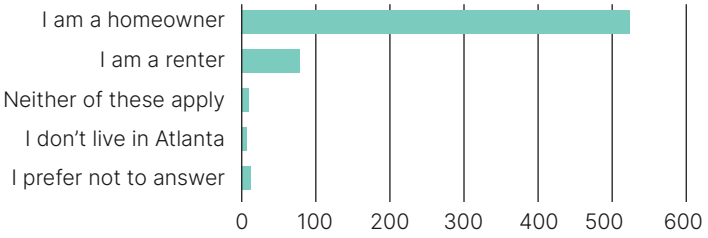
Do you identify as Hispanic or Latinx?



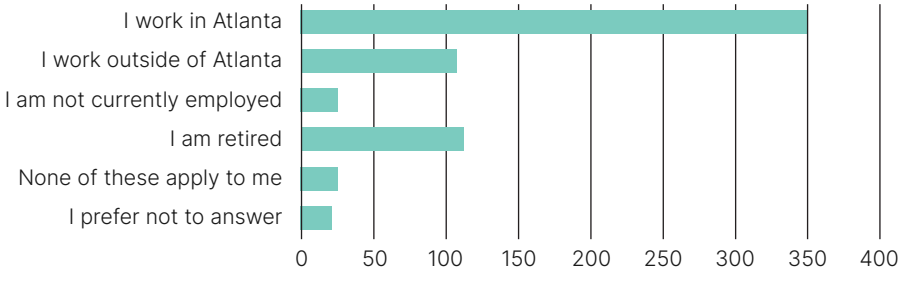
What is your household's income range?



Do you rent or own the home you live in?



What is your employment status?



Round 1: Open Houses - February 2024

Engagement

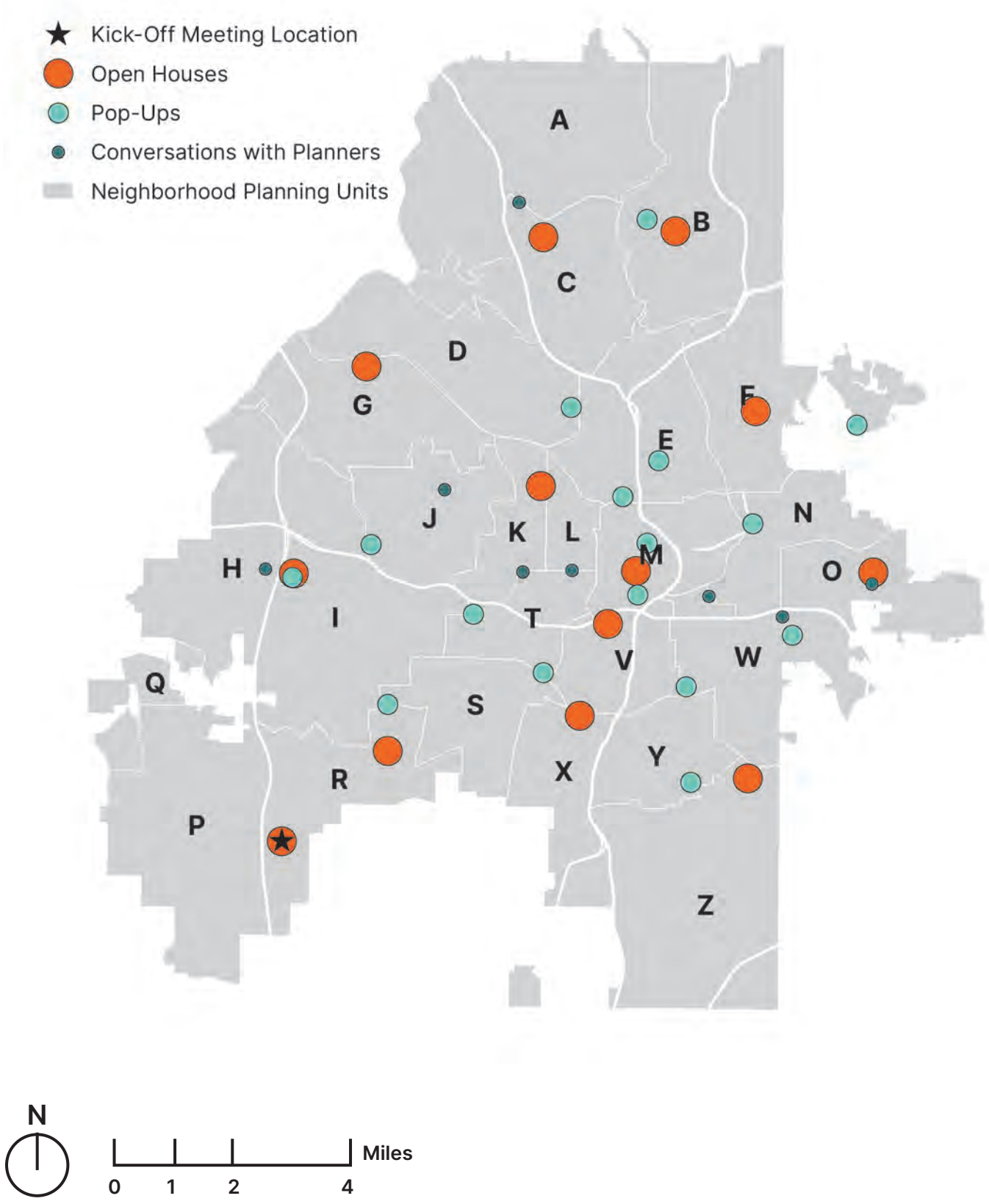
The first round of community involvement was conducted in February and March 2024. We held our Kick-Off Meeting for Plan A on February 29, 2024 at Greenbriar Mall in Southwest Atlanta. The spirited event began with Mayor Dickens and the Department of City Planning Commissioner speaking to the importance of comprehensive planning for Atlanta's future followed by neighborhood leaders encouraging a planning process that welcomes and empowers all Atlanta residents to participate. The main attraction was the networking and exchanging of ideas over a variety of topics between the 300 attendees and Plan A Ambassadors.

Open Houses were the primary forum for engaging residents during the first round of community involvement. We hosted 12 Open Houses in 12 different Neighborhood Planning Units (NPUs) and all City Council Districts. Each Open House was held on a weekday evening between 4:00PM to 7:30PM.

At the Open Houses, we introduced participants to the proposed land use approach with new Development Patterns. Participants explored the new approach with Plan A Ambassadors and indicated which Development Patterns they'd like to see in areas of the city they cared about the most.

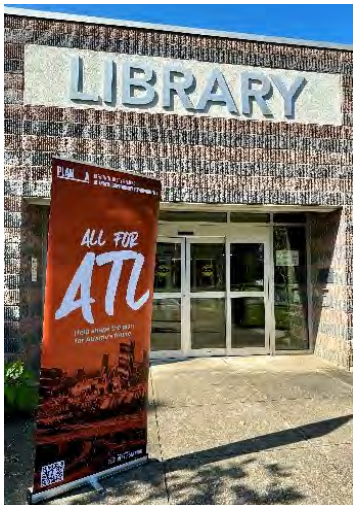
Plan A Ambassadors engaged participants over each Development Pattern at different "stations" at the Open Houses. We sorted Development Pattern stations by Single-Family, Residential, Mixed-Use, and Other. Participants at Open Houses could comment on any of the seven study areas, but we highlighted the study area in which the Open House was located each evening. There were also stations for participants to share thoughts about emerging needs and opportunities brought on by population growth, to learn more *ATL Zoning 2.0*, and to complete surveys. Plan A Ambassadors from the Department of Parks and Recreation also engaged participants at a station for the city-wide trail plan. Total, there were 10 stations at each Open House.

Round 1 Community Engagement Event Locations

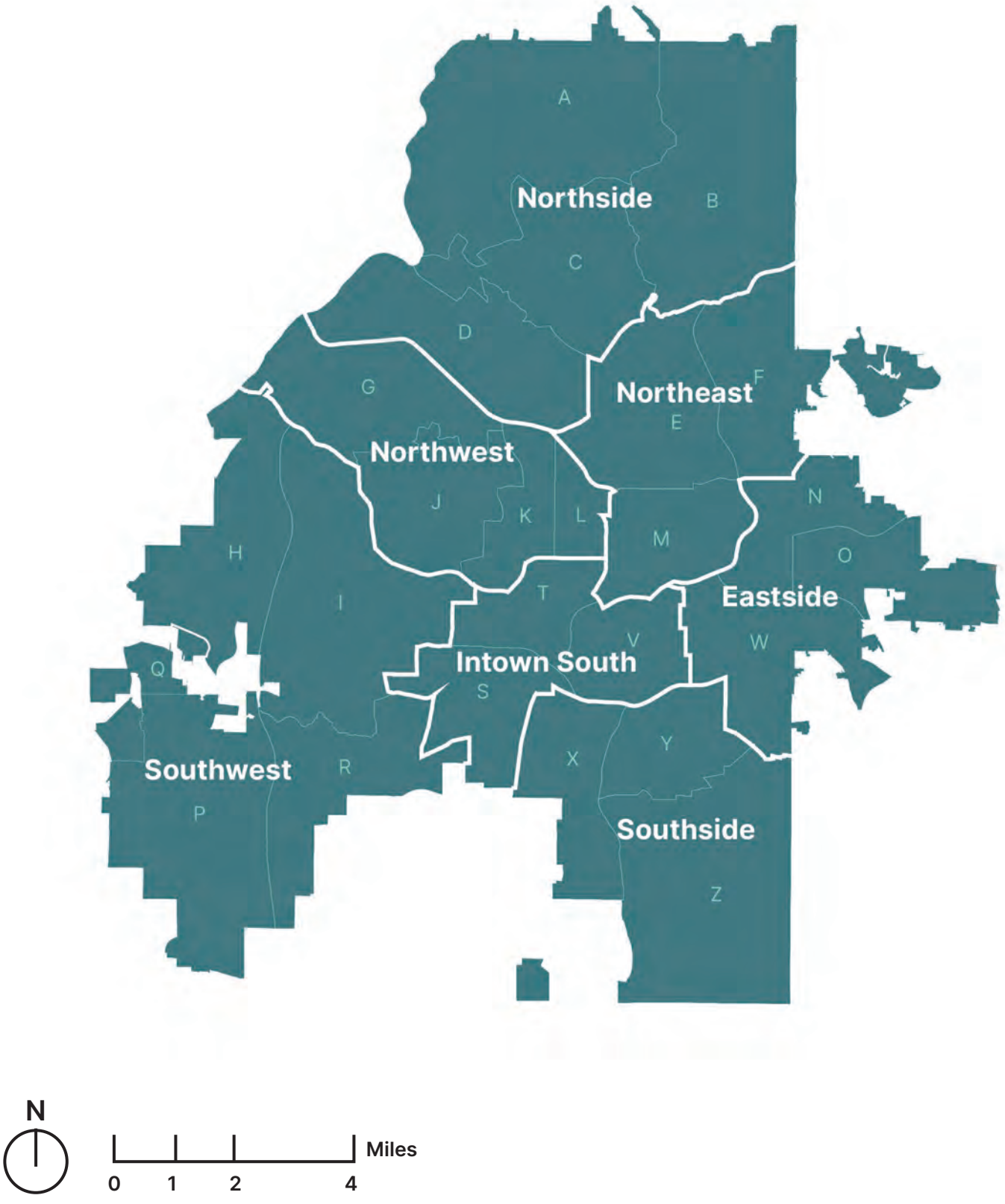


Open House participants placed colored dots on the seven study area maps to indicate where they wanted to “keep” or “introduce” a Development Pattern. Participants could discuss why they believed a Development Pattern fits a specific area and other related insights with Plan A Ambassadors, who took detailed notes. The project team analyzed and interpreted feedback from the Open Houses with public input from other events and surveys.

The Open Houses were a chance for us to meet residents across the city and begin to build trust and relationships. Attendance ranged from about 20 to over 80 people at each Open House. Additional engagement activities included Pop-ups at neighborhood events, walk and talk tours, individual and small group discussions at in-person Conversations with Planners at public libraries, and virtual Conversations with Planners with NPUs and neighborhood groups. During Round 1, we engaged participants in over 40 different events. Across all in-person events, we met residents from 24 NPUs and more than 180 different neighborhoods.



Study Areas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Emerging Themes

Input from community engagement activities touched on a wide variety of planning topics, but several consistent themes emerged. Community members frequently expressed a desire to increase access to transit and expand transit infrastructure, improve traffic management systems and capacity to support forecasted population growth, build more affordable housing and allow for more mixed-income neighborhoods where both newer and legacy residents can co-exist, and to implement more flexible zoning options.

From a neighborhood focus, the primary themes expressed were preserving neighborhood character while improving the tree canopy and natural features, creating more biking and walking mobility options to access key hubs of activity (i.e. retail, business and leisure destinations), implementing mixed-use and transit-oriented development points that can fit in without drastically altering established neighborhood aesthetics, offsetting impacts of gentrification, and increasing the connections between neighborhoods.

Overall, there was a sense of pride relayed for Atlanta's neighborhood charm and culture, and the desire to nurture and preserve distinct feelings of neighborhoods as our population grows.

The following pages further highlight the themes emerging from suggestions, critiques, and ideas collected by our Plan A Ambassadors at in-person events during Round 1 or submitted directly online by participants. We compiled these themes by analyzing survey responses (including the mapping tool) and input from participants at Open Houses. The summary is organized by key questions from the city-wide and neighborhood surveys and by input for each Development Pattern.

Thinking about Atlanta's expected population of 700,000 residents by 2050, what is the first thing that comes to mind?

- **Housing and Density.** Several comments highlighted the need for more housing and increased density as the population grows, suggesting a demand for a diverse range of housing options and calling for a focus on density around public transit to accommodate growth.
- **Public Transit.** Comments expressed concerns about current public transit inadequacies, emphasizing the necessity of enhancing and expanding public transportation options to reduce traffic congestion and create an accessible city.
- **Traffic and Infrastructure.** A dominant concern among respondents was traffic congestion and the need for improved traffic management and infrastructure to support the predicted population growth and to maintain quality of life in the city.
- **Sustainability and Growth.** Comments revealed a desire for growth that is manageable, sustainable, and rooted in climate-resilient design, emphasizing the importance of greenspaces and energy-efficient infrastructure.
- **Affordability and Equity.** Affordable housing and economic equity remain pressing issues, with respondents advocating for housing that is accessible to residents of varying income levels and a city that remains inclusive to all.
- **Zoning and Land Use.** Several respondents underscored the importance of smart zoning decisions to allow for the mix of housing types, commercial spaces, and amenities needed to create walkable, vibrant neighborhoods.

What should be a broad goal for planning growth and development in Atlanta?

- **Affordable Housing and Development.** There is a significant emphasis on the need for affordable housing options that are accessible to amenities like transportation, retail, and parks. Comments expressed concerns about gentrification, the displacement of long-term residents, and the necessity to develop mixed-use neighborhoods that cater to a diverse income range.
- **Public Transit and Transportation Improvements.** Improving public transportation infrastructure, including MARTA rail expansion, creating a more connected and walkable city, and facilitating diverse modes of transportation like cycling were a prevalent focus. Respondents urged the promotion of transit-oriented development and better traffic management to accommodate city growth.
- **Sustainable and Equitable Development.** Respondents showed a desire for sustainable growth that includes a mix of open spaces, preservation of the city's tree canopy, and zoning reforms to support higher density housing. They also highlighted the importance of equitable development that preserves Atlanta's cultural heritage and identity.
- **Density and Land Use.** Comments called for allowing more density, particularly in urbanized areas, and through flexible zoning practices. Many respondents advocated for varied housing types, including mixed-use and transit-oriented development, to accommodate growth and increase the diversity of housing options.
- **Preservation of Local Character, History, and Culture.** Efforts to preserve historical neighborhoods and the unique character of the city are noted. Without dismissing the need for development, there was a call to maintain Atlanta's identity and ensure that growth respects the local culture and architecture.
- **Youth and Community Services.** A minority of comments emphasized the importance of youth outreach and access to community services coming alongside the city's growth to ensure that young people are engaged and communities receive necessary support.

Elaborate on your view on new and future housing in Atlanta.

- **Transit-Oriented Development.** Many comments highlighted the importance of developing new housing near existing or planned transit options, suggesting that this approach not only supports density but also reduces reliance on cars, boosts the effectiveness of the public transport system, and encourages sustainable urban growth.
- **Density and Diverse Housing Options.** Comments stressed the need for increased density within the city, calling for varied types of housing (including multi-family and mixed-use developments) to accommodate all income levels. Some comments urged the development of diverse housing options, including mid-density and walkable communities, across various neighborhoods. There were also related concerns about various levels of support from residents and neighborhood groups for increased density and housing options.
- **Preservation of Community Character and Greenspace.** Comments expressed the need for thoughtful development that respects existing neighborhood character and the city's greenspaces. Respondents value trees and parks and advocated for retaining the cultural and natural aesthetics of Atlanta.
- **Affordable Housing and Equity.** Comments called for an emphasis on affordable housing options to ensure that a mix of income levels can afford to purchase or rent housing within the city. Equity concerns were raised regarding gentrification and the displacement of longtime residents.

Is there anything else you would like to discuss about Atlanta's growth and development?

- **Affordable Housing and Density.** Numerous comments emphasized the need for providing affordable housing, supporting diverse housing options—including duplexes, accessory dwelling units (ADUs), and varied sizes of apartments—encouraging creativity in housing development, and advocating for zoning changes to permit denser housing.
- **Public Transit and Non-Car Transportation.** Comments frequently mentioned the expansion and enhancement of public transportation, the need for bike lanes, trails, and walkability, and the general reduction of car-centric development. Additionally, there was a call for connecting neighborhoods and improving transit access to reduce congestion and facilitate growth sustainably.
- **Infrastructure and Environmental Concerns.** There was a notable focus on improving city infrastructure, maintaining greenspaces and the tree canopy, addressing environmental and sustainability concerns, and planning for resource preservation. Comments reflect a desire for the city to responsibly manage growth in consideration of environmental factors.
- **Local Services and Community Needs.** Respondents highlighted the importance of local services such as grocery stores, healthcare, and community spaces and services to adapt to denser city living. This included a focus on accessibility for elderly and disabled residents, care for marginalized groups, and promoting an experience beneficial to both residents and visitors.
- **Equity and Inclusivity.** Comments expressed a strong desire for equitable and inclusive growth, addressing gentrification concerns, providing affordable living for existing community members, and considering socioeconomically marginalized populations during city planning.
- **Zoning and Regulation.** Several comments called for zoning reform to allow for mixed uses and diverse residential options, criticizing restrictive policies, and advocating for regulatory changes to encourage development and meet the growing needs of the community.

Elaborate on your view on new and future housing in your neighborhood.

- **Housing Density and Development.** Many comments discussed the balance between the need for more housing and maintaining neighborhood character. Comments emphasized the importance of development near transit hubs and major corridors, while being mindful of infrastructure, traffic, greenspace, and the negative impacts of over-development.
- **Transportation and Connectivity.** Respondents highlighted the importance of improving public transit, connectivity, and infrastructure to accommodate development. There were calls for safer pedestrian and biking infrastructure, as well as better integration of neighborhoods with MARTA and the Beltline.
- **Preservation of Neighborhood Character.** Respondents expressed a desire for new developments to respect and maintain the unique qualities of their communities and neighborhoods.
- **Community Engagement and Representation.** Many comments emphasized the need for community engagement and proper representation in the decision-making process. Concerns were raised about non-resident corporations influencing development decisions that do not reflect the desires and needs of the broader community.
- **Affordable Housing.** The need for affordable and inclusive housing options was a common theme, with comments frequently calling for utilizing vacant lots and underdeveloped areas to provide housing that is accessible to a range of income levels.
- **Ecological and Environmental Considerations.** Respondents called for new housing developments to consider ecological systems, watershed management, the tree canopy, and the overall impact on the environment, warning against the detrimental effects of urban sprawl and pushing for sustainable development practices.
- **Economic and Commercial Development.** Comments addressed the need for economic growth alongside housing development, with suggestions for mixed-use buildings that include residential, retail, and office spaces.
- **Safety and Crime.** Safety concerns were voiced, with some comments calling for action to ensure the safety of residents in their homes and neighborhoods, presenting the need for additional law enforcement to maintain a secure living environment as neighborhoods see more development.

What is needed to support new housing in your neighborhood?

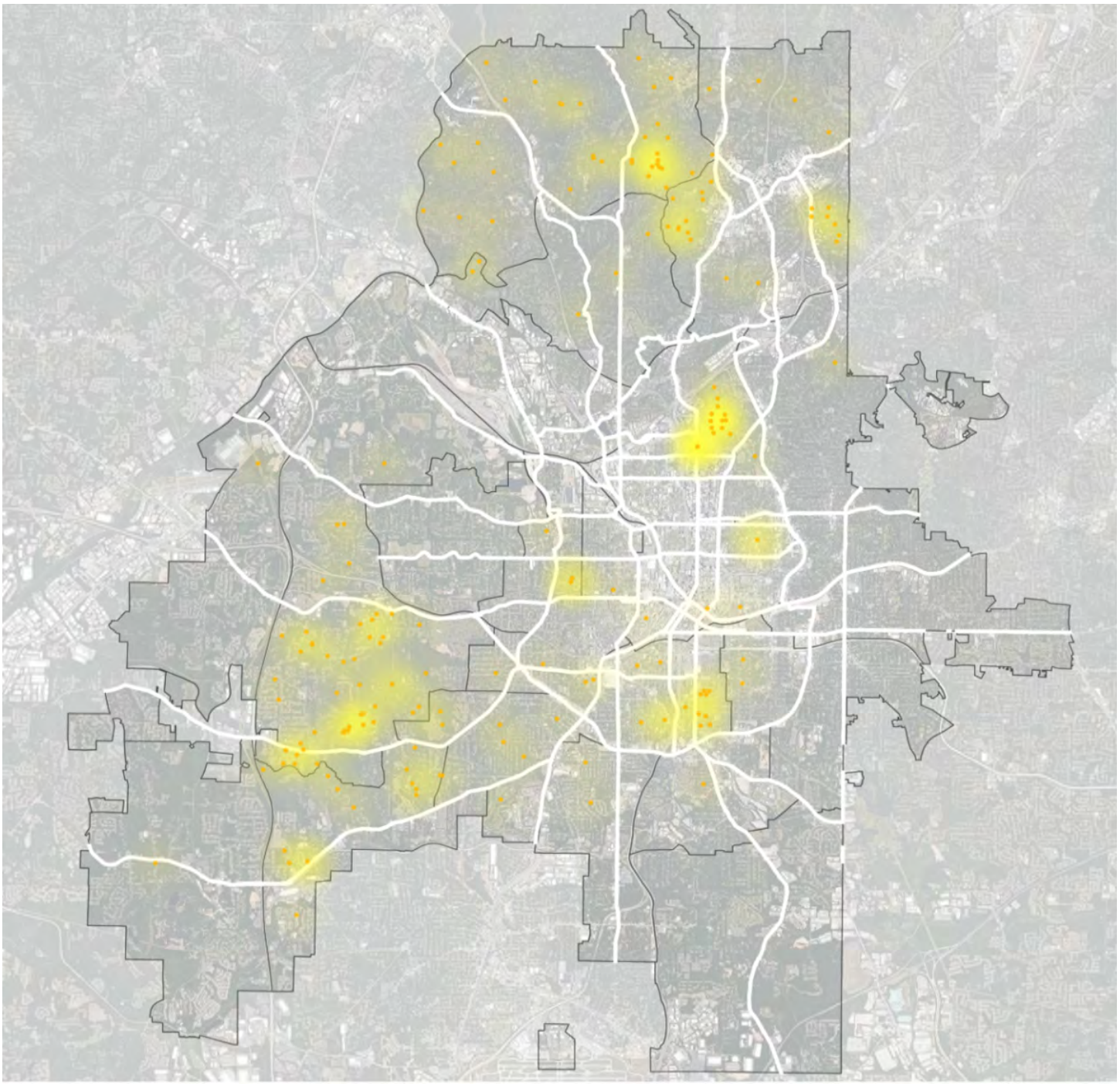
- **Upgraded Infrastructure.** Many comments emphasized the importance of improving the existing infrastructure, such as streets, sidewalks, and public utilities. The consensus was that enhancing these fundamental urban elements will lead to better living conditions and increased safety.
- **Housing Options.** A prevalent theme was the need for diverse housing options, ranging from affordable to family-oriented housing. Respondents were looking for inclusive growth that enables a variety of demographics to find suitable homes within the community.
- **Improved Streets and Sidewalks.** Comments frequently cited the need for improved streets and sidewalks, stressing that better pedestrian infrastructure contributes to the safety and mobility of residents, enhancing the overall quality of urban life.
- **Expanded Public Transit.** Themes of accessibility and mobility within the community feature prominently in the comments, with a broad call for the expansion of public transit services to facilitate travel, reduce traffic, and encourage economic growth.
- **Grocery Stores and Fresh Produce Retailers.** Access to quality food options were a significant concern, with numerous comments calling for an increase in grocery stores and retailers that offer fresh produce to promote healthier lifestyles and food security in the neighborhood.
- **Parks and Recreation Centers.** Community enrichment through parks and recreational facilities was frequently mentioned, highlighting the desire for accessible, well-maintained open spaces for leisure, sports, and community gatherings.
- **Bike Lanes and Trails.** Numerous comments suggested a strong community interest in the development of bike lanes and trails to encourage cycling and walking as healthy, environmentally-friendly transportation alternatives.

Is there anything else you would like to discuss about your neighborhood's growth and development?

- **Transportation and Traffic Management.** Many comments expressed concerns about transportation, emphasizing the need for improved transit systems, pedestrian-friendly streets, and safe cycling infrastructure. Respondents desired more efficient mass transit, including light rail, bus access, and MARTA expansions, alongside better pedestrian walkways, protected bike lanes, and traffic calming measures to manage gridlock and enhance safety.
- **Housing and Urban Development.** Comments indicated a need for diverse housing options and smart development. Respondents advocated for a mix of housing to accommodate families and different income levels, including affordable housing, by-right dense housing, and the legalization of accessory dwelling units. They also call for the integration of housing with retail and protecting the charm of existing neighborhoods amidst growth.
- **Food Access and Retail Services.** Access to food services, grocery stores, and varied retail choices are common concerns. Respondents felt that current options are insufficient and that there are not enough grocery stores with fresh produce. They suggest developing new retail spaces, revitalizing vacant properties, and filling empty businesses with new shops and food options.
- **Preservation and Sustainability.** Respondents showed a strong interest in preserving greenspaces, the tree canopy, and the character of neighborhoods. They called for measures to protect the environment and sustainability practices, including maintaining parks, addressing stormwater infrastructure, and reinforcing tree protection laws.
- **Community Development and Engagement.** Comments reflected a desire for more community involvement in decision-making and development processes. There was an emphasis on citizen empowerment, engagement, communication between city departments, and the protection of existing communities while enabling growth.
- **Safety and Security.** Safety was a top priority for respondents, which includes reducing crimes such as shootings, drug activities, and implementing measures to address vehicular violence. The need for better police presence and safety measures in both residential and commercial areas were mentioned.

Development Patterns: Large Lot Single-Family

- **Housing and Density.** Several comments highlighted the need for more housing and increased density as the population grows, suggesting a demand for a diverse range of housing options and calling for a focus on density around public transit to accommodate growth.
- **Public Transit.** Comments expressed concerns about current public transit inadequacies, emphasizing the necessity of enhancing and expanding public transportation options to reduce traffic congestion and create an accessible city.
- **Traffic and Infrastructure.** A dominant concern among respondents was traffic congestion and the need for improved traffic management and infrastructure to support the predicted population growth and to maintain quality of life in the city.
- **Sustainability and Growth.** Comments revealed a desire for growth that is manageable, sustainable, and rooted in climate-resilient design, emphasizing the importance of greenspaces and energy-efficient infrastructure.
- **Affordability and Equity.** Affordable housing and economic equity remain pressing issues, with respondents advocating for housing that is accessible to residents of varying income levels and a city that remains inclusive to all.
- **Zoning and Land Use.** Several respondents underscored the importance of smart zoning decisions to allow for the mix of housing types, commercial spaces, and amenities needed to create walkable, vibrant neighborhoods.

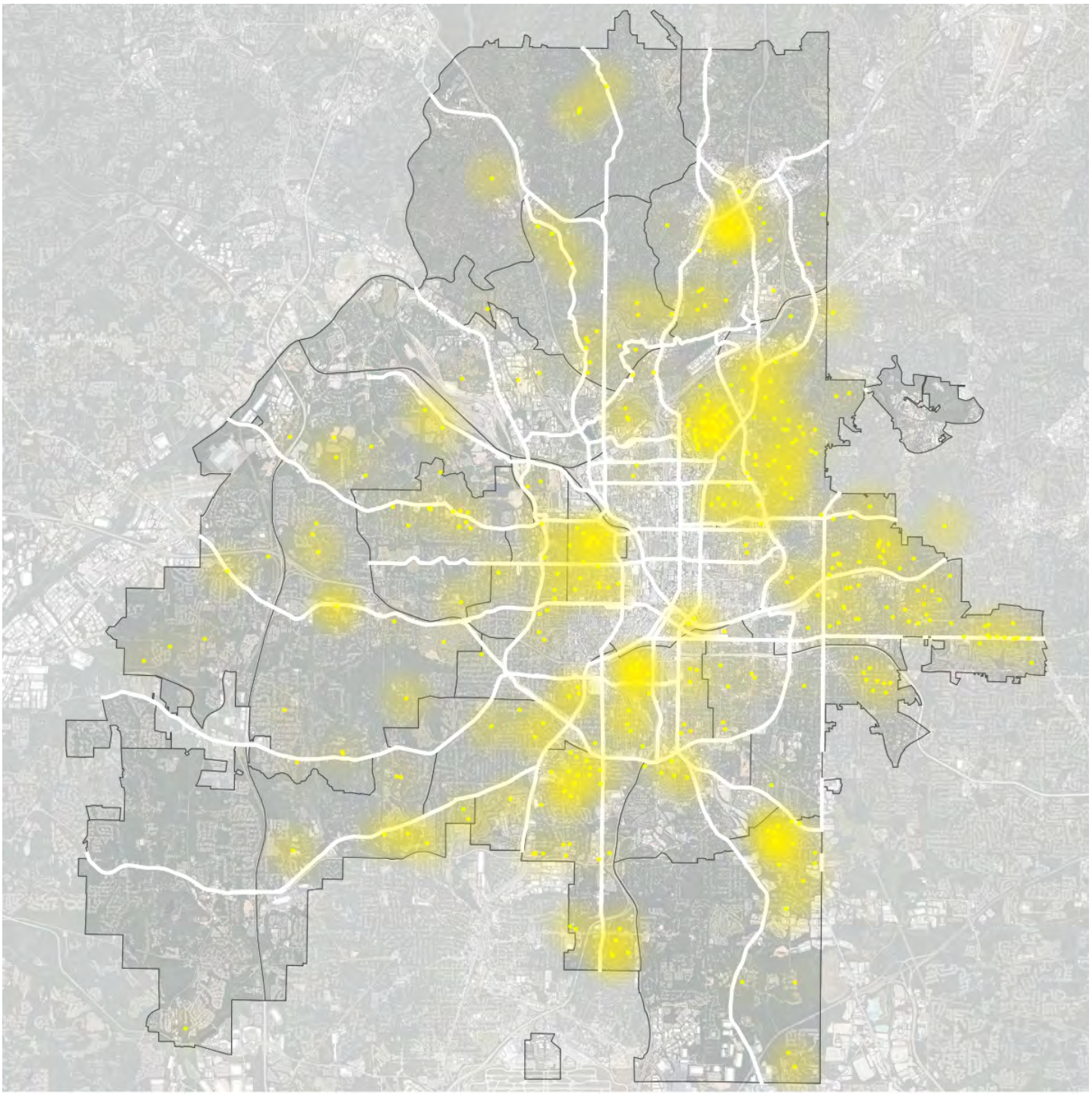


Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Medium Lot Single-Family

- **Neighborhood Character and Development Balance.** Many comments reflected a desire to balance neighborhood character and history with thoughtful development. Respondents value historic neighborhoods, single-family homes, and tree canopies, but some also express a willingness to introduce mixed-use, multifamily housing, and accessory dwelling units.
- **Density and Zoning Preferences.** Comments indicated diverse opinions on zoning and density, ranging from calls for maintaining single-family zoning to advocating for the complete elimination of such zoning in favor of multifamily apartments.
- **Property Maintenance and Community Character.** A consistent theme was the value placed on the character and maintenance of properties within the community.
- **Access and Connectivity.** Improved connectivity and access through public transportation upgrades and the reopening of roads were noted in several comments.

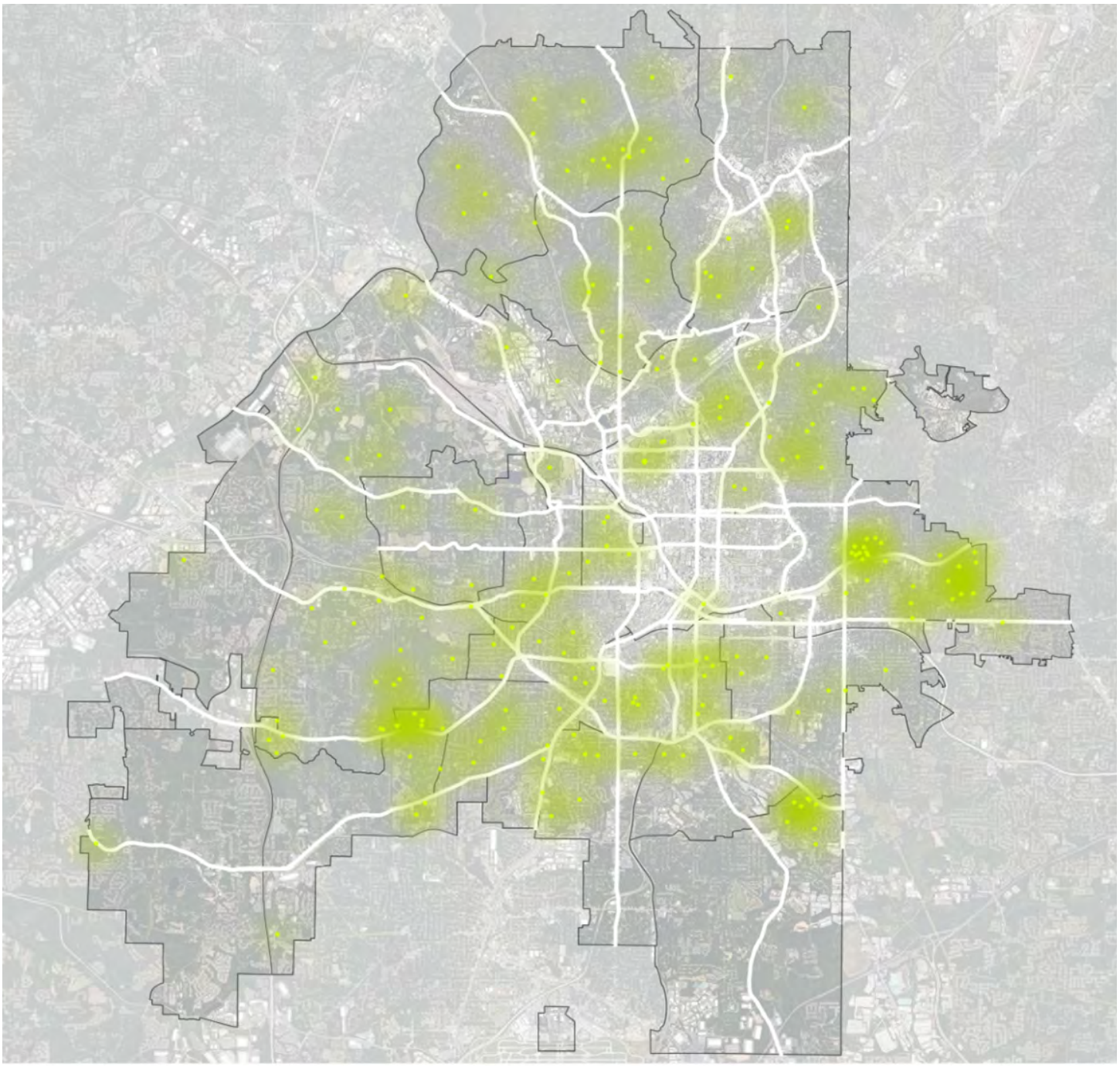
Some input indicated a desire to apply the Medium-Lot Single-Family pattern to areas where this development pattern represents a substantial change from the established built environment and from existing applicable land use policy.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Low Density Residential

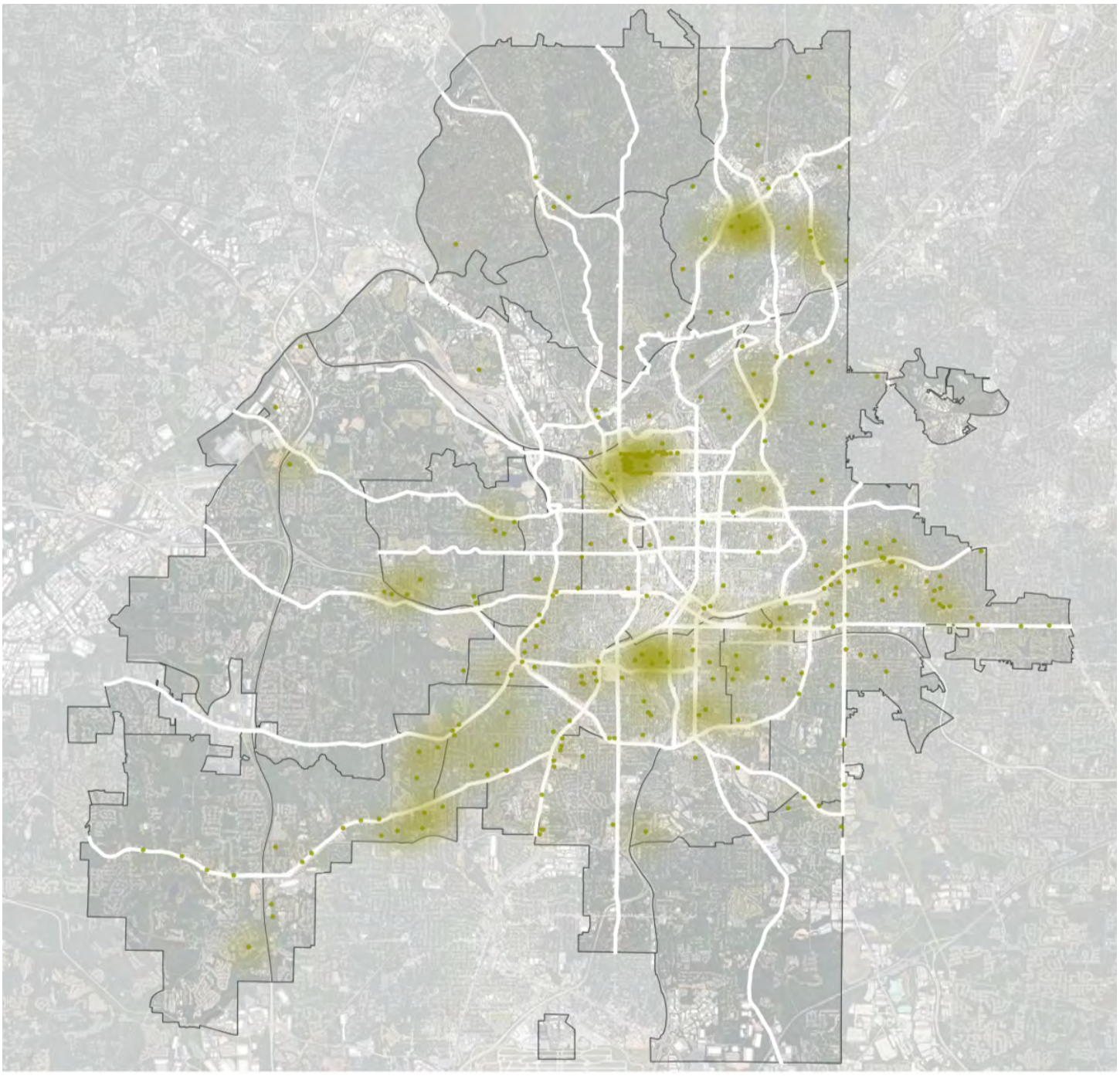
- **Low Density Development.** Several respondents expressed a preference for preserving the low density residential nature of neighborhoods, emphasizing the importance of community, character, and the protection of legacy residents.
- **Controlled Growth and Preservation of Neighborhood Character.** Community members were concerned about unregulated growth and advocated for controlled growth that retains the character and look of their neighborhoods. There was a call to balance duplex development, mixed-use properties, and the maintenance of cultural heritage and historic places.
- **Affordable Housing and Inclusivity.** Comments highlighted the need for affordable housing and the integration of more inclusive housing options, criticizing the trend of constructing luxury townhomes and bringing attention to potential classist tendencies.
- **Infrastructure and Development.** Respondents advocated for better enforcement of development ordinances, proper planning of infrastructure with increased density, and the respect of residential borders close to commercial areas.
- **Specific Local Development Issues.** Some comments addressed specific local concerns, such as traffic and safety issues related to a church property redevelopment, and the proper use of land in the vicinity of a cemetery.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Medium Density Residential

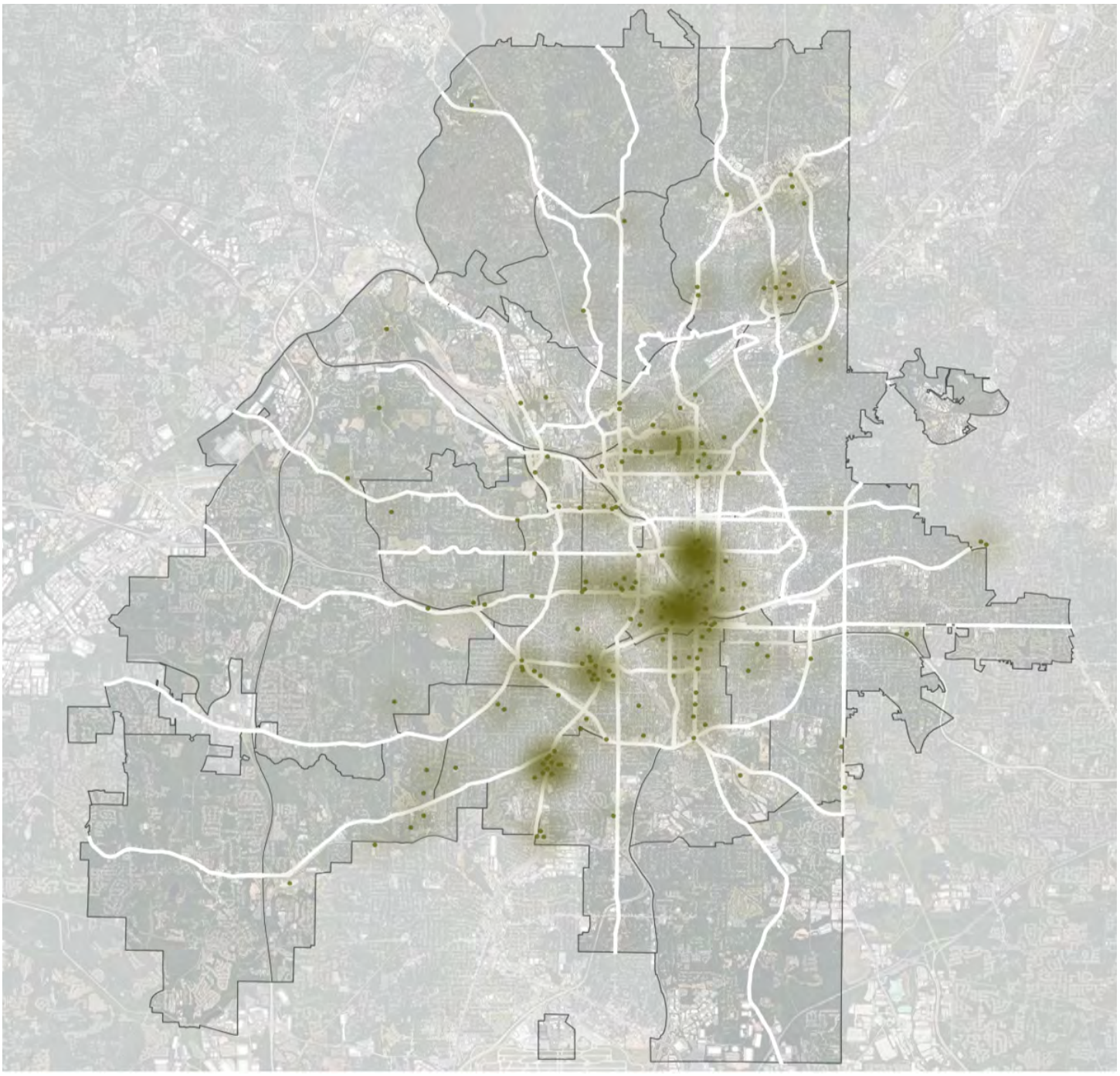
- **Density and Development.** Respondents discussed the need to increase density, particularly through medium density zoning, and the development of underutilized lots. Dense development was seen as key, especially near downtown areas. This includes the development of multi-story buildings, and the densification of certain neighborhoods.
- **Transit Accessibility.** Many comments emphasized the importance of transit accessibility, with suggestions to build or expand transit services like MARTA stations, connections to the Beltline and PATH 400, and the development of transit-oriented districts. The presence of transportation infrastructure is noted as a catalyst for development and connectivity between neighborhoods.
- **Affordable Housing.** Some respondents expressed concerns about the lack of affordable housing and criticism of luxury apartments. They suggested a focus on low-income housing options over luxury developments.
- **Urban Redevelopment.** Respondents described large, empty industrial lots as opportunities for redevelopment. There was mention of the potential for these lots to be redeveloped without much concern for gentrification, indicating an interest in urban redevelopment that is mindful of existing community dynamics.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: High Density Residential

- **High Density Housing.** Many comments highlighted a desire for high density housing near transportation hubs with an emphasis on creating a healthy and vibrant living environment. Accessibility and the inclusion of greenspaces, such as trees and protected bicycle lanes, were also emphasized.
- **Accessibility and Transportation.** Several comments expressed a need for better accessibility to transit and proposed ideas include expanding transit lines and reducing the necessity to drive to transit stations.
- **Urban Development and Revitalization.** Comments suggested that there is a need to revitalize certain areas, such as the downtown center, by converting empty spaces into residential units and encouraging mixed-use development. Also mentioned is the idea of transforming less optimal land uses near transportation hubs into more beneficial developments.
- **Affordability and Income Diversity.** Affordable housing was a recurring theme with respondents noting the importance of providing housing options that are affordable to lower-income households. The need for a diverse range of housing to accommodate different income levels, as opposed to just luxury high-rise apartments, was a key point.



Heat map of input indicating the desire to keep or introduce this Development Pattern

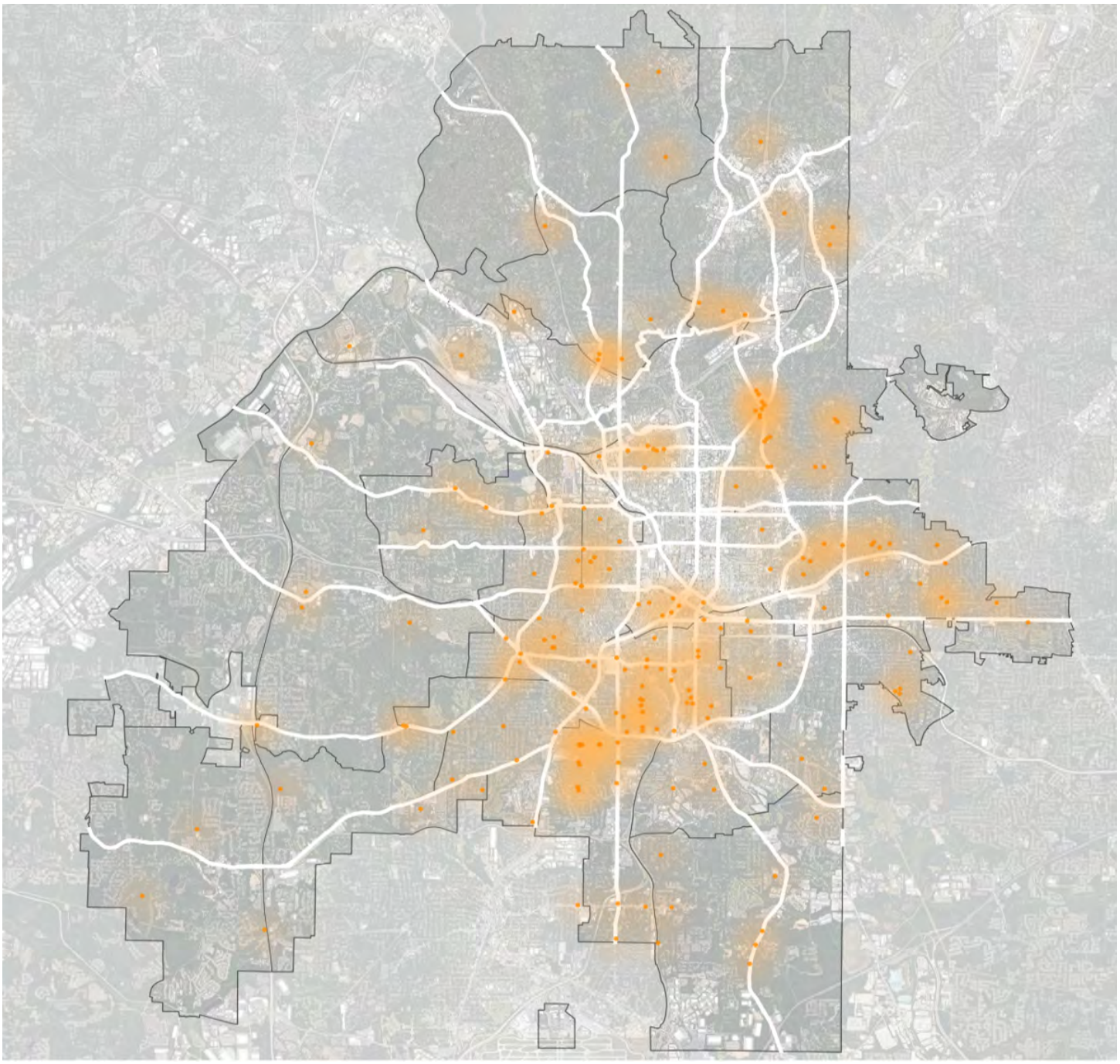
Development Patterns: Residential Flex

- **Support for Residential Flex.** A vast number of comments supported the concept of Residential Flex as a means to create gentle density, add flexibility, and improve affordability in housing.
- **Affordable Housing.** Comments highlighted the need for affordable housing options across various neighborhoods, and importance of missing middle housing, and different housing types between single-family homes and large apartment buildings.
- **Walkability and Accessibility.** Several comments suggested that Residential Flex would encourage walkable communities where residents can access amenities without needing a car.
- **Preservation of Neighborhood Character.** A theme that surfaced was the preservation of neighborhood character while accommodating growth and flexibility in housing. Respondents expressed a desire to maintain historical aesthetics and the feel of neighborhoods while also allowing for the redevelopment of residential areas to include commercial and multifamily units.
- **Development Patterns and Zoning.** Comments suggested that there is a demand for diverse housing that current policies and legislation do not adequately support. Respondents advocate for a change in zoning to embrace more inclusive and diverse housing.

Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Low Density Mixed-Use

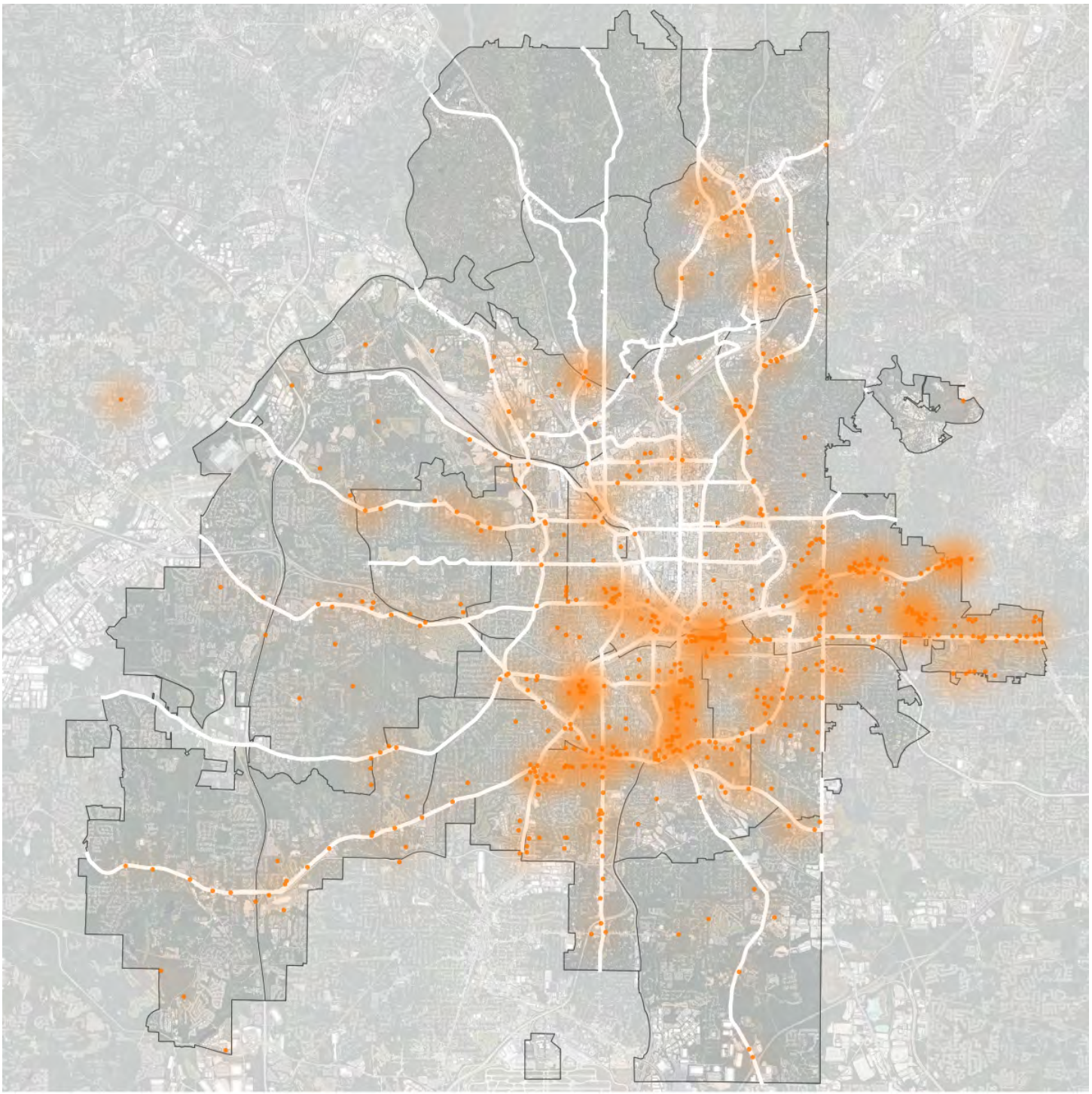
- **Support for Local Development and Mixed-Use Areas.** Many comments highlighted the desire for local development and mixed use. Respondents support mixed-use developments in historic areas, near MARTA stations, along corridors, and revitalization areas.
- **Redevelop Underutilized Areas.** Comments focused on redeveloping abandoned, underutilized, or poorly maintained properties. Respondents advocate transforming these places into useful and visually pleasing areas.
- **Effect of Certain Developments.** A subset of comments reflected opposition to certain types of development. Some comments expressed disapproval regarding mixed use developments and recent apartment projects, suggesting a preference for alternative development strategies or potential dissatisfaction with how developments have been managed or designed.
- **Need for Housing Opportunities.** Comments indicated a need for housing opportunities, with a particular reference to publicly owned properties that could be developed to provide more residential options.
- **Enhance Community Amenities.** Comments expressed a desire to enhance community amenities, including more fresh food options, walking trails, and storefronts for small businesses.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Medium Density Mixed-Use

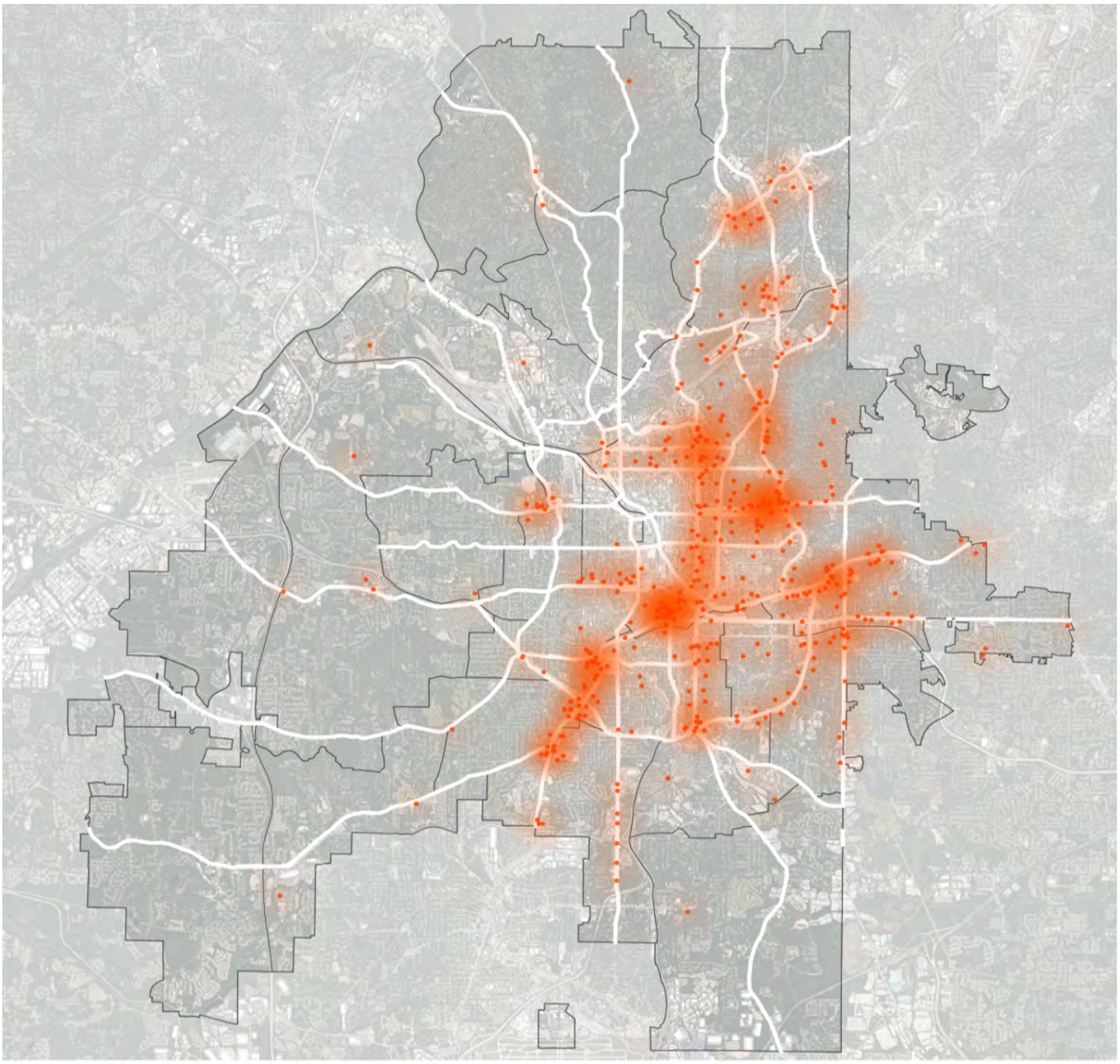
- **Medium to High Density Mixed-Use Developments.** Several comments highlighted the desire for medium to high density mixed use developments to enhance walkability, livability, and connectivity to transit options such as BRT (bus rapid transit) and MARTA stations.
- **Improve Business Districts and Amenities.** Comments indicated a need for revitalization and densification of business districts, with a demand for higher-quality food options, healthy food, shopping, and amenities and services (e.g., healthcare).
- **Connectivity and Transportation.** Many comments suggested enhancing connectivity between neighborhoods and transit stations by increasing density and adding mixed-use developments.
- **Revitalize Vacant or Under-Utilized Spaces.** Several comments called for revitalization of vacant lots, neglected properties, and under-used commercial spaces through higher density developments, including mixed use, for the betterment of nearby neighborhoods.
- **Keep Community Character.** Some comments expressed a concern about developments fitting into and preserving the character of the neighborhood.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: High Density Mixed-Use

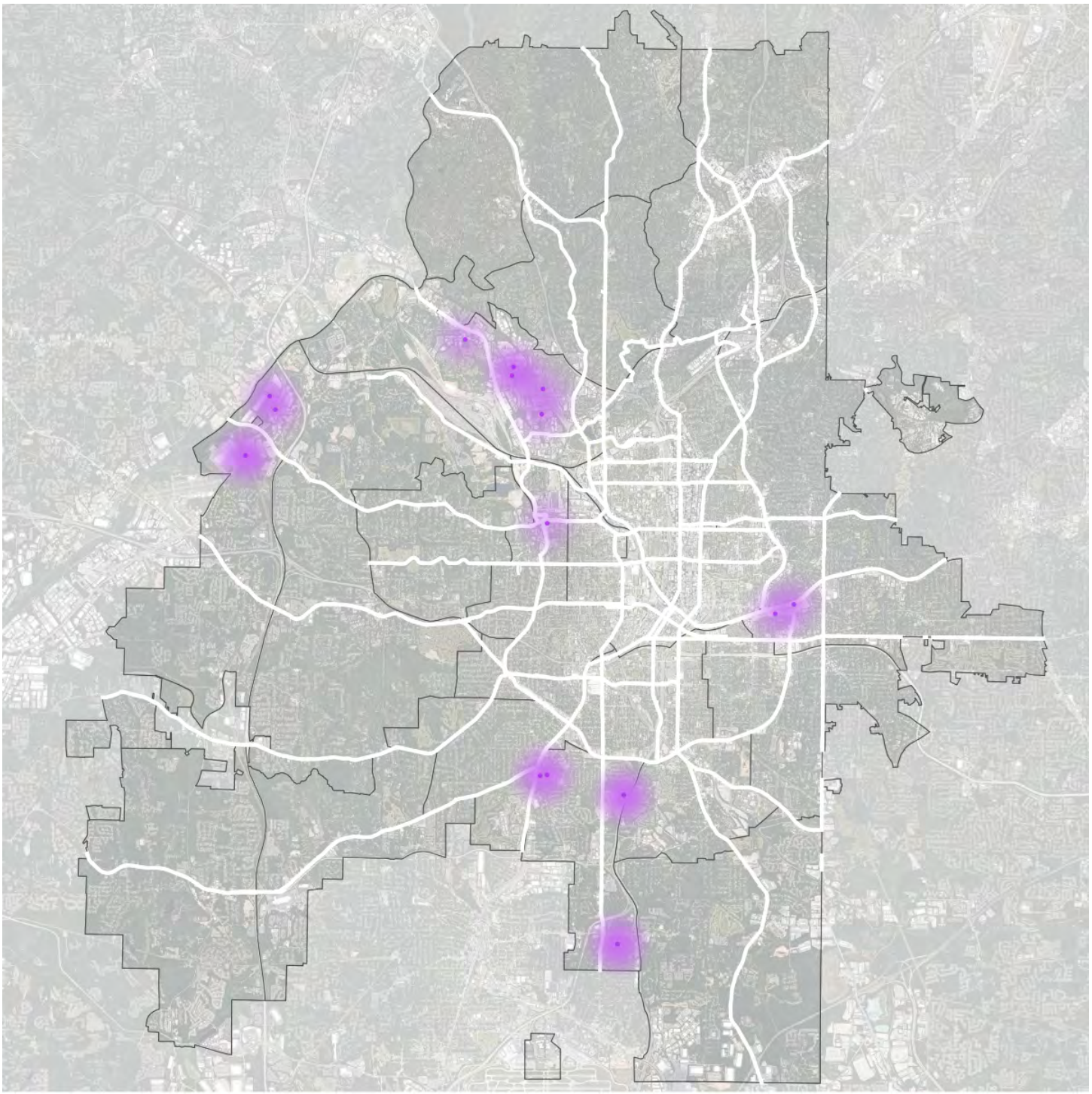
- **Increased Housing Density.** Many comments expressed the need for more housing, particularly high density housing in urban locations, near transit lines, and along the Beltline to promote the use of public transport and reduce car dependency.
- **Proximity to Transit and TOD Areas.** Comments emphasized the importance of transit-oriented development and maximizing land use near MARTA stations and along transit corridors, including the Beltline.
- **Diverse and Affordable Housing.** There was a repeated call to create affordable housing options to avoid displacement and support a diversity of residents to live in prosperous neighborhoods.
- **Land Utilization and Zoning Changes.** Various comments suggested changes in land use policy, such as the removal of building height restrictions, enabling high rise development, and repurposing under-utilized land for mixed-use and high-density projects.
- **Local Businesses and Commercial Development.** Some comments advocated for commercial development and support for local businesses, particularly in relation to creating walkable neighborhoods and fostering local economic growth through investing in commercial uses.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Industrial

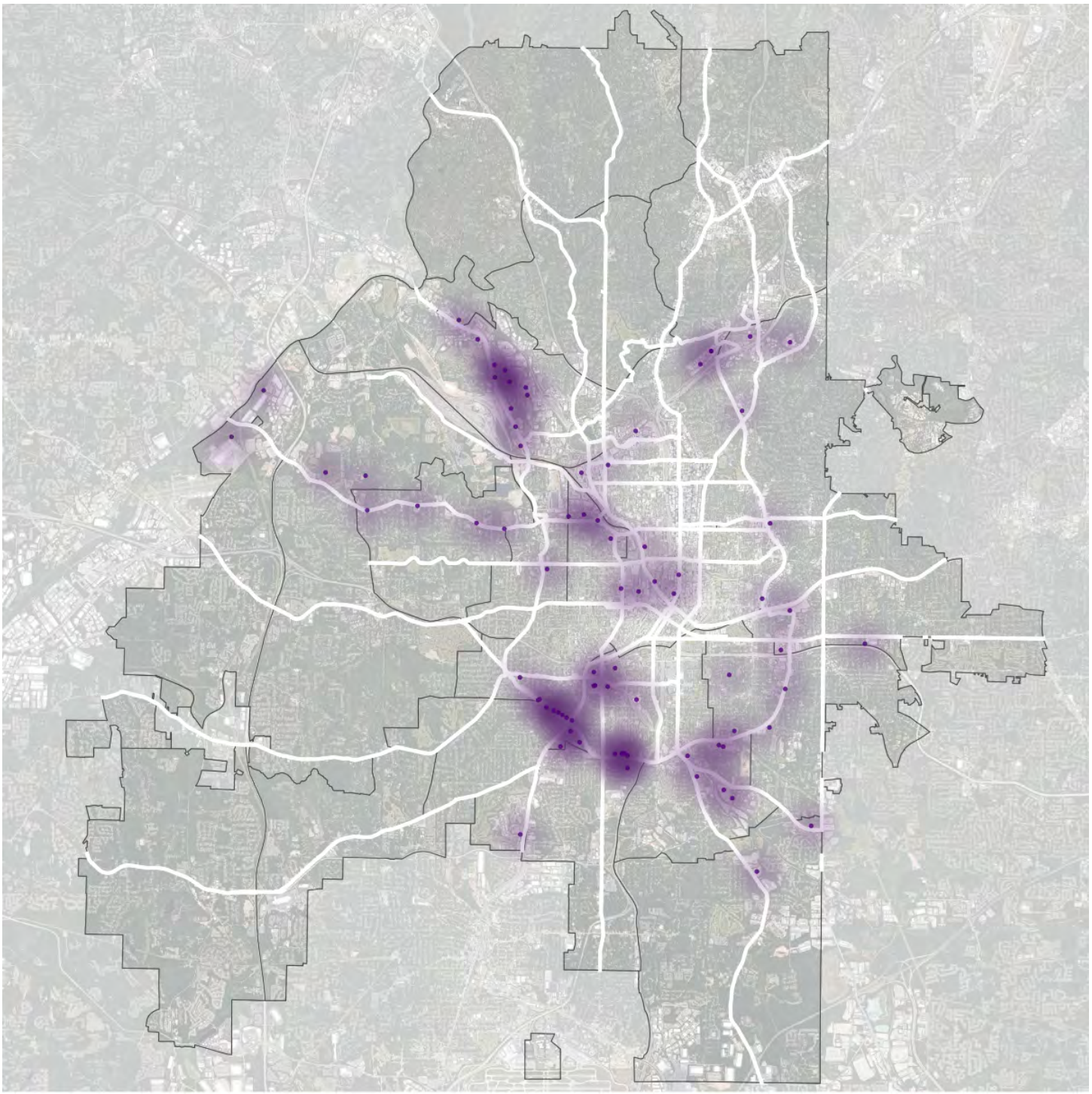
- **Urban Design.** There were few comments for the Industrial Development Pattern. However, the comments pointed out that Atlanta's industrial areas are not designed for walkability or transit use, but rather areas with industry are developed for cars, trucks, and trains.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Industrial Flex

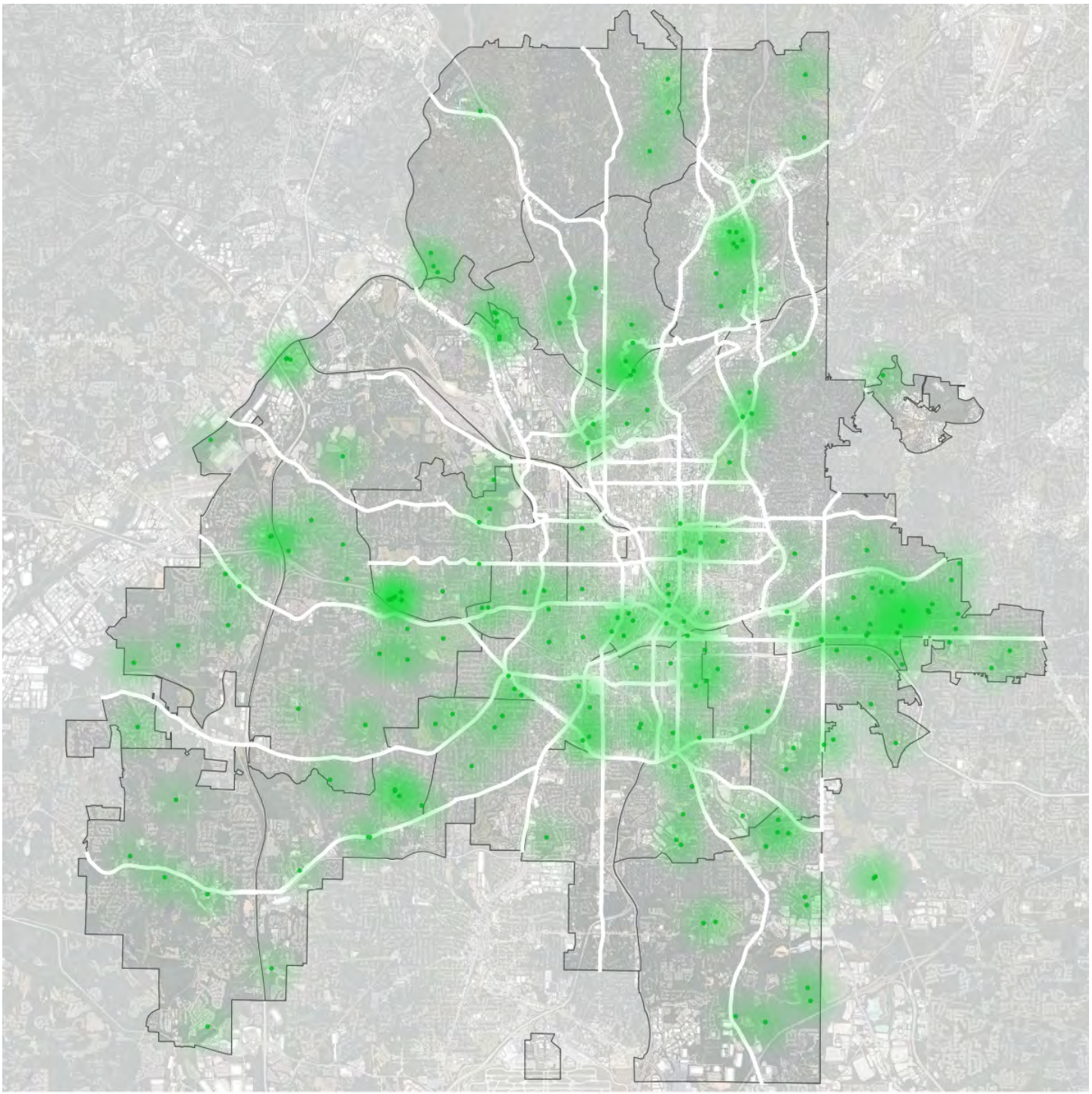
- **Industrial Flex Space.** Comments highlighted a strong interest in supporting and maintaining Industrial Flex spaces, with specific mentions of areas like Lee+White and Murphy Crossing. Some suggested mixing these spaces with high density residential or creative uses such as makerspaces while considering their impacts on local communities.
- **Community Impact and Diversity.** Several comments expressed concern over development patterns that may disadvantage current residents or fail to serve community needs. Emphasis was placed on the need for various forms of development that cater to local residents, including quality restaurants and grocery options instead of focusing on breweries.
- **Preservation and Enhancement.** Some comments suggested preserving existing industrial spaces in certain areas, promoting light industrial uses that could be intertwined with other types of usages, and investing in industrial corridors to connect communities.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Open Space

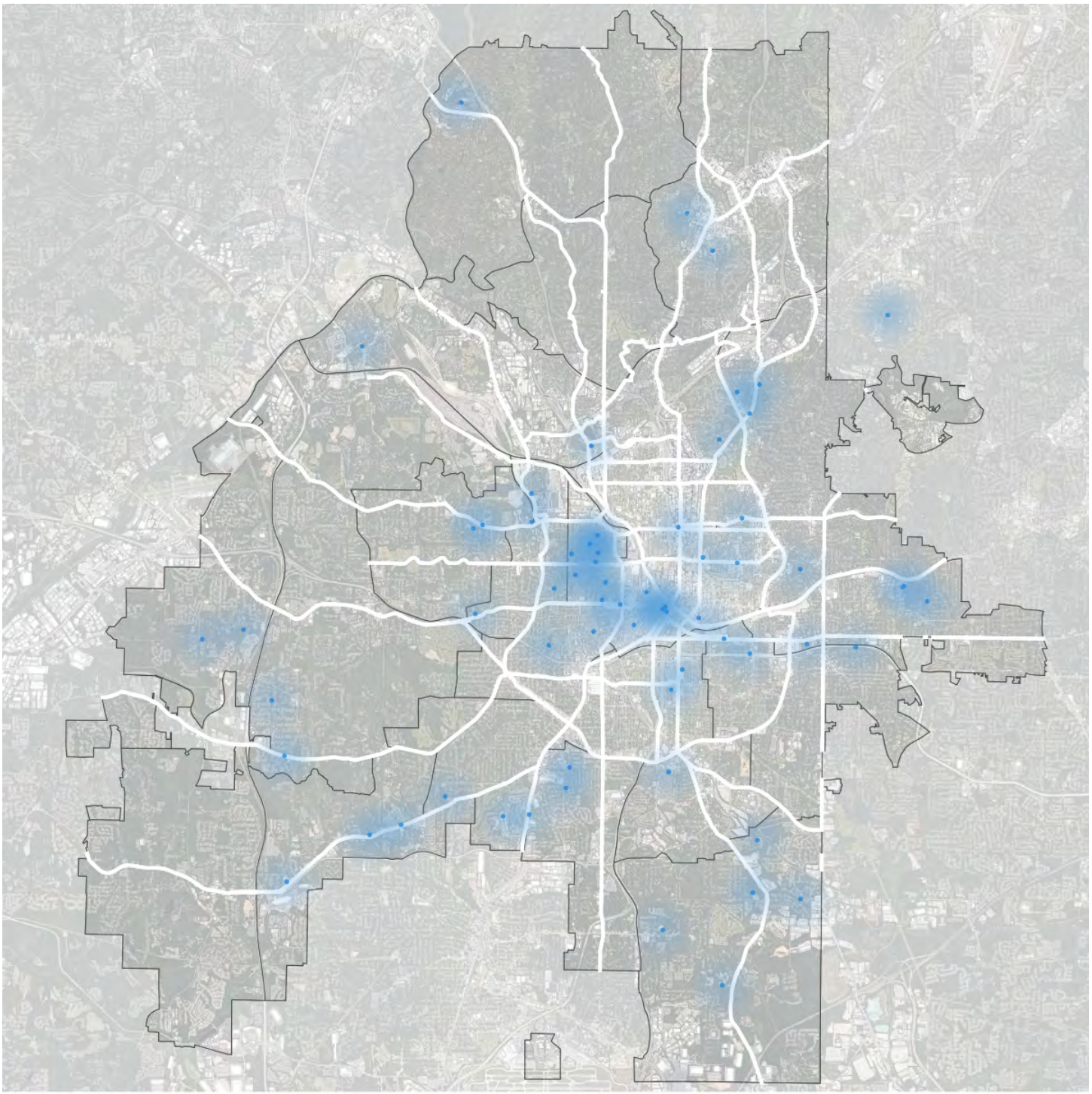
- **Desire for More Greenspaces and Parks.** Numerous comments expressed a strong desire for more greenspaces, public parks, and amenities to enhance community access to natural areas. Suggestions included transforming vacant lots into parks, improving existing parks by adding pedestrian connections and more activities, and reducing urban concrete.
- **Community Gardens and Local Agriculture.** There was notable interest in community gardens and local agriculture as ways to improve food access, biodiversity, and education on farming.
- **Need for Improved Pedestrian and Bicycling Infrastructure.** Comments reflected concerns about connectivity and safety for pedestrians and cyclists, with mentions of enhancing pedestrian options to connect parks and communities.
- **Preservation of Existing Open Spaces and Forests.** Comments indicated a desire to preserve existing open spaces and forests, with calls to keep open spaces free for community enjoyment and a focus on saving the 'lungs' of Atlanta.



Heat map of input indicating the desire to keep or introduce this Development Pattern

Development Patterns: Community

- **Community Space and Connectivity.** Comments expressed the desire for a more integrated community space in Atlanta. There was a call for more greenspaces and fewer parking lots to encourage public transit use, particularly when attending sports events.
- **Healthcare Facilities.** There was a need for additional healthcare facilities such as urgent care or hospitals in the area, noting that there are vacant lots available for such development.
- **Connect Social Services and Access to Public Transportation.** Comments suggested providing places for social services near transit, such as a comment for a community men's shelter in a location accessible by public transportation.
- **Preservation of Community Spaces.** Comments indicated a desire to maintain certain civic and community spaces—for example, the library and YMCA (In NPU-R) and preserving community aspects like Grady Hospital (in NPU-M).

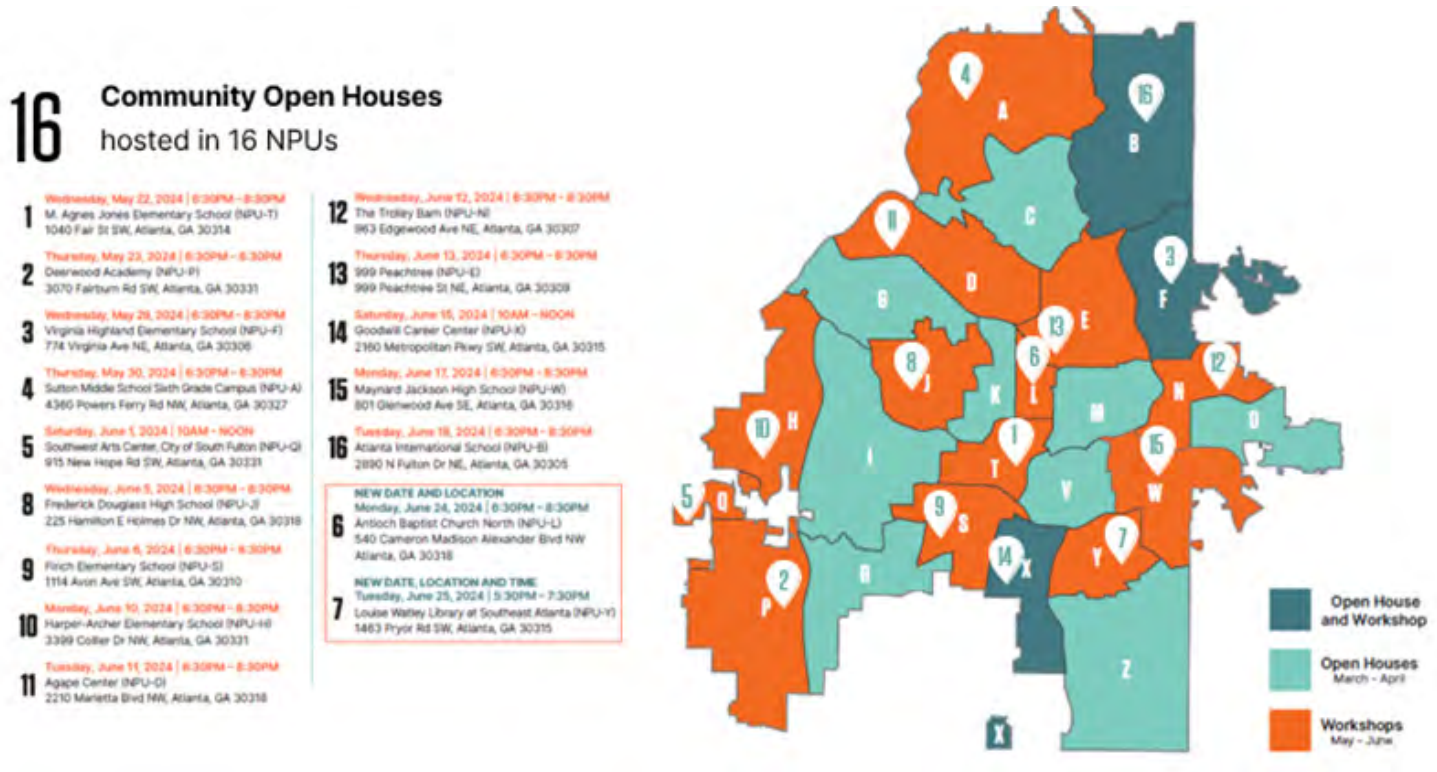


Heat map of input indicating the desire to keep or introduce this Development Pattern

Round 2: Community Workshops - May 2024

Engagement

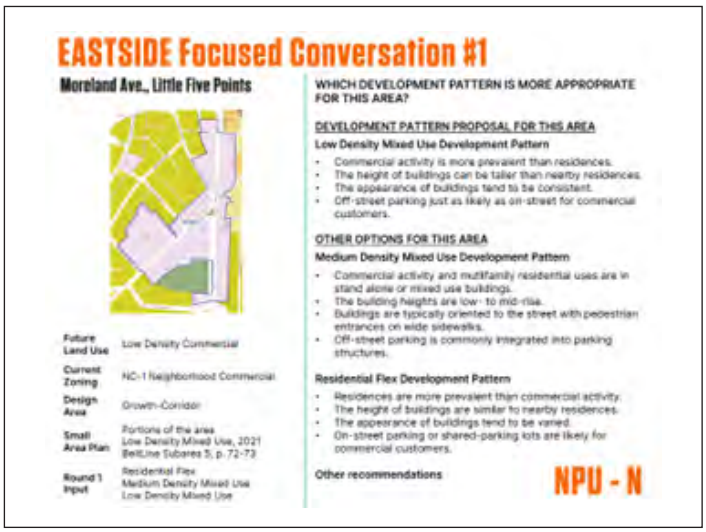
We hosted 16 Community Workshops between May 22 and June 25, 2024, in 16 different Neighborhood Planning Units (NPUs). Based on the feedback received from Round 1, we refined the Development Patterns and began to apply a "translation logic" to each property in the city. The purpose for the Community Workshops was to get public input on the translation of the current Future Land Use map to the proposed Development Pattern map. During the translation process, we identified 39 locations (i.e., blocks and corridors) as "focused conversation areas." Translating Future Land Use to Development Patterns was not as straight-forward in these areas, and we asked the community for input on the best suited Development Pattern(s) for each focused conversation area. We welcomed comments on the translation in other parts of the city, as well.

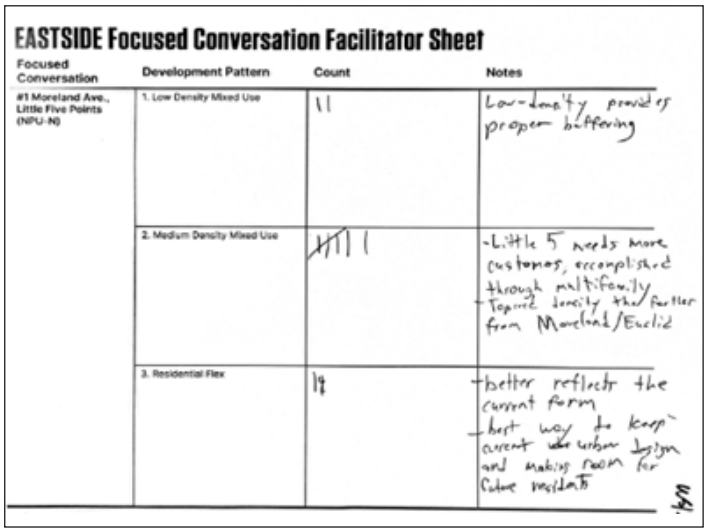


Participants at Community Workshops were presented with an overview of Round 1 public input as well as the translation process. Then, Plan A Ambassadors facilitated small table discussions over larger scale maps of the NPUs and study areas using a set of worksheets. Facilitated conversations resulted in detailed comments and tally counts for preferred Development Patterns for each area. We combined this in-person feedback with similar online feedback collected from our website's interactive map using the Maptionnaire platform.

During the Community Workshops, participants were able to review and comment on the draft updates to Land Use Planning and Neighborhood Planning chapters. We used an online platform called Konveio to present the drafts and allow the public to directly comment and see and react to comments left by other participants. Participants are also able to download the drafts for offline reading and printing.

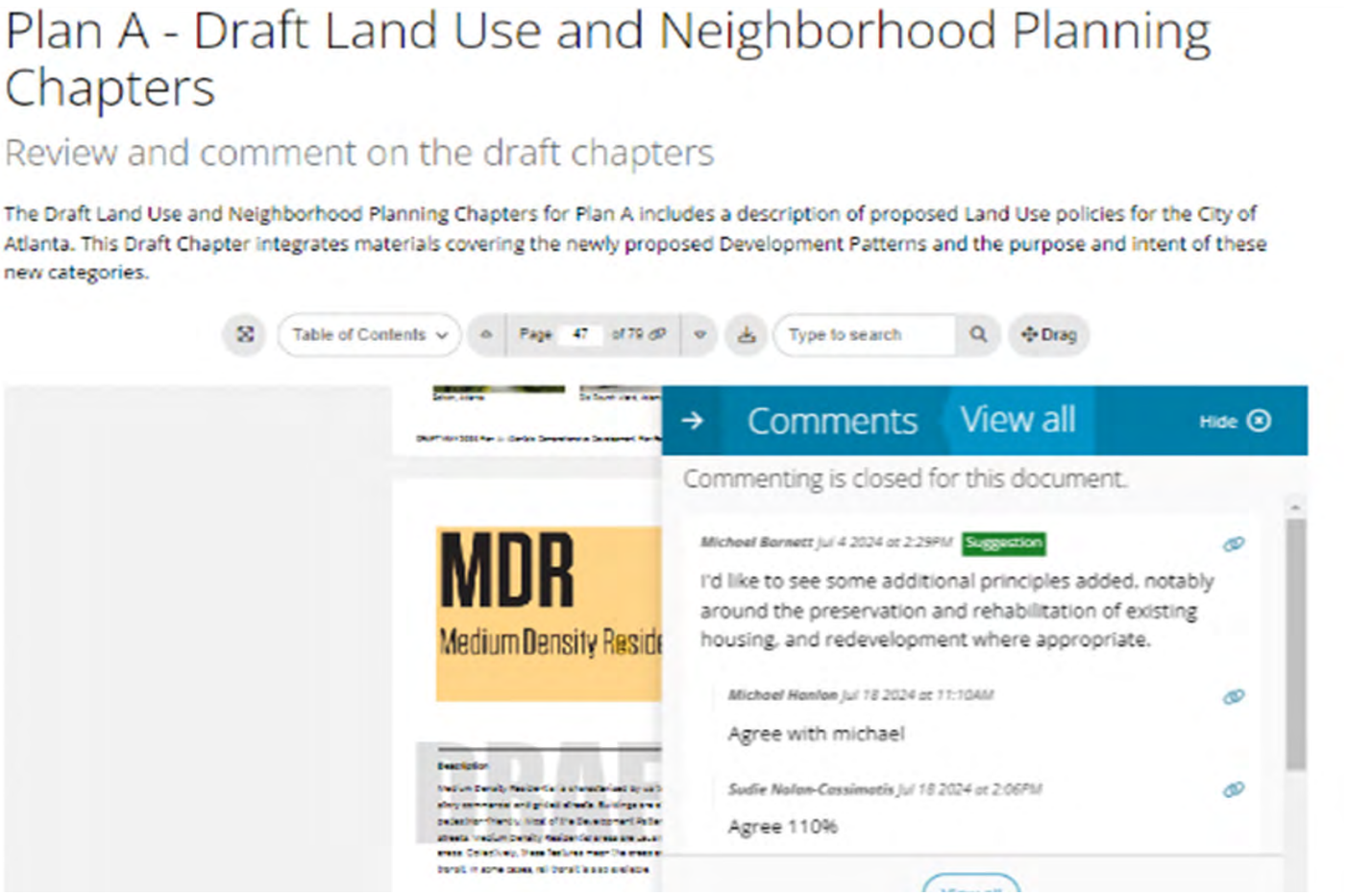
We prepared a summary of the Development Patterns and our translations using the online platform ESRI Storymap, which combines geographic information systems maps with text and photos. Between the draft chapters on Konveio, the draft map on Maptionnaire, and the Storymap, participants had a broad set of online resources to learn about the new land use approach to Plan A and provide their thoughts.



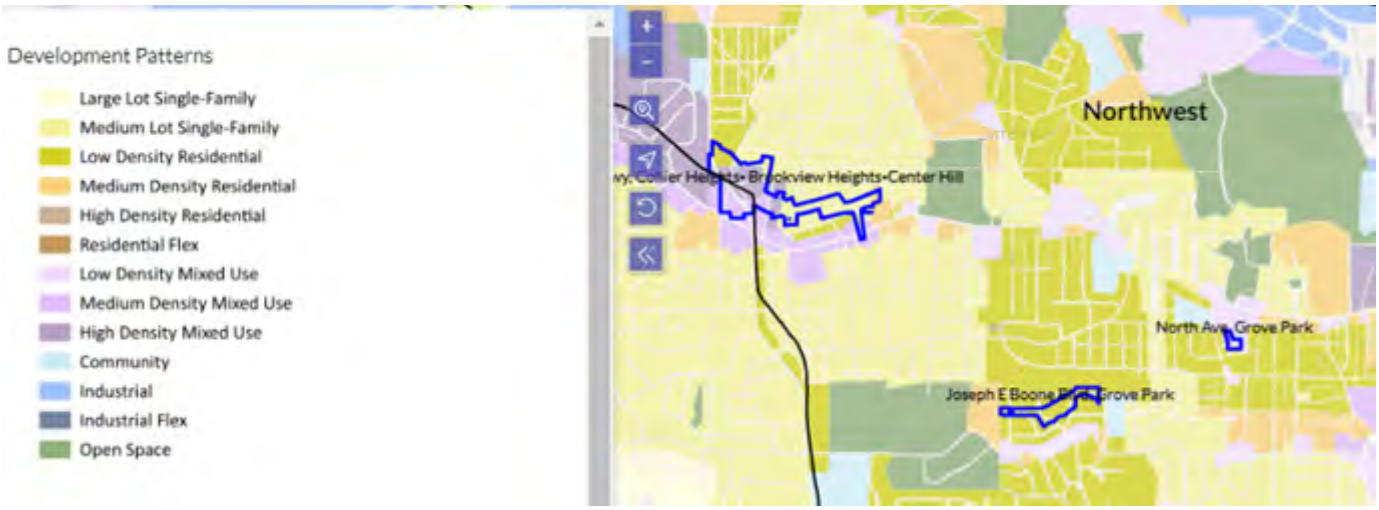

EASTSIDE Focused Conversation Facilitator Sheet

Focused Conversation	Development Pattern	Count	Notes
#1 Moreland Ave., Little Five Points (NPU-N)	1. Low Density Mixed Use	11	Low-density provides proper buffering
	2. Medium Density Mixed Use	4 1	-Little 5 needs more customers, accomplished through multifamily -Taper density the further from Moreland/Euclid
	3. Residential Flex	1	-better reflects the current form -best way to keep current char urban design and making room for future residents

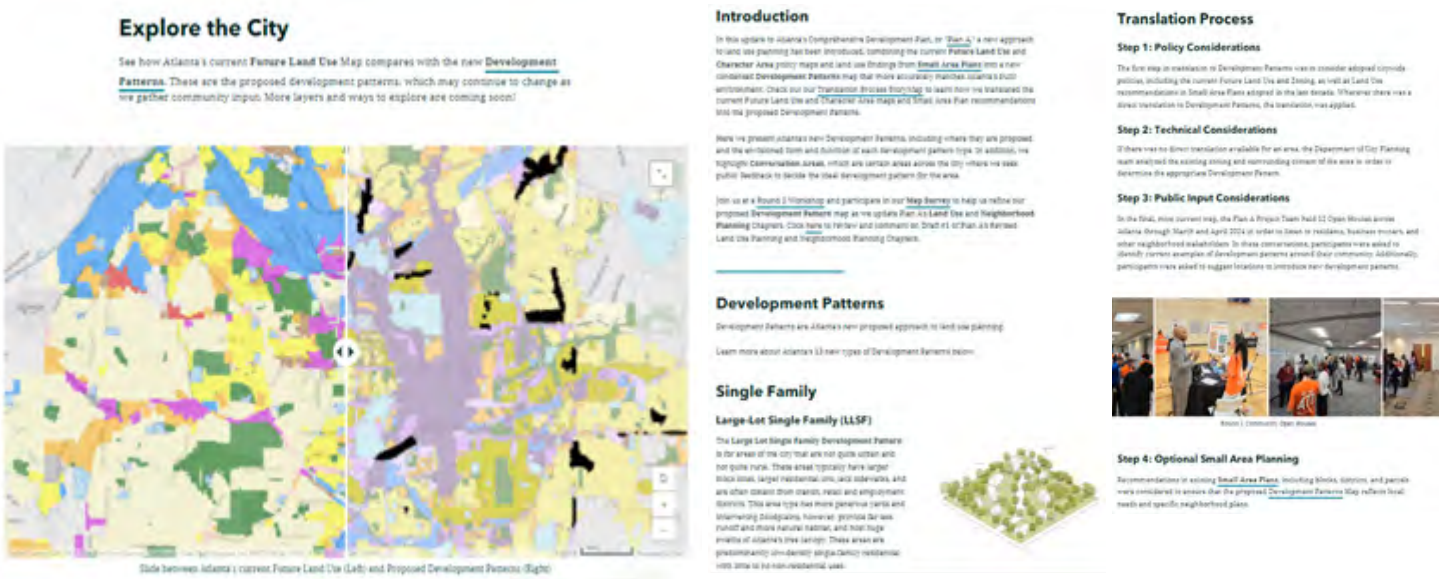
The Review and Comment page on the website provided a platform for participants to comment on the draft Land Use Planning and Neighborhood Planning chapters, to comment on the draft Development Pattern Map, and to review information about how the translation logic was used to create the Development Patterns map.



Konveio was used to capture the comments on the draft document.



Maptionnaire was used to capture comments related to the Development Patterns map and input related to the focused conversation areas.



ESRI Storymaps provided information about how a translation logic was used to create the Development Patterns map.

We continued to offer "Conversations with Planners," small group conversations between Plan A City Ambassadors and the community. A few NPUs and neighborhood organizations requested these meetings to dig a little deeper into the Development Patterns and their map translations. For example, we met in-person with NPU-H to review their 2020 small area plan recommendations and how the Development Pattern map informed a commercial area in the Adamsville neighborhood. Another example is our virtual meeting with Home Park with a similar review of the Development Patterns along their mixed use corridor.

Plan A Ambassadors attended several neighborhood events, including Streets Alive events in May and June 2024, NPU Block Parties, and other events during Round 2. Plan A City and Neighborhood Ambassadors also hosted about 30 people during two walking tours near Atlanta University Center and near Oakland Cemetery as part of the global Jane's Walk weekend in May 2024.

Getting the Word Out

During Round 2, we continued to inform participants on everything related to Plan A on the website. We also used the Department of City Planning's social media platforms and email distribution lists to send "blasts" to remind the community about the upcoming Round 2 meetings.

SOCIAL MEDIA

	Accounts Reached	Engagements
Facebook	5,803	71
X	4,967	188
Instagram	1,781	42
LinkedIn	201	4

EMAIL BLASTS

	Sent	Engagements
Week 1	9,219	3,757
Week 2	9,056	3,530
Week 3	9,137	3,643

During Round 2, we began a partnership with MARTA to advertise meetings at several stations and wrapped two buses with routes in Southwest and East/Southeast Atlanta. We updated our factsheets and NPU monthly updates to broadly communicate upcoming dates and the availability of online resources to review and comment on the draft chapters and maps. Ahead of each Workshop, the Department of City Planning placed yard signs advertising upcoming meetings in nearby neighborhoods. Plan A Ambassadors also marched in the Inman Park Parade in late April 2024 and handed out factsheets.

Emerging Themes

The following topics reflect areas of more frequent input that were received during Round 2 of public input. These topics also represent common themes from Round 1. These topics are represented here as high level summaries of the input received along with a proposal for how to address the topic.

Topic 1: Single-Family Neighborhood Preservation

What We Heard. There is a desire to prevent additional density or any change to what is currently allowed in single-family zoning districts. Single-family zoning areas should continue to allow what is allowed today.

What We Proposed. Development Patterns should preserve the alignments of the future land use categories and allowable zoning districts that currently exist today.

Topic 2: Single-Family Neighborhood Growth

What We Heard. Neighborhoods (even in Atlanta City Design-designated Conservation Areas) should accommodate more of Atlanta's growth. A neighborhood can still feel like a neighborhood while also accommodating more growth or density.

What We Proposed. Plan A should provide additional guidance on how neighborhoods that wish to accommodate future changes can do so. Not all single-family neighborhoods support density increases, but some neighborhoods either do support limited density increases or will support such increases in the future in certain areas. Plan A should provide guidance on how neighborhoods that desire future changes can pursue them while protecting the neighborhoods that do not support change.

Topic 3: Medium Density Residential Development Pattern

What We Heard. Comments were both supportive and unsupportive of the proposed change in the zoning districts that would implement the Medium Density Residential Development Pattern.

What We Proposed. Given that the city's highest density zoning districts currently enable density equal to a floor area ratio (FAR) of 8, and single-family neighborhood zoning districts allow for density at a FAR of 0.5, we propose that areas of medium residential density should enable FARs of 1.5. It is important to note that FAR calculations alone are an incomplete understanding of how density is controlled. Transitional height plane limitations and other additional building height limitation standards apply to protected single-family residential districts. Lastly, the new Zoning Ordinance will count more areas of development towards the allowable density calculations than the current practice.

Topic 4: Residential Development Pattern

What We Heard. Through in person meetings and the online responses, there was a significant number of participants who indicated interest and support for the Residential Flex Development Pattern in predominantly older and more historic Medium Lot Single-Family areas of the city.

What We Proposed. Areas that have received strong support for Residential Flex have been identified and presented to the respective NPUs and neighborhoods for further feedback as part of the third round of community engagement.

Topic 5: Growth & Infrastructure

What We Heard. There is a desire to align housing, land use, and transportation in a way that generates more housing where jobs and transit are prominent.

What We Proposed. Plan A should support placing the greatest density of residential, commercial, and office uses in the locations with the most robust transportation and mobility investments. The new Development Patterns map will be the primary tool for implementing this policy. Community members should provide input on this map to inform the Department of City Planning on what their Development Pattern preferences are for specific properties.

Topic 6: Local Businesses

What We Heard. There is a desire for more areas of the city for small-footprint commercial local businesses and neighborhood services, including better options for food, which was noted in many areas.

What We Proposed. Policies and actions supporting local businesses, with an emphasis on neighborhood-serving grocery stores, and the need for zoning regulations to support this should be included in the final plan.

Topic 7: Environmental Sustainability

What We Heard. Plan A should better guide the building review process to include greater environmental sustainability.

What We Proposed. Development Pattern Principles supporting designing buildings for environmental sustainability should be included in the final plan.

Round 3: Community Meetings - September 2024

Engagement

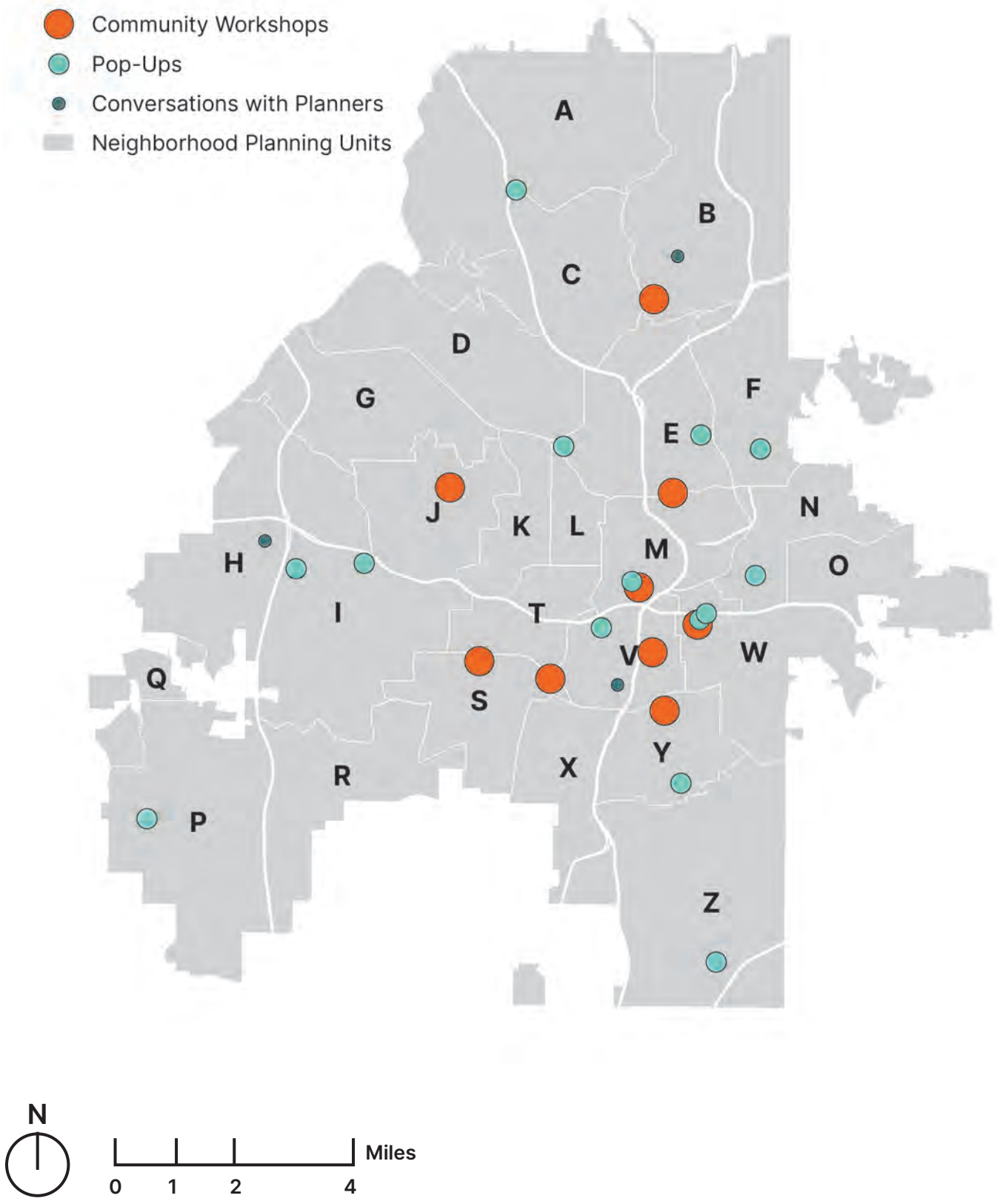
During Round 3, we hosted nine Plan A Community Meetings between October 10, 2024, and February 6, 2025, and two ATL Zoning 2.0 meetings (December 4, 2024 and February 3, 2025) across all seven Study Areas (i.e., groups of three to four NPUs).

Community Meetings were citywide discussions on vision, goals, and needs and opportunities across all Plan A chapters. Eight Community Meetings included panel discussions, and question-and-answer sessions, with City and community leaders and implementing partners who focused on a chapter and key concepts in the plan. Before and after each hour-long panel, meeting participants reviewed boards covering all Elements and discussed their ideas and offered feedback to Plan A Ambassadors.

ROUND 3 MEETINGS

Meeting Topic	Date	Location	Attendance
Kick-Off	Thursday, October 10, 2024	Bank of America Plaza	186
Plan A Vision & Goals	Monday, October 21, 2024	E. Rivers Elementary School	59
Urban Design	Wednesday, October 23, 2024	FanPlex	30
Local Economic Development	Tuesday, October 29, 2024	Carver High School	50
Historic Preservation	Monday, November 18, 2024	Atlanta Preservation Center	96
Transportation	Monday, December 16, 2024	Plywood Place	170
Housing	Wednesday, January 29, 2025	John Lewis Invictus Academy	80
Climate Resilience	Thursday, January 30, 2025	Vicars Community Center	81
Wrap-Up	Thursday, February 6, 2025	Atlanta City Hall	92

Round 3 Community Engagement Event Locations

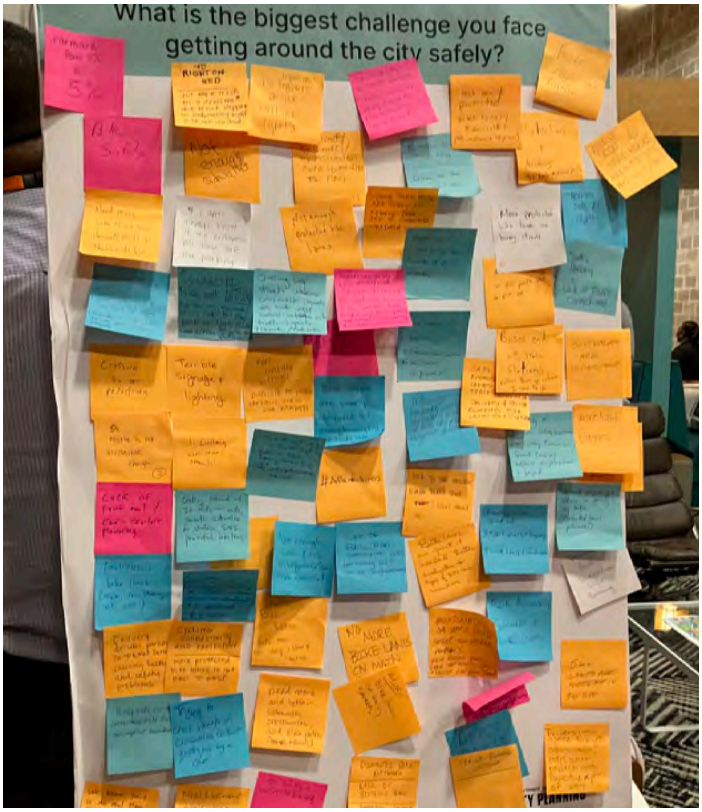


Attendance across all nine meetings was steady and robust. Our Plan A Ambassadors were in numerous neighborhoods for dozens of Pop-Ups. We also canvassed 100 areas around the city, such as neighborhood commercial areas and the Beltline, to spread the word about the meetings. Our digital advertising campaign with MARTA and IKEs and social media videos during Round 3 also did a remarkable job reaching Atlantans new to the planning process.

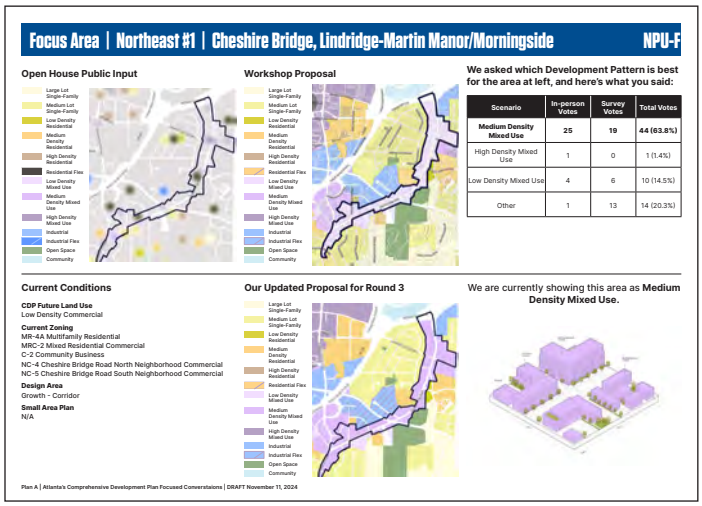
We continued our series of "Conversations with Planners" through February 2025. We met with residents from at least half of the 25 NPUs, and we also conducted five "Conversations with Planners" with faith-based organizations hosted by places of worship in different study areas. Our "Focus Area Conversations" worksheets facilitated confirmation on Development Pattern designations proposed in previous rounds.

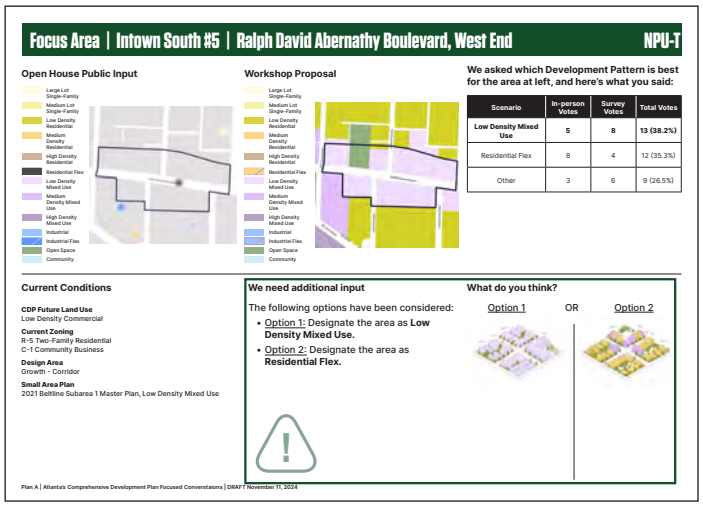
We received over 1,100 comments from meeting participants, plus an additional 650 comments online—on the draft chapters or revised maps. The review and comment period for the full draft extended across Round 3 from November 15, 2024, to March 13, 2025. Between Round 1 and Round 2 public review and comment periods, drafts of the plan updates were available online at www.AtlantaforAll.com for 120 days. A final draft for review and comment will be available during April, and it will incorporate all input.

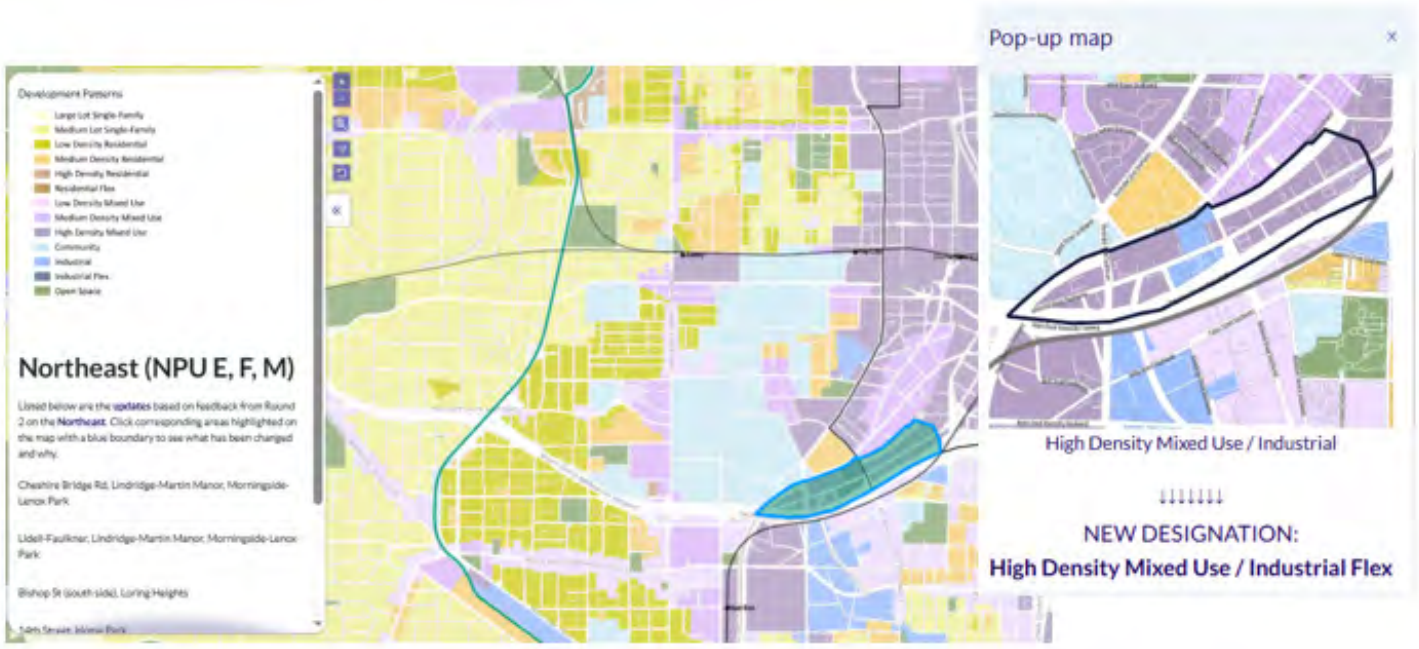
In early January, with three remaining Community Meetings remaining, we summarized Round 3 in-person feedback to-date and highlighted emerging themes. We posted this summary document on our website next to the chapters and appendices for public review and comment. We also posted recordings of all meetings.



We continued our “Focused Area Conversations” from Round 2 to confirm the proposed Development Pattern designations, specifically engaging with Neighborhood Planning Units (NPUs) and neighborhood organizations. These 39 areas of the city have a mix of current Future Land Use designations and Zoning Districts, recent small area plan recommendations, and prior community input. Together, this information suggests a few viable options for mapping translations. Feedback online either through our interactive map (Maptionnaire) or document platform (Konveio) and in-person meetings helped confirm Development Pattern designations in this draft.







Emerging Themes

For each Planning Element covered in Round 3 Community Workshops, a list of emerging themes was identified from the comments received. The following reflect areas of more frequent input that were received not only during Round 3, but also previous rounds of public input.

Economic Development

Question for the Public:

1. How can Atlanta encourage a good mix of businesses, existing and new, in your neighborhood?

Themes: Economic Development

- Financial and technical **support for local businesses**
- Allow neighborhoods **opportunities to introduce new businesses** across their community.
- Creation of more **unique retail space** options: light industrial, small spaces, street vending, etc.

Promote smaller commercial sizes, which helps small businesses and promotes more foot traffic

+1

Keeping commercial uses out of [neighborhood]

Depends on the neighborhood as to the business due to noise, etc.

+1

Street vending!

+1

We would love to support more local businesses! Restaurants! Shops! Fun!

Urban Design

Questions for the Public:

1. What kind of public spaces are needed in Atlanta?
2. Where is your favorite place to hang out in Atlanta?
3. How does design influence equity?
4. If you could ask the panel tonight one question about design in Atlanta, what would it be?
5. What would you say is the best looking part of Atlanta? Tell us more.
6. Which street in Atlanta do you think looks best? Tell us more.

Themes: Urban Design

- The creation of more **trails**, connecting neighborhoods, nodes, and other destinations across the city.
- Protection and further emphasis on **parks and public spaces** as legitimate recreation and civic assets.
- Ensuring the **design of private development** is attractive and sustainable while not overly restricted.

Why is everything that's newly built in Atlanta so cookie cutter/homogenous/ the same?!

+1 +1 +1

Trails!

Lighted spaces, places to sit, gather, rest...sidewalks... places for teens and adults, covered transit stops

More stormwater management parks like Historic Fourth Ward Park, Eco Commons, and Johnson Park

More people-watching public spaces similar to Kroger porch on the Beltline

+1

Historic Preservation

Questions for the Public:

1. What stories are important to Atlanta and your neighborhood?
2. What are your big ideas for Historic Preservation?
3. What role should the City of Atlanta have in telling your stories?

Themes: Historic Preservation

- Highlighting options available when neighborhoods aim to preserve **historic assets and structures.**
- **Recognizing and highlighting the stories of Atlanta** and its unique neighborhoods.
- Allowing neighborhoods to understand options when pursuing **neighborhood preservation and designation.**

We need to value historic homes and streetscapes before they are all gone.

If we truly value our historic neighborhoods, we need to protect them!

+1

Preserve in a way that is still used, not locked away. Bring people in. Don't shut people out.

Historic black neighborhoods

Preserve historic buildings. They are part of what makes Atlanta interesting and cool.

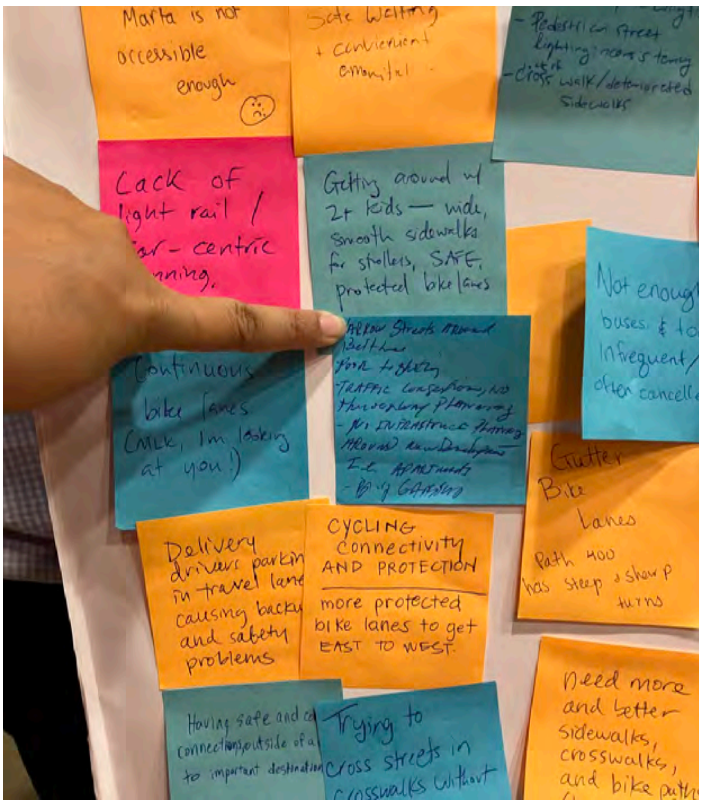
Transportation

Question for the Public:

1. What is the biggest challenge you face getting around the city safely?

Themes: Transportation

- Supporting transportation options that are **safe, comfortable, and pleasant.**
- **Pairing density** with transportation investments.
- **Coordination** between all regional systems and operators.



Infrastructure has never kept up with development. Maybe this administration will get it right. Build in alignment with population growth

Lack of sidewalks. Too few bike lanes, infrequent/unsafe public transit options

Getting squashed in a bike lane by someone in a car who "just had to pull over for five seconds."

MARTA weekend frequency is abysmal, even on rail. Buses can never be trusted to show on long headways.

What is being done to reduce traffic in our neighborhoods? What were neighborhood streets are now backed up.

Housing

Questions for the Public:

1. What opportunities are there to create more housing choices in your neighborhood?
2. What are some general opportunities for housing?
3. Affordable for whom?

Themes: Housing

- **Density along corridors,** paired with public infrastructure investments.
- **Growth across and within neighborhoods,** especially missing middle housing, ADUs, and gentle density.
- Understanding all **the tools available to promote housing affordability** (naturally occurring, office-to-housing conversions, rapid housing, public land, etc.)

+1
Stop tearing down existing historic small buildings, which are already affordable.

Protect legacy residents!

+1
Eminent domain for neglected properties

+1

More gentle density

More density by transit. Wide array of building types in these areas (high, medium, and low)

Climate Resilience

Questions for the Public:

1. How is our changing climate impacting your neighborhood?
2. Where are climate vulnerabilities (like flooding) happening?

Themes: Climate Resilience

- Protection of **trees** in parks and greenspace add residential developments, and to reduce urban heat island effect.
- Protection of **blueways and streams,** particularly in floodplains and stream buffers.

Maintain decent open space. We are losing our tree canopy because of over-developed lots. It is possible to increase density without increasing physical density.

Flooding and erosion

Urban heat island effect, water treatment and drainage.

More frequent and more severe weather events equal greatly increased flooding

The loss of trees in Atlanta is causing more flooding and stormwater runoff. Protect trees.

Supplemental Materials

Public Notices on NPU Monthly Agendas

Round 1

PUBLIC NOTICES AND ANNOUNCEMENTS

Provided for informational purposes. Votes/comments are neither required nor expected.

Plan A: Atlanta's Comprehensive Development Plan

The Department of City Planning (DCP) is leading an 18-month planning process to update *Plan A: Atlanta's Comprehensive Development Plan* meeting the Minimum Planning Standards set by the Georgia Department of Community Affairs and the Georgia Planning Act. The comprehensive plan sets forth the vision, goals, policies, and actions for future growth and development in Atlanta. DCP will host events across the city including public meetings, pop-ups and community workshops. All are invited to the in-person kick-off event on **February 29, 2024, from 5 PM to 7 PM. at the Greenbriar Mall (2841 Greenbriar Pkwy SW, Atlanta, GA 30331)**. DCP will routinely post schedule updates and information on how to participate at www.AtlantaForAll.com. The website will also have education resources, online surveys and mapping tools and ways to submit comments. For additional questions, please email PlanA@AtlantaGA.Gov.

Round 2

PUBLIC NOTICES AND ANNOUNCEMENTS

Provided for informational purposes. Votes/comments are neither required nor expected.

Plan A: Atlanta's Comprehensive Development Plan

The Department of City Planning (DCP) is leading an 18-month planning process to update *Plan A: Atlanta's Comprehensive Development Plan* meeting the Minimum Planning Standards set by the Georgia Department of Community Affairs and the Georgia Planning Act. The comprehensive plan sets forth the vision, goals, policies, and actions for future growth and development in Atlanta. DCP will host events across the city including public meetings, pop-ups and community workshops. DCP will routinely post schedule updates and information on how to participate at **www.AtlantaForAll.com**. In-person workshops will occur May 22 to June 18. The website will also have education resources, online surveys and mapping tools and ways to submit comments. For additional questions, please email **PlanA@AtlantaGA.Gov**.

Round 3

PUBLIC NOTICES AND ANNOUNCEMENTS

Provided for informational purposes. Votes/comments are neither required nor expected.

Plan A: Atlanta's Comprehensive Development Plan

The Department of City Planning (DCP) is continuing the planning process to update Plan A: Atlanta's Comprehensive Development Plan meeting the Minimum Planning Standards set by the Georgia Department of Community Affairs and the Georgia Planning Act. The comprehensive plan sets forth the vision, goals, policies, and actions for future growth and development in Atlanta. In-person Community Meetings end February 6. Public review and comment on the draft maps and chapters is extended to Monday, March 10. See www.AtlantaForAll.com for drafts and information to participate. For additional questions, please email PlanA@AtlantaGA.Gov.

Public Hearing #1 Public Notice (CDP Amendment Hearing on March 6, 2024)

The Atlanta Journal-Constitution

METRO ATLANTA

City seeks public input for long-term development plan

The Atla
Journal-Cons

Home › Public Notices › Legal - Public Notice › Ad #822966

Public Notice of First Public Hearing/Meeting Plan A

PUBLIC NOTICE OF FIRST PUBLIC HEARING/MEETING Plan A: Atlanta's Comprehensive Development Plan The Department of City Planning (DCP) is leading an 18-month planning process to update Plan A: Atlanta's Comprehensive Development Plan meeting the Minimum Planning Standards set by the Georgia Department of Community Affairs and the Georgia Planning Act. The comprehensive plan sets forth the vision, goals, policies, and actions for future growth and development in Atlanta. DCP will host events across the city including public meetings, pop-ups and community workshops. All are invited to the in-person kick-off event on February 29, 2024, from 6 PM to 7 PM at the Greenbrier Mall (2841 Greenbriar Pkwy SW, Atlanta, GA 30331). DCP will routinely post schedule updates and information on how to participate at www.PlanAForATL.com. The website will also have education resources, online surveys and mapping tools and ways to submit comments. For additional questions, please email PlanA@AtlantaGA.gov 2-7-24

Ad Posted: February 7, 2024
Ad Expires: February 14, 2024
Ad Refreshed: February 7, 2024 6:10pm

DAILY LAW JOURNAL

legal public auction

legal public auction

legal public notice

legal public notice

PUBLIC NOTICE

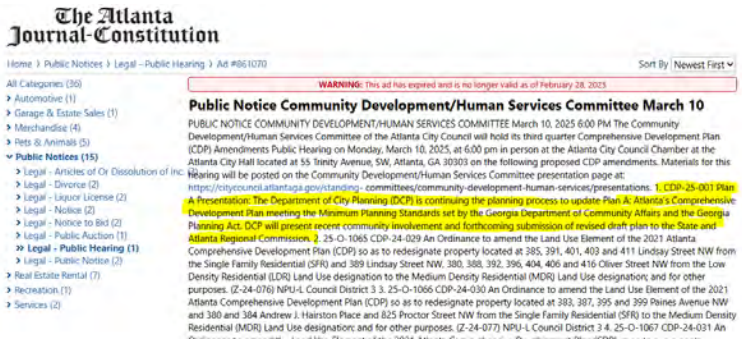
COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE
March 6, 2024
6:00 P.M.

The Community Development/Human Services Committee of the Atlanta City Council will hold its first quarter Comprehensive Development Plan (CDP) Amendments Public Hearing on Wednesday, March 6, 2024, at 6:00 p.m. in person at the Atlanta City Council Chamber at the Atlanta City Hall located at 55 Trinity Avenue SW, Atlanta, GA 30303 on the following proposed CDP amendments.

Materials for this hearing will be posted on the Community Development/Human Services Committee presentation page at: https://citycouncil.atlantaga.gov/standing-committees/community-development-human-services/presentations.

1.	CDP Presentation: The Department of City Planning (DCP) is leading an 18-month planning process to update *Plan A Atlanta's Comprehensive Development Plan* meeting the Minimum Planning Standards set by the Georgia Department of Community Affairs and the Georgia Planning Act. DCP will present on upcoming community involvement for the plan

Public Hearing #2 Public Notice (CDP Amendment Hearing on March 10, 2025)



The Atlanta Journal-Constitution

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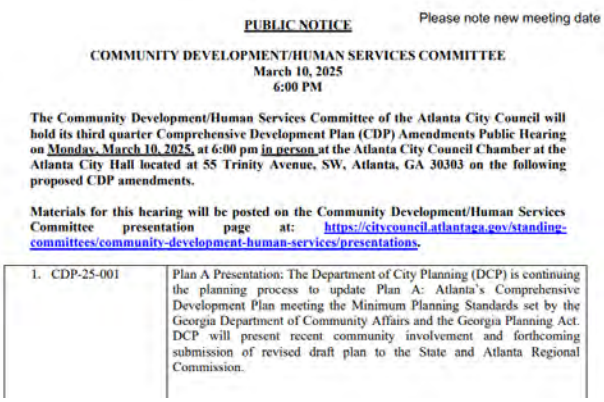
WARNING: This ad has expired and is no longer valid as of February 28, 2025

Public Notice Community Development/Human Services Committee March 10

PUBLIC NOTICE COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE March 10, 2025 6:00 PM The Community Development/Human Services Committee of the Atlanta City Council will hold its third quarter Comprehensive Development Plan (CDP) Amendments Public Hearing on Monday, March 10, 2025, at 6:00 pm in person at the Atlanta City Council Chamber at the Atlanta City Hall located at 55 Trinity Avenue, SW, Atlanta, GA 30303 on the following proposed CDP amendments. Materials for this hearing will be posted on the Community Development/Human Services Committee presentation page at: https://citycouncil.atlantaga.gov/standing- committees/community-development-human-services/presentations. 1. CDP-25-001 Plan A Presentation: The Department of City Planning (DCP) is continuing the planning process to update Plan A: Atlanta's Comprehensive Development Plan meeting the Minimum Planning Standards set by the Georgia Department of Community Affairs and the Georgia Planning Act. DCP will present recent community involvement and forthcoming submission of revised draft plan to the State and Atlanta Regional Commission. 2. 25-O-1065 CDP-24-029 An Ordinance to amend the Land Use Element of the 2021 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at 385, 391, 401, 403 and 411 Lindsay Street NW from the Single Family Residential (SFR) and 389 Lindsay Street NW, 380, 388, 392, 396, 404, 406 and 416 Oliver Street NW from the Low Density Residential (LDR) Land Use designation to the Medium Density Residential (MDR) Land Use designation; and for other purposes. (Z-24-076) NPU-L Council District 3 3. 25-O-1066 CDP-24-030 An Ordinance to amend the Land Use Element of the 2021 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at 383, 387, 395 and 399 Paines Avenue NW and 380 and 384 Andrew J. Hairston Place and 825 Proctor Street NW from the Single Family Residential (SFR) to the Medium Density Residential (MDR) Land Use designation; and for other purposes. (Z-24-077) NPU-L Council District 3 4. 25-O-1067 CDP-24-031 An



PUBLIC NOTICE

Please note new meeting date

COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE
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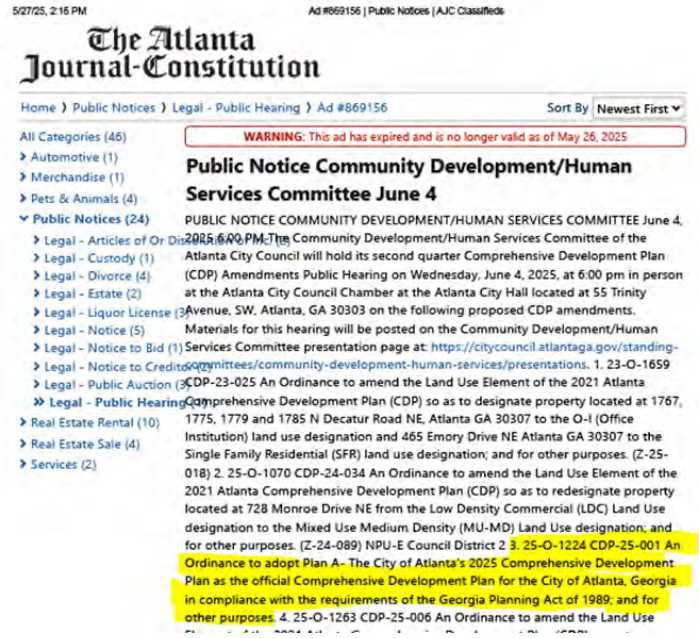
Public Hearing #3 Public Notice (CDP Amendment Hearing on June 4, 2025 for Adoption)



5/27/25, 2:16 PM Ad #869156 | Public Notices | AJC Classifieds

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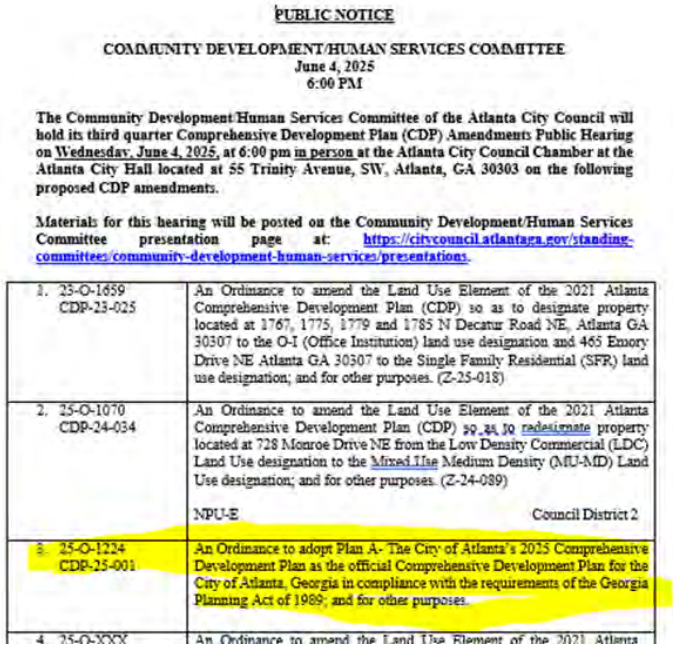
› Services (2)

WARNING: This ad has expired and is no longer valid as of May 26, 2025

Public Notice Community Development/Human Services Committee June 4

PUBLIC NOTICE COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE June 4, 2025 6:00 PM The Community Development/Human Services Committee of the Atlanta City Council will hold its second quarter Comprehensive Development Plan (CDP) Amendments Public Hearing on Wednesday, June 4, 2025, at 6:00 pm in person at the Atlanta City Council Chamber at the Atlanta City Hall located at 55 Trinity Avenue, SW, Atlanta, GA 30303 on the following proposed CDP amendments. Materials for this hearing will be posted on the Community Development/Human Services Committee presentation page at: https://citycouncil.atlantaga.gov/standing-committees/community-development-human-services/presentations. 1. 23-O-1659 CDP-23-025 An Ordinance to amend the Land Use Element of the 2021 Atlanta Comprehensive Development Plan (CDP) so as to designate property located at 1767, 1775, 1779 and 1785 N Decatur Road NE, Atlanta GA 30307 to the O-I (Office Institution) land use designation and 465 Emory Drive NE Atlanta GA 30307 to the Single Family Residential (SFR) land use designation; and for other purposes. (Z-25-018) 2. 25-O-1070 CDP-24-034 An Ordinance to amend the Land Use Element of the 2021 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at 728 Monroe Drive NE from the Low Density Commercial (LDC) Land Use designation to the Mixed Use Medium Density (MU-MD) Land Use designation; and for other purposes. (Z-24-089) NPU-E Council District 2 3. 25-O-1224 CDP-25-001 An Ordinance to adopt Plan A- The City of Atlanta's 2025 Comprehensive Development Plan as the official Comprehensive Development Plan for the City of Atlanta, Georgia in compliance with the requirements of the Georgia Planning Act of 1989; and for other purposes. 4. 25-O-1263 CDP-25-006 An Ordinance to amend the Land Use



PUBLIC NOTICE

COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE
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4. 25-O-XXX	An Ordinance to amend the Land Use Element of the 2021 Atlanta

Public Hearing #1 Presentation (CDP Amendment Hearing, March 2024)

ATLANTA'S COMPREHENSIVE PLAN

PLAN A

- Next 5-Year Update Just Started
- Solid, Up-to-Date Factual Evidence
- Guided by Public Leadership Group
- Overall Good Fit for the Community
- Inclusive Public Participation
- Phases to Update Chapters (i.e., Elements)

COMMUNITY INVOLVEMENT

Schedule and Plan Adoption

FEB '24	MAR - APR	MAY - JUN	JUL – OCT	NOV – JAN '25	FEB – MAY '25
Kick-Off	Community Open Houses	Community Workshops	Monthly NPU Meetings	Adopt Land Use/Neighborhood Planning Elements Community Meetings for Other Elements	Adopt Full Comprehensive Plan Monthly NPU Meetings
		Draft #1	Drafts #2 and #3	Full Plan Draft #1	Full Plan Draft #2

COMMUNITY INVOLVEMENT

Goals and Approach

Goals

- Prepare a Comprehensive Development Plan that brings community input to life
- Encourage and increase overall public participation across all Neighborhood Planning Units (NPUs) and neighborhoods
- Raise awareness among those excluded in past planning processes and empower them to participate
- Be transparent and responsive

Approach

- Create opportunities to build trust, capacity, and relationships with neighborhood groups, NPUs, and others
- Combine in-person and virtual opportunities so all Atlantans can get involved
- Assess and adjust engagement activities as needed throughout the process
- Routinely provide updates to the community
- Align with ATL Zoning 2.0 (Zoning Ordinance Rewrite) and other key planning initiatives

Available at www.AtlantaForAll.com

COMMUNITY INVOLVEMENT

In-Person Involvement Activities

Land Use and Neighborhood Planning Elements

City-wide Kick- Off

- Orientation
- Vision and Goals
- Needs and Opportunities
- **February 2024**

City-wide Open Houses

- Identify Development Patterns
- City Host in 12 Different NPUs and Council Districts
- **March and April 2024**

City-wide Workshops

- Map Development Patterns
- Refine Policies and Actions
- Host in the Other 13 NPUs
- **May and June 2024**

COMMUNITY INVOLVEMENT

Other In-Person Involvement Activities

Land Use and Neighborhood Planning Elements

Pop-Ups

- Meet People in Neighborhoods
- At Least 1 in Each NPU and Council District

Conversations with Planners

- Flexible Small Group Interactions with DCP Planners

NPU Meetings

- Presentations at Monthly Meetings

COMMUNITY INVOLVEMENT

Virtual Involvement Activities

Land Use and Neighborhood Planning Elements

Education

- NPU- U Courses and Other Materials on Website

Surveys and Mapping

- Online and In-person Surveys and Mapping Activities
- Progressively Building on Community Input

Drafts

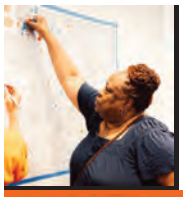
- 3 Review and Comment Periods (Over 130 Days from May to October)

COMMUNITY INVOLVEMENT

Outreach and Education

- AtlantaForAll.com
- Social Media, Email, and More Online Outreach
- Utility Mailers
- More Education Materials
- Regular Updates
- Plan A Ambassadors
- NPU 50 Celebration All Year

Public Hearing #2 Presentation (CDP Amendment Hearing, March 2025)



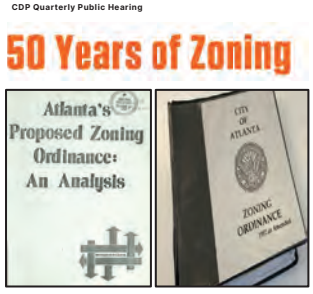
What is Plan A?

- Atlanta's Comprehensive Development Plan (CDP)
- It's our shared vision, goals, policies, and actions for future physical development and growth in Atlanta

How does it work?

- State of Georgia requires a comprehensive plan update every 5 years
- Qualified Local Government eligible for special programs and grants
- Comprehensive planning involves extensive community involvement

3



atlzoning.com

CDP Quarterly Public Hearing

A Year of Engagement

CDP Quarterly Public Hearing

Plan A and ATL Zoning 2.0 Engagement

38 Citywide Plan A Meetings

50 Pop Ups

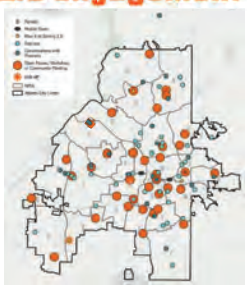
4,400+ Participants at Plan A Events

46 Conversations w/ Planners

2 Mobile Tours

2,900+ Participants at ATL Zoning 2.0 Events

7,300+ Total Participants



CDP Quarterly Public Hearing

Public Input Themes

- Align growth and transportation investments so more housing is closer to jobs and transit
- Address housing affordability and equity
- Support opportunities for new neighborhood businesses
- Guide growth in neighborhoods through small area planning and community involvement
- Elevate Atlanta's stories and unique neighborhoods
- Design and emphasize parks, streets, and other public spaces as places for people
- Put Plan A into action

CDP Quarterly Public Hearing

Plan A Adoption

March, April, and May
Present at NPU Monthly Meetings

March 13
Close Draft #2 Public Review and Comment

April
Submit to the State and Region
Open Final Draft Public Review and Comment

May
Introduce Adoption Legislation

June
Present at Final Public Hearing
Receive Final NPU Actions

July
Adopt Plan A

CDP Quarterly Public Hearing

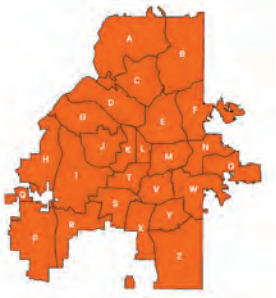
Participate

ATLANTAFORALL.COM
Review drafts, join the distribution list, or leave a comment

PlanA@AtlantaGA.gov

@ATLPlanning

JOIN YOUR NPU!



www.npuatlanta.org

Public Hearing #3 Presentation (CDP Amendment Hearing, June 2025)

What is Plan A?

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- It's our shared vision, goals, policies, and actions for future physical development and growth in Atlanta

How does it work?

- State of Georgia requires a comprehensive plan update every 5 years
- Qualified Local Government eligible for special programs and grants
- Comprehensive planning involves extensive community involvement

2

CDP Quarterly Public Hearing

Plan A and ATL Zoning 2.0 Coordination

3

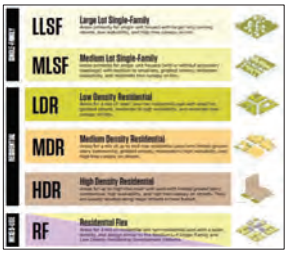
CDP Quarterly Public Hearing

A YEAR OF Community Involvement

CDP Quarterly Public Hearing

What's New in Plan A?

- Setting a new land use approach with Development Patterns
- Housing for all
- Designing Atlanta's public realm
- Preserving Atlanta's places and spaces
- Creating a more resilient Atlanta



CDP Quarterly Public Hearing

Plan A in Action with Our Partners

CDP Quarterly Public Hearing

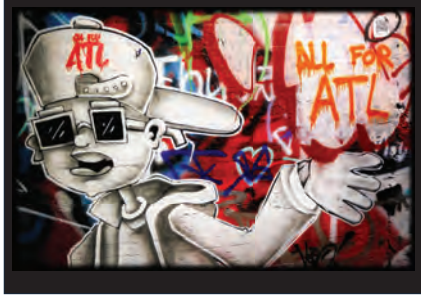
Early Implementation Highlights

- Small area and neighborhood planning
- Aligning with ATL Zoning 2.0
- Outreach and education
- Comprehensive Transportation Plan

7

Department of CITY PLANNING

PLAN A

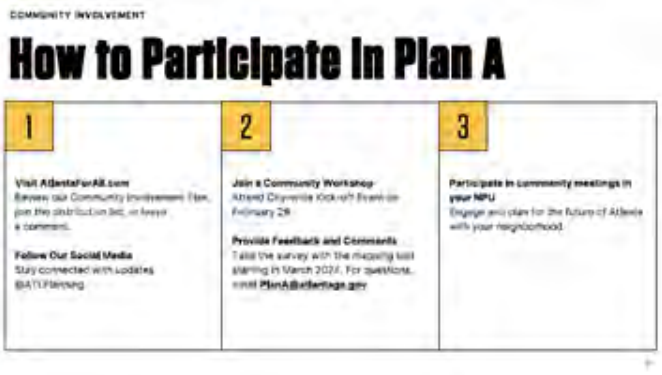


THANK YOU

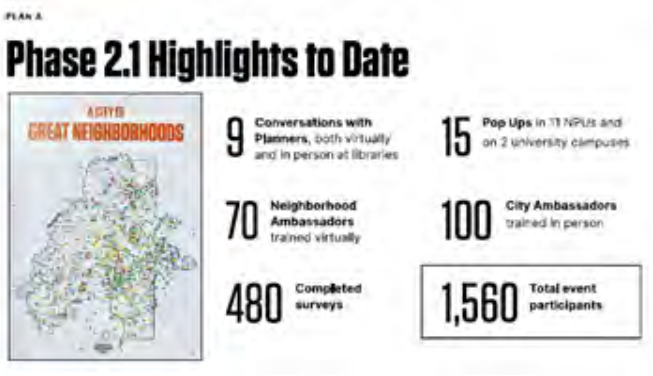
PlanA@atlantaga.gov
AtlantaForAll.com

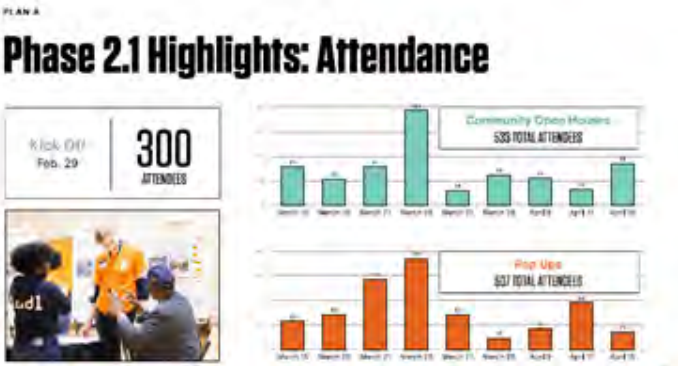
8

CD/HS 2024 1st Quarter Update Presentation



CD/HS 2024 2nd Quarter Update Presentation





PLAN A

Community Open Houses

Introduce Development Patterns

- Combined existing future land uses and character areas and proposed 13 new development patterns
- No changes to Atlanta City Design or Design Areas

Public Input on Development Patterns

- Local knowledge on keeping or introducing development patterns across the city
- Feedback on types and descriptions
- Surveys and mapping exercises

PLAN A

Development Pattern Drafts

PLAN A

Next Up: Community Workshops

Updates to Land Use Planning

- Propose changes to the land use approach with revised development policies and actions
- Draft map of development patterns, translated from existing future land use and character areas maps and public input

Updates to Neighborhood Planning

- Draft policies and actions for NPU system
- Draft policies and actions for small area and neighborhood plans and planning process
- Begin working with NPUs to update NPU policies

PLAN A

Schedule and Plan Adoption

PLAN A

Next Up: Community Workshops

PLAN A

Get Involved with PLAN A

Visit ATLANTAFORALL.COM
Review our Community Involvement Plan, join the distribution list, or leave a comment.

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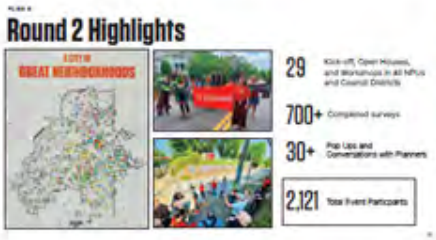
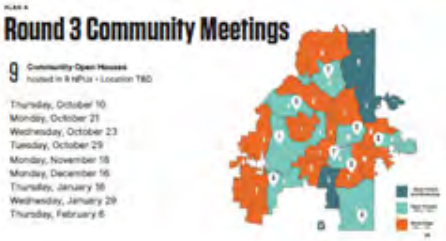
Stay connected with updates:
@ATLPlanning & #AtlantaForAll

CD/HS 2024 3rd Quarter Update Presentation





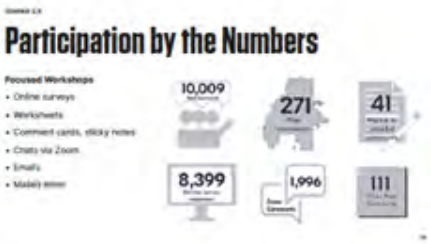
Get Involved with PLAN A

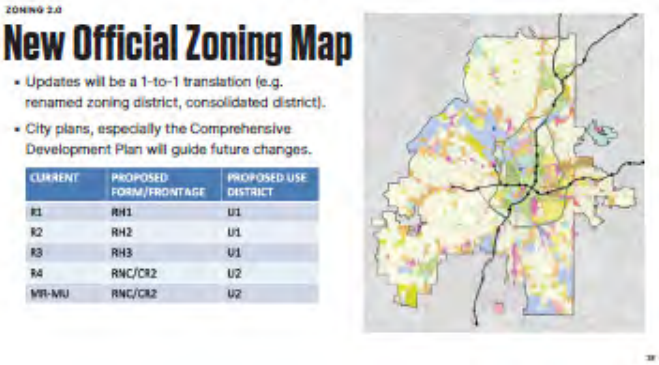
Zoning Ordinance

What is the Difference?
The Plan
The Law

Modified "Zone Strings"
A more flexible way to organize existing and new standards to:
• Avoid "one-size-fits-all" zoning
• Reflect unique patterns
• Eliminate the need for custom zoning districts
• Allow some consolidation

Process
2021
2022
2023
2024
2025
MODULE 1
FORM & USE
MODULE 2
SITE & DEVELOPMENT STANDARDS
MODULE 3
PROCEDURES & ADMINISTRATION

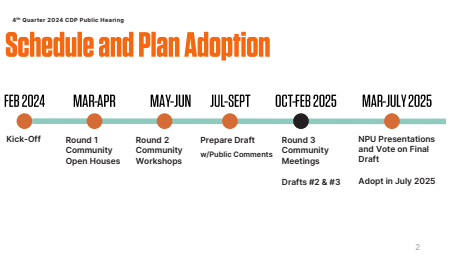

Participation by the Numbers
Focused Workshops
• Online surveys
• Worksheets
• Comment cards, sticky notes
• Chats via Zoom
• Email's
• Mobility event
10,009
271
41
8,399
1,996
111

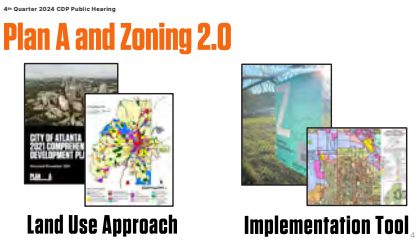

ZONING 2.0
New Official Zoning Map
• Updates will be a 1-to-1 translation (e.g. renamed zoning district, consolidated district).
• City plans, especially the Comprehensive Development Plan will guide future changes.
CURRENT
PROPOSED FORM/FRONTAGE
PROPOSED USE DISTRICT
R1
RH1
U1
R2
RH2
U1
R3
RH3
U1
R4
RNC/CR2
U2
MR-MU
RNC/CR2
U2

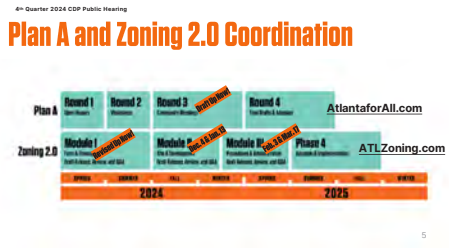
CDP Amendment Hearing, September 2024

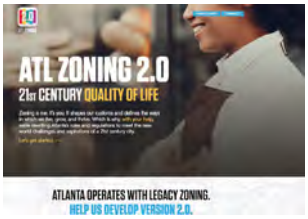
#	Round 3 Community Meetings	Date	Time	Location (7 Study Areas)
1	Open House All Chapters	Thursday, October 10	5:30-8PM	Bank of America Building, 600 Peachtree St NE NPU-M, CD-2 (Northeast Study Area)
2	Atlanta's Future - Plan A Vision and Goals	Monday, October 21	5:30-8PM	East Rivers Elementary, 0 Peachtree Battle Ave NW NPU-C, CD-8 (Northside Study Area)
3	Urban Design Chapter	Wednesday, October 23	5:30-8PM	Tenples, 765 Hank Aaron Dr. SE NPU-V, CD-1 (Intown South Study Area)
4	Economic Development Chapter	Tuesday, October 29	5:30-8PM	Carver High School, 55 McDonough Blvd SE NPU-Y, CD-1 (Southside Study Area)
5	Historic Preservation Chapter	Monday, November 18	5:30-8PM	Atlanta Preservation Center, 327 St Paul Ave SE NPU-W, CD-1 (Eastside Study Area)
6	Transportation Chapter	Monday, December 16	5:30-8PM	Plywood Place, 933 Lee St SW NPU-T, CD-4 (Intown South Study Area)
7	Housing Chapter	Wednesday, January 29	5:30-8PM	John Lewis Invictus Academy, 1880 D.L. Hollowell Pkwy NW NPU-J, CD-9 (Northwest Study Area)
8	Climate Resilience Chapter	Thursday, January 30	5:30-8PM	Vicars Community Center, 836 Cascade Ave SW NPU-S, CD-6 (Intown South Study Area) (TBD)
9	Open House All Chapters	Thursday, February 6	5:30-8PM	City Hall, 55 Trinity Ave SW NPU-M, CD-4 (Northeast Study Area)
10-14	Additional Focus Areas of Conversations and Land Use Planning Chapter	TBD (possible Saturdays)	TBD	NPU-X (Southwest Study Area) (TBD) NPU-O (Northside Study Area) (TBD) NPU-B (Northside Study Area) (TBD) NPU-O (Eastside Study Area) (TBD) NPU-E (Northeast Study Area) (TBD)

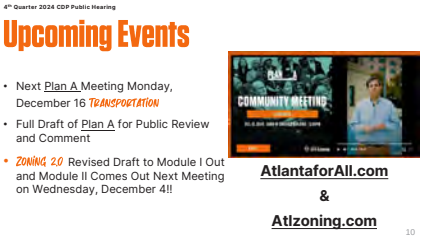
CD/HS 2024 4th Quarter Update Presentation

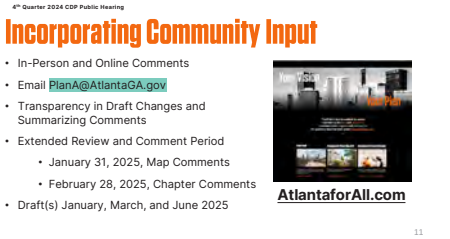












CD/HS 2025 1st Quarter Update Presentation

FEBRUARY 11, 2025

The Update

Where have we been?
Where are we going?
Presenting the latest developments from last quarter.

Andre Dickens
Mayor

Jahnee Prince
Commissioner

Department of CITY PLANNING

OFFICE OF DESIGN

Comprehensive Development Plan

PLAN A

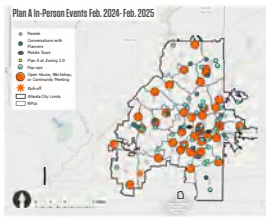
Round 3 Community Meetings

1	Open House All Chapters	**186**
2	Atlanta's Future: Plan A Vision and Goals	**59**
3	Urban Design	**30**
4	Economic Development	**50**
5	Historic Preservation	**96**
6	Transportation	**170**
7	Housing	**80**
8	Climate Resilience	**81**
9	Equity, Adoption and Implementation	**92**

PLAN A

Plan A Participation

38 Community Meetings
50 Pop Ups
4,000+ Participants at Plan A Events
36 Conversation w/ Planners
2 Mobile Tours
2,767 Participants at Zoning 2.0 Events
6,700+ Total Participants



PLAN A

Public Input Themes

"Align density and transportation investments"

"Support opportunities for neighborhoods to introduce new businesses in their community"

"Recognize and highlight the stories of Atlanta and its unique neighborhoods"

"Protect and emphasize parks, streets, and public spaces as legitimate recreation and civic assets"

**highlights from Round 3 Community Meetings (October to January 1, 2025)*

PLAN A

Schedule and Plan Adoption

FEB 2024	MAR-APR	MAY-JUN	JUL-SEPT	OCT-FEB 2025	MAR-JULY 2025
Kick-Off	**Round 1 Community Open Houses**	**Round 2 Community Workshops**	**Prepare Draft w/ Public Comments**	**Round 3 Community Meetings** **Release Draft #2**	**NPU Presentations and Vote on Final Draft** **Adopt in July 2025**

PLAN A

Get Involved with Plan A

Visit ATLANTAFORALL.COM
Review our Community Involvement Plan, join the distribution list, or leave a comment.

Email **PlanA@AtlantaGa.Gov**

Follow Us on Social Media
Stay connected with updates:
@ATLPlanning & **#AtlantaForAll**.

OFFICE OF ZONING DEVELOPMENT

Zoning Ordinance

ZONING ORDINANCE

Next Module Schedule

Procedure and Administration		
Module III	February 3, 2025	Haley's Event Center (located inside Greenbriar Mall) 2841 Greenbriar Pkwy SW 6:30pm - 8:00pm
Module III Q&A	March 17, 2025	Virtual Only - 6:30pm - 8:00pm
	Public Comment received through March 31 on all Modules.	

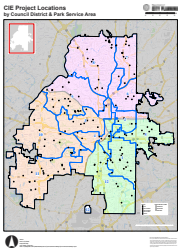
OFFICE OF THE COMMISSIONER

Capital Improvements Element Update

CAPITAL IMPROVEMENTS ELEMENT

Quarterly Update

- ✓The Capital Improvements Element (CIE) is a requirement of State Law as a condition of assessing impact fees. The CIE is comprised of the Impact Fee Annual Financial Report and Schedule of Improvements (project list).
- ✓NPU CIE Education Campaign.
- ✓ Submissions accepted from January 27, 2025 through March 7, 2025.
- ✓New CIE Project Review/Clean-up process kicks off with the 2026-2030 CIE.



Public Leadership Group Meeting #1 Presentation (February 2024)

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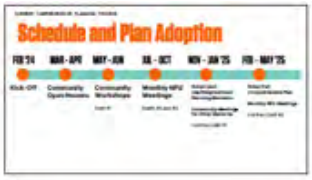

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Public Leadership Group Meeting #2 Presentation (May 2024)

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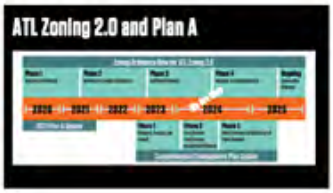

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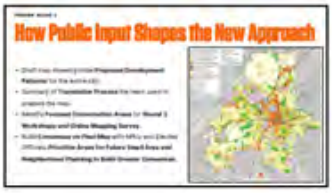

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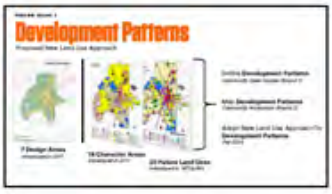

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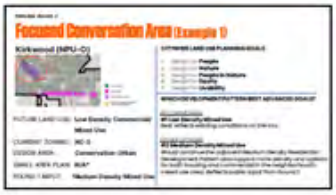

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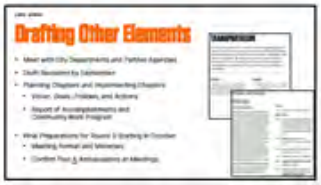

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Public Leadership Group Meeting #3 Presentation (September 2024)

Agenda

- Introductions
- Atlanta's Comprehensive Planning
- Recap Rounds 1 and 2: Community Open Houses and Work Shops
- Incorporating Community Input
- Preview Round 3: Community Meetings
- Look Ahead: Plan Adoption
- Discussion

City's Project Team

Public Leadership Group Members

Name	Organization	Name	Organization
Jason Winston - Chair, 2024 Public Leadership Group			

Public Leadership Group

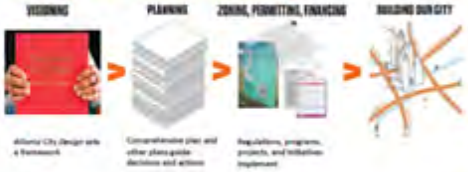
- Accountable for the Comprehensive Development Plan
- State Requires this Group and Involvement from Specific Members
- Guides and Supports the Planning Process
- Provides High-Level Direction and Decision-Making
- Participates in Community Involvement
- Facilitates Partnerships and Sharing Information
- Engages with Thoughtful Leadership Throughout the Process

Atlanta's Comprehensive Planning

PLAN A

- City's policy document for future physica growth and development
- 5-year Update
- Minimum Standards and Procedures
- Neighborhood and Public Participation
- Guided by Public Leadership Group

Comprehensive Planning



RECAP ROUNDS 1 AND 2

Round 1 Engagement (March-April)

12 Community Open Houses

Round 2 Engagement (May-June)

16 Community Work Shops

Engagement Through 2 Rounds

29	Kick-off, Open Houses, and Work Shops in All NPUs and Council Districts
30+	Pop-Ups and Conversations with Planners
2,461	Total Event Participants
700+	Completed Surveys
400+	Comments on Draft
1,400+	Comments on Map

Round 1 Open Houses

Introduce Development Patterns

- Combined existing future land uses and character areas and proposed 13 new development patterns
- No changes to Atlanta City Design or Design Areas

Public Input on Development Patterns

- Local knowledge on keeping or introducing development patterns across the city
- Feedback on types and descriptions
- Surveys and mapping exercises

Round 2 Work Shops

INCORPORATING COMMUNITY INPUT

Main Community Input Topics

- Development Patterns
- Single-Family Areas
- Changing Neighborhoods
- Medium Density Residential
- Local Businesses
- Environmental Conservation
- Infrastructure
- Equity and Affordability

Development Patterns

- Changes to "Compatibility Table"
- Revisions to Development Pattern Principles
- Updates to map
- More public input on "Accessory Dwelling Units"
- New education materials on Development Patterns and Zoning

Single-Family Areas

WHAT WE HEARD

Protect single-family neighborhoods. Prevent additional density or any change to what is currently allowed in single-family zoned areas.

WHAT WE RECOMMEND

Single-family zoned areas should maintain their respective zoning permissions and alignment with the Land Use categories that exist today.

Changing Neighborhoods

WHAT WE HEARD

Neighborhoods (even in Conservation Areas) should accommodate more of Atlanta's growth. A neighborhood can still feel like a neighborhood while also accommodating more growth/density.

WHAT WE RECOMMEND

The Neighborhood Planning chapter should provide guidance on how neighborhoods who desire future changes can pursue both increases while protecting the neighborhoods that do not support any change.

Medium Density Residential

WHAT WE HEARD

Few comments, both for and against, on the proposal to increase the density allowance for Medium Density Residential.

WHAT WE RECOMMEND

Existing zoning districts currently enable density multipliers of 4 in high density districts and .5 in single-family districts. It is our view that areas of medium residential density should enable a multiplier of 1.5.

Local Businesses

WHAT WE HEARD

Desire for more areas of the city for local businesses and neighborhood services. More commercial and services in general, better options for food across many areas.

WHAT WE RECOMMEND

Language supporting local businesses - with an emphasis on neighborhood grocery - and the need for zoning regulations to support this should be included in Plan A.

Environmental Conservation

WHAT WE HEARD

More needs to be done to preserve green space, parks, tree canopy, ecologically significant areas, and environmental conservation throughout the city.

WHAT WE RECOMMEND

Language supporting stronger preservation of green space, parks, tree canopy, and environmental preservation should be included in Plan A.

Infrastructure

WHAT WE HEARD

More needs to be done to articulate the need to have adequate infrastructure that can handle our growth; including the need for more sidewalks and bike infrastructure.

WHAT WE RECOMMEND

Language supporting the need to have adequate infrastructure to accommodate for future growth, including the need for sidewalks, bike infrastructure, and transit should be included in Plan A.

Equity & Affordability

WHAT WE HEARD

Desire for more to be done to meet the needs of our growing homeless population, preserving affordability in neighborhoods, and to better define how to achieve equity throughout the city.

WHAT WE RECOMMEND

Language supporting resources for un-housed populations and housing affordability should be included in Plan A. More detail on how the city defines equity and how it will be evaluated over time should also be included.

Incorporating Future Community Input

- In-person and online at AtlantaforAll.com
- Email PlanA@AtlantaGA.gov
- Show changes between drafts
- Transparency in summarizing comments
- Extended Review and Comment period
  - January 31, 2025 Map Comments
  - February 28, 2025 Chapter Comments
- Revised Draft(s) March and June 2025

PREVIEW ROUND 3

Next Up: Round 3 Engagement

Round 3 Engagement (October-February)

9 Community Meetings

20+ Conversations with Planners

Round 3 Kick-Off (October 10)

Community Meetings

Format

- Combine Open Houses and Panel Discussions
- Some Meetings Highlight a Chapter
- Issues and Policy Experts for Each Chapter
- Locations Near Transit and Complement Chapters

Public Input on Every Chapter

- Feedback Vision, Goals, Policies, and Actions for Each Chapter
- More Feedback on Development Patterns
- Question and Answer Sessions with Panels

Conversations with Planners

Guided by Focus Areas of Conversation

1. Riverside/Sylvan Crossing (NPU-G/O)
2. Peachtree Park (NPU-B)
3. Baker Hills at Campbellton (NPU-N)
4. Collier Hills North/Piedmont Hospital (NPU-C/E)
5. East Lake (NPU-O)
6. Loring Heights (NPU-E/O)
7. North Buckhead (NPU-B)
8. West End/West View (NPU-T)
9. Virginia Highland/Poncey Highland (NPU-P/N)
10. South Atlanta (NPU-Y)

Meeting People in Their Neighborhoods and Virtually

1. Libraries or Rec Centers
2. Main Street Business Districts (East Atlanta, Little Five Points, Sweet Auburn, Virginia Highland, and West End)
3. Community Improvement Districts (e.g., Downtown, Buckhead, Midtown, Upper Westside, Fulton Industrial, and Metropolis)
4. As requested by NPUs, neighborhood and community organizations, and business associations, etc.

Outreach

LOOK AHEAD: PLAN ADOPTION

Schedule and Plan Adoption

Plan A and Zoning 2.0 Coordination

Neighborhood Planning Units

Engaging NPUs

- Neighborhood Ambassador Training Sessions
- Assist NPUs with Updating Policies
- Schedule Conversations with Planners
- Monthly Updates
- NPU Meeting Presentations in March, April and May 2025
- Request NPUs to Support Full Plan in June 2025

Existing NPU Policies Outnumber City Policies in Plan A 4 to 1

Public Leadership Group

- Outreach and Participate
- Meeting Venues and Support
- Plan A Ambassadors
- Draft for Review and Comment
- We Will Keep You Updated

AtlantaforAll.com

Thank You

PLAN A

CITY PLANNING

Public Leadership Group Meeting #4 Presentation (March 2025)

Agenda

- Introductions
- Atlanta's Comprehensive Planning
- Community Involvement
- Incorporating Community Input
- Plan Adoption and Early Implementation
- Discussion

DCP Project Team and Consultants

Public Leadership Group Members

Name	Organization	Name	Organization
Jason Winston*	Atlanta City Council	Jahnee Prince	Atlanta Department of City Planning
Matt Westmoreland	Atlanta City Council	Solomon Zachariae IV	Atlanta Department of Transportation
Byron Amos	Atlanta City Council	Justin Cutler	Atlanta Department of Parks and Recreation
Eloise Fiennerich	Invest Atlanta	James Kjelly	Atlanta Department of Watershed Management
Ted Lee	Atlanta Housing	LaChandra Burks	Office of the Mayor
Clyde Higgs	Atlanta BeltLine, Inc.	Candace Stancill	Office of the Mayor
Collie Greenwood	MARTA	Chandra Farley	Office of the Mayor
Daniel Drake	Atlanta Public Schools	Joshua Humphries	Office of the Mayor
Nicki Pitts	Fulton County Board of Commissioners	Linda Ibrahim	Board of Zoning Adjustment
Christopher Norman	Metro Atlanta Land Bank	Sheri McDaughy	Zoning Review Board
Darin Schlenbaum	Atlanta Police Department	Saghah Jones	Atlanta Planning Advisory Board
Roderick M. Smith	Atlanta Fire Rescue Department		

Public Leadership Group

- Accountable for the Comprehensive Development Plan
- State Requires this Group and Involvement from Specific Members
- Guides and Supports the Planning Process
- Provides High-Level Direction and Decision-Making
- Participates in Community Involvement
- Facilitates Partnerships and Sharing Information
- Engages with Thoughtful Leadership Throughout the Process

Atlanta's Comprehensive Planning

What is Plan A?

- Atlanta's Comprehensive Development Plan (CDP)
- It's our shared vision, goals, policies, and actions for future physical development and growth in Atlanta

How does it work?

- State of Georgia requires a comprehensive plan update every 5 years
- Qualified Local Government eligible for special programs and grants
- Comprehensive planning involves extensive community involvement

Plan A and ATL Zoning 2.0 Coordination
Plan A
Zoning 2.0
2024
2025
2026

Community Involvement

Plan A Process
Kick-off
February 26, 2024
12 Open Houses
March to April 2024
10 Workshops
May to July 2024
9 Community Meetings
October 2024 to February 2025
Community Involvement Plan

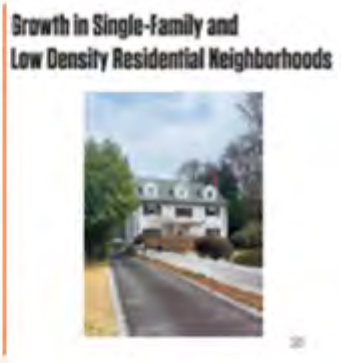
Plan A and ATL Zoning 2.0 Engagement
38
50
4,400+
46
2
2,900+
7,300+
Total Participants

Community Outreach

Incorporating Community Input

Our need is different from our past.
"The fastest rate of growth in the past year occurred in the city of Atlanta (2.1%), which added 10,800 people, followed by Cherokee County and Henry County."
For the second year in a row, Atlanta's growth out-paced the suburbs.
495,000 to 415,000
532,115

Zoning in Single-Family Neighborhoods


Growth in Single-Family and Low Density Residential Neighborhoods

Local Businesses and Neighborhood Commercial Areas

Residential Flex Development Pattern

Medium Density Residential Development Pattern

Growth and Transportation Infrastructure

Climate Resilience and Nature

Housing Affordability and Equity

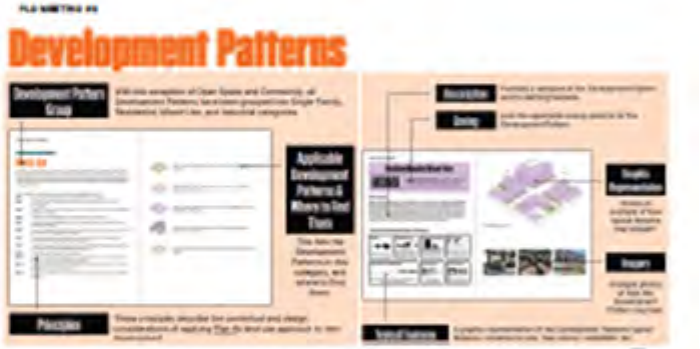
Implementation
ATL

Future Map Changes

A Better Plan, A Better Zoning Ordinance

New Land Use Approach
• Changes to Compatibility Table
• New Development Patterns
• Updates to Map

Compatibility Table


Development Patterns

Updates to Development Pattern Map
Development Patterns and Zoning Districts
LDR |Low Density Residential

Updates to Development Pattern Map
Step 1
Step 2
Step 3
Step 4
Future Land Use
Current Zoning
Atlanta City Design
Small Area and Neighborhood Plans
Proposed ATL Zoning 2.0
Existing Conditions
Development Project Status
Public Input
NPU Input
Partner Input
Proposed
Development Pattern Map
Future
Small Area and Neighborhood Planning
Translation Practice
Let active entitlement process finish
Consider upcoming quarterly CDP Amendments and Small Area Plans
Do not introduce incompatibility
Avoid removing Zoning options without property owner acknowledgement

Updates to Development Pattern Map

Plan Adoption and Implementation

Plan A Adoption

March, April, and May
Present at NPU Monthly Meetings

March 13
Closed Draft #2 Public Review and Comment

April
Submit to the State and Region
Open Final Draft Public Review and Comment

May
Introduce Adoption Legislation

June
Present at Final Public Meeting (June 4)
Receive Final NPU Actions

July
Adopt Plan A

Plan A and ATL Zoning 2.0 Coordination

Guiding Future Conversations

- Establish Small Area Planning Program
- Assist active small area planning processes through adoption
- Guide and learn from initial Zoning Map changes
- Actively be involved in updating Atlanta's Transportation Plan
- Conduct education and outreach

Public Leadership Group

- Thank for Meeting Venues and Support
- Continue Outreach
- Participate in your NPU
- Provide Final Review and Comment
- We Will Keep You Updated
- Next PLG Meeting in May or June?

Citywide & Neighborhood Surveys

PLAN A | Department of CITY PLANNING — ATLANTA FOR ALL.

Citywide Questions

The Department of City Planning is leading an 18-month planning process to update Plan A: Atlanta's Comprehensive Development Plan, which sets forth the vision, goals, policies, and actions for future physical growth and development in Atlanta for the next five, ten and 20 years.

Plan A influences decisions impacting lives across the city every day. For this reason, public participation is critical to updating the plan.

The Atlanta Regional Commission expects Atlanta's 2050 population to be nearly 700,000 people. That is over 170,000 more residents needing at least 100,000 new housing units.

This quick survey is a way to share your perspectives on how Atlanta and our neighborhoods plan for this growth.

Survey closes Tuesday, April 30, 2024. Learn more at www.AtlantaforAll.com.

Thank you.

1. **What is your email address?*** _____
2. **May we follow up with you on Plan A and other planning initiatives?*** O Yes O No
3. **Which Atlanta neighborhood do you live in? Or, city or place if you live outside of Atlanta.**

   _____
4. **Thinking about Atlanta's expected population of 700,000 residents by 2050, what is the first thing that comes to mind?**
5. **What should be a BROAD GOAL for planning growth and development in Atlanta? Some examples are:** "Focus on already urbanized areas that are well suited for growth," and "Promote a balance of uses, particularly between jobs and housing, and between retail and housing."

*Required 1

6. In the future, new housing in Atlanta should be focused...

	Here	Not Here	Unsure
Along major streets	O	O	O
Near local shops, restaurants, and other neighborhood places	O	O	O
Near apartments, townhomes, and other multifamily buildings	O	O	O
Near offices, jobs, and other businesses	O	O	O
On vacant and underdeveloped lots	O	O	O
Near schools	O	O	O
Near bus routes	O	O	O
Near train stations	O	O	O
Near parks	O	O	O
Near trails	O	O	O
Everywhere	O	O	O
Anywhere supported by the neighborhood residents	O	O	O

7. Feel free to elaborate on your answers in question #6.

8. Which of the following is most needed in Atlanta to support this new housing? *(choose one or more)*

- O Expanded public transit
- O Improved streets and sidewalks
- O Bike lanes and trails
- O Places to shop
- O Neighborhoods in which people can live close to where they work
- O Housing options
- O Job opportunities
- O Parks and Recreation centers
- O Places to eat and drink
- O Schools, libraries and other civic spaces
- O Upgraded infrastructure
- O Nature
- O Child care and other individual and family social services
- O Grocery stores and fresh produce retailers
- O Other: _____

2

9. **Is there anything else you would like to discuss about Atlanta's growth and development?**

10. **Before answering a few demographic questions, we would like to know what motivates you to participate in the planning process.** Please share your main reasons to get involved in updating Atlanta's Comprehensive Development Plan.

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PLAN A | Department of CITY PLANNING — ATLANTA FOR ALL.

Neighborhood Questions

The Department of City Planning is leading an 18-month planning process to update Plan A: Atlanta's Comprehensive Development Plan, which sets forth the vision, goals, policies, and actions for future physical growth and development in Atlanta for the next five, ten and 20 years.

Plan A influences decisions impacting lives across the city every day. For this reason, public participation is critical to updating the plan.

Our city's strong neighborhood identity is part of what makes Atlanta so special. Neighborhoods are the stage of daily life and connect us to our history, our local amenities, and of course, our neighbors!

Atlanta is comprised of 245 unique neighborhoods, which are grouped in to 25 Neighborhood Planning Units, or NPUs. To learn more about the NPU system and find your NPU, visit www.npuatlanta.org.

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This quick survey is a way to share your perspectives on how Atlanta and our neighborhoods plan for this growth.

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Thank you.

1. **What is your email address?*** _____

2. **May we follow up with you on Plan A and other planning initiatives?*** O **Yes** O **No**

3. **Which Atlanta neighborhood do you live in? Or, city or place if you live outside of Atlanta.**

   _____

4. **Which Neighborhood or Neighborhood Planning Unit do you want to comment on?**

   _____

5. **Why do you care about this neighborhood?** *(choose one or more)*

   - O I live here
   - O I work here
   - O I commute through here
   - O I visit here
   - O I go to school here
   - O I shop here
   - O I receive services here
   - O I relax or hang out here
   - O I own a business here
   - O I own property here
   - O Other: _____

*Required 1

6. In the future, new housing in the neighborhood should be focused...

	Here	Not Here	Unsure
Along major streets	O	O	O
Near local shops, restaurants, and other neighborhood places	O	O	O
Near apartments, townhomes, and other multifamily buildings	O	O	O
Near offices, jobs, and other businesses	O	O	O
On vacant and underdeveloped lots	O	O	O
Near schools	O	O	O
Near bus routes	O	O	O
Near train stations	O	O	O
Near parks	O	O	O
Near trails	O	O	O
Everywhere	O	O	O
Anywhere supported by the neighborhood residents	O	O	O

7. Feel free to elaborate on your answers in question #6.

8. Which of the following is most needed in or near the neighborhood to support this new housing? *(choose one or more)*

- O Expanded public transit
- O Improved streets and sidewalks
- O Bike lanes and trails
- O Parks and Recreation centers
- O Places to shop
- O Places to eat and drink
- O Housing options
- O Job opportunities
- O Neighborhoods in which people can live close to where they work
- O Schools, libraries and other civic spaces
- O Upgraded infrastructure
- O Nature
- O Child care and other individual and family social services
- O Grocery stores and fresh produce retailers
- O Other: _____

2

9. **Is there anything else you would like to discuss about the neighborhood's growth and development?**

10. **Before answering a few demographic questions, we would like to know what motivates you to participate in the planning process.** Please share your main reasons to get involved in updating Atlanta's Comprehensive Development Plan.

3

PLAN A | Department of CITY PLANNING — ATLANTA FOR ALL.

Please Share More About Yourself

The last few questions are completely optional and are used for statistical purposes only to ensure our planning process reflects Atlanta's diversity. If you already answered them, there is no need to do so again.

1. **What is your email address?*** _____

2. **How long have you lived in Atlanta?** *(choose one)*
   - O I am a lifelong Atlanta resident.
   - O I have lived in Atlanta for more than 10 years.
   - O I have lived in Atlanta for 5 to 10 years.
   - O I have lived in Atlanta for less than 5 years.
   - O I don't live in Atlanta.
   - O I prefer not to answer.

3. **What is your age?** (choose one)
   - O 17 or younger
   - O 18 to 24
   - O 25 to 34
   - O 35 to 54
   - O 55 to 75
   - O 76 or older
   - O I prefer not to answer.

4. **What best identifies your race?** (choose one)
   - O White only
   - O Black only
   - O Asian American or Pacific Islander only
   - O American Indian or Alaskan Native only
   - O Some other race alone
   - O Two or more races
   - O None of these apply to me
   - O I prefer not to answer.

5. **Do you identify as Hispanic or Latinx?** *(choose one)* O **Yes** O **No** O I prefer not to answer.

6. **What is your household income range?** *(choose one)*
   - O Less than $10,000/year
   - O $10,000 to $14,999/year
   - O $25,000 to $34,999/year
   - O $35,000 to $49,999/year
   - O $50,000 to $74,999/year
   - O $75,000 to $99,999/year
   - O $100,000 to $149,999/year
   - O $150,000 to $199,999/year
   - O $200,000/year or more
   - O I prefer not to answer.

7. **Do you rent or own the home you currently live in?** (choose one)
   - O I am a homeowner.
   - O I am a renter.
   - O Neither of these apply.
   - O I do not live in Atlanta.
   - O I prefer not to answer.

8. **What is your employment status?** *(choose one)*
   - O I am employed at a business/organization within the limits of the City of Atlanta.
   - O I am employed at a business/organization outside the limits of the City of Atlanta.
   - O I am not currently employed.
   - O I am retired.
   - O None of these apply to me.
   - O I prefer not to answer.

Thank you! Your feedback will shape Atlanta's future. We would love to hear from your neighbors, as well. Please spread the word about **Plan A** and learn about more ways to participate at www.AtlantaforAll.com.

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Round 4: Final Drafts & Adoption - March 2025

Engagement

During Round 4, Plan A Ambassadors from the Department of City Planning's Office of Design presented to all 25 Neighborhood Planning Units (NPUs) during March, April, and May. In May, all 25 NPUs voted to **support** Plan A.

This demonstration of support followed the public review and comment periods for Drafts #3 and #4. Georgia's Department of Community Affairs (DCA) and the Atlanta Regional Commission (ARC) also completed their reviews and approvals of Plan A, providing minor comments that were addressed in the final draft of the plan.

Plan A Ambassadors continued to engage with NPUs and neighborhood groups as requested. These discussions confirmed final revisions to NPU policies and Development Pattern maps. Additionally, during this round, the Ambassadors held a series of Conversations with Planners and faith-based organizations. The Department of City Planning also provided briefings to Atlanta's Mayor's Office, City Council members, and the Plan A Public Leadership Group.

According to *Atlanta City Code* Chapter 3, Section 6-3006, the adoption ordinance must be read at three separate City Council meetings prior to approval. Additionally, *Atlanta City Charter* Section 3-604 states that the draft should be submitted by May and adopted by the end of July. Following this timeline, Ordinance 25-0-1224/CDP-25-001 to adopt the 2025 Comprehensive Development Plan, was approved in July after its introduction in late April/early May and following readings at more than three City Council meetings while the NPUs made their recommendations, and the City Council's CD/HS Committee held the final public hearing and voted in June.

Plan A Ambassadors Conversations with Planners and Faith-Based Organizations

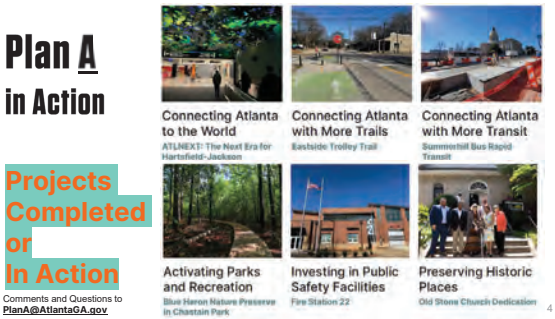
ROUND 4 MEETINGS

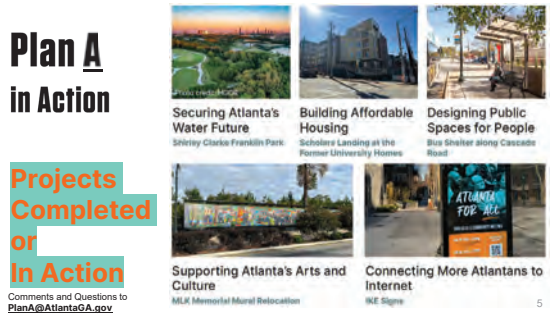
NPU Presentation on Planning Process	All 25 NPU March 2025 Meetings
NPU Presentation on Plan Highlights	All 25 NPU April 2025 Meetings
NPU Presentation on Adoption and Early Implementation (NPUs Vote)	All 25 NPUs voted in support at May 2025 Meetings
Conversations with Planners and Faith-Based Organizations	6 Conversations with Planners, March to May 2025
Public Hearing prior to Draft Submission to DCA and ARC	March 10, 2025
Draft #3 Review and Comment Period	March 31 to April 30, 2025
DCA and ARC Review and Approval	March 24 to May 2, 2025
Draft #4 Review and Comment Period	May 5 to June 4, 2025
Final Public Hearing	June 4, 2025
Atlanta City Council Actions on Adoption Ordinance	Introduce at CDHS April 29, 2025 Introduce at Full Council May 5, 2025 Voted by CDHS on June 24, 2025 Voted by Full Council on July 7, 2025

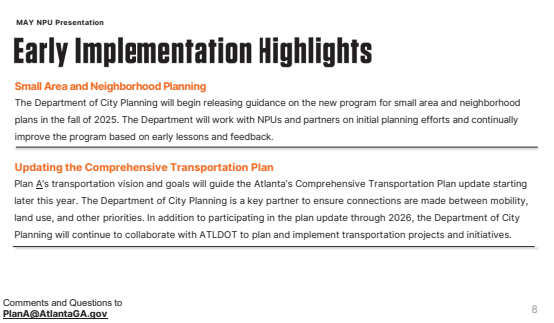
All 25 Neighborhood Planning Units Voted in May to Support the 2025 Plan A Updates

Supplemental Materials

NPU Presentations (March to May 2025)







MAY NPU Presentation

Early Implementation Highlights (continued)

Aligning with ATL Zoning 2.0

ATL Zoning 2.0 creates opportunities for Atlanta's new land use approach in Plan A. The Department of City Planning will coordinate initial small area and neighborhood planning efforts and upcoming quarterly CDP amendments with testing the new Zoning Ordinance and Development Patterns over the next year. When the new Zoning Ordinance is adopted and in effect, these efforts can inform future changes to the Zoning Map.

Outreach and Education

Comprehensive planning is ongoing. The Department of City Planning is committed to strengthening relationships and fostering a shared understanding with NPUs, partners, and the community regarding all aspects of Plan A. Stay involved and join upcoming community involvement, such as NPU University courses and Conversations with Planners.

MAY NPU Presentation

Draft Plan A is Ready for Adoption!

- Draft #4 available on AtlantaforAll.com
- No substantive changes from previous draft
- NPU policy updates
- Introduced at City Council
- Approved by Atlanta Regional Commission and Georgia Department Community Affairs

MAY NPU Presentation

Next Steps for Plan A Adoption

May
Introduced at City Council
NPU Recommendations on **25-O-1224**

June
CDHS Quarterly CDP Public Hearing (**June 4** at **6PM**)
CDHS Final Action on **June 24**

July
Adopt Plan A (anticipate at **July 7** Full City Council Meeting)

Keep up to Date
ATLANTAFORALL.COM
PlanA@AtlantaGA.gov

April 2025

PLAN A

Presentations at NPU Monthly Meetings

Plan A Ambassadors
Office of Design
Planning Studio

PlanA@AtlantaGa.Gov
www.AtlantaforAll.com

Department of CITY PLANNING

April NPU Presentation

NPU Presentations

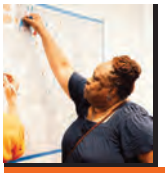
March
Planning Process ✓

April
Plan Highlights

May
Adoption and Early Implementation
NPUs Take Action

Comments and Questions
PlanA@AtlantaGA.gov

AtlantaforAll.com



What is Plan A?

- Atlanta's Comprehensive Development Plan (CDP)
- It is our shared vision, goals, policies, and actions for future physical development and growth in Atlanta

How does it work?

- State of Georgia requires a comprehensive plan update every 5 years
- Qualified Local Government eligible for special programs and grants
- Comprehensive planning involves extensive community involvement

April NPU Presentation

What is new in Plan A?

A New Land Use Approach

Plan A combines the best aspects of Future Land Use and Character Area planning into a cohesive and consistent layer called Development Patterns to guide physical growth and development.

Alignment with ATL Zoning 2.0

The rewrite of Atlanta's 40-year-old Zoning Ordinance supports Plan A and the new land use approach, creating tools for customizing zoning to meet specific local needs.

Laying the Groundwork for Coordinated Small Area and Neighborhood Planning

Plan A proposes the development of a Small Area and Neighborhood Planning Program that empowers communities to develop actionable design, equity, and livability recommendations. It aims to establish a process with clear and transparent expectations and encourages greater community participation in shaping neighborhood futures.

April NPU Presentation

What is new in Plan A? (continued)

Housing for All

This Plan A update emphasizes strategies to leverage public resources such as land and local funds to ensure widespread housing affordability and opportunities for all Atlantans citywide.

Designing Atlanta's Public Realm

Plan A sees the relationship between the public realm and people's lives. It includes many recommendations to activate and enhance the public realm with art, monuments, public spaces, interpretative wayfinding, and public and private investments to contribute to Atlanta's natural, cultural, social, and civic identity.

Creating a More Resilient Atlanta

This Plan A update supports initiatives that invest in our environment, like implementing *Climate Resilient ATL*, *Activate ATL*, and *Trails ATL*.

April NPU Presentation

How does Plan A fit into other planning efforts?

Plan A advances valuable recommendations from numerous efforts and initiatives conducted by the City of Atlanta and many of its implementing partners, like those below.

Plan A will guide the development and implement new regional, city, and neighborhood plans.

Future updates to Plan A will embrace big ideas from these planning efforts and initiatives, ensuring they align with our shared vision and goals.

6

April NPU Presentation

Plan A and ATL Zoning 2.0 Coordination

Comments and Questions to
PlanA@AtlantaGA.gov

7

April NPU Presentations

Plan A Adoption

March, April, and May
Present at NPU Monthly Meetings

March 13 ✓
Close Draft #2 Public Review and Comment

April
Submit to the State and Region
Public Review and Comment on Draft #3

May
Introduce Adoption Legislation

June
Present at Final Public Hearing
Receive Final NPU Actions

July
Adopt Plan A

8

April NPU Presentations

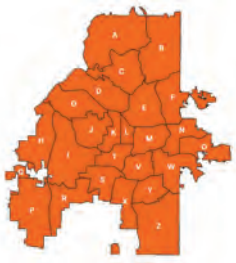
Participate

ATLANTAFORALL.COM
Review drafts, join the distribution list, or leave a comment.

Comments and Questions
PlanA@AtlantaGA.gov

@ATLPlanning

Join Your NPU!



www.npuatlanta.org

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ALL FOR ATL

Thank You!

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March 2025

PLAN A

Presentations at
NPU Monthly Meetings

Plan A Ambassadors
Office of Design
Planning Studio

PlanA@AtlantaGa.Gov
www.AtlantaforAll.com

Department of CITY PLANNING

Planning Studio Plan A Ambassadors

2

March NPU Presentations

NPU Presentations

March
Planning Process

April
Plan Highlights

May
Adoption and Early Implementation
NPUs Take Action

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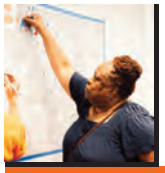

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Comments and Questions to
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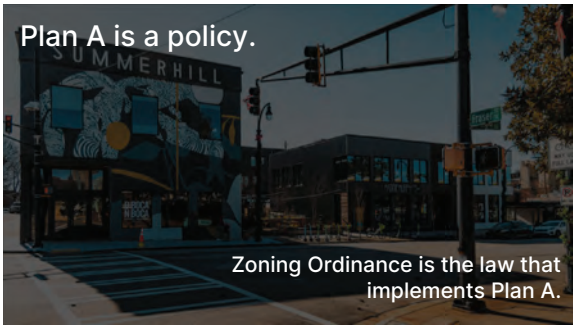


March NPU Presentations

Plan A Process

Kick-off
February 29, 2024

12 Open Houses
March to April 2024

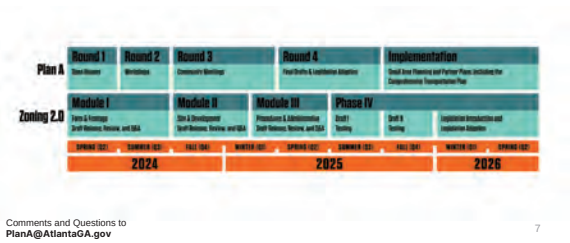
16 Workshops
May to July 2024

9 Community Meetings
October 2024 to February 2025

6

March NPU Presentations

Plan A and ATL Zoning 2.0 Coordination



Comments and Questions to
PlanA@AtlantaGA.gov

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March NPU Presentations

Plan A and ATL Zoning 2.0 Engagement

38 Citywide Plan A Meetings

50 Pop Ups

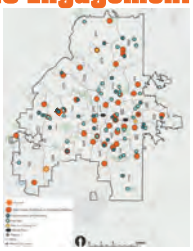
4,400+ Participants at Plan A Events

46 Conversations w/ Planners

2 Mobile Tours

2,900+ Participants at ATL Zoning 2.0 Events

7,300+
Total Participants



Comments and Questions to
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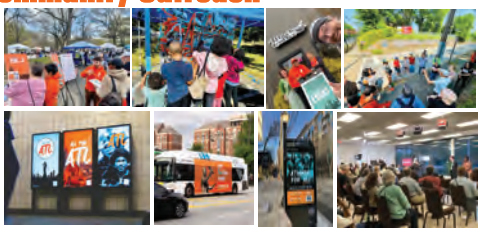
March NPU Presentations

Community Outreach



Comments and Questions to
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March NPU Presentations

Plan A Adoption

March, April, and May
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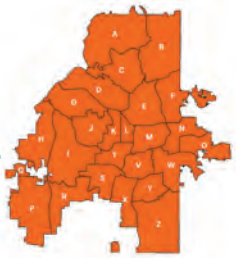

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Adoption Fact Sheet

PLAN A | Department of CITY PLANNING

What is Plan A?

Plan A is Atlanta's Comprehensive Development Plan and guides decisions impacting lives across the city every day. It sets forth the vision, goals, policies, and actions for physical growth and development.

The plan is ready for Atlanta's Neighborhood Planning Units support and adoption by City Council and the Mayor.

REVIEW THE DRAFT

Scan or visit **AtlantaforAll.com** to review the latest draft and final revisions.

Plan A remains a **DRAFT** until City Council and Mayor adopt it.

COMMUNITY INVOLVEMENT

Community involvement is essential for updating Plan A to reflect Atlanta's diversity and to include everyone in our aspirations for the city. Since February 2024, the Department of City Planning has engaged thousands of Atlantans through three rounds of Plan A meetings and the ATL Zoning 2.0 process—the ongoing initiative to rewrite the Zoning Ordinance.

150+ Total Plan A and ATL Zoning 2.0 Events	**7,300+** Total Plan A and ATL Zoning 2.0 Participants at Events	**10,000+** ATL Zoning 2.0 Comments Informed Plan A
4,200+ Comments on Drafts, Maps, and Surveys for Plan A	**105** Locations canvased	**45,000+** Social media views
67,000+ Emails opened	**16 million** MARTA ad views	

NPUS AND ADOPTION

The 25 Neighborhood Planning Units (NPUs) are official advisory groups for residents to make recommendations on Plan A to the City of Atlanta. Participate in your NPU to stay involved during Plan A's adoption.

MARCH and APRIL 2025

NPU Presentation: Plan A's Planning Process

NPU Presentation: Plan A Highlights

MAY 2025

City Council Introduces Adoption Ordinance

NPU Presentation: Plan A's Early Implementation

→NPUs VOTE ON PLAN A (25-O-1224)

JUNE 2025

Final Public Hearing on June 4

City Council Community Development and Humans Services Committee Votes on June 24

JULY 2025

Full City Council Adopts Plan A on July 7 and Sends to Mayor

PLAN A | ATLANTA DEPARTMENT OF CITY PLANNING COMPREHENSIVE DEVELOPMENT PLAN | PlanA@atlantaga.gov | www.AtlantaforAll.com

April/May 2025

Staff Report (June 4, 2025)

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ANDRE DICKENS
MAYOR

CITY OF ATLANTA
DEPARTMENT OF CITY PLANNING
55 TRINITY AVENUE, S.W. SUITE 1450 – ATLANTA, GEORGIA 30303
404-330-6070 – FAX : 404-546-8654
http://www.atlantaga.gov

JAHNEE PRINCE
COMMISSIONER

DOUG YOUNG
DIRECTOR
OFFICE OF DESIGN

MEMORANDUM

TO: Jason Winston, Chair, Community Development/Human Services Committee

FROM: Jahnee Prince, Commissioner, Department of City Planning

DATE: June 4, 2025

SUBJECT: 25-O-1224/CDP-25-001 for Plan A: Atlanta's Comprehensive Development Plan

CC: Nate Hoelzel, Project Manager, Office of Design, Department of City Planning
Doug Young, Director, Office of Design, Department of City Planning
Monique Forte, Assistant Director, Office of Design, Department of City Planning
Jessica Lavandier, Assistant Director, Office of Zoning and Development, Department of City Planning

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PROPOSAL

An Ordinance to adopt the 2025 Comprehensive Development Plan ("Plan A") as the official comprehensive development plan for the City of Atlanta, Georgia, in compliance with the requirements of the Georgia Planning Act of 1989, and for other purposes.

FINDINGS OF FACT

The Comprehensive Development Plan and the Purpose of this Legislation

Plan A is Atlanta's comprehensive development plan, or CDP, and it guides decisions about Atlanta's growth and development. The CDP shows relationships among land use, transportation, housing, economic and community development, nature, urban design, historic preservation, and other aspects to city building.

The purpose of this legislation is to adopt the City of Atlanta's 2025 Comprehensive Development Plan (entitled "Plan A") as mandated by Atlanta's City Charter Sections 3-602, 3-603, and 3-604 and as required by the Georgia Department of Community Affairs and the Georgia Planning Act of 1989. State "Minimum Standards and Procedures for Local Comprehensive Planning" (Georgia Administrative Code 110-12-1) as amended in October 2018 establish standards and procedures for comprehensive planning by all local governments in Georgia. Those standards and procedures emphasize preparing plans and help local governments address immediate needs and opportunities while

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moving toward realization of long-term goals for the future. To maintain Qualified Local Government (QLG) certification and thereby remain eligible for select state funding and permitting programs, each local government must prepare, adopt, maintain, and implement a comprehensive development plan as specified in these standards at least every 5 years.

The City of Atlanta last adopted a comprehensive development plan in 2021, and it must adopt an update to the plan by October 31, 2025, to maintain its QLG status. Atlanta's comprehensive development plan must include a set of required planning elements, including community vision and goals, needs and opportunities, land use, transportation, economic development, broadband internet, and housing and community development. Cities are encouraged to go beyond these required planning elements and supplement comprehensive development plans with other elements to make the overall plan a good local fit. Implementing elements, including Community Work Program with Report of Accomplishments and impact-fee funded Capital Improvements Element (CIE), are also required. The Georgia Department of Community Affairs (DCA) and Atlanta Regional Commission (ARC) determined that Atlanta's revisions to this year's update conform to the Minimum Standards and Procedures for Local Comprehensive Planning.

Atlanta's Growth and Development and Context for this Update

The Atlanta Regional Commission estimates Atlanta's population to be 532,000. The ARC expects Atlanta's 2050 population to be nearly 700,000 people—or, still about 9% of the region's population. That is over 170,000 more residents needing at least 100,000 new housing units. Despite strong numbers for residential growth, this update is occurring during a period of transition in the way we work—fewer people are commuting to an office five days a week, leading to a noticeable decline in the demand for office space. It is not clear at this time whether this trend is temporary, or if the way we work has changed long term.

Hotspots for development are emerging around Atlanta. New construction activity is high in the urban core (Downtown, Midtown, and Buckhead) and in emerging areas like the Upper Westside. Other hotspots include eastside neighborhoods like Edgewood, Grant Park, Peoplestown, and Old Fourth Ward, as well as pockets of southwest Atlanta like Pittsburgh and Oakland City. Most of these hotspots are along the Atlanta Beltline corridor or near MARTA rail stations, reflecting how trails and transit can serve as major drivers for development.

Additionally, several significant projects are in the pipeline for future construction. Some projects, such as Centennial Yards and the Stitch, are years in the making and just beginning to show how transformative they can be. Others are smaller projects, which collectively breathe life into neighborhood blocks, create employment opportunities, and provide places for neighbors to gather.

With Atlanta's population reaching a new high, this is an influx of new businesses and jobs, rising incomes, and vital funding for transportation and neighborhood improvements. During the course of the Plan A planning process, grappling with this growth was a central focus along with asking: Are we advancing in a way that truly embodies equity as a core value? It is crucial that Atlanta harnesses this moment to plan for a city that works for everyone.

The Planning Process and Community Involvement

Atlanta's comprehensive development plans have been the foundation guiding how the city grows and evolves since 1975. This year's update of Plan A is particularly special—it not only marks five decades of thoughtful planning, but it is also happening alongside ATL Zoning 2.0 which is the ambitious rewrite of the City's 1982 zoning ordinance.

The Public Leadership Group (PLG) guided this year's planning process. The State requires the involvement of this group for all comprehensive plan updates and requires participation of elected officials and leadership from City departments and local economic development agencies. Atlanta's Neighborhood Planning Units (NPUs) are also represented by the chair of the Atlanta Planning Advisory Board (APAB). The PLG provides high-level direction and decision-making at particular points during the process. Atlanta City Council Chair of Community Development and

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Human Services (CDHS) Committee traditionally chairs the PLG. The PLG met at least quarterly during the entire planning process.

The Department of City Planning consulted with the APAB to prepare an effective Community Involvement Plan prior to engaging the broader public. The Department routinely checked in with APAB during the planning process to keep the Community Involvement Plan relevant.

The planning process for this year's Plan A update kicked off at Greenbriar Mall in February 2024. Over 100 Plan A Ambassadors from Department of City Planning and other City departments, partner agencies, and community volunteers engaged more than 7,300 Atlantans at over 150 events. The Department of City Planning is entrusted with this remarkable community involvement to prepare a comprehensive plan reflecting Atlanta's diverse communities and voices.

Engagement included:

- 38 in-person Plan A meetings across three rounds of citywide meetings (and 12 ATL Zoning 2.0 meetings since the fall of 2021)
- Over 50 neighborhood pop-ups
- Over 50 small group conversations
- Nearly 15,000 public comments, ensuring public feedback shapes the final plan
- Quarterly meetings with the Public Leadership Group and briefings with APAB and City Council Members at key milestones

The first round of engagement included 12 Open Houses in March and April of 2024 to introduce the planning process and a proposal for a new land use approach with Development. Participants were given an opportunity to indicate which of these Development Patterns they would like to see preserved or introduced throughout the city and suggest additional ideas.

The second round of engagement included 16 Community Workshops in May and June of 2024 to review the proposed Development Patterns map and weigh in on areas of the city that required focused input.

The third round of engagement included 9 Community Meetings between October of 2024 and March of 2025. These meetings focused on "deep dives" of the plan's different elements and offered participants a chance to listen to and engage with community experts on different topics, and answer questions from the Plan A team about their thoughts on the vision and goals, needs and opportunities, and issues addressed in all the Plan A chapters.

Outreach included:

- 105 canvasing locations
- Over 45,000 social media views
- Over 67,000 emails opened from a robust, growing distribution list
- 16 million views on MARTA ads at stations and two bus wraps

Education included:

- Training sessions for Plan A Ambassadors and NPU and neighborhood leaders
- Updated factsheets and summary of key topics
- 3 Public Hearings to CDHS Committee
- Numerous other presentations to CDHS Committee, NPUs, and Neighborhood Organizations

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Public review and comment included over 200 days for three previous drafts (May to July 2024, November 2024 to March 2025, and April 2025). All NPUs reviewed the current draft during the month of May, and the Department of City Planning will make final, minor revisions and document them after the June 4 public hearing and ahead of the June 24 CDHS Committee meeting.

Plan A Document

Plan A contains 10 Planning Elements—Land Use Planning, Transportation, Housing and Community Development, Local Economic Development, Broadband Internet, Climate Resilience and Natural Systems, Urban Design, Historic Preservation, Public Safety Facilities, and Neighborhood Planning. Each Element is a chapter in Plan A organized in a similar way to better guide decisions.

- Each Element has a Vision and Goals reflecting the community's future direction and letting us know what we are working to accomplish.
- Themes define the priority Needs and Opportunities identified during the planning process to be addressed.
- Those are supported by Policies and Actions, recommendations to guide achieving the Vision and Goals, and the key activities necessary to implement them.

Plan A has six appendices, including the NPU policies and maps in Appendix 1, the required Implementing Elements in Appendix 2, and a comprehensive summary and archive of Community Involvement in Appendix 3. During the entire planning process, the Department of City Planning updated these and the other appendices, including summary of related plans and initiatives, glossary of terms, and revision highlights (Appendices 4, 5, and 6, respectively).

Planning Elements Updates

A New Land Use Approach. The City's previous land use approach was confusing and overly complicated, with too many sources of policy direction and no clear hierarchy for decision-making. Plan A combines the best aspects of Future Land Use and Character Area planning into a single cohesive layer, called "Development Patterns," to provide a consistent, streamlined approach to guiding physical growth and development.

Alignment with the New Zoning Ordinance. ATL Zoning 2.0 is a multi-year effort to rewrite the 40-year-old Zoning Ordinance that no longer meets Atlanta's present and future needs. The new Zoning Ordinance has been intentionally written to support Plan A and the new land use approach by creating the tools for the City and its neighborhoods to customize zoning to meet specific local needs.

Preparing for the Comprehensive Transportation Plan Update. Atlanta's Transportation Plan was the first citywide plan adopted under the Atlanta City Design framework in 2018. Later in 2025, Atlanta's Department of Transportation will start updating this plan to make our city's transportation network safer, more equitable, and more sustainable. The update will be based on a set of clear and ambitious goals resulting from the Plan A process, and upcoming community participation will play a vital role in shaping the next version of Atlanta's Transportation Plan and its implementation.

Housing for All. Coordinated public action among various departments and agencies, combined with strong participation from the private and philanthropic sectors, will be essential for developing housing at the price points that Atlanta requires. In this year's Plan A update, the City and its public agency partners emphasized their strategic position to leverage public resources, including land and various local funds, to ensure widespread housing affordability and opportunities for all Atlantans across every neighborhood.

Docusign Envelope ID: BFDCA0CE-0135-43B9-B804-1EACCD73A804

Designing Atlanta's Public Realm. Atlanta City Design inspires excellent urban design and recognizes the mutual relationship between the public realm and people's lives. Plan A has many recommendations to enhance the public realm with art, monuments, public spaces, interpretative wayfinding, and other public and private investments that contribute to our city and neighborhood's natural, cultural, social, and civic identity. Plan A is looking ahead to the new Zoning Ordinance by promoting quality and flexibility in building architecture and urban design to activate and enhance the public realm and evolve with the needs and opportunities of surrounding areas. Plan A furthers the vision for our parks and trails to connect more people to nature throughout the city by designing and building "nature spaces" as new public spaces at the intersection of streets with streams, rivers, and forests.

Preserving Atlanta's Places and Spaces. Historic places and spaces are our future—they make Atlanta a genuinely great and unique city. Since the adoption of Atlanta's Historic Preservation Ordinance in 1989, not much has changed related to how the City designates or reviews projects on historic properties. As a result, Atlanta continues to lose historic properties that are central to its story and identity. Plan A brings fresh ideas from Future Places Project and the ATL Zoning 2.0 initiative to highlight the need to update the City's Historic Preservation Ordinance to reflect modern best practices, address the City's operational capacity, and produce a historic preservation program that meets an urgent need in Atlanta.

Creating a More Resilient Atlanta. The physical and mental health of Atlanta residents is inextricably linked to the health of the city's natural systems. These systems are our first defense against environmental pollution and climate vulnerabilities to extreme heat, drought, and flooding. This update to Plan A supports several upcoming initiatives that will not only make substantial investments in our environment but also celebrate it. Implementing the upcoming Climate Resilient ATL will build our capacity to prepare, adapt, and respond to climate change. Later this year Atlanta will have a new Tree Protection Ordinance focusing on preserving the long-term health of the city's tree canopy while supporting future growth and development. Plan A also supports Activate ATL (and the new Trails ATL) and its community vision of increasing access to exceptional recreational programming and fostering connections to nature through parks and trails.

Setting the Groundwork for Coordinated Small Area and Neighborhood Planning. Plan A outlines the initial steps for creating a small area and neighborhood planning program. This program is intended to empower partners and community members to develop actionable recommendations for neighborhoods facing significant design, equity, and livability challenges. Additionally, it will establish clear and transparent expectations for planning processes, encouraging greater community participation in shaping the future of their neighborhoods.

Implementing Elements Updates

Plan A emphasizes implementation. Over the past few years, many key projects prioritized by the plan have either been completed or are actively underway, showcasing our collective commitment to turning the plan's vision into reality.

This update of Plan A continues to build on this momentum. Every chapter in Plan A outlines achievable actions, many of which create synergies across multiple chapters and are carried over in the Community Work Program and Capital Improvements Element.

Additionally, several programs and projects included in the new Community Work Program— the required prioritized list of actions to implement significant recommendations over the next five years—are supported by ongoing local infrastructure initiatives, such as Moving Atlanta Forward and More MARTA. Various economic and community development initiatives from local partners, including Invest Atlanta, Atlanta Housing, Atlanta Beltline, and Atlanta's philanthropic community, leverage implementation efforts even further.

Docusign Envelope ID: BFDCA0CE-0135-43B9-B804-1EACCD73A804

Plan A and Other City and Regional Plans

Plan A acknowledges that Atlanta is the core of a larger, dynamic region by integrating The Atlanta Region's Plan, specifically, the region's 2024 update to the Metropolitan Transportation Plan, into the planning process and plan recommendations.

Each Planning Element references related citywide plans and studies which inform key recommendations, as well.

Plan A and Atlanta City Design

Atlanta City Design, which was incorporated into the City Charter in 2017, is a framework for equitable, inclusive, and accessible growth. Inspired by our core values, Atlanta City Design reveals that the essence of Atlanta's shared identity is key to shaping a vibrant future city that can welcome a growing population. Additionally, it presents ideas to celebrate and enhance Atlanta's authentic character. Plan A represents the next step toward realizing our shared aspirations.

The Plan A adopted in October 2021 was Atlanta's first comprehensive plan update advancing the vision of Atlanta City Design:

> At our best, Atlanta is both a vibrant city and a verdant forest. Our core values-- equity, progress, ambition, access, and nature—will guide our growth and change to create a future city that is designed for people, designed for nature, and designed for people in nature.

Plan A aligns several initiatives using Atlanta City Design as a framework to plan for a future Atlanta with greater density and diversity while conserving our ecosystem and beautiful landscapes and unique character and scale of our neighborhoods. It is intended to be a policy guide to inform future growth and development for years to come.

Atlanta City Design identifies two distinct design areas to frame land use planning: Growth Areas and Conservation Areas. It was a challenge to fold in this new layer as a policy approach in the 2021 Plan A Land Use Planning Element. The plan already had two guiding layers with 36 different designations, 20 Future Land Uses, and 16 Character Areas. Add Atlanta City Design, and the land use approach became very messy and complicated, lacking a clear hierarchy or process for resolving conflicting designations.

A major goal of this update to Plan A is to streamline and simplify the land use planning approach. The Department of City Planning selected the components of each layer that worked best and created Development Patterns. No changes were made to Atlanta City Design Growth and Conservation Areas, and they remain a useful guide to understanding Atlanta's current and future physical form.

DCA and ARC Approval and Submission of Adopted Plan by October 31

Georgia Department of Community Affairs and Atlanta Regional Commission reviewed Atlanta's 2025 comprehensive plan update and determined that it meets the State's "Minimum Standards for Local Comprehensive Planning." Atlanta City Council and the Mayor are now responsible for adopting Plan A by October 31, 2025, to maintain the City's Qualified Local Government status. When adopted, the Department of City Planning will submit the final plan to DCA and ARC. Only when adopted and submitted will DCA reinstate the City's QLG status. DCA has already reviewed and approved the City's 2025-2029 Capital Improvements Element (adopted in October 2024 by ordinance 24-O-1497). It is the City's responsibility to ensure the annual CIE for 2026-2030 is adopted by October 31, 2025.

Upon adopting this year's Plan A update, the City must commit to DCA and ARC that the next update will be completed by October 31, 2030.

Docusign Envelope ID: BFDCA0CE-0135-43B9-B804-1EACCD73A804

RECOMMENDATIONS ON ORDINANCE:

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS (DCA) AND ATLANTA REGIONAL COMMISSION (ARC) REVIEW: The 2025 Comprehensive Development Plan ("Plan A") ADEQUATELY ADDRESSES the State's "Minimum Standards and Procedures for Local Comprehensive Planning."

DEPARTMENT OF CITY PLANNING STAFF RECOMMENDATION: APPROVAL of Plan A.

NPU Recommendations: 25 out of the 25 NPUs Voted to SUPPORT ADOPTION of Plan A at their May 2025 meetings.

Committee Amendment Form (June 16, 2025)

COMMITTEE AMENDMENT FORM

Date: Monday, June 16, 2025

Committee: Community Development/Human Services **PAGE #'S:** Noted below

Ordinance # 25-O-1224/CDP-24-001 (Dept. of City Planning) **SECTION(S):** in report

Resolution # N/A **PARAGRAPH** documents

Revisions to the final documents for *Plan A-Atlanta's Comprehensive Development Plan*. The highlights below are for revisions made to Draft #4 which was presented with the adoption ordinance 25-O-1224 when it was introduced in late April/early May 2025.

Location in Final Draft	Revisions Made	Notes
Introduction	1. Added brief summary of final Community Involvement activities	More summary in Appendix 3
Land Use chapter	Made the following revisions to the Development Pattern Maps: 1. Fairburn Road SW and Benjamin E. Mays Dr SW area to LDMU (NPU-H) 2. Little 5 Points Neighborhood Commercial area to LDMU (NPU-N) 3. Piedmont Road area to LDR (NPU-E) 4. CDP 2nd Quarter Future Land Use changes (multiple NPUs)	Revisions based on Legislation, and additional Technical Review after NPU and Implementing Partner comments
Climate Resilience & Natural Systems Chapter	1. Updated Water Resource Map	In response to DCA/ARC comments and informed by more up-to-date information from DWM
	2. Updated Parks Map	In response to DCA/ARC comments and informed by more up-to-date information from DPR
Neighborhood Planning Chapter	1. Added information about campus plans for universities and colleges in Atlanta	In response to DCA/ARC comments
	2. Added Stitch to recently adopted small area plans	In response to recent legislation
Appendix 1	1. Included Final NPU policies	All NPUs confirmed revisions
Appendix 2	1. Added Action #90 in the Community Work Program "Planning Study: Neighborhoods and Places of Worship"	Informed by Conversations with Planners with Faith-based Organizations
Appendix 3	1. Provided summary Round 4: Final Drafts and Adoption under a new added Section 7	None
	2. Also included adoption materials (e.g., NPU and Public Hearing Presentations, staff report, Adoption Ordinance, etc.)	None
Throughout the documents	1. Made various copyedit revisions throughout the documents	None

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Adoption Ordinance (25-O-1224/CDP-25-001)

CITY COUNCIL
ATLANTA, GEORGIA

25-O-1224

A SUBSTITUTE ORDINANCE BY COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE ADOPTING PLAN A - THE CITY OF ATLANTA'S 2025 COMPREHENSIVE DEVELOPMENT PLAN AS THE OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN FOR THE CITY OF ATLANTA, GEORGIA IN COMPLIANCE WITH THE REQUIREMENTS OF THE GEORGIA PLANNING ACT OF 1989; AND FOR OTHER PURPOSES.
(HELD 5/13/25 BY THE COMMITTEE FOR A CDP PUBLIC HEARING SCHEDULED FOR JUNE 4, 2025)

WHEREAS, Sections 3-602, 3-603, and 3-604 of the Charter of the City of Atlanta, Georgia ("Charter") mandate that the Mayor prepare a Comprehensive Development Plan ("CDP") to provide for the physical, social, and economic growth of the City of Atlanta as well as to promote the public health, safety and general welfare of the City's residents every five years; and

WHEREAS, the CDP is a guide to the growth and development of the City of Atlanta and sets forth the goals to achieve and the policies and actions to implement over the next five years; and

WHEREAS, preparing, adopting, maintaining, and implementing a comprehensive development plan is a requirement for local governments pursuant to the Georgia Planning Act of 1989 and to maintain qualified local government certification to be eligible for select state funding and permitting programs; and

WHEREAS, the Georgia Department of Community Affairs ("DCA") adopted the "Standards and Procedures for Local Comprehensive Planning" effective on October 1, 2018 and established October 31, 2025 as the deadline for the City of Atlanta to adopt a comprehensive plan that meets the 2018 Standards and Procedures for Comprehensive Planning; and

WHEREAS, the draft of the 2025 CDP has been prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989; and

WHEREAS, the City of Atlanta is required to transmit the 2025 CDP to the Atlanta Regional Commission ("ARC") and the Georgia Department of Community Affairs ("DCA") for review prior to final adoption; and

WHEREAS, both the ARC and DCA have completed their review of the 2025 CDP; and

Last Updated: 05/16/25 Page 1 of 6

WHEREAS, the planning process began with a citywide public meeting on February 29, 2024 followed by three rounds of public meetings between March 2024 and February 2025 totaling 38 public meetings; and

WHEREAS, public hearings for the City of Atlanta's draft CDP took place at the Atlanta City Council Community Development/Human Services Committee Quarterly CDP Public Hearings on March 6, 2024, September 4, 2024, November 25, 2024, March 10, 2025, and June 4, 2025; and

WHEREAS, the City Council of the City of Atlanta finds that adopting the 2025 CDP is in the best interest of public health, safety, and general welfare of the City's residents.

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

SECTION 1: The document entitled Plan A - The City of Atlanta's 2025 Comprehensive Development Plan ("Plan A"), on file with the City Clerk and the Department of City Planning and incorporated herein by reference is hereby adopted as the official Comprehensive Development Plan for the City of Atlanta, Georgia, as mandated by Sections 3-602, 3-603, and 3-604 of the Charter of the City of Atlanta, Georgia.

SECTION 2: Plan A shall become effective immediately upon adoption by the City Council and approval by the Mayor and shall remain in effect until such time as they are amended or repealed.

SECTION 3: All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed to the extent of any conflict.

EXHIBIT A

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

April 2025

Plan A: City of Atlanta Comprehensive Development Plan

City of Atlanta
Andre Dickens, Mayor

Department of City Planning
Jahnee Prince, Commissioner

Atlanta City Hall • 55 Trinity Avenue SW • Atlanta GA 30303

Last Updated: 05/16/25

25-O-1224
Page 3 of 6

THE FULL REPORT IS AVAILABLE AT THE CITY CLERK'S OFFICE

LEGISLATION HISTORY – BLUE BACK

CITY COUNCIL
ATLANTA, GEORGIA

25-O-1224

A SUBSTITUTE ORDINANCE BY COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE ADOPTING PLAN A - THE CITY OF ATLANTA'S 2025 COMPREHENSIVE DEVELOPMENT PLAN AS THE OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN FOR THE CITY OF ATLANTA, GEORGIA IN COMPLIANCE WITH THE REQUIREMENTS OF THE GEORGIA PLANNING ACT OF 1989; AND FOR OTHER PURPOSES.

(Held 5/13/25 by the committee for a CDP Public Hearing scheduled for June 4, 2025)

Workflow List:

Jahnee Prince	Completed	04/17/2025 6:27 PM
Lauren Clayton	Completed	04/18/2025 10:49 AM
Mayor's Office	Completed	04/18/2025 12:59 PM
Office of Research and Policy Analysis	Completed	04/22/2025 12:15 PM
Atlanta City Council	Completed	05/05/2025 1:00 PM
Community Development/Human Services Committee	Completed	05/13/2025 1:30 PM
Community Development/Human Services Committee	Completed	04/29/2025 1:30 PM
Atlanta City Council	Completed	05/19/2025 1:00 PM
Community Development/Human Services Committee	Completed	05/27/2025 1:00 PM
Atlanta City Council	Completed	06/02/2025 1:00 PM
Community Development/Human Services Committee	Pending	06/10/2025 1:30 PM

HISTORY:

04/29/25	Community Development/Human Services Committee	
05/05/25	Atlanta City Council	REFERRED TO COMMITTEE

RESULT:	**REFERRED TO COMMITTEE [12 TO 0]**	**Next: 5/13/2025 1:30 PM**
MOVER:	Alex Wan, Councilmember, District 6	
SECONDER:	Liliana Bakhtiari, Councilmember, District 5	
AYES:	Westmoreland, Collins, Winston, Farokhi, Amos, Dozier, Bakhtiari, Wan, Shook, Hillis, Boone, Overstreet	
AWAY:	Michael Julian Bond, Mary Norwood, Antonio Lewis	

05/13/25 Community Development/Human Services CommitteeHELD IN COMMITTEE

RESULT:	**HELD IN COMMITTEE [UNANIMOUS]**
MOVER:	Jason H. Winston, Chair, District 1
SECONDER:	Liliana Bakhtiari, District 5
AYES:	Winston, Bakhtiari, Bond, Boone, Dozier, Westmoreland
ABSENT:	Mary Norwood

05/19/25	Atlanta City Council	RETURNED AS HELD

RESULT:	**RETURNED AS HELD**	**Next: 5/27/2025 1:00 PM**

05/27/25	Community Development/Human Services Committee	HELD IN COMMITTEE

RESULT:	**HELD IN COMMITTEE**	**Next: 6/2/2025 1:00 PM**

06/02/25	Atlanta City Council	RETURNED AS HELD

RESULT:	**RETURNED AS HELD**	**Next: 6/10/2025 1:30 PM**

Certified by Presiding Officer	Certified by Clerk
	CERTIFIED 6/10/2025 MUNICIPAL CLERK Corrine A Lindo
Mayor's Action *See Authentication Page Attachment*	

End of Plan A

Appendix 3

Department of
CITY PLANNING

Department of
CITY PLANNING

ATLANTA FOR ALL
ALL FOR ATLANTA

July
2025

Plan A: Appendix 4
Related Plans & Initiatives

FINAL DRAFT

PLAN A

DELTA
1-800-411-PAIN

Appendix 4

Related Plans & Initiatives

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Related Plans & Initiatives

A&E Atlanta and Local Stories (Ongoing). A&E Atlanta has funded the creation and exhibition of Local Stories on the digital screen at Margaret Mitchell Square in Downtown Atlanta. The Arts & Entertainment District (A&E Atlanta)—an initiative that leverages revenue from commercial advertising to fund arts programming (outdoor media, local artwork, accent lighting, and digital and static signage) in Downtown Atlanta—is governed by the City Code and administered by ADID.

Activate ATL Comprehensive Parks and Recreation Master Plan (2021). *Activate ATL* is a 10-year Master Plan to improve and expand Atlanta's parks, recreational programs, and facilities city-wide.

Activate ATL Strategic Plan, 2022-2026 (2022). The *Activate ATL Strategic Plan* is an extension of the Department of Parks and Recreation's 10-Year Comprehensive Master Plan, *Activate ATL*. It lays the framework for investing, connecting, and growing the City's parks and recreational system. It outlines actions to be taken over the next five years, tied to ambitious and measurable goals and ensuring accountability and progress.

AeroATL Greenway Model Mile Atlanta Project Feasibility Study (2021). A joint master plan study that identified an extensive network of trails to connect the many communities of South Metro Atlanta; this involved 10 local governments, CIDs, and non-profit partners, including College Park, East Point, Forest Park, Hapeville, South Fulton, Clayton County, Fulton County, Hartsfield Jackson International Airport, AeroATL, and the AeroATL CIDs.

ARC's Metropolitan Transportation Plan (2024). The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency of 11 counties in the Atlanta region. Adopted in February 2024, the ARC's Metropolitan Transportation Plan lays out the vision of the Atlanta Metro area's transportation needs and priorities through 2050. The plan calls for a $168.3 billion investment in transportation infrastructure. The plan states five goals for the Atlanta region: creating healthy and livable communities, strategic investment, delivering services with operational efficiency and excellence, engaging diverse stakeholders, and fostering a competitive economy.

Atlanta Beltline Subarea Plans (2009 to present). The 10 Atlanta Beltline Subarea Plans serve as guiding documents to inform growth and development decisions within the Atlanta Beltline subareas, focusing on mobility, affordable housing, zoning and land use, and arts and culture. These plans are regularly reviewed and updated to reflect better policy, development, and neighborhood growth changes.

Atlanta Beltline Subarea 4 Master Plan Update (2023). This planning process revisited and updated the original Subarea 4 Master Plan adopted in 2011. It provides policy recommendations in land use, mobility, open space, affordable housing, and public art to help guide growth, development, preservation, and investment decisions.

Atlanta Beltline Transit Study (2025). In 2024, the Atlanta Beltline began a transit study on 13.6 miles of the 22-mile loop, covering the southeast, southwest, and northwest sections of the Atlanta Beltline corridor. It is anticipated to be completed in 2025. The study will identify the preferred transit alignment and station locations in the northwest study area, and it will review and confirm preferred station locations where the alignment has already been determined in the southwest and southeast quadrants.

Atlanta Cemetery Network (2022). The Atlanta Cemetery Network (ACN) is revitalizing cemeteries in our city by assisting communities, groups, and individuals interested in preserving the history of cemeteries in Atlanta and focusing attention and resources on cemeteries and burial grounds associated with Black Americans and Black communities. It promotes and highlights known Atlanta cemeteries and encourages residents to help find obscured and forgotten cemeteries for revitalization. The ACN is also a hub for exchanging knowledge and expertise about cemeteries; it serves as a gathering space for diverse individuals who want to learn about cemetery history and caretaking, including their care and management.

***Atlanta City Design* (2017).** The *Atlanta City Design* is the City of Atlanta's guiding document. It articulates an aspiration for the future city that Atlantans can fall in love with, knowing that if people love their city, they will make better decisions. These decisions will be reflected in all the plans, policies, and investments the city makes, allowing Dr. King's concept of the Beloved Community: a space of social equity and peace, one in which we all belong and live in freedom free from prejudice—to guide growth and transform Atlanta into the best possible version of itself.

Atlanta City Design: Housing (2020). *Atlanta City Design Housing* tells a story about the past, present, and potential future of land use and zoning and its impact on housing in Atlanta. Its proposals are a result of over two years of research and analysis aimed at eliminating the structures of racism and discrimination that limit housing affordability and exacerbate inequality. Over the past year, the Department of City Planning presented ACDH to all 25 NPUs and at NPU University. The Department conducted unique engagement activities to delve into the history of housing policy in Atlanta, including virtual panel discussions, a Storymap, and a book club series using Richard Rothstein's *The Color of Law*, which reached over 100 community members. The Department's Office of Housing and Community Development frequently presents to City Council to lead engagement between community members and elected officials in drafting and implementing legislation.

Atlanta City Design: Nature (2020). A plan to protect, restore, and accentuate the urban ecology of Atlanta, intended to provide a deeper understanding of the value of nature in Atlanta and the challenge of protecting and expanding the ecological value of the city's forest, watersheds, and native habitats while embracing the desired growth of the City of Atlanta.

Atlanta Curbside Management Action Plan (2022). The 2022 Atlanta Curbside Management Action Plan is the result of a partnership between Central Atlanta Progress, the Atlanta Downtown Improvement District, and Midtown Alliance that identifies projects and policies that advance the mobility, safety, and equity of people and business-related curbside activity in two of Atlanta's bustling neighborhoods.

The Curbside Management Plan addresses all activities at the curb, including:

- Parking
- Commercial loading
- Taxi, Uber, Lyft, and food delivery use
- Transit access
- Bike activity
- Micromobility activity (E-scooters and more)
- Pedestrian Access

Atlanta Housing Strategic Plan (2023). When Atlanta Housing was established in 1937, its primary mission was to provide housing and rental assistance to Atlantans who need it most. Over time, through land, investment capital, and expertise, Atlanta Housing evolved to serve local communities and the housing sector, providing safe, healthy, and diverse mixed-income housing options for all while retaining our specific focus on families at the lower levels of the income scale. In 2023, Atlanta Housing adopted its latest five-year strategy to build and preserve 10,000 affordable housing units and provide ownership opportunities for low-income families.

Atlanta's Climate Action Plan (2015). Atlanta's *Climate Action Plan* includes strategies and recommendations for how the City of Atlanta can reduce greenhouse gas emissions and adapt to the effects of climate change.

Atlanta's Consolidated Plan (2020). *Atlanta's Consolidated Plan* prioritizes the City's affordable housing, homelessness, assisted housing, community development, and economic development needs and the use of federal Housing and Urban Development (HUD) funds over the next five years. Hundreds attended meetings, participated in focus groups and interviews, and completed surveys and detailed questionnaires preparing this plan. These stakeholders represent diverse viewpoints, from elected officials to City staff, Atlanta Housing staff, developers, nonprofit organizations, homeless housing and service providers, mental health service providers, agencies serving people with disabilities, senior services, workforce development organizations, and mortgage lenders.

Atlanta LGBTQ+ Historic Context Statement. The *Atlanta LGBTQ+ Historic Context Statement* shows the LGBTQ+ community's rich, varied, complex, and important role in the City of Atlanta's history. It reflects the communities, events, and people that make it the thriving city it is today, and Understanding Atlanta's LGBTQ+ history is critical to understanding the city's history fully.

Atlanta Public School's 2020-2025 Strategic Plan. The *Atlanta Public School's 2020-2025 Strategic Plan* outlines how to come together as a community to achieve a vision of a "high-performing school district where students love to learn, educators inspire, families engage, and the community trusts the system." The plan provides an intentional focus and direction for the next five years.

Atlanta Regional Freight Plan Update (2024). The *Atlanta Regional Freight Plan Update* assesses the current plan against the latest understanding of existing freight conditions and federal, state, and regional policies. It supports the development of an Infrastructure Investment and Jobs Act (IIJA) compliant *Metropolitan Transportation Plan* as it relates to any applicable freight provisions. It also identifies projects of national, state, and regional significance.

Atlanta Regional Commission's Livable Centers Imitative Plans. ARC's Livable Centers Initiative Program has been helping pay for planning studies. The construction of transportation projects, such as sidewalks and intersection improvements, to bring those visions to life since 2000, and this live link lists projects dating back to 2020.

Atlanta's Transportation Plan (2018). *Atlanta's Transportation Plan* is the City's Comprehensive Transportation Plan (CTP). Completed in 2018, it identified important safety and mode shift metrics that continue to guide the City's transportation efforts today. This plan provides a roadmap to a future transportation system that relies less on cars while

anticipating future infrastructure needs to support growth and density. Atlanta's Department of Transportation (ATLDOT) is leading the public planning process for updates to the CTP in 2025.

Atlanta Urban Redevelopment Plan (2010). The 2010 *Atlanta Urban Development Plan* aims to improve the "public health, safety, morals, and welfare" of a specifically designated and qualifying area, otherwise labeled as an Urban Redevelopment Area.

ATL Zoning 2.0 Technical Approach and Zoning Diagnostic Updates (2023). The 2023 *ATL Zoning 2.0 Technical Approach and Zoning Diagnostic Updates* amend the 2017 Diagnostic that reviewed the existing Zoning Ordinance through the lens of the *Atlanta City Design* and identified issues where it does not support the *Atlanta City Design* framework or strategic actions; identified issues where it did not address new challenges and identified potential strategies to address these issues (and the recommendations of the 2017 Diagnostic) in the updated Zoning Ordinance.

Beltline Equitable Development Plan (2009). This plan distinguishes between the strategies and activities within ABI's control and those outside ABI's control, in which other organizations will help to achieve the Beltline's equitable development objectives.

Beltline 2030 Strategic Implementation Plan (2013). Atlanta Beltline's *2030 Strategic Implementation Plan (SIP)* is a framework to complete the short- and long-term elements of the Atlanta BeltLine program. It lays out a flexible strategy that will continue to be updated over the program's life, bringing the full Atlanta Beltline vision to fruition.

Beltline Tax Allocation District (TAD) Ordinance (2005). The Beltline TAD Ordinance utilizes Georgia's tax allocation district (TAD) for a multimodal project that includes roadway improvements, bike lanes, pedestrian paths, transit, and the development of green space and other amenities.

Boulevard Atlanta Medical Center Small Area Plan (2024). The *Boulevard Atlanta Medical Center (AMC) Small Area Plan* is a roadmap for the future of the AMC Property that reflects the aspiration of the community, identifies potential uses that are desirable and achievable, and provides development recommendations.

Campbellton Corridor TOD Master Plan (2023). The *Campbellton Corridor TOD Master Plan* outlines MARTA's planned investment in high-capacity transit along this corridor, which is intended to provide enhanced mobility and greater regional connectivity to the area's residents and businesses, support transit-oriented development (TOD), and jump-start economic development.

Capital Improvement Element (CIE) (2024). The Capital Improvements Element has two components: an Annual Financial Report and a Schedule of Improvements, which spells out how impact fees can only be expended on system improvement projects. The Annual Financial Report summarizes impact fees collected, encumbered, and used by the public facility and service area category for the last completed fiscal year. The Schedule for Improvements identifies capital projects to be financed as a whole or partly by impact fees during the upcoming five years. The Atlanta Regional Commission must approve the CIE, the Georgia Department of Community Affairs, adopted by the Atlanta City Council, and approved by the Mayor or by operation of law by October 31st annually.

Cargo Atlanta (2015) and Northwest Atlanta Freight Study (2023). In 2015, the City of Atlanta adopted *Cargo Atlanta: A City-wide Freight Strategy*, which ensures that Atlanta's transportation network can support the existing and growing competitive industrial sector while sustaining a high quality of life within the city's neighborhoods. The plan needs a comprehensive update, but in 2023, the City's Department of City Planning and Department of Transportation collaborated with the Atlanta Regional Commission on the development of the Northwest Atlanta Industrial Area Freight Cluster Plan, also termed *Freight ATL: Northwest*, focused on neighborhoods with some of the highest density of industrial land uses and freight traffic in Atlanta to address community concerns over improving the efficiency and safety of moving goods in the area, sustaining a thriving industrial sector, and maintaining a high quality of life. It includes concept plans, proposed projects, policies, and strategies for freight operations and mobility, corridor safety, job access, and industrial business retention and attraction. More freight planning is expected as part of the ongoing CTP update.

Cascade Heights Greenway Network (2022). A proposed network of eight multi-modal greenway corridors connecting 600+ acres of greenspace within a 1-mile radius of the Cascade Heights Business Historic District.

CATALYST: Metro Atlanta Regional Economic Competitiveness Strategy (2018). CATALYST guides policies, programs, and investments that ensure the region's continued economic dynamism. It is designed to provide information, tools, and specific actions to ARC, partner organizations, local economic and community development practitioners, elected leaders, and private businesses.

The Chattahoochee RiverLands Design Guidelines: Part 1 (2022). The first set of design guidelines for the Chattahoochee Riverlands is meant to help stakeholders develop a singular user experience through the multiple jurisdictions and varied landscapes the RiverLands will travel.

Chattahoochee RiverLands Greenway Study (2020). *The Chattahoochee RiverLands Greenway Study* reconsiders the region's relationship to the Chattahoochee River and proposes a collective vision for the future. It envisions new and equitable investments in parks, trails, and water access points along a continuous 125-mile-long public space from Buford Dam on Lake Lanier to Chattahoochee Bend State Park.

City of Atlanta Department of Parks and Recreation Equity Data Tool (2022). The Department of Parks and Recreation (DPR) Equity Data Tool (EDT) is an online interactive mapping platform used to evaluate Atlanta's parks and recreation centers and the neighborhood determinants of health for each census tract in which the parks and recreation centers are located. EDT offers a way to visualize and communicate inequities and disparities across Atlanta's neighborhoods—showing which parks and rec centers have the greatest need for capital improvement—and exactly where the need is located. The data includes diverse indicators to help guide equitable capital investment and improvement prioritization and monitor and evaluate DPR's efforts and impact over time.

City of Atlanta Environmental Impact Bond (2019). The City of Atlanta's Department of Watershed Management Environmental Impact Bond (EIB) finances six green infrastructure projects in the Proctor Creek Watershed to manage stormwater in economically and environmentally distressed neighborhoods that previously lacked access to funding. Once completed, the projects will have the capacity to absorb 55 million gallons of stormwater annually from flowing into the watershed, with the co-benefits of reducing local flooding and increasing access to green space.

City of Atlanta and Invest Atlanta Brownfield Revolving Loan Fund Program (Ongoing). The City of Atlanta - Invest Atlanta Brownfields Revolving Loan Fund (BRLF) Program funds eligible brownfields cleanup projects within the Atlanta city limits. Brownfields Revolving Loan Fund (BRLF) funding is available to qualified, eligible market-ready sites to fund environmental cleanup activities. The BRLF program provides low-interest loans to developers, private property owners, and subgrants for brownfield-related remediation or abatement activities to non-profits.

EPA defines a brownfield as real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of hazardous substances, pollutants, contaminants, controlled substances, petroleum or petroleum products, or mine-scarred lands.

The goals of the City's Brownfield Program are to improve the quality of life, revitalize neighborhoods, and increase the City's tax base by:

- Encouraging sustainable redevelopment of brownfield sites;
- Protecting human health and the environment;
- Supporting the retention and attraction of jobs;
- Maximizing the effectiveness of the Brownfield Program through collaborative efforts; and
- Educating and engaging with the community about the Brownfield Program.

City of Atlanta Green Infrastructure Design Challenge (Ongoing). The Department of Watershed Management's Green Infrastructure Design Challenge asks engineering and landscape architecture firms to engage the surrounding community to develop conceptual green infrastructure solutions at one of five sites throughout Atlanta, identified for their unique set of challenges and their potential for creative solutions to improve water quality and reduce flooding while also achieving co-benefits such as enhancing the public realm.

City of Atlanta Local Workforce Development Plan (2022 Update). The Local Workforce Development Board oversees the implementation of a comprehensive workforce development system by the U.S. Department of Labor Workforce and Innovation Opportunity Act (WOIA). Federal regulations require the Board and Mayor to complete a four-year plan with policies and investments that the Workforce Development Agency will implement to support workforce system strategies, regional economies, local and regional sector partnerships, and career pathways. In Atlanta, the Workforce Development Agency is known as WorkSource Atlanta.

City of Atlanta Tree Protection Ordinance Updates (2022). The 2022 City of Atlanta Tree Protection Ordinance Updates were the first phase of an incremental approach to updating the ordinance.

Clean Energy Atlanta (2019). *Clean Energy Atlanta* is our City's plan to transition to 100% clean energy by 2035. This ambitious but achievable goal can ensure that Atlantans are shielded to the maximum extent possible from the adverse effects of climate change. *Clean Energy Atlanta* puts equity at the center of its plans and sets forth a path towards an affordable, equitable and resilient future.

Climate Resilient ATL (2025). Atlanta's first Climate Resilience Action Plan identifies a range of ambitious goals in alignment with the "National Climate Resilience Framework." Our plan is meant to position Atlanta for managing the increasing effects of climate change, preventing those impacts from affecting some neighborhoods more than others, and uplifting climate action as a path to more sustainable, healthy, and equitable communities.

Downtown Atlanta Commercial-to-Residential Conversion Feasibility Study (2024). Central Atlanta Progress commissioned a study of office-to-residential conversions in Downtown Atlanta centered on three research questions to identify potential buildings for conversion and evaluate the feasibility of this type of adaptive reuse in those structures:

- What are the barriers or opportunities to conversion feasibility in Downtown? (Physical and Market Analysis)
- What types of buildings might be rational to convert to housing? Under what economic conditions? (Financial Analysis)
- How can public investment advance policy objectives around increasing housing supply Downtown? (Policy and Case Study Analysis)

The report determined there were five key factors to convertibility when talking about office-to-residential conversions: market conditions, physical attributes and location, cost to convert, residential building performance, and regulatory requirements all play into whether a conversion will be successful. Ten buildings in Downtown Atlanta were identified as either currently meeting the criteria to be a candidate for office-to-residential conversion or are predicted to meet those criteria soon.

Downtown Atlanta Urban Tree Planting Plan (2024). The *Downtown Atlanta Tree Planting Plan* aims to double tree coverage by planting upwards of 8,000 trees in phases over ten years, with planting along Downtown streets and underutilized land to cool the streets, reduce the urban heat island effect, mitigate greenhouse gas emissions at the ground level, trap airborne particulate matter, and increase natural carbon sequestration. By enhancing the user experience on a human scale, these catalytic efforts will create a healthy, comfortable, and safe urban environment for residents and visitors alike. The *Downtown Atlanta Urban Tree Planting Plan* is the blueprint for action and implementation for the next decade.

Future Places Project (2020). In 2020, the Department of City Planning commissioned a comprehensive analysis of its historic preservation work, called the Future Places Project. It reaffirms the City's historic preservation program through extensive research, comparative analysis, and public outreach and education. Future Places Project identifies new ideas and actions to protect Atlanta's unique places. The project included a peer city analysis, Atlanta's first Parks Historic Resource Survey, a windshield survey, and much more. The City's Historic Preservation studio continues to identify funding and programs outlined in the project's Call to Action booklet. Recently established programs include, African American Heritage Initiative (2023), Preserving Pride (2023), and Atlanta Cemetery Network (2021).

Georgia Community Schoolyards® Projects (Ongoing). The Trust for Public Land, Atlanta Public Schools, Urban Land Institute Atlanta, Park Pride, various City of Atlanta agencies, and other partners collaborated to improve schoolyards throughout Atlanta, transforming them into community parks. The initiative aims to create spaces that support children's and communities' healthy development and increase access to green spaces for all. The Georgia Community Schoolyards® Projects also aims to help Atlanta reach its goal of having every resident within a 10-minute walk of a park by 2050.

Georgia Technology Authority Digital Connectivity Plan (Ongoing). The Georgia Technology Authority's *Digital Connectivity Plan* serves as Georgia's foundational framework for addressing the Digital Equity Act of 2021 and the Infrastructure Investment and Jobs Act of 2021, Public Law 117-58, 135 Stat. 429. Spearheaded by GTA, this Plan is a collaborative effort involving a broad network of stakeholders. The Plan aligns with the federal framework for state digital equity plans. Its mission is to break down barriers to digital connectivity within Georgia by focusing on multiple facets. This includes, but is not limited to, ensuring broadband technology is both available and affordable, promoting digital literacy, enhancing cybersecurity awareness, and ensuring affordable access to consumer devices and technical support.

Green Infrastructure Strategic Action Plan (2017). The City of Atlanta's *Green Infrastructure Strategic Action Plan* is a comprehensive action plan to advance the implementation of green infrastructure as a stormwater management strategy city-wide, across departments and with outside partners, to achieve multiple triple bottom-line benefits.

Historic Preservation Ordinance. Adopted City policy provides that the Atlanta Urban Design Commission (UDC) identify, protect, enhance, and perpetuate the use of buildings, sites, and districts of special character, historic interest, or aesthetic value. It is in the interest of health, prosperity, safety, education, and the general welfare of the public that the City maintains this policy. Among other activities, the Urban Design Commission accomplishes this policy by nominating and regulating buildings, properties, and districts to categories of protection offered under the City's Historic Preservation Ordinance. In addition, the Historic Preservation Ordinance, adopted by the City Council and signed by the Mayor in 1989, establishes and outlines the City's historic preservation program. The ordinance delineates the responsibilities of the Urban Design Commission and its staff and outlines its procedures. The policies of the City of Atlanta Historic Preservation Ordinance are:

- Affect and accomplish the protection, enhancement, and perpetuation of such buildings, sites, and districts, representing or reflecting special elements of the city's cultural, social, economic, and architectural history.
- Safeguard the city's historic aesthetic and cultural heritage, as embodied and reflected in such buildings, sites, and districts.
- Stabilize and improve property values of such buildings, sites, and districts.
- Foster civic pride in the beauty and noble accomplishments of the past.
- Protect and enhance the city's attractions to tourists and visitors, supporting and stimulating business and industry.
- Strengthen the economy of the city.
- Promote the use of such buildings, sites, and districts for the city's people's education, pleasure, and general welfare.
- Promote attention to sound design principles in new development and redevelopment areas.
- Raise the level of community understanding and expectation for quality in the built environment.
- Implement Plan A.

Livable Centers Initiative (LCI) Studies (Ongoing). The Atlanta Regional Commission's Livable Centers Initiative (LCI) Studies are created as a way to reduce vehicle miles traveled and improve air quality, the Atlanta Regional Commission's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services

Love Our Places (2025). Love Our Places (LOP) is a Department of City Planning initiative that re-imagines Atlanta's public realm through placemaking, emphasizing the integration of the arts. LOP has used tactical urbanism to create temporary public spaces, utilizing low-cost, high-impact interventions for residents and community organizations to spearhead neighborhood transformations. The projects have resulted in artistically designed crosswalks and parking spaces re-purposed for on-street dining, enhancing the aesthetics and functionality of public spaces.

Mayor's Office of Equity, Diversity, and Inclusion (MOEDI) Strategic Impact Framework (2023). MOEDI is an internal and external resource for ideas, practices, and policies that operationalize the Equity, Diversity, and Inclusion (EDI) goals for the City of Atlanta. The Strategic Impact Framework guides MOEDI's work.

Metro Atlanta Climate Action Plan (2024). The Atlanta Regional Commission is working to address one of the most pressing issues facing metro Atlanta by developing the *Metro Atlanta Climate Action Plan (MACAP),* the region's first comprehensive climate change plan.

Metropolitan North Georgia Water Resource Management Plan (2020). This plan integrates water resource management for the 15-county Metropolitan North Georgia Water Planning District. It consists of existing and future conditions of the region's water resources, wastewater, and watershed management infrastructure.

Moving Atlanta Forward – TSPLOST 2.0 (2022). In May 2022, City of Atlanta voters approved a $750 million infrastructure package, including $460 million in transportation investments for sidewalks, trails, safe streets, protected bike facilities, and street repairs. Passed unanimously by the Atlanta City Council, the project list was developed using ATLDOT's Safety, Equity, and Mobility framework to identify projects that improve safety and mobility outcomes for all Atlantans while investing in historically disadvantaged neighborhoods, including $196 million for sidewalks, trails, and ADA; $108 million for safe streets projects and protected bike lanes; and $32 million for street repairs.

One Atlanta Economic Mobility, Recovery, and Resiliency Plan (2021). *One Atlanta: Economic Mobility, Recovery, and Resiliency Pla*n iis the City's economic development strategy. The plan incorporates the policies of the One Atlanta: Housing Affordability Action Plan and identifies additional actions to provide people and place-based economic pathways. It unites the pursuits of Atlanta's two primary development agencies, Invest Atlanta and WorkSource Atlanta, into one intentional force that establishes clear objectives to achieve better economic and social outcomes for Atlanta residents, primarily for people of color living in neighborhoods where low household income and high rates of poverty and unemployment persist. The plan addresses the impact of COVID-19 and a post-pandemic economic recovery. Invest Atlanta consulted extensively during the planning process and intentionally included a diversity of thought, experiences, and expertise. More than 20,000 residents, community leaders, and business owners were invited to provide input online and in person. Outreach was done via websites, social media, and email. Over 120 people attended four town halls (one virtual). Nearly 200 people participated in one-on-one or group interviews, and others provided feedback through two online surveys in English and Spanish.

One Atlanta: Housing Affordability Action Plan (2019). *One Atlanta: Housing Affordability Action Plan* outlines a pathway to affordable and equitable housing opportunities for all who desire to call Atlanta home. The key target is to create or preserve 20,000 affordable homes by 2026 and increase the overall housing supply. The City's housing leaders—Department of City Planning, Department of Grants and Community Development, Atlanta Housing, Invest Atlanta, Metro Atlanta Land Bank, and Atlanta Beltline—are committed to implementing the 13 initiatives and 45 actions to achieve the goals laid out in the plan by 2026. These groups routinely communicate with elected officials and the community about progress. New tools and reports, such as an inter-agency-Housing Affordability Tracker, provide real-time information, transparency, and accountability.

One Atlanta: Strategic Transportation Plan (2019). This plan, prepared in 2019 shortly after adopting Atlanta's CTP, sets the goals, strategies, and benchmarks for implementing *Atlanta's Transportation Plan* and establishing Atlanta's Department of Transportation. Organized around pillars of resilience, equity, diversity, and inclusion, the plan shares a vision for an equitable Atlanta where every family can access city services; everyone has convenient, efficient, and affordable options going to and from school and work with or without a car; and everyone using our streets, from our children to our seniors, knows they can get to their destination safely.

Peachtree Creek Greenway (Ongoing). The Peachtree Creek Greenway is a trail and transformative placemaking project that connects people to nature and fosters community. It links neighborhoods and businesses to help develop unique identities as individual communities and as part of a more extensive, interconnected network. It offers a renewed connection to the often-overlooked Peachtree Creek, long hidden under kudzu and other invasive species and frequently marred by trash and illegal dumping. The Greenway aims to reintroduce Peachtree Creek into the everyday lives of residents and help revitalize a neglected creek and its surroundings by linking neighborhoods. The Peachtree Creek Greenway is close to major interstates and often near lower-income housing areas. Along the Greenway's corridor, roughly 50% of the population speaks a primary language other than English. It intersects with eight poverty-designated census tracts, making the trail a vital connection for many diverse, historically under-served communities, particularly high-poverty areas.

Priority Climate Action Plan (2024). The Atlanta Regional Commission's *Priority Climate Action Plan* is a narrative report that includes a focused list of near-term, high-priority, and implementation-ready measures to reduce greenhouse gas pollution and an analysis of those emissions reductions.

Renew Atlanta – TSPLOST 1.0 (2015). Voters approved the Renew Atlanta Bond program in March 2015, which ATLDOT administers. The program encompasses a $250 million bond to address a portion of the City's transportation infrastructure backlog of needed improvements. The improvements included complete streets, bridges, street resurfacing, street improvements, sidewalk and mobility improvements, traffic signals, and multi-use trails. In addition to the bond, in 2016, Senate Bill 369 also allowed the city to impose a Transportation Special Purpose Local Option Sales and Use Tax (called "TSPLOST 1.0" for some time) to fund transportation improvements. In 2019, the City re-prioritized the project lists due to the change in market conditions and the rise in construction costs to manage the program and delivery of projects effectively.

Resilient Atlanta (2017). Actions to Build an Equitable Future. Resilient Atlanta includes a comprehensive and actionable set of visions, targets, and actions that address Atlanta's most pressing stresses and seek to build capacity among residents and city systems to withstand future shocks better.

Streets Atlanta: A Design Manual for Multimodal Streets (2018). The *Streets Atlanta* manual is the primary source of design guidance for most projects impacting Atlanta's streets. It was developed to clarify potential conflicts between various standards and condense them into a single, easy-to-reference manual containing clear design guidelines for typical projects within the City of Atlanta's right-of-way. However, the document does not cover all existing transportation design standards applied across all possible projects. Instead, it references other manuals to consult for projects that require a higher degree of technical specificity.

Tactical Urbanism Guide (revised 2023). *The Tactical Urbanism Guide*, created by the Department of City Planning and ATLDOT, provides a good idea of allowable project types and where they can be implemented. It also describes the City's requirements and processes for implementation by a community or neighborhood.

Thomasville Heights Neighborhood Plan (2023). The *Thomasville Heights Neighborhood Plan* ensures that Thomasville Heights is a safe, thriving, mixed-income neighborhood that protects its historic residential character, prioritizes quality education, supports local churches, and has easy access to goods and services. The priorities reflect the community's vision for a neighborhood that preserves its history while embracing sustainable growth.

Trails ATL Plan (2025). In early 2024, the City's Department of Parks and Recreation began the process in collaboration with PATH Foundation, Inc. (PATH) to develop a city-wide trail plan for Atlanta. The need for the plan was raised in *Activate ATL: Recreation and Parks for All* prepared by the Department of Parks and Recreation in 2021 and the previous version of Plan A. Through this planning effort, the City, PATH, and the public are exploring the feasibility of all proposed trail projects in Atlanta, identifying gaps and opportunities in trail connectivity, and vetting those projects with key stakeholders and the public. The trails plan envisions an "Atlanta united by an evolving network of safe, inviting, and equitably accessible trails that nurture thriving neighborhoods and promote boundless exploration, active lifestyles, environmental health, and cultural enrichment." The city-wide planning process was completed in 2025, setting up future neighborhood planning opportunities and implementing specific trail projects.

Transit Oriented Atlanta Plan (2015). When this plan was written, 11 MARTA station areas had street networks without sidewalks or mostly dilapidated sidewalks; nine station areas had older suburban zoning that did not allow TOD-friendly projects; and 13 stations had no bicycle infrastructure. This plan documents Atlanta's many successes, identifies areas for improvement, and maps out a path forward. The strategy focuses on the stations with the greatest need, those not serving the Peachtree Street stations—and includes recommendations to continue building momentum citywide. The plan is focused on finding low-cost, high-impact implementation measures and policy changes to maximize non-motorized access to transit and improve quality of life.

Transportation Management Plan: Development Guide (2021). *The Transportation Management Plan Development Guide* supports the implementation of the Transportation Management Plan (TMP) ordinances within Downtown, Buckhead Village, Buckhead/Lenox Stations, and Midtown Special Public Interest Zoning Districts (SPIs 1, 9, 12, and 16).

Urban Tree Canopy Study (2018). At the City of Atlanta's request, researchers at the Center for Geographic Information Systems (CGIS) and the Center for Quality Growth and Regional Development (CQGRD) at the Georgia Institute of Technology quantified the city's existing urban tree canopy. Urban Tree Canopy is a layer of trees, leaves, branches, and stems covering the ground when viewed from above. The Urban Tree Canopy Study aims to help City decision-makers and stakeholders better understand and manage their forest resources.

Walk. Bike. Thrive! (2016). as the bicycle and pedestrian component of the Atlanta Regional Plan's transportation element. This document is intended to develop regional policy and technical assistance for local governments in active and sustainable transportation options. The plan provides a regional framework that guides ARC's decision-making, particularly with funding transportation projects and guides local jurisdictions on building high-quality, low-stress walking and biking networks, supporting policies and programs.

Watershed Improvement Plans (Ongoing). Atlanta's Department of Watershed Management publishes Watershed Improvement Plans (WIPs) to understand the city's watershed conditions and develop projects and programs to improve water quality and health. Each watershed has a plan, including Peachtree Creek, Nancy Creek, Long Island Creek, Proctor Creek, Sandy Creek, Intrenchment Creek, Camp Creek, and South River.

Vision Zero Action Plan (2023). Completed in November 2023, the City of Atlanta's *Vision Zero Action Plan* contains actions and strategies to eliminate fatalities and serious injuries on the City's streets by 2040. The plan uses data analysis and community feedback to determine safer street designs that address high-risk locations, achieve safer speeds, and help build a culture of safety throughout the City. Safety solutions are prioritized within Communities of Concern (CoC), which are areas identified by ATLDOT as having the most transportation vulnerability in Atlanta. The *Vision Zero Action Plan* establishes implementation actions for short- and long-term strategies to build staff capacity and safer streets. Finally, by implementing the plan, ATLDOT incorporates ongoing assessment and evaluation to track progress, share results, and change courses if necessary. Leveraging a multidisciplinary Task Force to implement a safe-systems approach, the City of Atlanta can reach Vision Zero by 2040.

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End of Plan A
Appendix 4

Department of
CITY PLANNING

Department of
CITY PLANNING

ATLANTA FOR ALL
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July
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Plan A: Appendix 5
Glossary of Terms

FINAL DRAFT

PLAN A

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Appendix 5

Glossary of Terms

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Glossary of Terms

Accessibility. Accessibility is the ease with which people of all ages, socioeconomic statuses, and abilities can access various recreational amenities and destinations. Accessibility heavily relies on a mobility system designed for transit and walkability; extra thought and effort are put into accessible designs, ensuring that people with different impairments, like vision and mobility, can access our public areas safely and comfortably.

Accessory Dwelling Unit (ADU). ADU is a legal and regulatory term for a second house or apartment that shares the building lot of a larger primary home, also known as an in-law unit, secondary dwelling unit, granny flat, or carriage house. An ADU has a kitchen, a living area, and a separate entrance. An ADU may be attached to a home or garage or built as a stand-alone unit (detached).

Achieving Connectivity to Create Equity and Self-Sufficiency (ACCESS). ACCESS is Atlanta Housing's digital inclusion initiative. Atlanta Housing (AH) works with private and public sector organizations to ensure hardware, connectivity, and digital literacy for AH-assisted residents. This includes devices such as laptops and low or no-cost internet services.

ADA Compliance. ADA compliance refers to Standards for Accessible Design outlined in the Americans with Disabilities Act (ADA), which says what is required for a building or facility to be physically accessible to people with disabilities.

Affordable Housing. The United States Department of Housing and Urban Development (HUD) calculates and publishes area median income by household size each year. We use area median income and household size to address varying depths of affordability. Affordable housing applies to households that spend 30% or less of their gross income on housing costs.

- Households earning 80% or less of the area median income are considered "low income."
- Households earning 50% or less of the area median income are considered "very low income."
- Households earning 30% or less of the area median income are considered "extremely low income."

The design of affordable housing programs addresses the needs of residents earning in these three primary low-income levels.

AgLanta. The City of Atlanta's digital food hub for all things urban agriculture from the City of Atlanta's Office of Sustainability and Resilience and the Department of City Planning. The AgLanta program engages the community in various ways around food access and security issues and about the importance of local food systems, in general.

AgLanta Grown. The City's local food promotion program increases access to locally grown and produced food by developing a trusted brand for the local agriculture economy; increasing access to market for producers and consumers; and building a broad coalition of producers, consumers, and advocates to stimulate the local food economy and increase revenue for farmers.

AgLanta Grows-A-Lot. The Grows-a-Lot Program is the City of Atlanta's municipal lot lease program. A vacant, city-owned property that can be adopted by a garden group or farmer(s) and utilized for urban agriculture. Local farmers receive technical assistance from the City's urban agriculture experts to increase crop yield and use regenerative farming practices.

American Community Survey (ACS). A commonly used survey that provides socioeconomic and demographic data that cities and regionals often use to guide decisions and research.

Anti-Displacement Strategy. An anti-displacement strategy refers to a layered effort that anticipates rising rents and home prices that may jeopardize the ability of low- and moderate-income households to afford to live in an area, protects long-term residents, preserves existing affordable housing, and produces additional dedicated affordable housing for those households.

Architectural Plans. Designing and planning for a building can include architectural drawings, specifications, calculations, and other documentation, known as architectural plans.

Area Median Income (AMI). Area Median Income is the midpoint of a region's income distribution; half of families in a region earn more than the median, and half earn less than the median. For housing policy, income thresholds set relative to the area median income, such as 50% of the area median income, identify households eligible to live in income-restricted housing units and the affordability of housing units to low-income families.

Arterial Rapid Transit (ART). An express bus route that moves with existing traffic on arterial roads and highways but with fewer stops and can turn signals green as it approaches the intersection.

Atlanta Beltline, Inc. (ABI). Atlanta Beltline, Inc. was created in 2006 by Invest Atlanta, the City of Atlanta's economic development agency and the redevelopment agent for the Atlanta Beltline Tax Allocation District (TAD). Atlanta Beltline, Inc., or ABI, serves as the implementation agent for the Atlanta Beltline project, overseeing all aspects of planning, development, and execution, and managing all TAD resources and other funding sources until the expiration of the TAD at the end of 2030.

Atlanta Beltline Partnership (ABP). The Atlanta Beltline Partnership (ABP) is the 501(c)(3) nonprofit organization that supports the Atlanta Beltline vision by enabling the construction of more parks and trails; engaging the public through tours, health and fitness programs, and special events; and empowering Atlanta Beltline residents to connect with affordable housing, sustainable economic development, urban revitalization, and a healthy lifestyle. ABP staff work to raise funding and awareness for the Atlanta Beltline project. ABP works closely with Atlanta Beltline Inc., the City of Atlanta, and partner organizations to make the Atlanta Beltline vision reality.

Atlanta Beltline Subareas. The Atlanta Beltline has ten Master Plans, or Subarea Plans that provide recommendations on how to guide growth and development within communities related to transit, mobility, affordable housing, and more. The subarea master plans are regularly reviewed and updated to reflect evolving local conditions, refined neighborhood visions, city policies, demographic shifts, and more**.**

Atlanta City Design. The *Atlanta City Design* is a guide for the City of Atlanta. It expresses an aspiration for the future City that Atlantans can fall in love with, knowing that if people love their city, they will make better decisions about it. These decisions will be reflected in all the plans, policies, and investments Atlanta makes, allowing Dr. King's concept of the beloved community to guide growth and transform Atlanta into the best possible version of itself. On a high level, it divides the city into Growth Areas and Conservation Areas, which inform other city policies.

Atlanta E-Bike Rebate Program. The City of Atlanta and the Atlanta Regional Commission partnered with Propel ATL to offer an equity-focused E-Bike Rebate Program designed to provide affordable transportation options for City of Atlanta residents to break down barriers to e-bike ownership, especially for moderate and low-income individuals, reduce transportation costs, and replace solo car trips to work, the grocery store, and local parks and recreation centers.

Atlanta Fire Rescue Department (AFRD). A multi-faceted, all-hazards emergency response organization comprised of five divisions of labor: Support Services, Field Operations, Emergency Medical Services, Technical Services, and the Airport Fire.

Atlanta-Fulton County Library System (AFCLS). The Atlanta-Fulton County Library System (AFCLS) is the largest library network in Georgia, serving residents of Fulton County and the City of Atlanta, and is a cultural and intellectual center that enriches the community and empowers all residents with essential tools for lifelong learning.

Atlanta Fulton County Recreation Authority. A public corporation and political subdivision of the State of Georgia created to maintain and operate several of major sports and entertainment destinations in Atlanta, such as the Atlanta Zoo, GSU Stadium, and State Farm Arena.

Atlanta Historic Preservation Ordinance. Singed into law in 1988, this is the local program to assist with preserving Atlanta's historic places. Chapter 20 in Atlanta's Zoning Ordinance codifies key regulations implementing this program.

Atlanta Housing (AH). Atlanta Housing is the organization that provides and facilitates affordable housing resources for nearly 27,000 low-income households, or approximately 45,000 people, in Atlanta. That includes AH-owned residential communities, tenant-based vouchers, supportive housing, and homeownership opportunities. Programs are funded and regulated by the US Department of Housing and Urban Development (HUD).

Atlanta Housing Payment Standards. Atlanta Housing uses these standards to determine maximum monthly assistance that Atlanta Housing Authority will pay on behalf of a family receiving rental assistance. These rent payments are determined based on an analysis of current rents for comparable units, preferably within the same submarket or within close vicinity of the subject housing unit.

Atlanta Main Street. Atlanta Main Street supports neighborhood business districts via a community-driven implementation approach for preservation-based economic development. Atlanta has six Main Street Districts: East Atlanta Village, Little Five Points, Sweet Auburn, Virginia Highlands, West End, and MLK.

Atlanta Middle Wage Job Fund. An initiative supported by Invest Atlanta's *One Atlanta: Economic Mobility, Recovery, and Resiliency Plan* to create middle-wage jobs by providing training and employment opportunities in innovative ways.

Atlanta Public Wi-Fi Network. The City of Atlanta has free public Wi-Fi in various locations, including Grant Park, Piedmont Park, Atlanta-Fulton County Libraries, and Hartsfield-Jackson International Airport.

Atlanta Police Department (APD). APD is a full-service police agency working to most effectively address its three priorities of (1) youth-related crime, (2) domestic violence, and (3) the perception of crime in Atlanta.

Atlanta Police Foundation. The Atlanta Police Foundation is not a law enforcement agency. It brings together private sector leaders from the business and philanthropic communities to support public safety initiatives designed to make Atlanta safer. These initiatives include community programs like the @Promise Youth Initiative, Atlanta Public Safety Training Center, Atlanta Police Leadership Institute, Crime Stoppers of Greater Atlanta, Connect Atlanta camera program, Repeat Offender Commission, and Secure Neighborhoods program.

Atlanta Public Schools (APS). Atlanta Public Schools is organized into nine high school clusters, which allows all students attending a particular elementary school to matriculate to the same middle school, and students enrolled at that middle school will matriculate to the same high school. APS has 59 neighborhood schools, five partner schools, 19 charter schools, two citywide single-gender academies, and two alternative programs. As of August 2023, district enrollment is approximately 50,000 students, and any resident in the state of Georgia who has attained the age of six years and is under the age of twenty-one years is entitled to attend an APS school in the school district where he or she is a resident.

Atlanta Regional Commission (ARC). The regional planning and intergovernmental coordination agency for the 11-county Atlanta region. This organization was created and managed under Georgia law.

Atlanta Rising Initiative. Atlanta's Partners for H.O.M.E multi-million-dollar campaign to expand housing and voluntary supportive services.

Atlanta Streets Alive. Atlanta Streets Alive is a free, open-street community event series that opens streets temporarily for constituents to bike, walk, skate, dance, and play. It celebrates Atlanta's urban core and supports local businesses with temporary car-free streets.

Atlanta Urban Design Commission (UDC). The Atlanta Urban Design Commission has 11 city residents, each with a required professional background and appointed by the Mayor and the City Council. The Commission takes into consideration the recommendations of the Commission Staff.

Atlanta Urban Development Corporation (AUDC). The Atlanta Urban Development Corporation is a nonprofit subsidiary of Atlanta Housing to assist with the implementation of the Housing Strike Force, particularly to develop publicly owned land for affordable housing.

Atlanta Watershed Improvement Plans (WIP). The Department of Watershed Management developed Watershed Improvement Plans (WIPs) to understand the conditions of the city's ten watersheds and to work with communities to assess and identify opportunities to enhance water quality in each of its watersheds and develop projects and programs that target improvements in water quality and watershed health. Atlanta's Green Infrastructure projects are key components of this effort.

At-Promise Youth Initiative (@Promise). This initiative aims to reduce crime by diverting susceptible young people from mischief and petty criminal activity and moving them toward productive lives. More than 30 social service agencies partner with APF and APD, surrounding enrollees with professional services, including psychological counseling, tutoring, mentoring, and health and wellness programming. There are several At-Promise Youth and Community Centers in Atlanta to carry out this mission.

ATLDOT. The Atlanta Department of Transportation is the coordinating agency for all transportation matters within the city government and the single point of contact for citizens and external agencies. ATLDOT aims to provide a safer, more equitable, and more sustainable transportation network throughout the city.

ATL Zoning 2.0: Atlanta's Zoning Ordinance Rewrite. The City of Atlanta wrote its previous Zoning Ordinance in the early 1980s and is updating and rewriting it now. A coordinated process for updating *ATL Zoning 2.0* and Plan A ensures that new zoning and land use approaches work correctly together. The goal is to create an easier-to-understand and more streamlined zoning code that can grow with the city into the future. The zoning code implements Plan A to ensure it is modern and meets Atlanta's current and future needs.

Automated Speed Enforcement. In Atlanta, automated speed enforcement generally refers to cameras in school zones that monitor and ticket drivers who speed in those zones.

BEAD Program. BEAD is Georgia's Broadband Equity, Access, and Deployment Program—the state's framework and plan for broadband services.

Bike Share. Bike share is a service in which bicycles are made available for shared use to individuals on a short-term basis for a price or free, such as Relay Bike Share in Atlanta.

Blight Tax. The City of Atlanta 2024 "Blight Tax" empowers municipal judges to increase a property owner's tax bill by up to 25% of the City's millage rate if they are found guilty of knowingly allowing their houses, apartment buildings, or vacant lots to deteriorate or create safety hazards that hurt neighboring property values.

Blueway. Merriam-Webster defines a Blueway as a route on a waterway designated for recreational use, especially by nonmotorized watercraft (such as canoes and kayaks), and often for environmental protection.

Board of Zoning Adjustment (BZA). The members of the BZA are appointed to hear requests when people would like to get a Variance or a Special Exception to the zoning code for their lot. The BZA considers recommendations from the City staff and the NPUs and then makes the ruling.

Broadband Ready Community. Broadband Ready Communities are certified by the state of Georgia; they demonstrate compliance with the adoption of a Comprehensive Plan, including the promotion of the deployment of broadband services, demonstrated compliance with the adoption of a Broadband Model Ordinance, and have completed an online application.

Brownfield. The City of Atlanta defines a brownfield as a property where the presence or potential presence of a hazardous substance, pollutant, or contaminant could complicate the property's expansion, redevelopment, or reuse. Examples include former industrial sites, gas stations, and dry-cleaning establishments. Atlantic Station and the Atlanta Beltline are two examples of successful brownfield cleanup and redevelopment projects in the City.

Bus Rapid Transit (BRT). An express bus route with a dedicated lane that creates quicker and more consistent service.

Capital Improvements Element (CIE). A list of public facility projects designed to serve the community for more than ten years, and can create additional capacity. Funds for CIEs come from the City's impact fees. Examples include buying land, constructing a new fire station or police precinct, a playground or park, or a street project. The CIE is updated each October.

Capital Improvement Program (CIP). A Capital Improvement Program is the schedule of public physical improvements over a certain period based on a series of priorities, according to the need, desire, or importance of such improvements and the community's present and anticipated financial standing.

Car-Free or Open Street. A street temporarily closed to vehicles allows for various activities that facilitate pedestrians and micromobility and provide new ways for people to enjoy cultural programming.

Certificate of Appropriateness. A plan review process that results in an approval or denial for work occurring in a historic or landmark district or designation.

Certificate of Occupancy (CO). A document certifying a building's compliance with applicable building codes and other laws and indicating it to be in a condition suitable for occupancy.

Census of Agriculture. The Census of Agriculture is a complete count of U.S. farms and ranches, and the people operating them with $1,000 or more of products raised and sold during the census year. The Census of Agriculture, taken only once every five years, looks at land use and ownership, operator characteristics, production practices, income, and expenditures.

Chapter 20 Historic and Cultural Conservation Districts. The City of Atlanta's Zoning Ordinance regulations implementing the City's Historic Preservation program.

Chattahoochee Brick Company Memorial, Greenspace, and Park. This 75-acre site was purchased by Atlanta in 2022 to create a memorial to those who worked at the Chattahoochee Brick Company, owned by former Atlanta Mayor James W. English. It will feature a restorative green space and direct access to the Chattahoochee River, tying into the 100-mile greenway connecting Atlanta to the river, known as Chattahoochee RiverLands.

Chattahoochee RiverLands. The Chattahoochee RiverLands is the City's first park with planned Public Access to recreational connectivity to the Chattahoochee River.

Chattahoochee RiverLands Demonstration Sites. The Chattahoochee RiverLands Design Team identified potential sites to best demonstrate the Study's goals and objectives. They are meant to be places where the RiverLands will become tangible and establish models for the greenway development while showing the full breadth of the RiverLands' vision.

City of Atlanta Housing Commission. The City of Atlanta Housing Commission is an independent body created by the Atlanta City Council to recommend housing policies, procedures, practices, and financing to the Mayor and City Council.

City of Atlanta EV Readiness Ordinance. This 2017 ordinance (17-0-1654) requires new residences and public parking facilities to accommodate electric vehicles (EV), that 20% of spaces in new commercial and multifamily parking structures be EV-ready, and that new development of residential homes be equipped with the infrastructure needed to install EV charging stations, such as conduit, wiring, and electrical capacity.

City of Atlanta Sustainability Ambassadors. City of Atlanta Sustainability Ambassadors are Metro Atlanta citizens and youth who complete or are enrolled in the Mayor's Office of Resilience's 8-week Sustainability Ambassador Program to become more aware of human impacts on our planet and our city. The program aims to support participants in their goals to be better stewards of the environment and become leaders in their communities, advocating for systems change and better use of natural resources to mitigate the climate crisis more quickly.

City of Atlanta Tree Trust Fund. The City's Tree Conservation Commission established the Tree Trust Fund. The funds are dedicated primarily to new tree planting and purchasing forested properties that meet specific criteria to protect the existing canopy.

City of Atlanta Residential Weatherization Program. Launched in 2024 and managed by the Mayor's Office of Sustainability and Resilience, the WeatheRISE ATL program delivers energy efficiency and healthy home upgrades to owner-occupied, single-family homes in neighborhoods with high energy bills.

Clean Water Atlanta. Clean Water Atlanta is a comprehensive, multi-program initiative designed to improve water quality throughout the city. It expands the 1993 ten-year capital improvement program to include all wastewater and sewer construction improvement projects required to comply with two Federal Consent Decrees and a State Consent Order.

Climate Budget Framework. A Climate Budget Framework is a tool for governments and organizations to include climate change considerations in the financial planning and budgeting processes.

Climate Resilience Advisory Board. The Mayor's Office of Sustainability and Resilience has created a 32-member Climate Resilience Advisory Board that includes agency partners from the Atlanta Housing Authority to MARTA, as well as residents from Atlanta's most energy-burdened neighborhoods to guide the creation and future implementation of Climate Resilient ATL.

Climate Resilient Housing. The website (climateresilienthousing.org) defines climate resilient housing as "homes are designed and engineered to withstand the growing threats of climate change, from hurricanes and floods to droughts and heatwaves." This is achieved using innovative materials and techniques selected based on the local context.

Climate Resilient Infrastructure. Climate resilient infrastructure refers to roads, bridges, and water systems that can withstand future climate impacts due to the rising frequency and intensity of natural disasters, extreme heat, heavy rainfall, drought, and other shifting environmental impacts.

Climate Vulnerabilities. Climate vulnerabilities are the susceptibility to and assessment of a community's exposure, sensitivity, and capacity to adapt to climate change's effects.

Commercial Property Improvement Grant (CPIG). The Commercial Property Improvement Grant program is a United Way of Greater Atlanta and Invest Atlanta initiative supported by Wells Fargo, part of the Atlanta Open for Business Fund to help the owners of Atlanta small businesses own more of their businesses' assets, including property and equipment—and funding physical upgrades to their facilities like exterior and interior enhancements.

Commissaries (also ghost or cloud kitchens). Commissaries are commercial kitchens that operate without a storefront presence, where vendors can store and prepare their food for catering or food delivery services like Uber Eats and DoorDash.

Community Benefits Agreement. Community organizations and representatives use a community benefits agreement (CBA) to promote economic empowerment. It enables them to negotiate directly with developers for the essential benefits and shape urban development projects to improve the lives of low-income residents and residents of color who bear the burdens of systemic inequities and are typically excluded from or harmed by such projects.

Community Development Block Grant (CDBG). Federal program (through HUD) that supports community development activities to build stronger and more resilient communities.

Community Development Financial Institution (CDFI). A community development financial institution (CDFI) is a lender (banks, credit unions, loan funds, microloan funds, or venture capital providers) with a mission to provide financing and support to underserved communities to foster economic opportunity and revitalize neighborhoods. CDFIs help families finance their first homes, support community residents in starting businesses, and invest in local health centers, schools, or community centers.

Community Improvement District (CID). A geographic region and organization that allows property owners to address problems and opportunities to improve their area. They can do this because they self-tax (or impose other fees) on their district. CIDs provide supplemental services such as landscaping, street cleaning, public safety, and transportation improvements.

Community Land Trust (CLT). A membership-based organization that removes land from the real estate market and makes it community-owned. CLTs have been tools for creating permanently affordable housing, where individuals or families buy houses (that they own) on land owned by the CLT. The homeowners lease the land from the CLT for a long-term, renewable lease and agree to sell the home at a restricted price. However, they are still able to build equity in the process.

Community Work Program (CWP). A 15-year program that includes unfunded and funded programs, non-capital, and capital projects to implement the vision and policies of the Comprehensive Development Plan over the next 15 years. The CWP includes projects adopted in plans since 2004.

Communities of Concern. Using Neighborhood Statistical Area level data, the Atlanta Department of Transportation analyzed nine socio-economic indicators to determine which communities rely on walking, bicycling, or taking transit but are also significantly burdened by the costs associated with a serious injury or fatal crash. These are our most vulnerable communities, or "Communities of Concern."

Comprehensive Development Plan (CDP). A Comprehensive Development Plan is the City of Atlanta's guide to the growth and development over the next 5, 10, and 20 years. Comprehensive plans are required for each local government under the Georgia Planning Act of 1989.

Comprehensive Transportation Plan (CTP). A Comprehensive Transportation Plan is an elective long-range transportation plan that municipalities complete to ensure increasing mobility (of all types), continued economic growth, and desired quality of life for citizens and visitors alike.

Concept Review Committee (CRC). The Concept Review Committee (CRC) is a pre-submission meeting program. It enables customers to meet with representatives from the City's plan review agencies at the beginning of a project's design stage to refine plans and scope in an open and organized format.

Conservation Areas (in Atlanta City Design). Conservation areas aim to protect existing historic, tree-covered areas by encouraging some growth but mitigating the harm to the natural environment and the tree coverage, and identified as areas that do not have the capacity for more growth. Conservation areas protect Atlanta's tree canopy and our legacy as the "City in a Forest."

Conservation District. This is the lowest designation level under Atlanta's Historic Preservation Ordinance. It only requires the Urban Design Commission (UDC) to comment on development and construction activities. A Conservation District is an area that has retained some limited architectural integrity. Projects in this district require a review and comment by the UDC at a public hearing, where the Commission issues comments and suggestions on the proposal.

Continuum of Care (CoC). The Continuum of Care is a HUD program that promotes community-wide commitment to ending homelessness and provides funding for efforts by nonprofit providers and state and local governments to rehouse people impacted by homelessness quickly. The Atlanta CoC, over 170 nonprofit, government, business, and community stakeholders, works with Partners for HOME to execute its strategies to end homelessness.

CoC Coordinated Entry. Coordinated Entry is a streamlined system applied through homeless service access points that assesses households using an objective tool that identifies vulnerability, severity of needs, and barriers to housing. It is implemented with clients who need rapid rehousing intervention.

Cottage Courts. Cottage Courts are housing developments allowing smaller detached cottage homes clustered around a central courtyard or open space on smaller lots. These developments are becoming more common as people live in smaller square footage dwellings; they may want to downsize or would like to age in place.

Cottage Industry or House-Based Business. The term cottage industry applies to an individual or an informal group of individuals who are part of a small business effort using their equipment in a home.

Curbside Management. Strategies to improve curbside (curb spaces) that are the front door to your grocery store, bus, Uber, and even home to provide flexibility and manage operations through reformed policies and enhanced physical infrastructure while prioritizing safety, equity, and access.

Data Center. As defined in Atlanta's Zoning Ordinance, a Data Center is a facility engaged in the storage, management, processing, or transmission of digital data, which houses computer or network equipment, systems, servers, or appliances, and other associated components related to digital data operations.

Department of Community Affairs (DCA). A Georgia state department that oversees comprehensive planning at the state level.

Department of Parks and Recreation Equity Data Tool (DPR EDT). The DPR Equity Data Tool is an online interactive platform that uses data indicators and scores to help measure and prioritize investments in city parks and recreation centers.

Development Impact Fee Program. Impact fees are a one-time fee by a local government on a new or proposed development project to pay for all or a portion of the costs of providing public services to that new development.

Development of Regional Impact (DRI). Development of Regional Impact (DRI) applies to specific types of development projects and certain large-scale development projects that may impact other jurisdictions within the Atlanta region.

Development Patterns. Development Patterns are a combination of physical features common to every Atlanta neighborhood. Physical features at the block scale include accessibility for cars and pedestrians, block lengths, street types, transit options, and the presence of trees. Other noticeable features include the size, type, design, and use of lots and buildings along Atlanta's streets. The different combinations of these physical features create unique patterns of development.

Development Review Committee (DRC). A group that provides added development scrutiny through review and comment in SPIs, CIDs, or within the Beltline overlay districts.

Economic Development. The process by which a community improves its people's financial, political, and social well-being.

Energy Burden. The US Department of Energy defines energy burden as "the percentage of gross household income spent on energy costs."

Equity. Equity is the respectful treatment and fair involvement of all people in a society where everyone can reach their full potential.

Façade. Façade refers to any face of a building given special architectural treatment, and typically the front of a building facing the street.

Faircloth-to-RAD Programs. A federal HUD program to help public housing authorities and their partners to more easily finance the development of new deeply affordable housing units.

Fair Housing Act in 1968. The 1968 Fair Housing Act prohibits discrimination by direct providers of housing, such as landlords and real estate companies as well as other entities, such as municipalities, banks or other lending institutions and homeowners' insurance companies whose discriminatory practices make housing unavailable to persons because of: race or color, religion, sex, national origin, familial status, or disability.

Fair Housing Choice. Fair Housing Choice refers to the ability of all people to have the same housing opportunities as every other member of society to pursue renting a home or apartment, buying a house, or obtaining property insurance without unfair or unjust treatment based on characteristics like race, color, religion, sex, national origin, familial status, or disability.

Farm Service Agency (FSA). The Farm Service Agency (FSA) supports farms and farming communities with programs including disaster relief, conservation programs, commodity price guarantee programs, and loan programs.

Fatal Crash Review Commission. The City of Atlanta's Fatal Crash Review Commission examines fatal crashes on the city's surface streets to identify the causes and recommend actions to reduce the chance they will happen again.

Fiber Infrastructure. This term refers to the fiber optic cable network that facilitates high-speed data transmission from one place to another.

Floor Area Ratio (FAR). A density metric calculated by taking the total developable Gross Floor Area (GFA) and dividing it by the Total Lot Size (i.e., a building with 20,000 square feet of floor area—often spread over several floors—on a 5,000 square foot lot would have a FAR of 4.0).

Food Desert. A food desert is an area where little fresh produce is available for sale.

Food Policy Council. A food policy council is a group of individual and organizational food champions who work to develop a reliable and resilient local food system that is more affordable, accessible, nutritious, and sustainable, addressing various aspects of the food system, including distribution, processing, and production.

Food Systems Planning. Food systems planning looks at improving the activities associated with connecting food production, processing, distribution, consumption, and waste management for communities. The City developed several food system policy actions to build on Atlanta's momentum around food access, urban agriculture, and sustainable systems.

Fresh Food Access Report. The Administration of Former Atlanta Mayor Keisha Lance Bottoms aimed to ensure that at least 85% of Atlanta residents are within a half-mile of fresh, affordable food by 2022. To see Atlanta's 2020 Fresh Food Access Report, visit www.aglanta.org/reports.

Front-Line Staff. The City of Atlanta's front-line staff positions include sworn public safety positions and civilians performing critical watershed, aviation, solid waste, transportation, inspection, parks and recreation, and other functions.

Future Places Project. The Future Places Project was the City of Atlanta's first comprehensive assessment of its historic preservation-related activities since the mid-1980s. The initiative ensures that Atlanta retains its historic identity as the city progresses. A team of researchers, preservationists, and city officials conducted windshield surveys, public engagement meetings, public recommendation surveys, and more to better understand what historic preservation means to Atlantans.

Gap Financing. A term used in economic and community development to describe the funding typically provided by public or non-profit partners to help "close the gap" to finance a project.

Georgia Broadband Ready Community Sites. Broadband Ready Community Sites is a designation for sites demonstrating that a local government unit has taken steps to reduce obstacles to broadband infrastructure investment. A local government that has amended its comprehensive plan to include the promotion of the deployment of broadband services and has adopted a model ordinance is eligible to apply for a Broadband Ready Community Designation (O.C.G.A. §50-40-40).

Georgia Community Schoolyards® Program. This Trust for Public Land (TPL) program reimagines schoolyards into vibrant, modern parks where children and community members can gather, even after school hours, to play, explore, and soak up the benefits of outside time. TPL has partnered with Atlanta Public Schools, Urban Land Institute Atlanta, and Park Pride to improve schoolyards across the city. The partnership works closely with students, teachers, and neighbors to build spaces that meet the needs of the entire community and connect more people to the joys and benefits of the outdoors. As of 2025, it has already transformed eight schoolyards, with nine more underway.

Georgia Commute Options. Georgia Commute Options provides free services to employers, commuters, and schools that motivate people to choose clean driving alternatives to help residents get around conveniently, reduce the amount of traffic and single-occupancy vehicles on the roads, and improve regional health.

Georgia Planning Act of 1989. The Georgia Planning Act is the foundation for community and regional planning in the state; it acknowledges that "Coordinated and comprehensive planning by all levels of government within the State of Georgia is vital to the state and its citizens." Local governments must prepare a comprehensive development plan to maintain their Qualified Local Government certification.

Geographic Information Systems (GIS). A computer-based mapping tool used to understand the physical environment better, map demographic and socioeconomic characteristics, and guide zoning and development plans and policies.

Good and Promising Jobs. The Brookings Institution defines good jobs as providing stable employment, middle-class wages, and benefits, and promising jobs are entry-level positions from which most workers can reach a good job within ten years.

Google Workspace. Google Workspace, formerly G Suite, is a suite of cloud-based productivity and collaboration tools from Google. It includes applications like Gmail, Calendar, Drive, Docs, Sheets, Slides, Meet, and more.

Green Infrastructure (GI). Green Infrastructure is a collection of natural lands, working landscapes, open spaces, street trees, and appropriate construction interventions that conserve and enhance ecosystem services and provide benefits to human populations, including improving air and water quality, mitigating climate extremes, supporting biodiversity, and strengthening public health and well-being.

Greenhouse Gas Emissions. According to the United States Environmental Protection Agency, the largest source of greenhouse gas emissions, which trap heat and make the planet warmer, is from human activities, such as burning fossil fuels for electricity, heat, and transportation.

Greenway. Merriam-Webster defines a greenway as a corridor of underdeveloped land preserved for recreational use or environmental protection.

Growth Areas (in Atlanta City Design). These are defined areas in the City that are already developed but have the capacity for more growth. City planning often focuses on development plans to encourage expanded population and business. It will work to invest in infrastructural and community needs to support growth. Growth areas are usually historical neighborhoods.

Heat Vulnerability. Heat Vulnerability expresses how likely a person is to experience harm during hot weather or their ability to cope with extreme heat, especially when the heat change is quick and drastic.

High-Capacity Transit. Atlanta's Zoning Ordinance defines High-Capacity Transit as a local or regional public transportation facility: (i) using rail; or (ii) using a fixed overhead wire system; or (iii) in the case of bus rapid transit, using and occupying an exclusive right-of-way for at least 75% of the route's length. High capacity transit includes, but is not limited to, heavy rail, light rail, streetcars, commuter rail, and bus rapid transit.

High Injury Network (HIN). The term High Injury Network is a way of identifying parts of an urban street network with higher rates of traffic injuries or fatalities. Once identified, a group or a city can prioritize these streets for safety improvements.

Historic Designation. A structure, site, building, or district receives a Historic Designation when, individually or collectively, it meets the criteria for nomination and designation to any category of historic protection defined by the Historic Preservation Division.

Historic District. Under Atlanta's Historic Preservation Ordinance, this middle designation level requires the approval of the Urban Design Commission (UDC) for most development and construction activities. A Historic District is an area of general importance to the City, State, or nation. Projects in these districts are typically only reviewed if the work is visible from the public right of way, or specify a limited area where reviews occur on a structure.

Historic District and Landmark District regulations. These regulations are found in Chapter 20 Atlanta's Zoning Ordinance.

Homeless Management Information System (HMIS). A database intended to provide a community with an unduplicated count of its homeless population.

Homelessness Task Force. A 90-day task force was convened in early 2025 by the Atlanta City Council to examine the City's current policies and procedures for addressing homelessness and develop new policies, procedures, and recommendations to serve the best interests of individuals and families experiencing homelessness. The primary emphasis is establishing standard operating procedures for decommissioning encampments (Legislation 25-R-3086). Stakeholders include advocates, service providers, government agencies, community and neighborhood organizations, and City departments.

Housing Affordability Tracker. The City of Atlanta Affordable Housing Tracker is a web-based dashboard that has provided a real-time estimate of affordable housing production and preservation throughout Atlanta since 2022.

Housing Help Center. The Housing Help Center is the City of Atlanta's official housing resource center. It was created to help Atlanta's most vulnerable residents. The Center's website, www.housinghelpcenter.com, has resources on renting, homeownership, and receiving other kinds of housing help, such as emergency relocations, rental and utility assistance, legal aid, eviction diversion programs, and code enforcement help.

Housing Insecurity. Housing insecurity refers to several challenges, such as trouble paying rent, overcrowding, moving frequently, or spending most of the household income on housing.

Housing Stabilization Programs. Housing stabilization programs or stability services may include, but are not limited to, back rent payment plans or eviction diversion programs, mediation between landlords and tenants, and legal services or attorney's fees for eviction proceedings and maintaining housing stability.

Housing Strike Force. The Housing Strike Force is a quarterly meeting of the heads of land-owning public agencies and philanthropic partners that monitors the pipeline and funding of public land developments and other housing and community development initiatives.

IKE Smart City. An IKE Smart City uses an innovative communication platform technology—an advanced digital kiosk called IKE—that connects cities with people and increases accessibility to information. IKE offers free Wi-Fi and activates the pedestrian experience with digital wayfinding and interactive touch screens, listing restaurants, shops, activities, services, etc., available in the city based on geography.

Impact Fee. An Impact Fee is imposed on a new or proposed development project to pay for all or a portion of the costs of providing public services to that new development, including parks and recreation, public safety, and transportation impact fees.

Impact Fee Exemptions. The City of Atlanta may exempt all or portions of development projects from impact fees to encourage economic development and employment growth or affordable housing, provided that alternative revenue sources other than development impact fees are identified to fund system improvements.

Impervious Surface. An impervious surface is a hard surface composed of any material that significantly impedes or prevents infiltration, that does not allow water to soak into the ground, or substantially reduces the amount of water that does. These surfaces are often artificial structures, such as asphalt, concrete, brick, or stone. The rooftops and everything in a building footprint are also considered impervious. Other impervious surfaces include streets, roads, and a standard concrete or asphalt surface. The opposite of an "impervious surface" is a "pervious surface," which allows water to soak into the ground and help absorb some of the stormwater, which helps to reduce flooding and limit pollution going into our streams and rivers.

Inclusionary Zoning (IZ). A policy that requires the private market to subsidize affordable housing. The City of Atlanta has IZ requirements in the Beltline and Westside Overlay Districts. It is a tool to mitigate local displacement and ensure areas continue to have economic diversity among residents.

Independent Grocers Alliance (IGA). The Independent Grocers Alliance (IGA) is a network of family-owned, independent, locally owned, and operated grocery stores that support each other and help independent grocers compete with larger chains.

Infill Development. Infill development occurs on unused or underutilized land within an existing city or urbanized area, often in already-built neighborhoods. It can also include redeveloping existing properties or adding units to existing residential or commercial lots.

Integrated Resource Plan (IRP). An integrated resource plan identifies ways to meet future energy demand requirements, needs, supplies, and the associated risks and benefits to customers by projecting demand over time to ensure reliable delivery. IRPs are subject to change as market conditions, technologies, and state and federal regulations evolve and are prepared regularly.

Invasive Species. Invasive species refer to plants that are not native to the place where they are found, which tend to grow and spread in ways that are typically harmful to the native plant species and ecosystem.

Invest Atlanta. Invest Atlanta is the official economic development authority for the City of Atlanta. Its purpose is to strengthen Atlanta's economy and global competitiveness to create increased opportunity and prosperity for the people of Atlanta.

Job Creation. A full-time equivalent position created or sustained for one year.

Land Bank. The US Department of Housing and Urban Development (HUD) defines a land bank as "public or community-owned entities created for a single purpose: to acquire, manage, maintain, and repurpose vacant, abandoned, and foreclosed properties –the worst abandoned houses, forgotten buildings, and empty lots."

Land Trust. A land trust is a legal organization, often a member-based nonprofit, with authority over managing a piece of property. They can purchase the property outright, work to protect the land through easements, or plan for its use.

Landmark Buildings or Sites (LBS). Is a City of Atlanta historic property category that represents buildings or sites of exceptional importance to the city, state, or nation and whose demolition would represent an irreparable loss to the city.

Landmark District. This is the highest designation level under Atlanta's Historic Preservation Ordinance and requires the Urban Design Commission (UDC) approval for most development and construction activities. A Landmark District is an area of exceptional and significant importance to the city, state, or nation. These areas also contain significant architectural integrity. Projects seeking a building permit in these districts require a review by the Office of Design regardless of whether it is visible to the public.

Leading Pedestrian Intervals (LPIs). Leading pedestrian intervals improve pedestrian safety at intersections by giving pedestrians the "lead," providing at least a three-second head start, and allowing them to cross before vehicles to reduce possible collisions with turning vehicles.

Legacy Resident. An oft-cited term typically referring to longtime residents—people who own their house for a decade or more—and may need assistance to remain in their home as taxes and property values rise.

LGBTQIA+. An abbreviation and an umbrella term (used to refer to the community as a whole) for Lesbian, Gay, Bisexual, Transgender, Queer, Intersex, and Asexual. The additional "+" stands for all other identities not encompassed in the acronym.

Light Rail Transit (LRT). A type of tram transit with fixed tracks often embedded in the street. It can share the road with existing vehicles or modes of transit. An example is the Atlanta Streetcar, which travels through downtown and the Sweet Auburn District.

Livable Centers Initiative (LCI). A grant program administered by the Atlanta Regional Commission (ARC) to incentivize local jurisdictions to revise community visions and plans to offer walkability and pedestrian experiences by increasing mobility options (beyond cars) and encouraging improved access to jobs and services.

Low-Impact Development (LID). The U.S. Environmental Protection Agency (EPA)identifies low-impact development as an approach to management and a set of rules aimed at reducing rainwater runoff and the pollutants in that runoff, including things like site design, natural filtering systems, and rainwater capture.

Low-Income Housing Tax Credit (LIHTC) Properties. A developer or landlord who participates in the Low-Income Housing Tax Credit (LIHTC) program owns a tax credit property. LIHTC rents are not based on the tenant's income but are set by the use restriction tied to the unit. Note: LIHTC owners accept Section 8 voucher tenants.

Low-Income and Low-Access (LILA). In 2025, in urban areas, the USDA applies the term low-income low-access to a tract of land that measures 1 mile in length with at least 500 people, or 33 percent of the population, living more than 1 mile from the nearest supermarket, supercenter, or large grocery store.

MARTA Safe Routes to Transit (SR2T). The SR2T program addresses barriers for pedestrians and provides safe access to existing bus stops through various low-cost, capital improvements, including Americans with Disabilities Act (ADA) treatments.

Mayor's Office of Constituent Services (MOCS). The Mayor's Office of Constituent Services acts as the Mayor's customer service center for the community to ensure that residents receive city services in a timely, cost-efficient, and satisfactory manner. When residents of communities have an issue with a city agency or service, OCS acts as the go-between to voice concerns, resolve complaints, and address any other problems that may arise.

Mayor's Office of Cultural Affairs (OCA). The Mayor's Office of Cultural Affairs creates and promotes cultural experiences in Atlanta that enhance quality of life and expand the city's international reputation while preserving and protecting Atlanta's cultural heritage. OCA also interfaces with the international community by providing opportunities for cultural exchange.

Mayor's Office of Equity, Diversity, and Inclusion (MOEDI). The Mayor's Office of Equity, Diversity, and Inclusion is the internal and external resource for ideas, practices, and policies that operationalize Mayor Andre Dickens' Equity, Diversity, and Inclusion (EDI) goals for the City of Atlanta. Programming is executed in five key areas: Arts in Education, Municipal Support for the Arts (grants), Performing Arts, Public Art, and Cultural Facilities, focusing on Atlanta's non-profit art and cultural sector.

Mayor's Office of Sustainability & Resilience (MOSR). The Mayor's Office of Sustainability & Resilience leads science-based analysis informed by the community to establish, implement, and promote policies, programs, and initiatives related to environmental sustainability, climate resilience, circular economy, and food security rooted in environmental justice.

Metro Atlanta Land Bank. The Metro Atlanta Land Bank revitalizes blighted neighborhoods with direct reinvestment into the Atlanta and Fulton County neighborhoods to support their long-term growth. The Metro Atlanta Land Bank acquires, holds, manages, and develops tax delinquent, vacant, dilapidated, and other properties to facilitate the return of property to productive use to support the creation of market and affordable housing, public space, new industry, and jobs for the citizens of Atlanta and Fulton County.

Metropolitan North Georgia Water Planning District (MNGWPD). The Metropolitan North Georgia Water Planning District, established by the Georgia legislature in 2001 and staffed by the Atlanta Regional Commission (ARC), collaborates with 97 cities and 15 counties to conserve and protect our region's vital yet limited water resources.

Metropolitan Statistical Area (MSA). The United States Census Bureau defines an MSA as a geographic area comprised of a county or counties with at least one urban area with a population of at least 50,000.

Micromobility. Micromobility refers to shared transportation rental services that provide users with short-term access to small, often electric, vehicles for personal transport, like bike-share and scooter share that can be docked (docking stations offer a designated place for those vehicles, reducing clutter on sidewalks and other public spaces) or dockless.

Millage Rate. The Millage Rate is a factor that determines the tax due when applied to the appraised or assessed value of a parcel of property. A mill (the tax collected) equals $1 of tax for every $1,000 of value.

Missing Middle Housing. Missing Middle Housing is a term used to describe housing types between single-family homes and sizeable mid-rise apartment complexes, including duplexes, triplexes, fourplexes, two and three-story walk-up apartments, townhomes, cottage courts, and live/work units. In some circles, Missing Middle Housing is called "gentle density." It fits much better with single-family home neighborhoods' scale, character, and infrastructure demands.

Microenterprises. Microenterprises are locally owned small businesses with fewer than ten employees that bring vibrancy to the public realm. The City of Atlanta's Microenterprise Programs create opportunities for micro businesses interested in operating in the public right-of-way. They include ATL Hearts Carts in approved locations through an annual lottery process; Atlanta Street Eats designates parking spots for food trucks in partnership with Street Food Finder; and the Kiosk Program, which offers micro-retail space for rent in downtown's green kiosks through a competitive solicitation process.

Micromobility. Micromobility is a newer mode of mobility that refers to small, lightweight personal vehicles that travel shorter distances or "last miles" from a high-capacity transit service stop. They are often in a shared network, including bicycles, e-bikes, electric scooters, and even electric skateboards. These vehicles frequently utilize rechargeable battery power and can go up to 15 miles per hour.

Mode Shift. Mode shift refers to safe interventions, like pedestrian crossings, speed limit reductions, dedicated bike lanes, and clear pavement markings, that improve road safety, make people feel safer, and encourage non-vehicular types of travel.

Moving Atlanta Forward (MAF). Moving Atlanta Forward is the name for Mayor Andre Dickens' agenda focused on opportunity, safety, and investment for everyone. It envisions One City with a bright future of safe, healthy, connected neighborhoods with an expansive culture of equity, empowering upward mobility and full participation for all residents, embracing youth development, and an innovative, dependable government moving Atlanta forward together.

Multifamily Housing. Residential dwellings with multiple separate units within the same building. Common examples include apartments, condominiums, and townhomes.

Multimodal Street. A multimodal street considers all transportation types equally. It is planned to accommodate many modes of transportation, including public transit, private vehicles, pedestrians, and cyclists. Multimodal street design accommodates more trips by more people in the same space by improving facilities, reducing congestion, and improving transportation overall.

Multipurpose Trails. Multi-use trails are pathways designed to promote a healthy lifestyle for many users, including pedestrians, joggers, and bikers.

Municipal Option Sales Tax (MOST). The Municipal Option Sales Tax is a penny sales tax (1%) on goods and services purchased inside the City of Atlanta limits used to fund improvements to and maintain the water and sewer system.

Natural Resource Management (NRM). This refers to ways to manage natural resources like land, plants, and water, focusing on their impact on the quality of life and sustainable use now and in the future.

Natural Waterways. Natural waterways are bodies of water with varying widths that are not created or changed by human behavior, like a drainage ditch, and include lakes, rivers, and streams.

Neighborhood Change Report and Storymap. The Neighborhood Change Report analyzes key findings related to changes in the distribution of low-income and non-low-income populations across Atlanta's neighborhoods. The Report analyzes key findings related to changes in the distribution of low-income and non-low-income populations across Atlanta's neighborhoods. The accompanying Storymap shows report highlights in an interactive online platform. The Department of City Planning periodically updates the report.

Neighborhood Planning Unit (NPU). Atlanta has over 240 unique neighborhoods grouped into 25 Neighborhood Planning Units or NPUs. These citizen advisory councils provide the Mayor and City Council with recommendations on zoning, land use, and other planning issues.

Neighborhood Revitalization Initiative (NRI). The Neighborhood Revitalization Initiative identifies seven key areas to focus on, including time and resources, to implement plans and initiatives that residents have highlighted. The NRI addresses Atlanta residents' most pressing equity challenges—affordable housing, youth development, education, economic mobility, and neighborhood empowerment—and prepares and executes action plans marshaling various resources and driving project implementation in priority areas with community members who provide critical support and guidance while coordinating with departmental staff implementing priority projects.

NPU Policies. NPU Policies are updated by each NPU with the 5-year comprehensive plan update. The policies address needs and opportunities in an NPU and assist the NPUs when making recommendations to the City. They can be organized by theme or neighborhood.

Net Zero Emissions. The United Nations defines net zero emissions as "cutting carbon emissions to a small amount of residual emissions that can be absorbed and durably stored by nature and other carbon dioxide removal measures, leaving zero in the atmosphere."

Office of Housing and Community Development (OHCD). The Office of Housing and Community Development seeks to advance the goals of Atlanta City Design by developing policy innovations and implementing practices that shape Atlanta's neighborhood-scaled economies. OCHD builds thriving local economies, drives housing innovation and affordability, and recommends policies to ensure an equitable and inclusive future for Atlanta's residents.

Office-to-Residential Conversion. A form of reuse that turns certain formerly office or industrial buildings into housing to increase housing supply and attainability.

On-Demand Bus Service. On-demand transit serves a designated zone with small vans that carry a few passengers each. Vans roam in the zone transporting people who request service.

Oral History. Recorded interviews of personal experiences containing information about the past.

Overlay District. An Overlay District is a regulatory tool that creates an extra and special zoning district placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone.

Park(ing) Day. Park(ing) Day is a worldwide, public participation project where people temporarily repurpose curbside parking spaces and convert them into public parks and social spaces to advocate for safer, greener, and more equitable streets for people.

Partners for HOME. Partners for HOME is the Collaborative Applicant for the Atlanta Continuum of Care (CoC), a HUD program that promotes community-wide commitment to ending homelessness and provides funding for efforts by nonprofit providers and state and local governments to rehouse people impacted by homelessness quickly. Partners for HOME brings together government, nonprofit, business, and community stakeholders to make homelessness rare, brief, and nonrecurring through a coordinated, comprehensive response system.

Participate! ATL. The "Participate! ATL" initiative, a City of Atlanta effort, focuses on strengthening resident engagement and participation in community planning through Neighborhood Planning Units (NPUs). The program aims to improve community engagement by making NPUs more accessible, inclusive, and representative of their communities.

Permanent Supportive Housing (PSH). Legally defined term in Atlanta's Zoning Ordinance describing housing that is provided on a permanent basis and which shall be provided in conjunction with certain services including but not limited to medical care, job training, counseling and requires the occupants to enter into an agreement or lease in order to reside and use those services.

Pink Zones. The Project for Lean Urbanism defines Pink Zones as areas where red tape is lightened; new protocols are pre-negotiated, and experiments are conducted to remove impediments to economic development and community-building.

Placemaking. Placemaking refers to creating quality places where people want to live, work, and play.

Point-in-Time (PIT). The Point-In-Time (PIT) Count is a once-a-year annual census of people experiencing homelessness that provides a snapshot of sheltered and unsheltered individuals experiencing homelessness on a single night. Mandated by HUD, the PIT count offers critical insights to inform and drive strategic initiatives, and the data highlights the progress made and the challenges that persist.

Predatory Buying Practices. The term refers to the actions or tactics of home buyers that pressure sellers to accept unfavorable contract terms or justify changes in already agreed-upon purchase agreements to achieve a better deal for the buyer.

Promise Zone (Westside). Promise Zones are high-poverty communities where the federal government partners with local leaders to increase economic activity, improve educational opportunities, leverage private investment, reduce violent crime, enhance public health, and address other priorities identified by the community.

Public Art. Public art is art in public spaces, and there is no one art "form" in public art. It takes a wide range of appearances, sizes, and scales; it can be temporary or permanent, including murals, sculptures, memorials, integrated architectural or landscape architectural work, community art, digital new media, and physical performances and festivals.

Public Leadership Group (PLG). The Public Leadership Group is accountable for the Comprehensive Development Plan. The State requires the involvement of this group for all comprehensive plan updates and includes elected officials and leadership from City departments and local economic development agencies. The PLG provides high-level direction and decision-making at points during the comprehensive planning process.

Public Realm. The public realm refers to publicly owned streets, paths, sidewalks, publicly accessible open spaces, and areas adjacent to civic and publicly accessible buildings.

Public Safety Personnel. The City of Atlanta's sworn police officers and firefighters.

Public Service Commission (PSC). The Georgia Public Service Commission, five elected Commissioners with 90 staff members, has exclusive power to decide what fair and reasonable rates for services under its jurisdiction. It must balance citizens' need for reliable services and reasonable rates with the need for utilities to earn a reasonable return on investment. The Commission protects consumers' interests while abiding by legal standards in setting rates.

Public Vending. This refers to vending activity permitted on publicly owned property under the City of Atlanta's jurisdiction and specifically designated city-owned parks and where such activity is associated with a special event or subject to regulation under a more specific permit and includes Mobile Food Trucks, Ice Cream Trucks, and Mobile Carts (Food and Retail).

Qualified Local Government (QLG) Certification. Georgia incentivizes local governments' engagement in comprehensive planning by allowing cities and counties with DCA-approved comprehensive plans access to a special package of financial resources to aid in implementing their plans. Eligibility for this package of incentives is called Qualified Local Government (QLG) status.

Quick Build. A quick build is a temporary installation to test new ideas and innovative best practices for street design improvements to streets and sidewalks that improve safety and accessibility for bicycles, pedestrians, or traffic, and allow for rapid testing and adaptation of designs.

Redlining Map. "Redlining" was a practice of denying people access to credit, like mortgages for houses, because of where they lived. Historically, mortgage lenders created Redlining Map that showed graded "residential security" of neighborhoods—the relative security or riskiness of an area for banks, savings and loans, and other lenders who made mortgages. Neighborhoods deemed "best" and safe investments were given a grade of A and colored green, and those deemed "hazardous" were given a grade of D and colored red—widely "redlined" were core urban neighborhoods and Black-populated neighborhoods in particular.

Rental Assistance Demonstration (RAD). A U.S. Department of Housing and Urban Development (HUD) initiative that helps public housing authorities (PHAs) convert public housing subsidy to a Section 8 rental assistance contract. This allows PHAs to access funding for preserving and improving public housing properties

Rapid Housing Initiative. The Rapid Housing Initiative was launched to provide new, quick-delivery housing for unhoused individuals. The initial Rapid Housing projects utilized shipping containers donated by the Georgia Emergency Management Agency (GEMA) to reduce the cost and time to deliver the units.

Reconnecting Communities Pilot (RCP) Grant Program. The U.S. Department of Transportation describes the Reconnecting Communities Pilot (RCP) Program as advancing community-centered transportation connection projects and prioritizing projects that benefit low-capacity communities. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions through community-supported planning activities and capital construction projects championed by those communities.

Resilience. Resilience refers to recovery following natural disasters and human-caused disruptive events resulting in widespread harm to communities and the environment. Some call this the degree to which a community can "bounce back" after any disaster.

Resilient Food Fund. A resilient food fund is part of a food systems infrastructure program that provides funding to expand capacity, strengthen and enhance sustainability, and build resilience in the middle segments of a food supply chain.

Restore Rebuild Program. The HUD Restore-Rebuild initiative, formerly known as "Faircloth-to-RAD," restores to active use rental assistance subsidies that have been lost from the affordable housing portfolio and rebuilds homes that were demolished or sold over the past 20 years to serve more households with deep rental assistance needs.

Ride-Sharing. Ride-sharing involves sharing automobile trips where drivers, typically of privately-owned vehicles, offer rides to passengers through a network accessed through an App on a mobile device (e.g., cell phone) or website for a fee.

Riparian. Riparian refers to a zone or area next to a river restricted from development for safety and for the environmental benefits and rich habitats they can create for wildlife.

Safe Routes to Schools (SRTS). Safe Routes to School (SRTS) is a national movement aiming to make it safer and more accessible for students to walk and bike to school. SRTS programs make school zones and streets near schools safer for our youth and the most vulnerable road users. Schools, community members, local leaders, transportation and planning, and public health professionals are partnering to create and promote activities encouraging more students in grades K-12 to walk, bike, and roll to school. The Atlanta Department of Transportation (ATLDOT) supports these efforts, which align with the City of Atlanta's Vision Zero goal of eliminating vehicle-related traffic and pedestrian deaths and serious injuries. ATLDOT emphasizes SRTS programming within identified communities of concern or equity priority areas traditionally lacking in transportation investments and overrepresented in pedestrian and bicyclist injuries. SRTS programs focus on a "Six E's" framework: Evaluation, Education, Encouragement, Engineering, Engagement, and Equity.

Safer Streets. Safer Streets is a federal transportation initiative to address non-motorized safety issues and help communities create safer, better-connected bicycling and walking networks.

Sealed Survey. A Sealed Survey is a boundary survey or site plan of a property signed and sealed by a licensed surveyor.

Service Level Agreement (SLA). A service level agreement is a record of a common understanding about the services, priorities, responsibilities, guarantees, and warranties agreed on by a customer and a service provider that spells out the relationship on a project.

Single-Room Occupancy (SRO). Often a residential property that includes multiple single room dwell units. Each unit is occupied by a single individual and may have a kitchen and/or bathroom.

Site Plan. A site plan usually shows the location and size of proposed and/or existing buildings, driveways, parking, sidewalks, trails, landscaping, drainage, lighting, infrastructure, or other major elements to a site's proposed or current improvements.

Small Area Plans (also, Neighborhood Plans). The Small Area Plans adopted by the City of Atlanta have a small and specific geographic boundary. They can be for neighborhoods, districts, transit-oriented developments, CIDs, and Beltline Subareas in Atlanta and cover a range of needs and opportunities from land use and transportation to housing.

Small Business Anti-Displacement Program. A proposed program in Atlanta inspired by a national model deployed in other cities to prevent the displacement of minority- or immigrant-owned small businesses in gentrifying neighborhoods.

Small Business Hubs. Refers to Invest Atlanta's Small Business Resource Centers which are strategically located throughout the city to meet business owners where they are. Resource Centers are staffed by Invest Atlanta small business specialists, who can provide more information about how to access Invest Atlanta's wide range of grants, loans, and technical assistance opportunities.

Special Administrative Permit (SAP). Required when developing certain zoning districts in Atlanta for when there will be new or significant construction or demolition. It allows the City to review the request and the public to comment on the proposal.

Special Purpose Local Option Sales Tax (SPLOST). A Special Purpose Local Option Sales Tax (SPLOST) is a sales tax used to fund capital outlay projects proposed by county and municipal governments.

Special Use Permit (SUP). Required for specific uses and may apply in a particular zoning district. It provides an added layer of scrutiny to ensure there are not too many specific uses and that those applying are qualified to utilize it. Examples could include childcare centers, nightclubs, and assisted living facilities.

Speed Limiters. Speed limiters are electronic devices restricting a vehicle's (often commercial) maximum travel speed.

State Opportunity Zone. An Opportunity Zone is a designation given to an area or property that acts as an economic development tool, allowing people to invest in distressed areas.

Streetscape. Visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees, and open spaces, combine to form the street's character.

Storefront Rehabilitation Program (or, Storefront Improvement Program). Provides grants to property owners and small businesses to help offset the cost of making exterior commercial improvements in eligible communities within the city of Atlanta.

Sustainable Building Ordinance. The City of Atlanta's Sustainable Building Ordinance, Chapter 75 of the Code of Ordinances, states that the city "shall integrate green and/or sustainable building principles and practices into the design, construction, and operations of all city facilities, and city-funded projects to the fullest extent possible," and "provide leadership and guidance to encourage the application of green building practices in private sector development." The City of Atlanta will also "evaluate all land purchases for future development" based on "reducing environmental impacts."

Tactical Urbanism. Tactical urbanism is a low-cost, short-term approach designed to change streets and public spaces' overall use and feel. These small-scale projects are often used to advance longer-term goals related to street safety and the design of public spaces. Tactical urbanism is temporary, using tactical materials while demonstrating the potential of long-term change.

Tax Allocation Districts. Tax allocation districts (TADs), or tax increment financing (TIFs), are economic development tools used to pay for infrastructure and other improvements with revenue captured from increases in property values and corresponding property taxes within the districts. There are 10 TADs in Atlanta, each managed by Invest Atlanta and has an adopted Redevelopment Plan guiding its use of funds.

Transitional Housing. This term refers to bridge housing, group homes, and sober living homes. It is part of the housing ecosystem and provides multiple pathways to housing stability.

Traffic Calming Measures. Traffic calming measures reduce vehicle speed and volume through physical features or interventions to improve the quality of life in residential and commercial areas and increase the safety and comfort of walking and bicycling.

Transportation Assets. The term refers to highways, streets, railroad lines, transit systems, and other modes of transportation that are fixed in place and used to move goods and people.

Transportation Demand Management Programs. Transportation Demand Management Programs respond to traffic congestion and increase the reliability of transportation infrastructure by reducing driving at peak travel hours. They include a broad set of strategies that make the most of available services and infrastructure by reducing travel by driving alone.

Transportation Improvement Program (TIP). Allocates federal funds to construct the highest-priority transportation projects in the Atlanta region. Atlanta Regional Commission manages the TIP project list, and projects must have total funding to be in the regional TIP.

Transfer of Development Rights (TDR). A zoning tool that allows property owners to sell off their rights to develop their property and fully direct that density elsewhere. TDRs are voluntary and often used to preserve land in one area while adding more density (frequently housing) in another.

Travel Demand Management (TDM). Travel Demand Management is a strategy to reduce roadway congestion by encouraging people to change from driving alone to using more sustainable transportation options using policies and programs like biking, public transit (MARTA), telecommuting, and walking.

Tree Conservation Commission (TCC). The Tree Conservation Commission (TCC) is a citizen board appointed by the Mayor and City Council to assist in protecting, maintaining, and regenerating the trees and other forest resources in Atlanta. The Commission hears and decides appeals of decisions of administrative officials related to trees.

Tree Trust Fund. The Tree Trust Fund was established to protect, maintain, and restore trees and forest resources in Atlanta.

United Nations Sustainable Development Goals. There are 17 Sustainable Development Goals (SDGs) listed in the 20230 Agenda for Sustainable Development adopted by all United Nations Member States in 2015, which tie the ability to end poverty and other needs to strategies addressing economic growth, education, inequalities, and health while tackling climate change, preserving the oceans, and protecting forests worldwide.

Urban Design Principles. Set of ideas that informs us how we should best approach the physical design of our built environment—that is, how the places and spaces that make up our city should not only look and feel but also support a high quality of life for everyone.

Urban Ecology (in *Atlanta City Design*). Urban Ecology refers to understanding a broader sense of a single environmental system that incorporates stormwater drainage, human waste systems, and other human impacts on the natural environment. Even in an urban environment, ecology is vital to the life and health of the city, and looking at city planning through an urban ecology lens is essential to ensure a thriving environment.

Urban Enterprise Zone Program. The City of Atlanta Urban Enterprise Zone (UEZ) Program encourages private development and redevelopment in areas of the City or on sites that otherwise would be unlikely to be developed due to specific characteristics of the area or site. An “Urban Enterprise Zone” (UEZ) is a designated district located within an economically depressed area of the City where property owners receive tax abatements over ten years if certain conditions are met.

Urban Heat Island. Urban Heat Island. Urban Heat Island is a phenomenon where urban areas and cities are hotter than nearby rural areas. Due to the increased concrete, lack of shade from trees, and air pollution, more heat gets trapped in a city. The heat absorbed creates an effect where it takes longer for an urban area to cool in the evening.

United States Department of Agriculture (USDA). The United States Department of Agriculture (USDA) is an executive department of the federal government that aims to meet the needs of commercial farming and livestock food production, promote agricultural trade and production, ensure food safety, protect natural resources, and foster rural communities.

USDA Climate-Smart Practices. Practices that many farmers already use to adapt to the current climate or prevent any potential impacts to in ways to increase or maintain productivity and yield, enhance resiliency to environmental changes, and reduce greenhouse gas emissions.

Vision Zero. Atlanta's Vision Zero is an approach to eliminating traffic fatalities and severe injuries through safer street design, speed management, and other proven strategies. Its inspiration is a global movement to increase traffic and pedestrian safety by designing and building road and pedestrian-safe infrastructure to reduce the rate of collisions and injuries. The core belief is that road design should include all users: drivers, bikers, accessibility vehicles, and walkers of all abilities and ages. The goal is to achieve zero traffic-related deaths. Vision Zero seeks to empower people with the right to safely move around the city.

Waste Diversion Actions. Waste Diversion Actions are strategies to minimize environmental impacts or diverting waste from landfills or incinerators by recycling, composting, or reusing.

Water Equity Task Force. Atlanta is one member of a network of cities (Buffalo, New York; Camden, New Jersey; Cleveland, Ohio; Louisville, Kentucky; Milwaukee, Wisconsin; and Pittsburgh, Pennsylvania) convened by the U.S. Water Alliance working together to develop equitable water policies and practices. Learn more at Atlanta's Department of Watershed Management website.

Water Resources Management. Water Resources Management develops, forecasts, identifies, and plans for the most effective methods of managing water quality and quantity across all water uses, including information systems and infrastructure supporting and guiding water management in the city.

Wayfinding. Wayfinding helps people orient themselves and navigate through a place (e.g., like a downtown) that combines graphic design, architecture, landscape design, and signage.

Welcome H.O.M.E. Initiative. Local program supported by federal grant funds to create affordable housing for low-income households.

Zero Emission Trip. Zero Emission Trips promote a shift from fossil-fuel-dependent transportation modes to walking, biking, electric transit, and electric vehicle use.

Zoning Review Board (ZRB). The Zoning Review Board is a nine-member appointed board that meets to consider when someone wants to rezone their property or obtain a Special Use Permit (SUP). The ZRB considers the recommendation from the impacted Neighborhood Planning Unit (NPU) and City staff before making their recommendation, which is then sent to the City Council to vote on.

End of Plan A
Appendix 5

Department of
CITY PLANNING

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ATLANTA FOR ALL
ALL FOR ATLANTA

July
2025

Plan A: Appendix 6
Revision Highlights

FINAL DRAFT

PLAN A

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Appendix 6

Revision Highlights

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Revision Highlights

This appendix highlights major updates made to all Plan A chapters adopted in 2021. We made revisions to address evolving visions, goals, needs and opportunities, and priorities. Changes also reflect public input from people participating in Plan A and the *ATL Zoning 2.0* processes over the past year. The highlights in this appendix begin with major revisions made to the Land Use Planning chapter, particularly translating Future Land Use to Development Patterns.

At the end of the appendix are 25 Neighborhood Planning Unit (NPU) maps summarizing proposed translations to the Development Patterns.

To read the 2021 Plan A document, visit the Department of City Planning website at https://www.atlanta.gov/governments/city-planning.

Revision Highlights to Land Use Chapter

Translating to Development Patterns

The Department of City Planning incorporated public feedback on translating Future Land Use designations to Development Pattern designations throughout the three rounds of community involvement. Below are highlights of the changes reflected in this year's update.

1. We updated the Development Pattern and Zoning District Compatibility Table (see next page and on page 105 in the Land Use Planning chapter). Single-family and duplex zoning districts (e.g., R-4s to R-5) do implement Medium Lot Single-Family and denser Residential Development Patterns. This relationship is purposeful, and it has been included since the very first "Compatibility Table" for Atlanta published in the 2002 CDP. The table from the 2021 CDP is on the next page, and it reflects adopted legislation over the years adding new zoning districts and adjusting compatibilities. The proposed changes in this year's Plan A update breaks from the past and current tables with the very low dense single-family Zoning Districts (R-1 to R-3s) no longer implementing the more dense Medium Lot Single-Family, Residential, and Mixed Use Development Pattern. We proposed these changes in the first draft revisions reviewed and commented on by the public last summer. And, since the fall, we proposed that the R-4s and R-5 Zoning Districts should no longer implement the Mixed Use Development Patterns.

2025 COMPATIBILITY TABLE

| Development Pattern | Zoning District | | |

2. Others revision highlights to the Compatibility Table include:
    - There are Low, Medium, and High Density Mixed Use Development Patterns—there is no "general" Mixed Use.
    - Low Density Mixed Use will be implemented by C-2 Zoning District, as well.
    - "Residential Flex" is a new Development Pattern designation with no Future Land Use designation equivalent. The Industrial Mixed Use Future Land Use is renamed to "Industrial Flex" for consistency.
    - Zoning compatibility with Medium Density Residential and High Density Residential Future Land Use are consolidated to Medium Density Residential Development Pattern. Compatibility with Very High Density Residential is translated to High Density Residential Development Pattern.
        - The result of this consolidation is that Medium Density Residential will be implemented by RG-4, MR-4A, and MR-4B Zoning Districts, as well.
    - All Zoning Districts are compatible with Open Space and Community Development Patterns. Note, TCU Future Land Use (i.e., Beltline) is translated to Community Development Pattern, and Private and Public Open Space Future Land Use are consolidated.
3. The City will maintain the existing *Atlanta City Design* Growth and Conservation Design Areas as adopted into the City Charter in 2017.

4. Obsolete “Maximum Dwelling Units per Acre” designations are removed from the new land use approach. The City’s Zoning Ordinance, not its Comprehensive Development Plan, regulates density and overall size, height, building placement, setbacks, parking and other development controls of properties. However, there are some occurrences across the city where maximum “Dwelling Units per Acre” are noted on the Future Land Use Map or in City legislation to limit intensity of residential development.

   “Maximum Dwelling Units per Acre” is a limit on the number of residential units in an area. *The 1989 Comprehensive Development Plan* introduced “Dwelling Units per Acre” in the City’s Land Use Approach in response to an ongoing technical challenge of ensuring zoning decisions kept consistent with the comprehensive plan.

   Over the years, the City adopted “Dwelling Units per Acre” maximums for a few residential areas to control the density and scale of new multi-family development. However, as the City adopted new Zoning Districts that better regulated density and overall development, the need to apply “Maximum Dwelling Units per Acre” greatly diminished.

   ATL Zoning 2.0 will further improve the City’s Zoning Ordinance and regulate density and overall design of new residential development. The 2017 and 2023 *ATL Zoning 2.0* Diagnostic recommend that the City reconsider “Dwelling Units per Acre” maximums. As part of the New Land Use Approach with Development Patterns, the City proposes to remove “Maximum Dwelling Units per Acre” from the Development Pattern Map and end the practice of adopting limits on the number of residential units in its Land Use Planning Element.

   Development Patterns do not include “Dwelling Units per Acre” maximums.

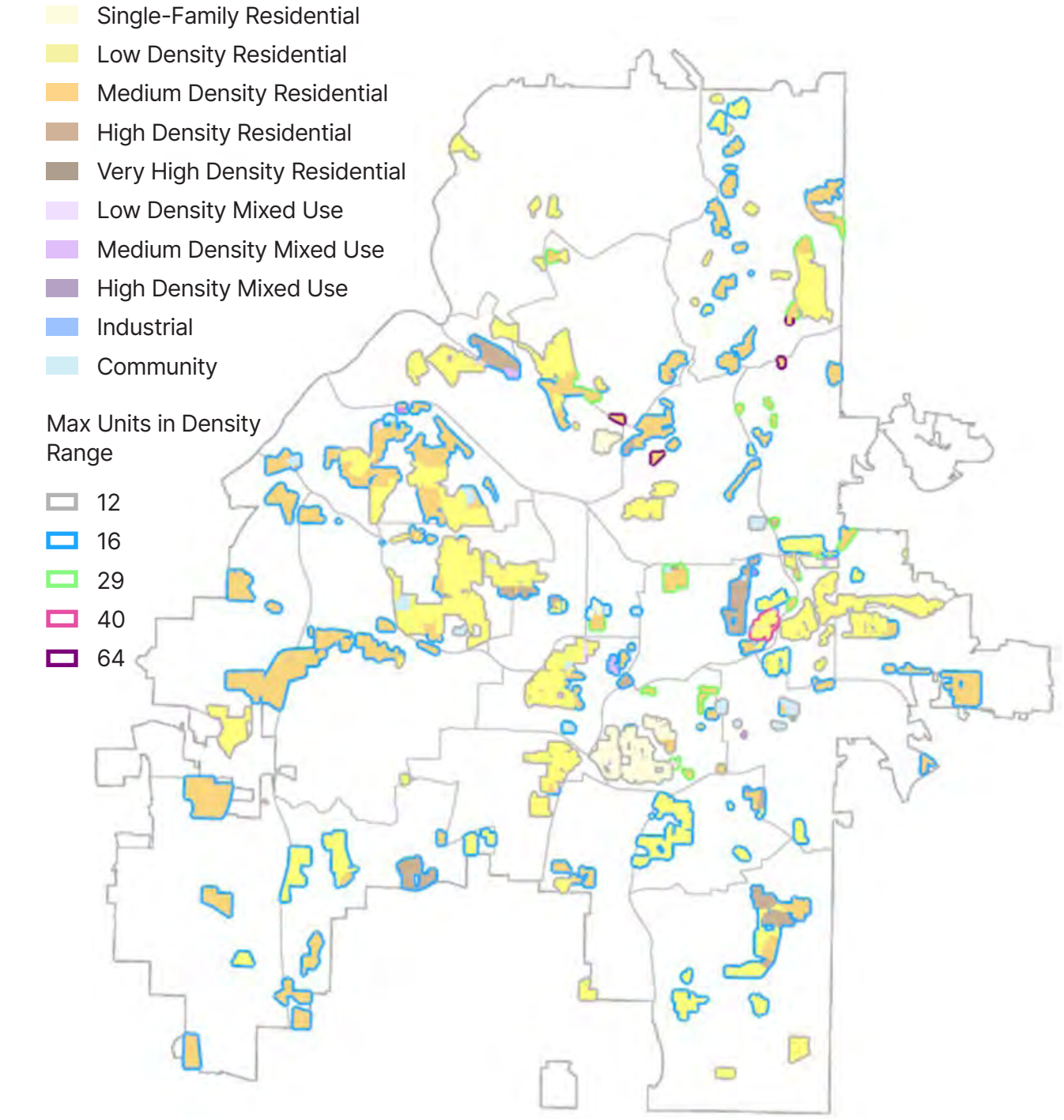
   See the map on next page for areas where “Dwelling Units per Acre” maximums are removed.

TABLE 10: PROPOSED LAND USE CLASSIFICATION SYSTEM

Land Use Designation	FAR Limits	Units /Acre	Compatible Zoning
Single-family Housing	N/A	N/A	R-1 - R-4
Low Density Housing	0.0-.349	0-8 9-16 17+	R-5,RG-1 & RG-2
Medium Density Housing	.350-.699	0-16 17-29 30+	RG-3
High Density Housing	.700-1.499	N/A	RG-4
Very High Density Housing	1.5+	N/A	SPIs 1,2,3 & 4 RG-5, RG-6
Low Density Commercial	0.0-3.0	N/A	RLC, C-1 & C-2
High Density Commercial	3.001+	N/A	C-3, C-4, C-5 & SPIs 1,2,3 & 4
Office/Institution	0.0-3.0	N/A	O & O-1
Open Space	N/A	N/A	N/A
Industrial	0.0-2.0	N/A	I-1, I-2
Mixed Use	N/A	N/A	PD-OC PD-MU

“Proposed Land Use Classification System” with “Maximum Dwelling Units per Acre” in the *1989 Comprehensive Development Plan*. Improvements to the Zoning Ordinance better regulate density and design of multifamily development and minimize the need to set maximums on the number of residential units in the Land Use Planning Element.

Future Land Use & Maximum Dwelling Units Per Acre (Summer 2024)



Source: City of Atlanta

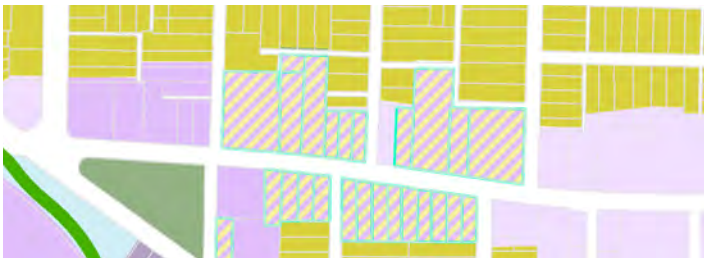
This map shows all FLU areas with a density regulation attached in the dataset.

Other Land Use Planning Element Revision Highlights

1. Plan A proposes creating a Small Area and Neighborhood Planning Program that empowers communities to develop actionable design, equity, and livability recommendations. The program aims to establish a process with clear and transparent expectations and encourages greater community participation in shaping neighborhood futures.
2. The new land use approach with Development Patterns is better aligned with *Atlanta City Design* and the new Zoning Ordinance. A recommendation in this year's Plan A update is to further review and codify the quarterly CDP amendment process, including schedule, review criteria, and codifying the procedure.
3. This plan update introduces Residential Flex Development Pattern in two NPUs, NPU-B and NPU-T (see below). Current Future Land Use and Zoning designations along with public input during the planning process informed these translations from Low Density Commercial/Low Density Mixed Use Future Land Use designations.

Residential Flex in NPU-B
Garden Hills neighborhood on Hardman Court NE

Residential Flex in NPU-T
West End neighborhood on Ralph D. Abernathy Boulevard SW



Revision Highlights to All Other Chapters

Transportation

1. This update includes updates to the Needs and Opportunities, Policies, and Actions. Greater emphasis was placed on safety, equity and affordability, sustainability and mode shift, and streets as an active public realm. The 2025 Plan A supports the upcoming update to the citywide Comprehensive Transportation Plan.
2. We also made updates reflecting progress since 2021, highlighting maintaining a state of good repair, using technology, developing capacity for project delivery, and transportation planning and funding.

Housing & Community Development

1. The City is including updates regarding housing affordability and housing variety in this chapter.
2. The chapter emphasizes the progress being made by the City and our partners in developing more affordable housing and more variety in housing types across the city, including missing middle housing and office-to-residential conversions.
3. We have also highlighted the Housing Help Center and provided recommendations to strengthen our equitable approach to housing.

Local Economic Development

1. The Local Economic Development chapter includes several new recommendations for thriving neighborhoods. This includes expanding resources and finding creative ways to support local business and neighborhood-scale economies—particularly, valuing close access, proximity, and walkability to commercial activity.
2. Other major highlights of this chapter includes recognizing the role of the arts, investing in neighborhood business districts and their public spaces, and connecting people to healthier food options as major contributors to local economic development.

Broadband Internet

1. We emphasize promoting digital inclusion in the revised sections to this chapter. We highlighted the collaboration the City is doing with the State, local businesses, Atlanta Beltline, Inc, and NPUs.

Climate Resilience & Natural Systems

1. We updated this chapter to reflect the ongoing work to prepare and adopt Climate Resilient ATL in 2025. Other highlights include updated policies and actions over more resilient infrastructure, food systems, and energy equity.
2. The ongoing work to prepare and implement the city-wide parks plan (Activate ATL) and city-wide trails plan (Trails ATL) is included in this updated chapter.

Urban Design

1. We have updated this chapter to reflect the evolving work of Atlanta's Department of City Planning and Department of Transportation with improving the public realm, including public spaces and streetscapes.
2. We have also emphasized the coordination between the Department of City Planning, Department of Parks and Recreation, and Department of Watershed Management to better design places where people and nature intersect—like at streams, rivers, forests, and trails.

Historic Preservation

1. Atlanta's Historic Preservation program continues to evolve with new programs and initiatives such as the African American Heritage Initiative (2023), Preserving Pride (2023), and the Atlanta Cemetery Network (2021).
2. This chapter highlights the City's work in the vision, planning, and design to redevelop the former Chattahoochee Brick Company site as a memorial, greenspace, and park.
3. We also revised this chapter to acknowledge that the findings and recommendations of the 2020 Future Places Project and *ATL Zoning 2.0* will result in future updates to Chapter 20 of the Zoning Ordinance and the Historic/Landmark District sub-chapters.

Public Safety Facilities

1. We made updates to reflect the recent and future investments in EMS stations and on City-owned property for police and fire stations.

Neighborhood Planning

1. We included a proposal for a Small Area and Neighborhood Planning program, especially for transit- oriented development areas.
2. Mayor Dickens' Neighborhood Revitalization Initiative (NRI) and proposed actions have been included.
3. The revised policies and actions support ongoing improvements to the Neighborhood Planning Unit (NPU) system.

Translating the Development Pattern Map

The City took the best of both Future Land Use and Character Area planning but dismantled the two-layer approach and replaced them with a single layer land use approach using Development Patterns. To prepare the new Development Pattern land use map, the Department of City Planning applied five methods to translate the Future Land Use Map. The results from each method are presented on the following 25 NPU maps.

The two methods using "Future Land Use Direct Translation" and a combination of "Future Land Use and Zoning" ultimately ended up be translating the majority of the Future Land Use Map to the Development Pattern Map. In all methods and translation results, however, the Department of City Planning reviewed small area plans adopted by the City within the last 10 years and conferred with the public and our partners.

Translation Method

Translation Method #1: Future Land Use Direct Translation

Many areas of Atlanta have a new Development Pattern which is a direct translation from their existing Future Land Use. This decision was further confirmed by public input and relevant small area plans. For example, most parcels with the current Future Land Use of "Mixed-Use Medium Density" (MU-MD) were directly translated to the new Medium Density Mixed Use (MDMU) Development Pattern.

The areas translated with this logic are designated on the Translation Maps in a light blue.

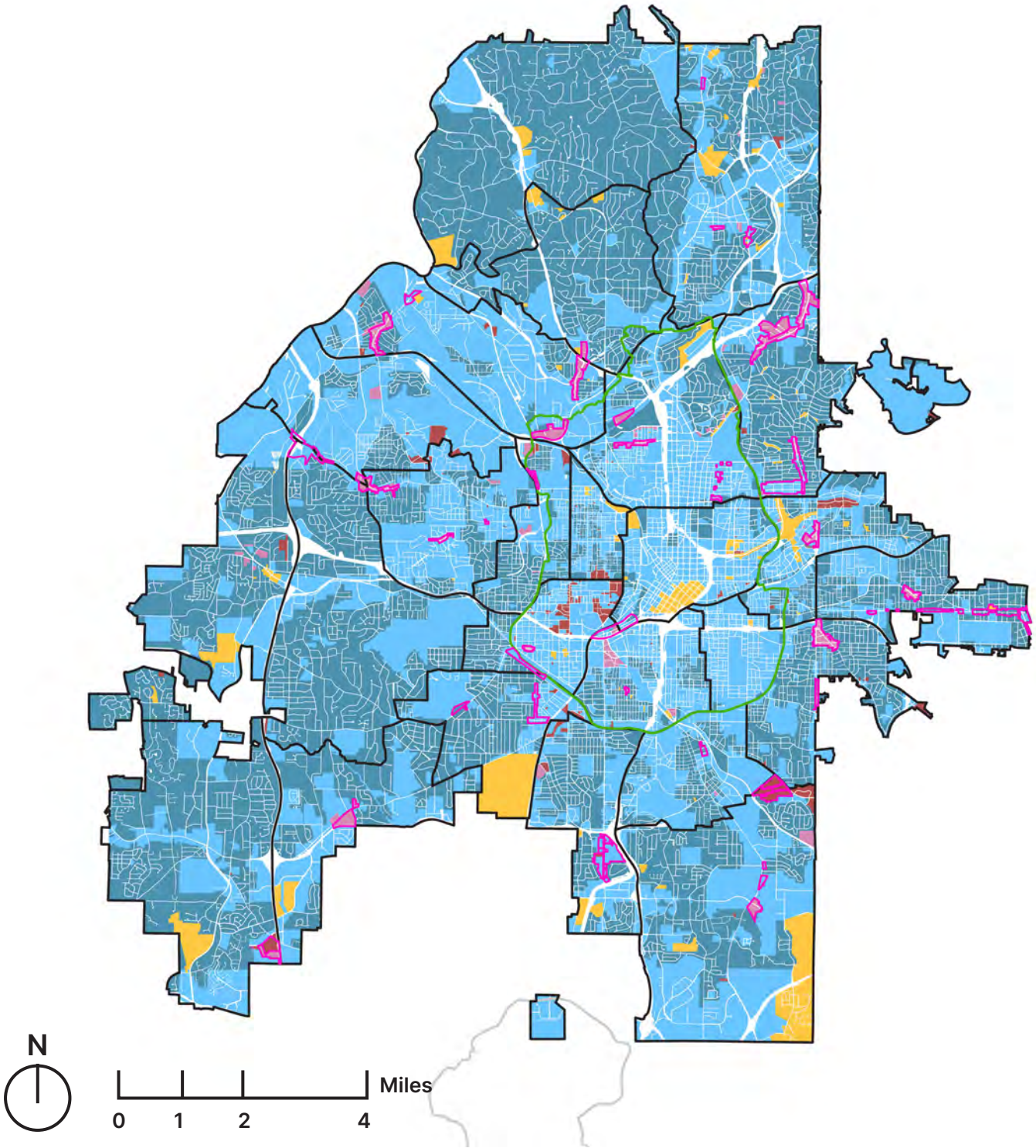
Translation Method #2: Future Land Use + Zoning

If there was no direct translation available for an area's Future Land Use, the site's underlying zoning was used to determine the Development Pattern. This decision was further confirmed by public input. For example, the current Single Family Residential (SFR) Future Land Use is now split into two new Development Patterns—Large Lot Single Family (LLSF) and Medium Lot Single Family (MLSF)—depending on the underlying zoning of the lot (R1 through R3 or R-4s). Another example is translating (general) Mixed Use Future Land Use designations based on current commercial and mixed use zoning for the areas.

The areas translated with this logic are designated in the Translation Maps in a dark blue.

Citywide Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



Translation Method #3: Public Input

Some areas were translated largely based on public feedback, particularly from input received during the facilitated 39 "Focus Areas of Discussion" across the city. Review of recently adopted small area plans and conversations with NPUs and neighborhood groups and city partners (e.g., Community Improvement Districts) helped clarify other translations.

The 39 Focus Areas of Discussion are outlined in hot pink/pale pink—not all community conversations ended a recommendation to change a Future Land Use designation to a different Development Pattern. We differentiate areas where translations maintained the previous Future Land Use designations and where they changed.

Translation Method #4: Legislative Changes

Since the 2021 Plan A, there have been approximately 155 approved CDP Amendments, including annexations. The Department of City Planning directly translated the areas' Future Land Use designations to Development Patterns and confirmed translations during the public planning process this past year.

The areas translated with this logic are designated in the Translation Maps in red.

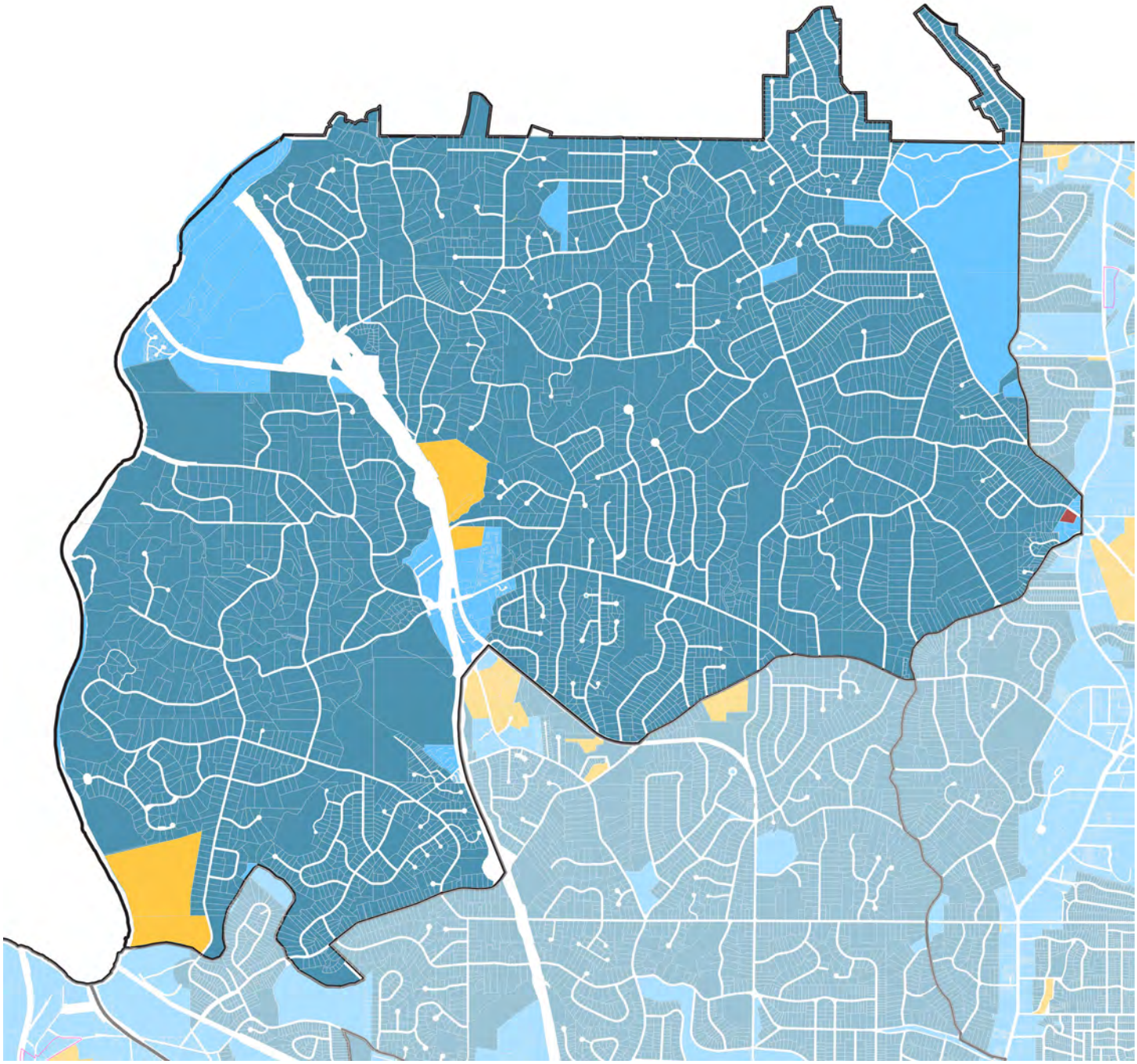
Translation Method #5: Technical Changes

Department of City Planning made technical changes (confirmed with public feedback) where direct translations were inappropriate. Common examples include recent park acquisitions to Open Space, Office-Institutional sites to various Mixed Use, and minor map corrections.

The areas translated with this logic are designated in the Translation Maps in yellow.

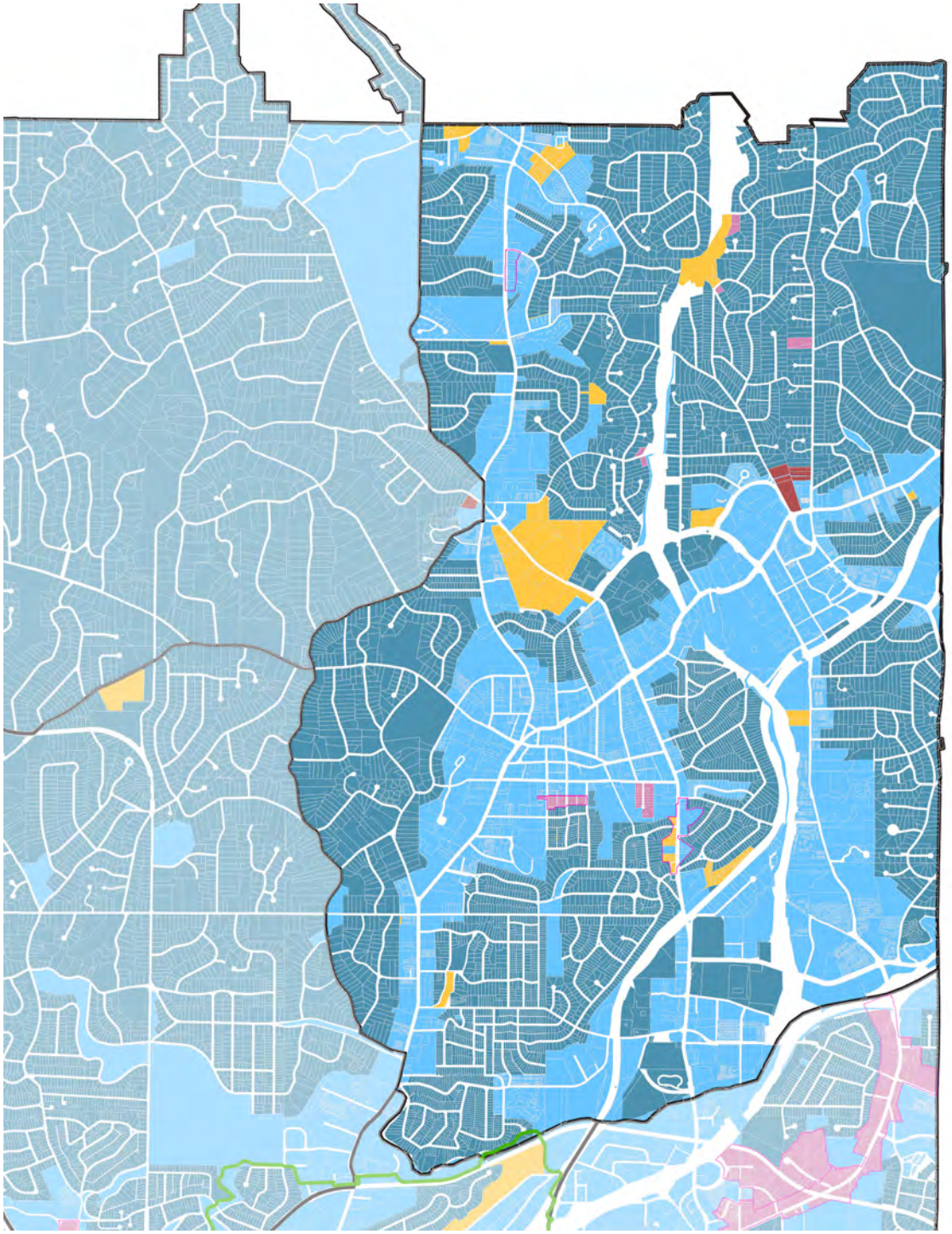
NPU-A Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



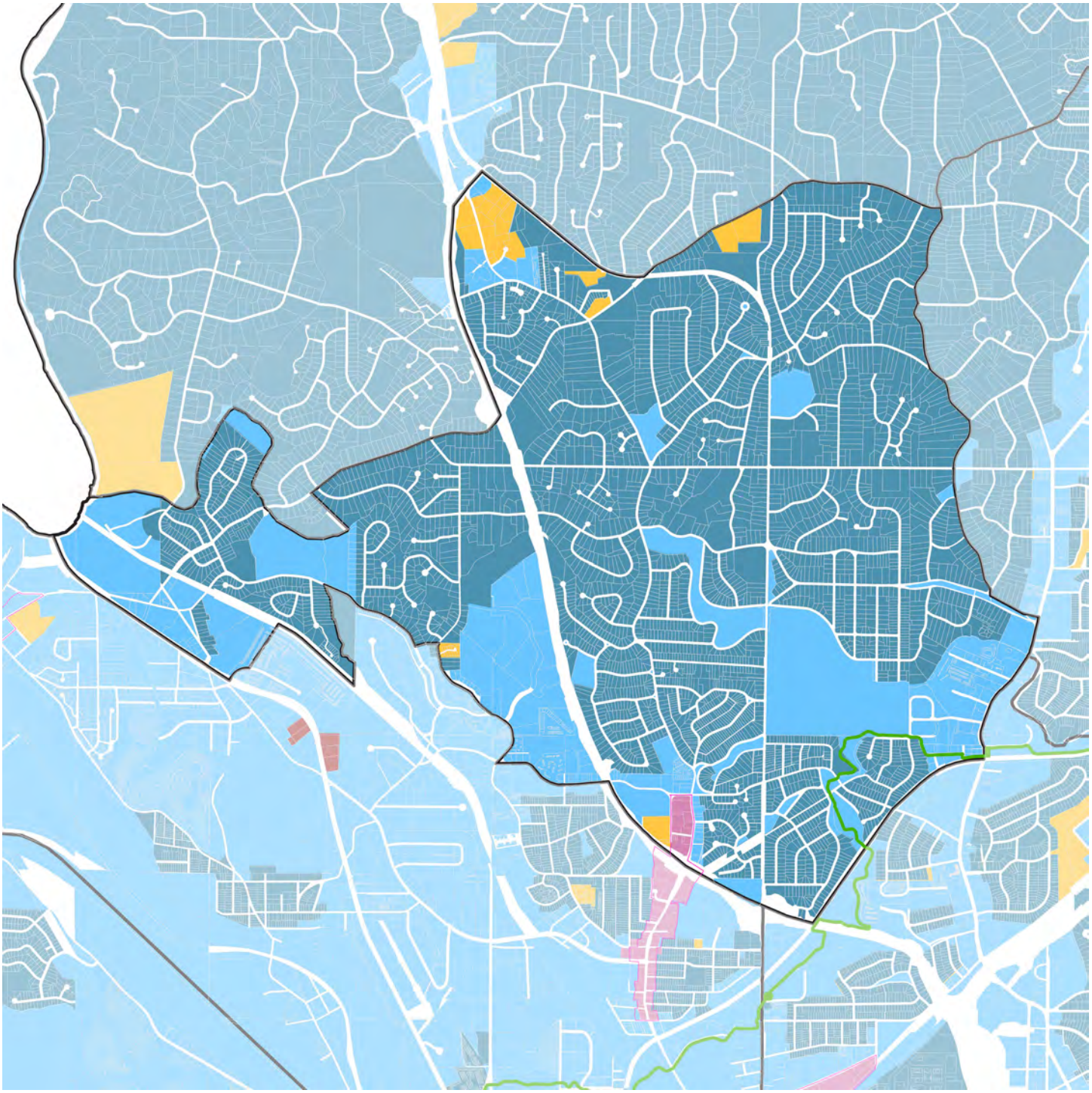
NPU-B Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



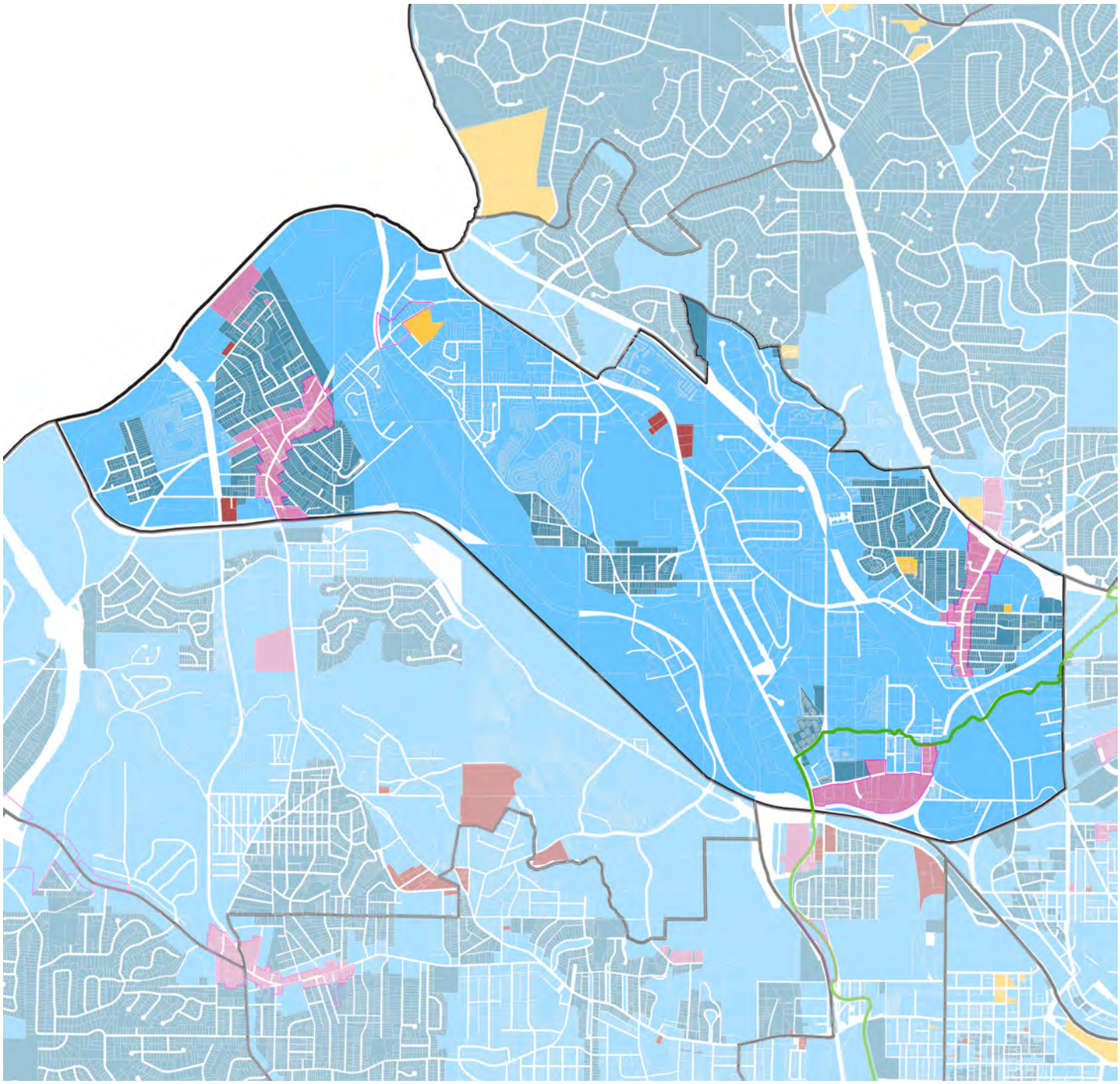
NPU-C Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



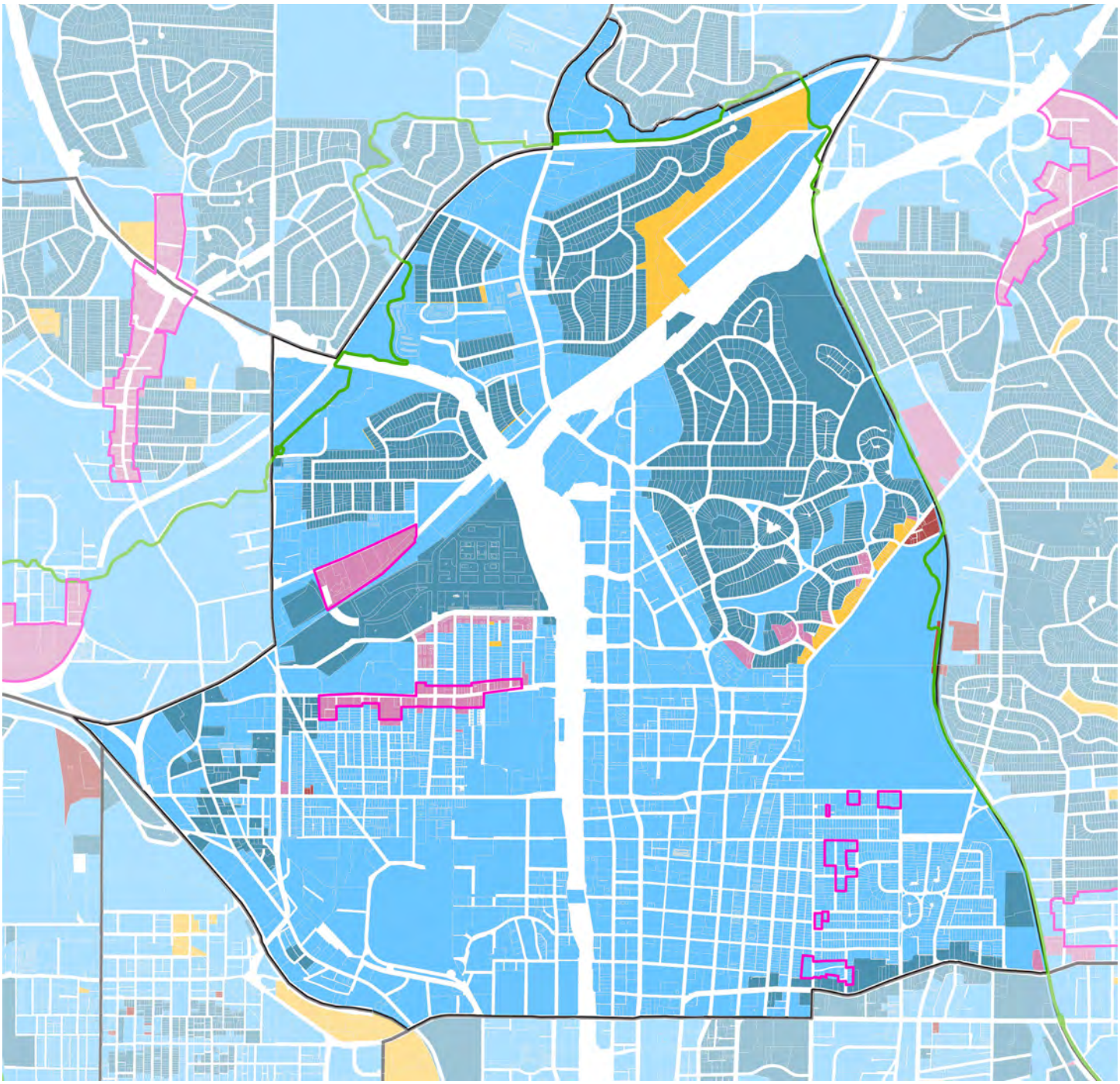
NPU-D Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



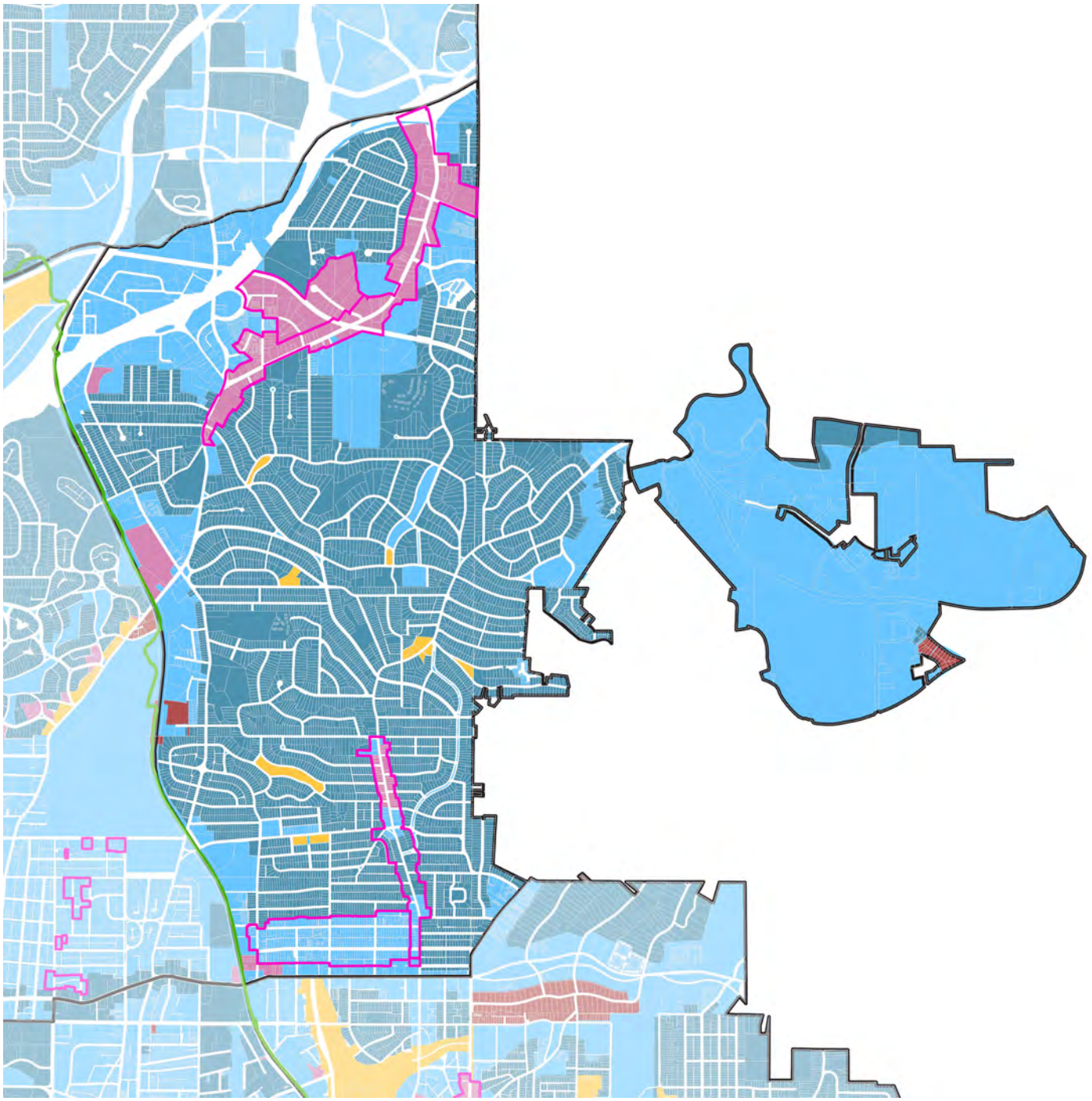
NPU-E Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



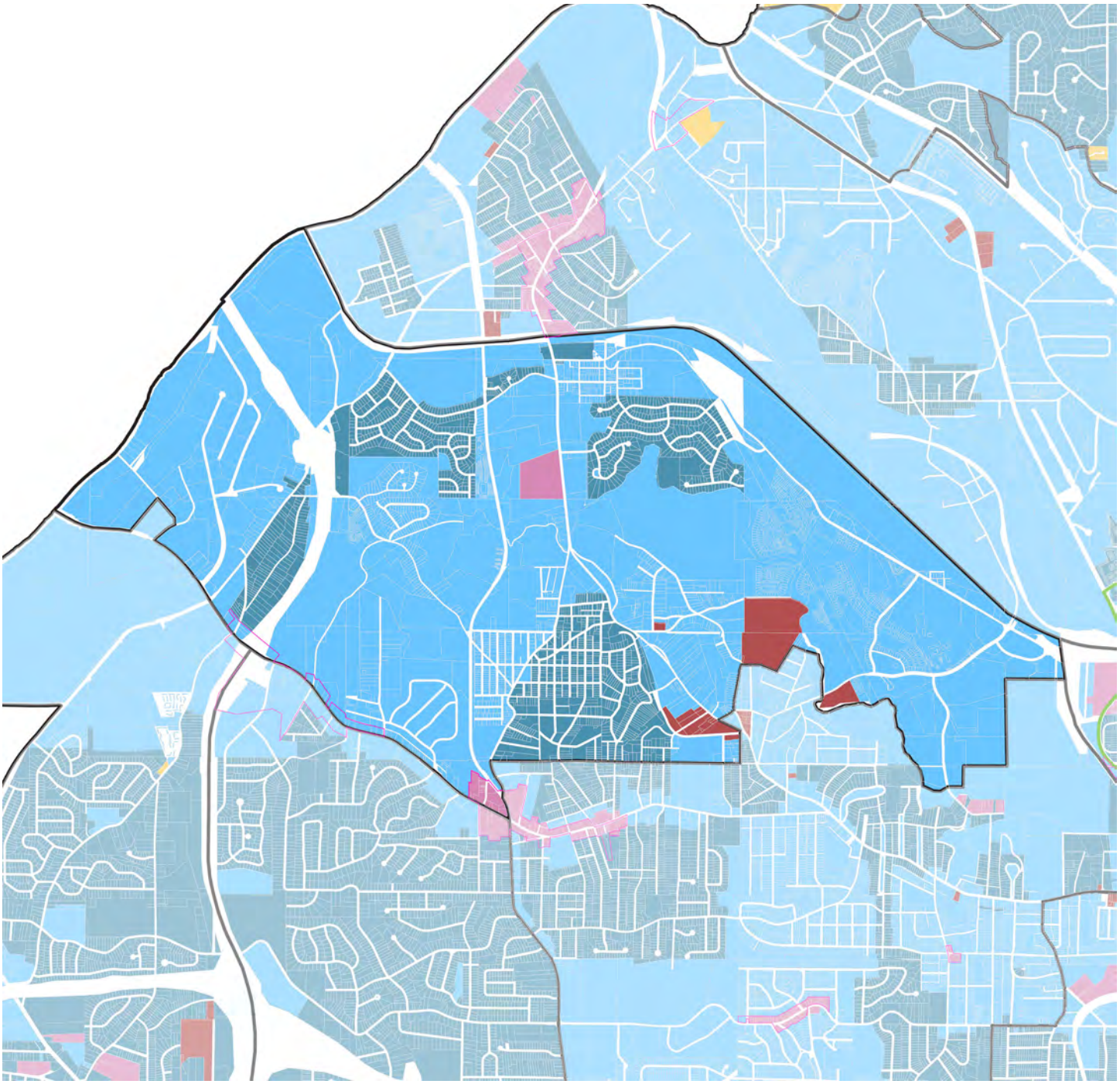
NPU-F Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



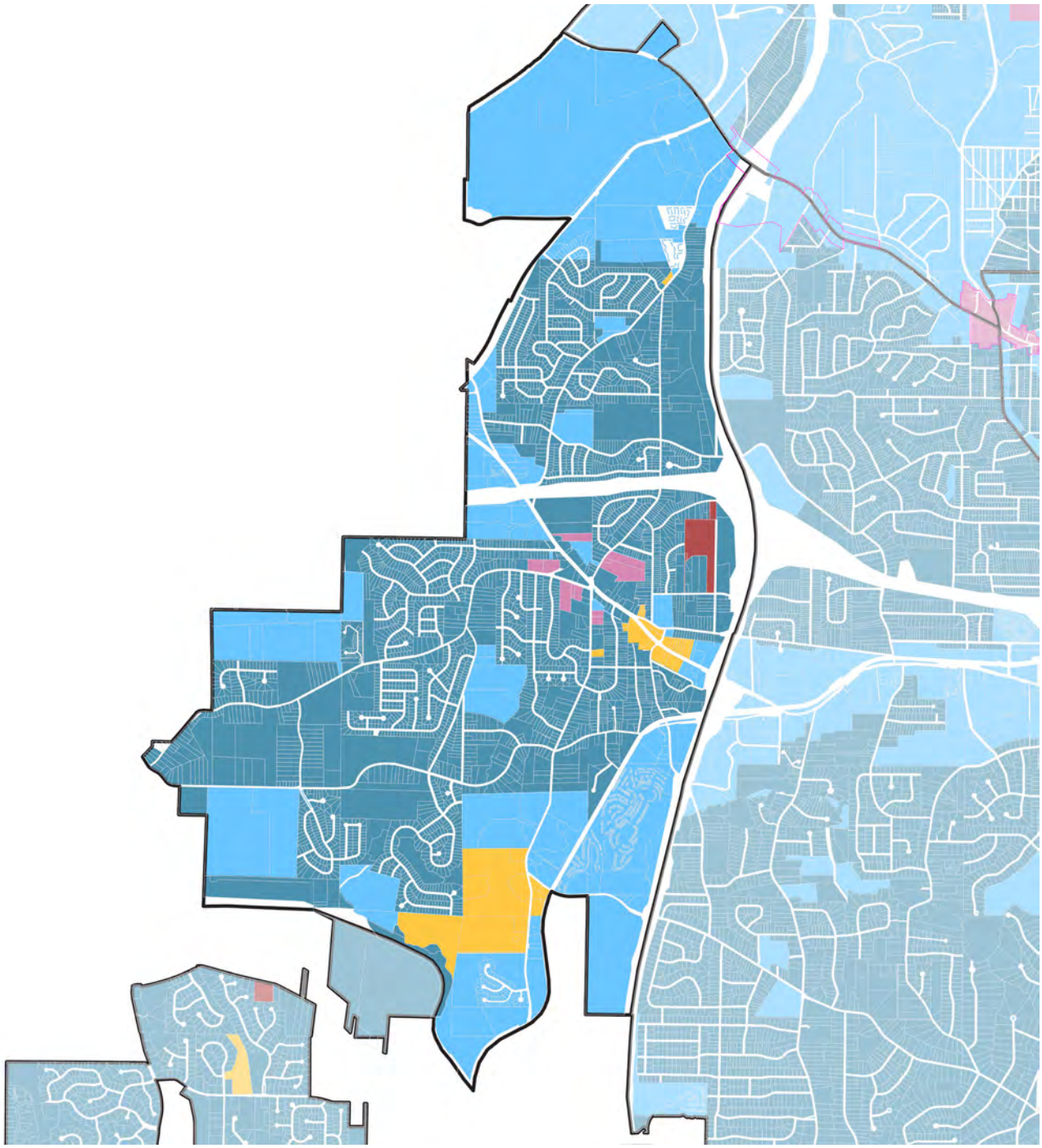
NPU-G Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



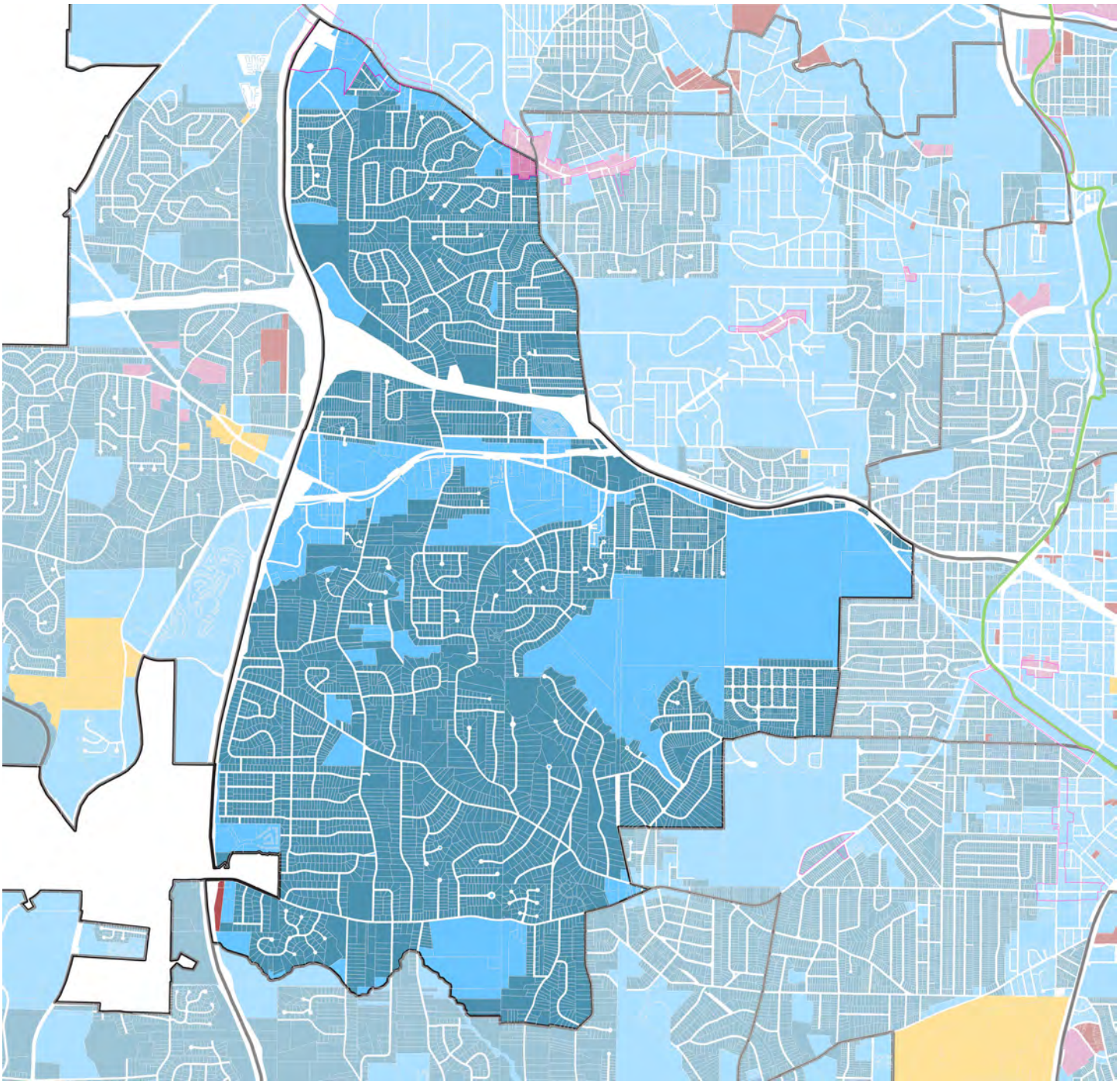
NPU-H Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



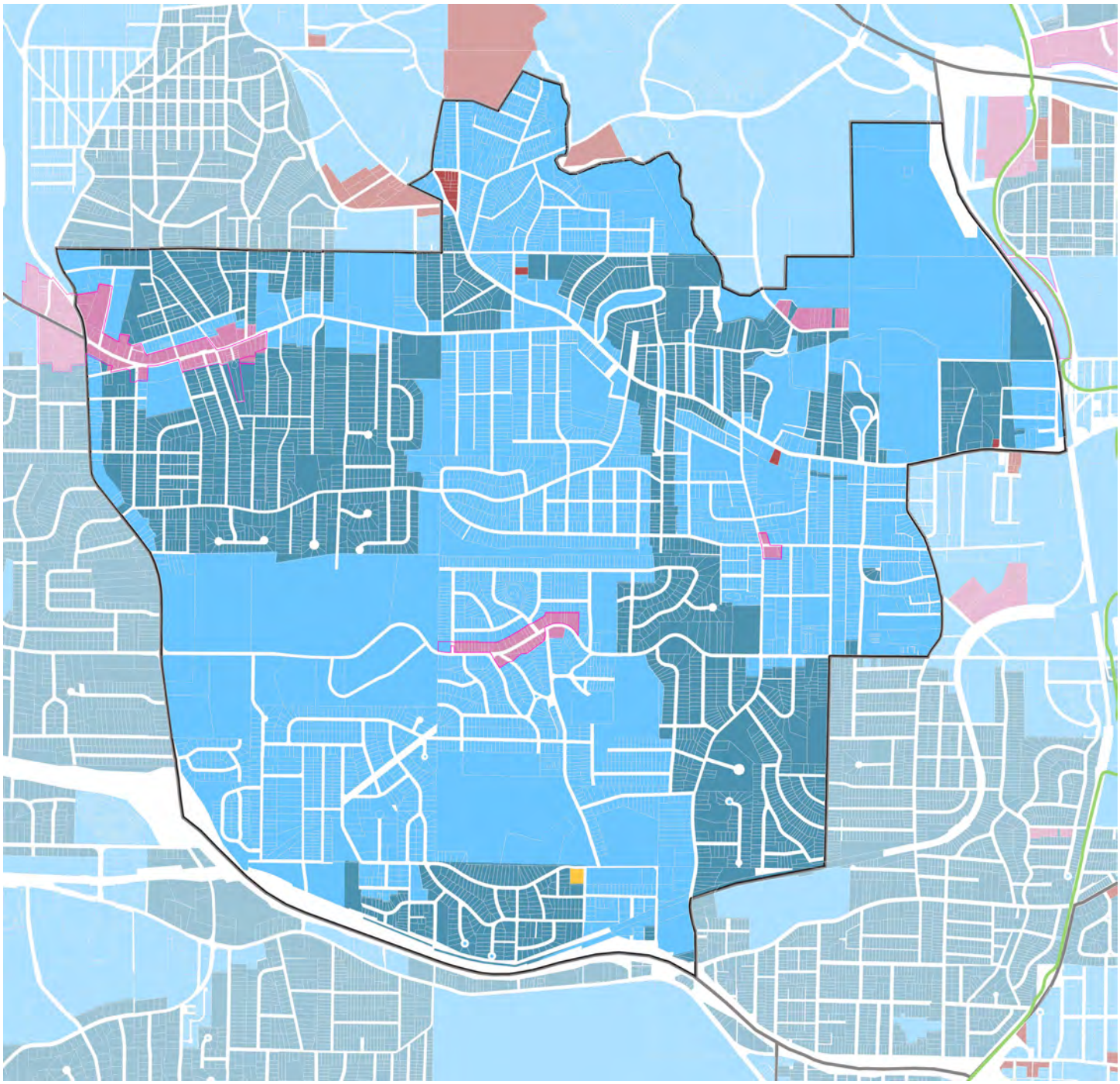
NPU-I Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



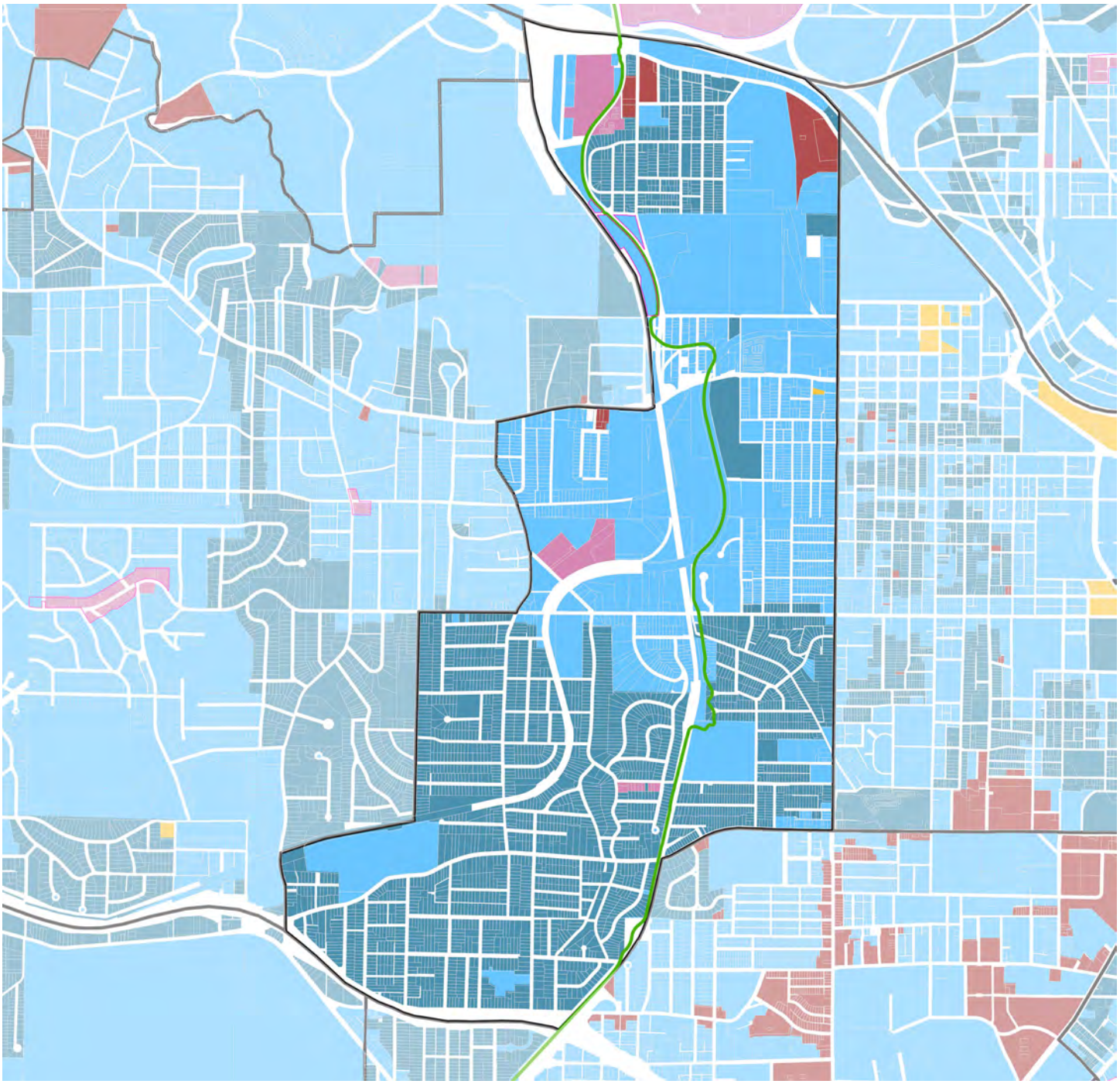
NPU-J Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



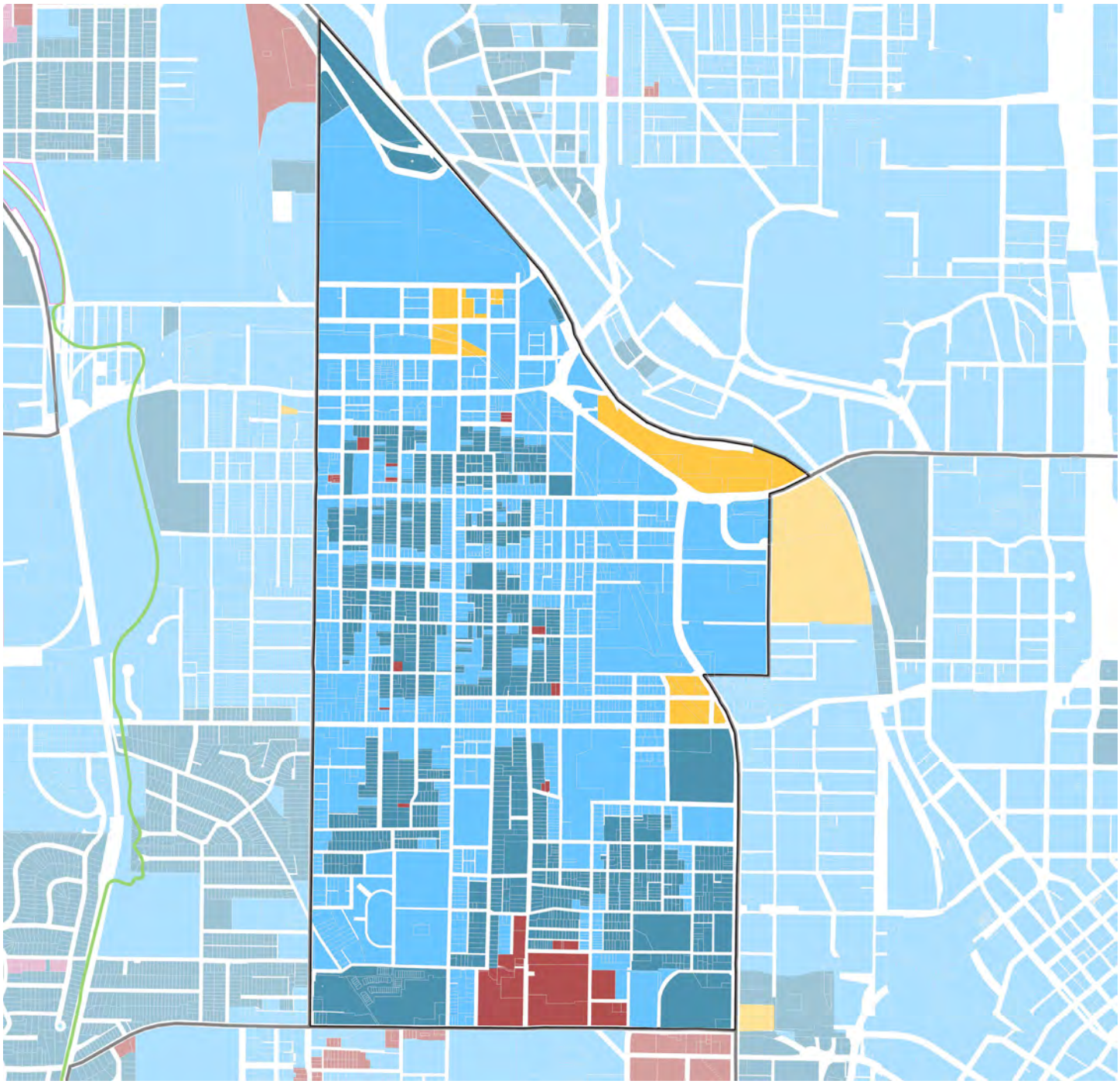
NPU-K Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



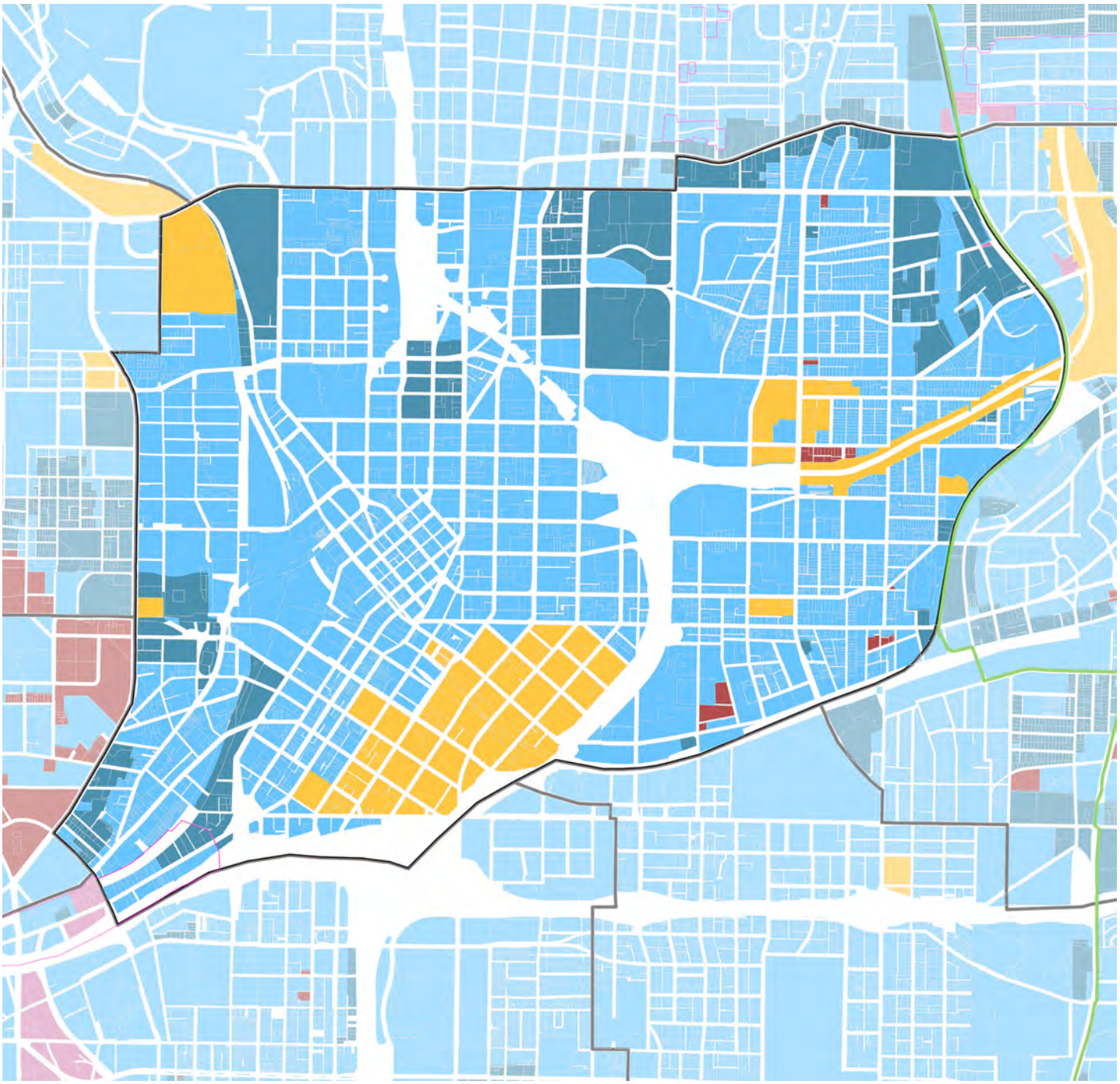
NPU-L Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



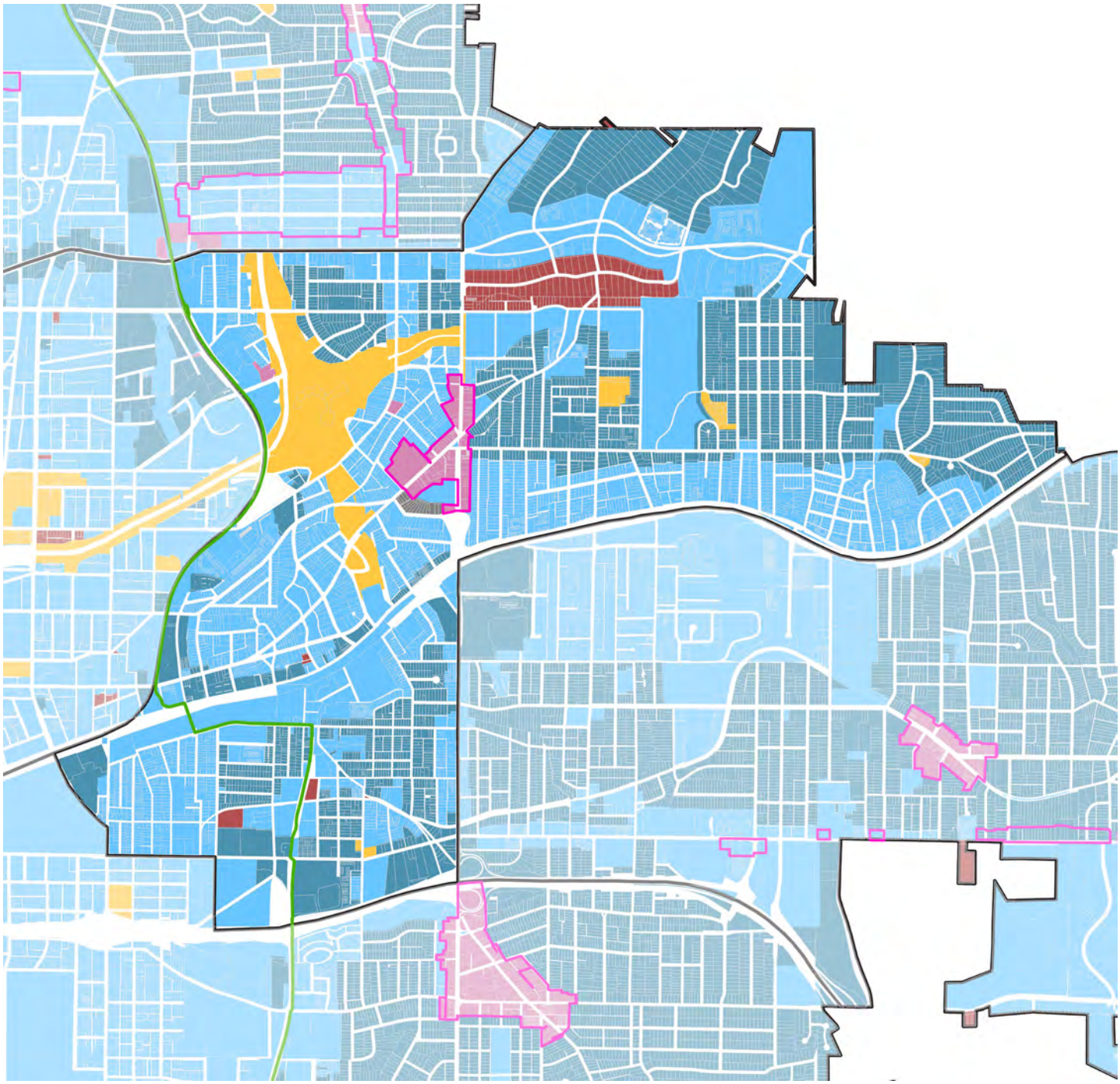
NPU-M Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



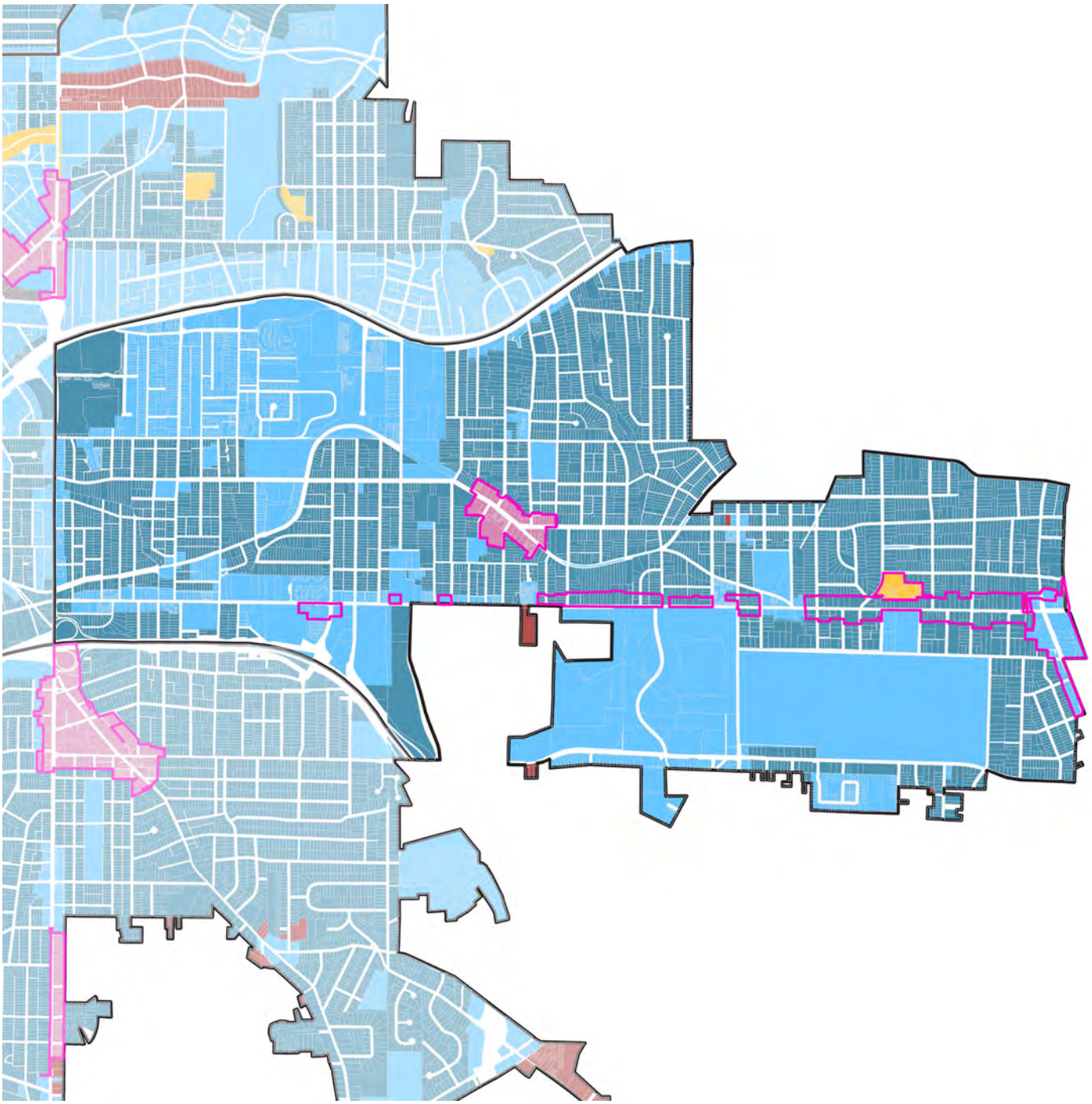
NPU-N Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



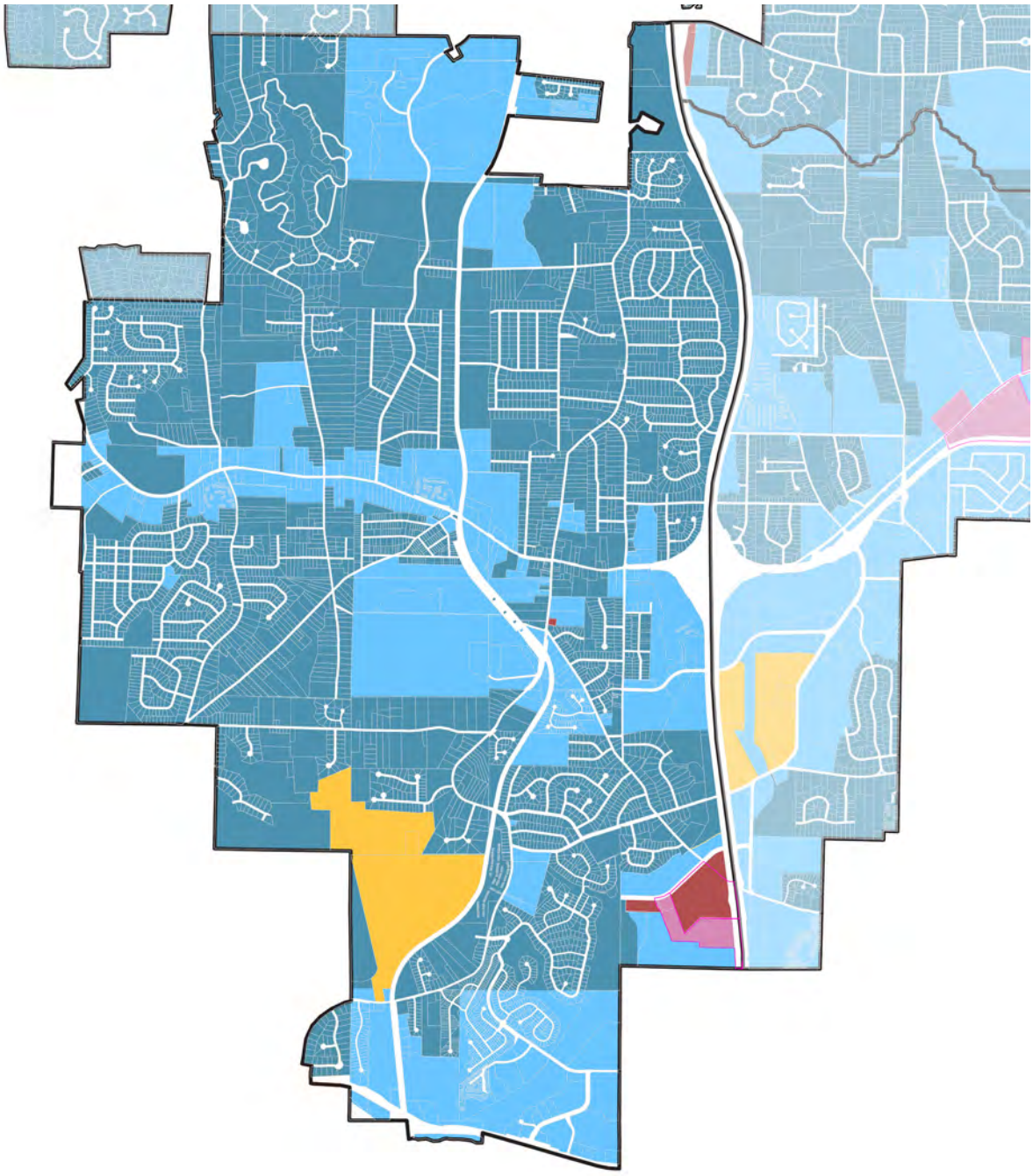
NPU-O Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



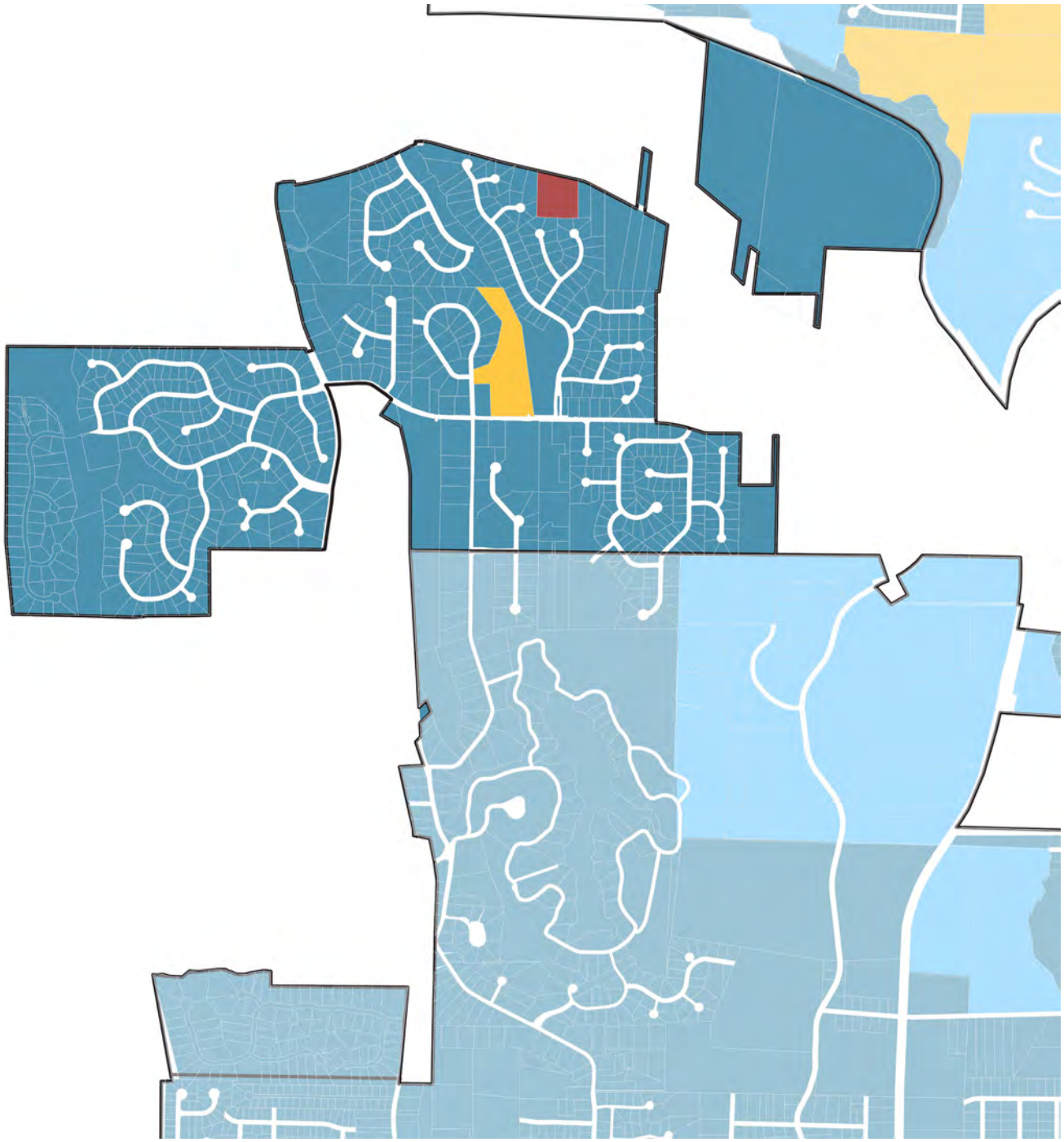
NPU-P Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



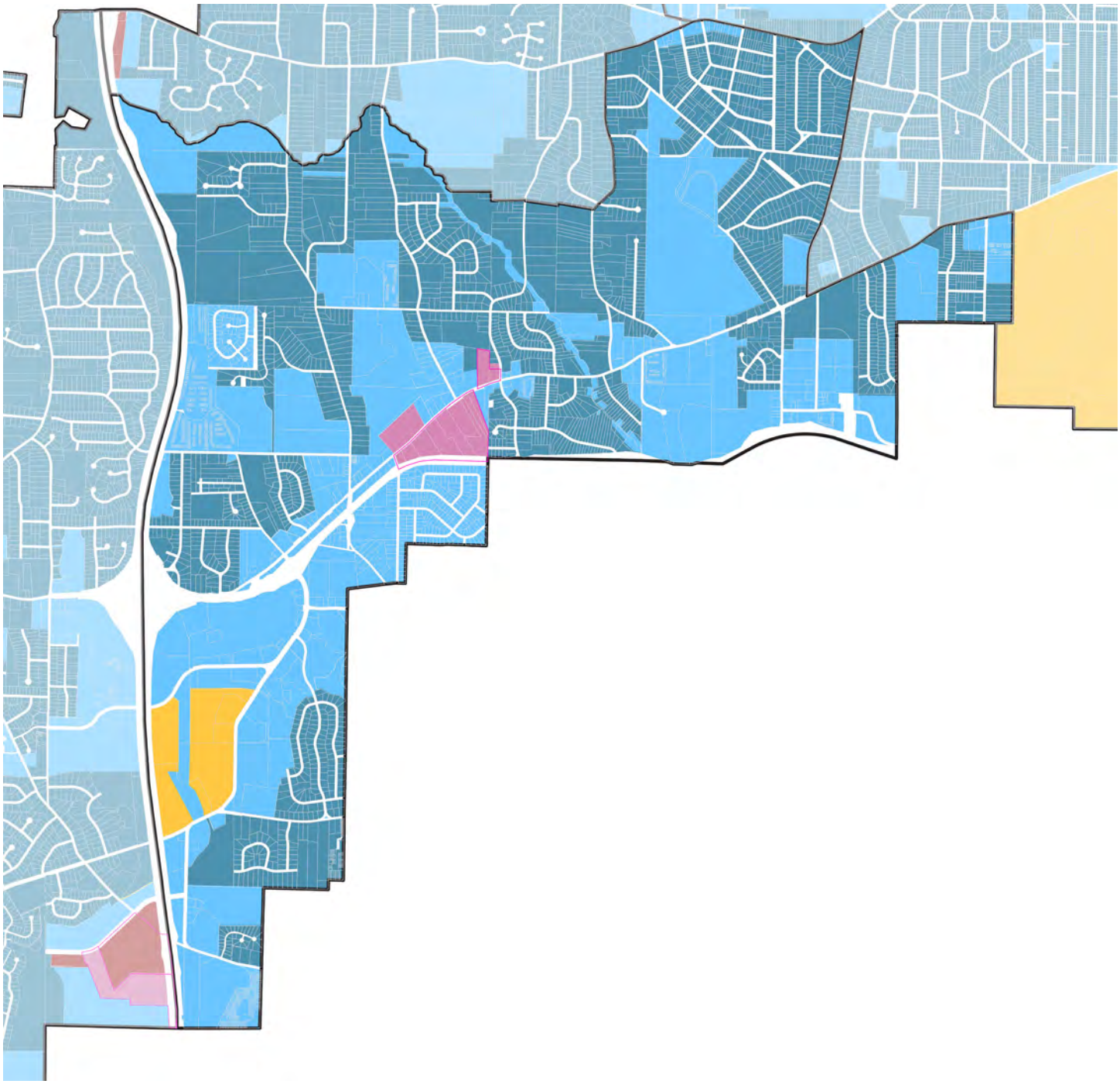
NPU-Q Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



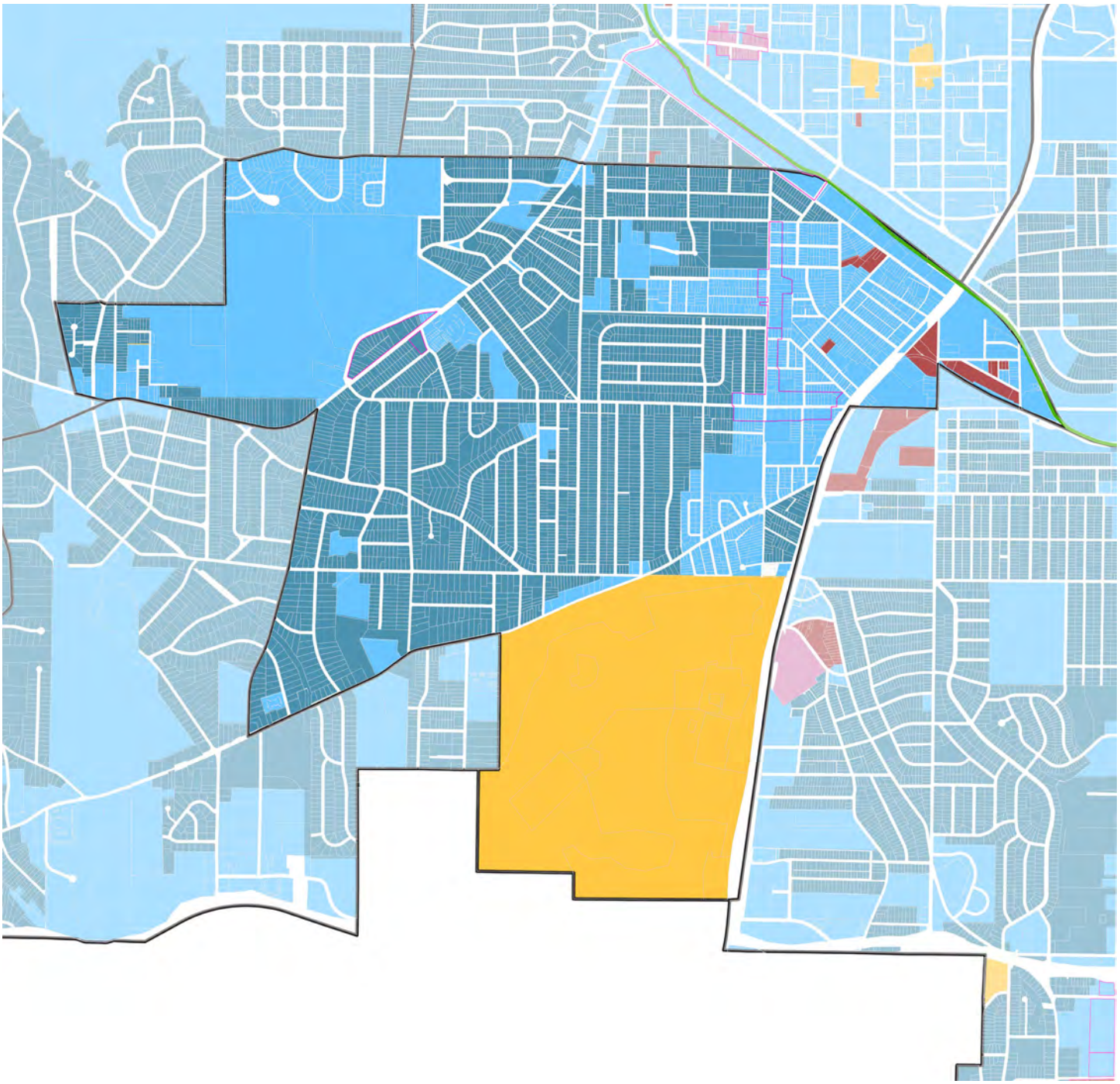
NPU-R Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



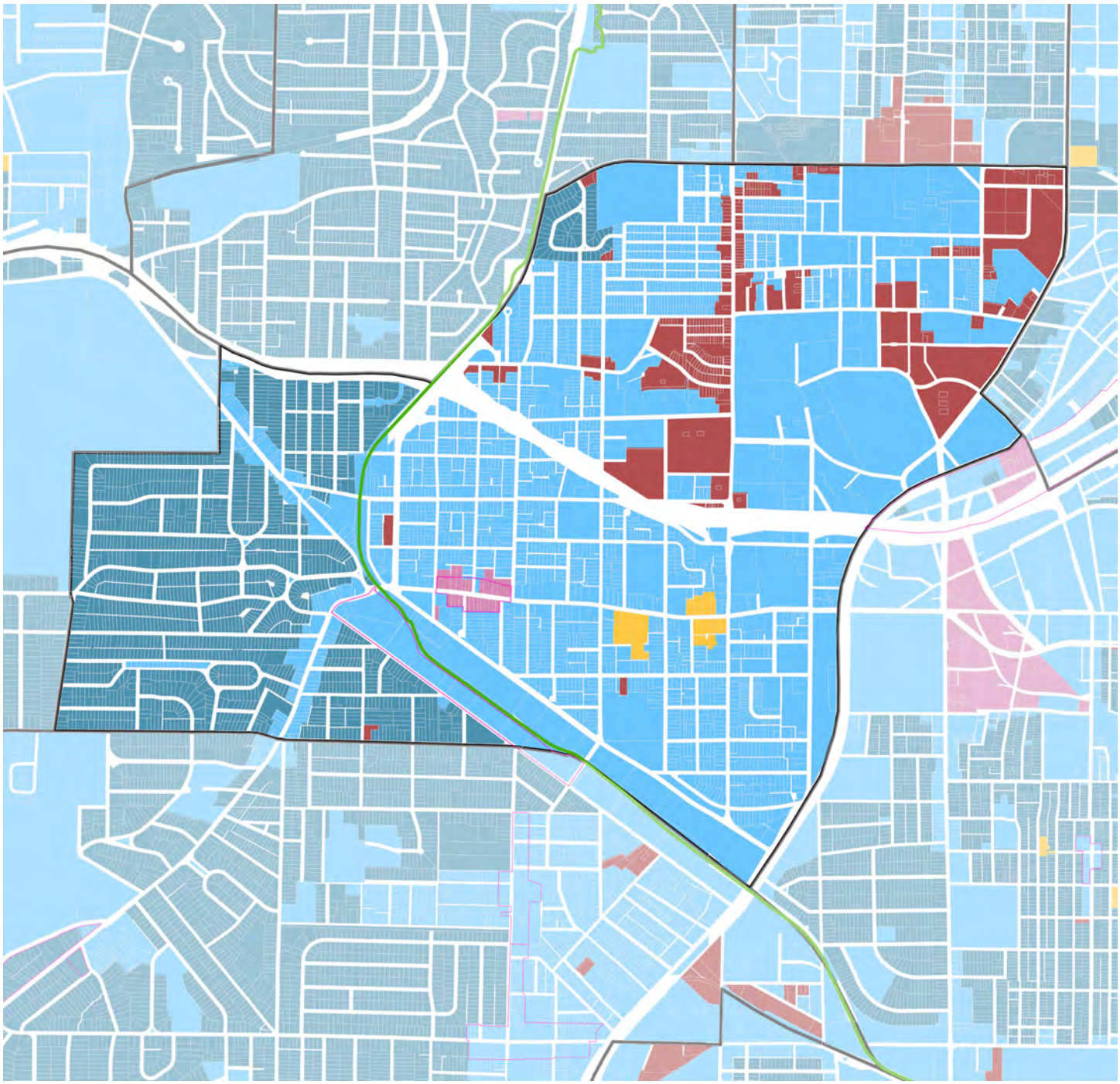
NPU-S Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



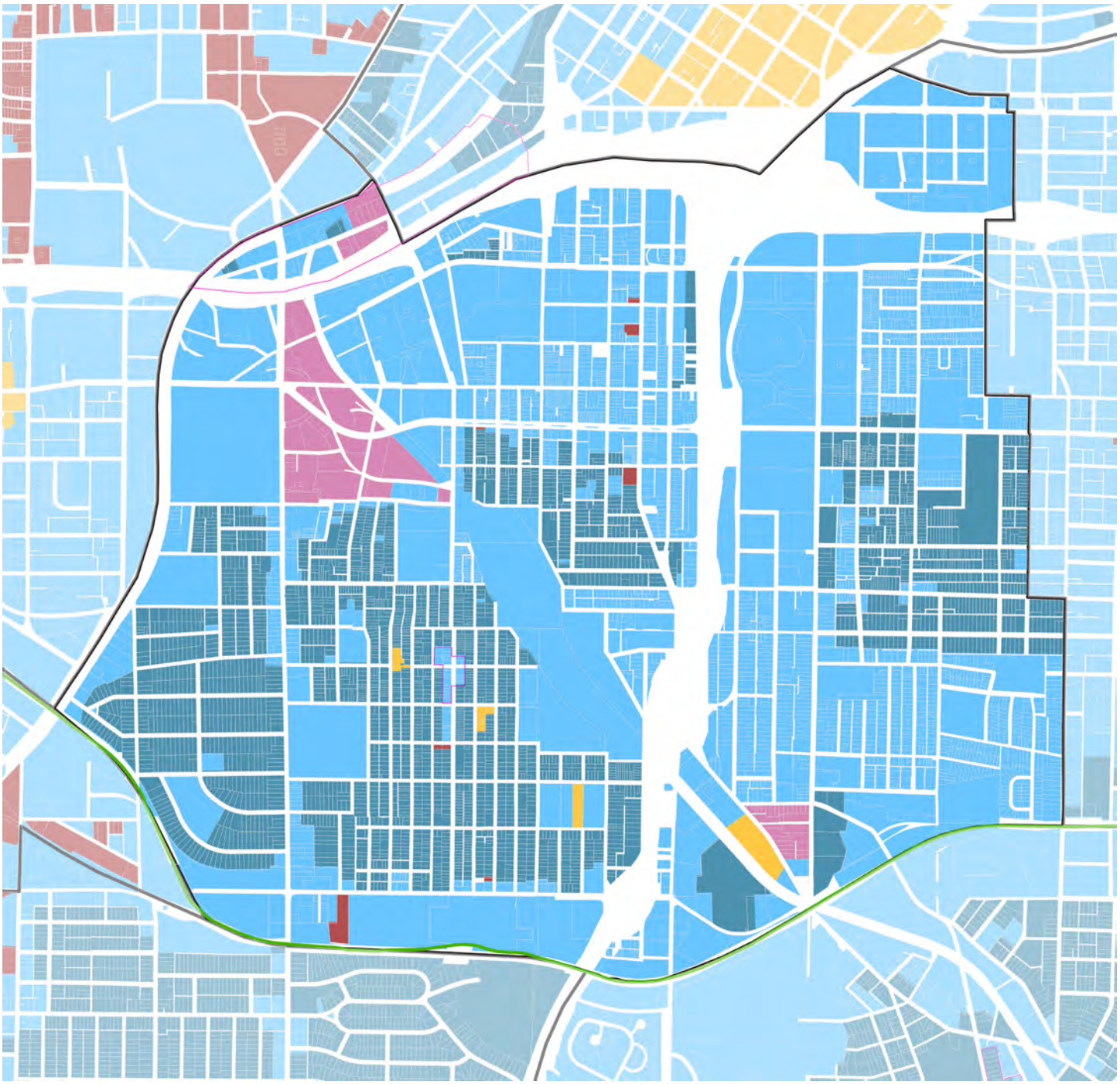
NPU-T Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



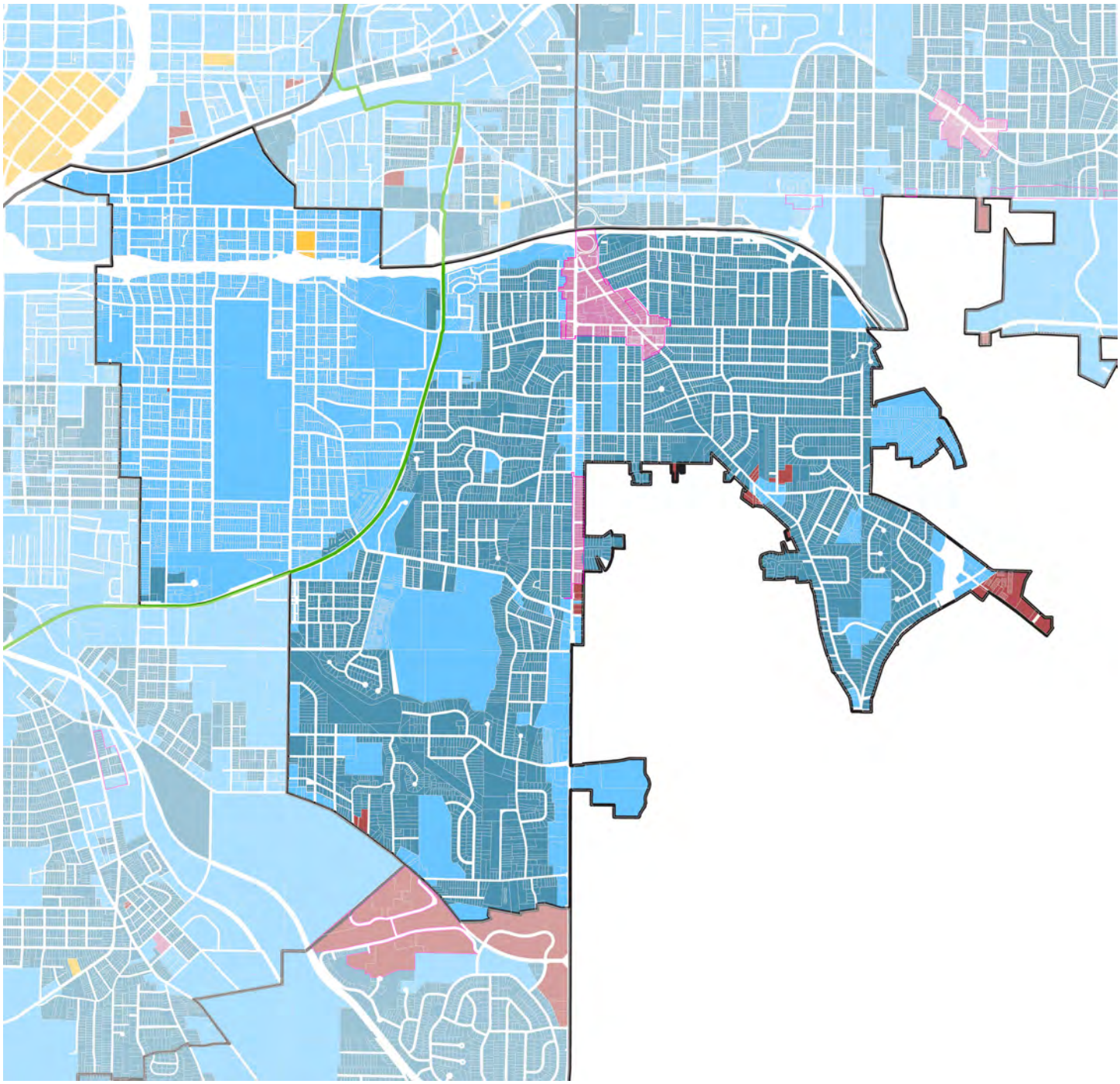
NPU-V Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



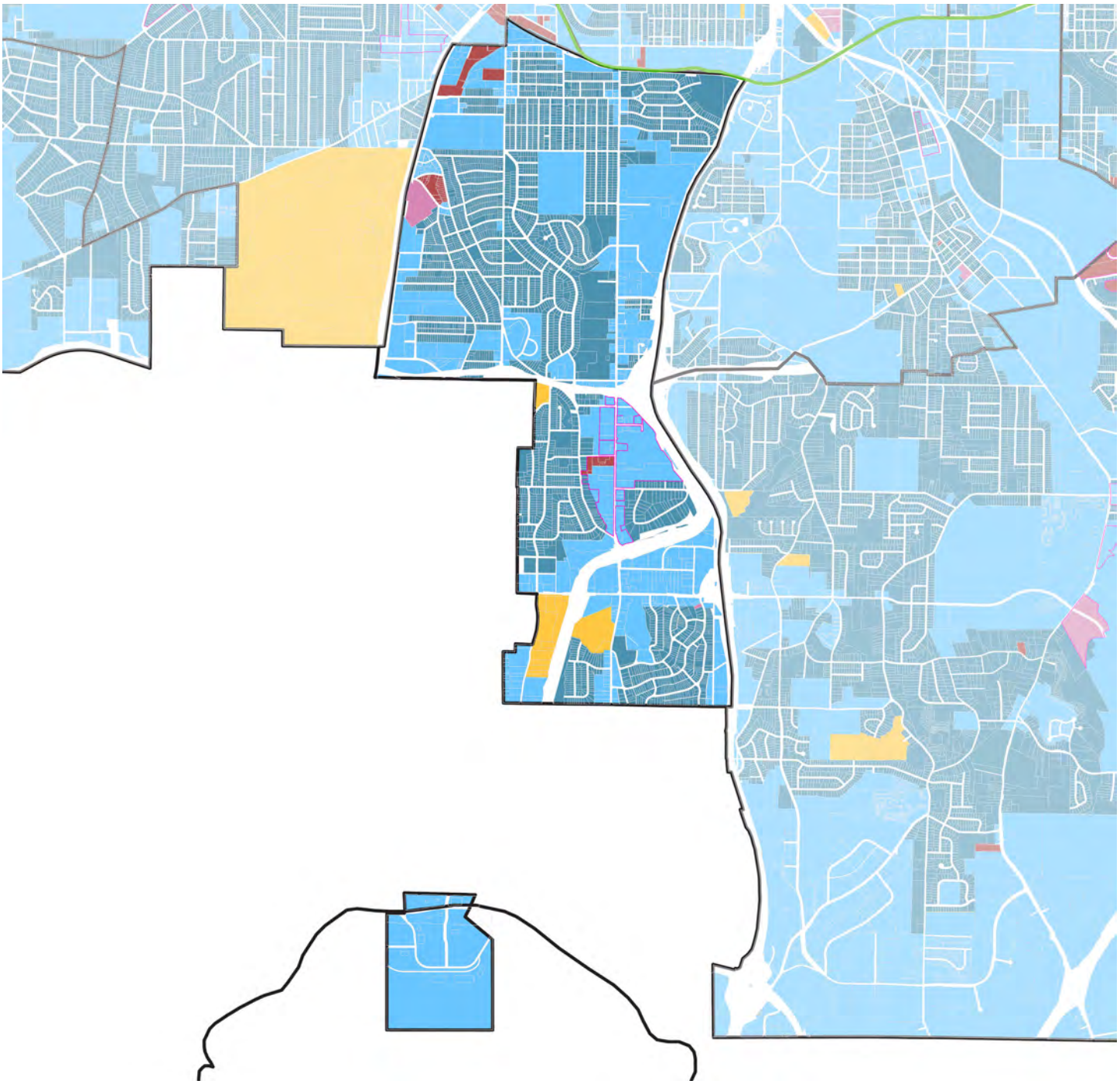
NPU-W Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



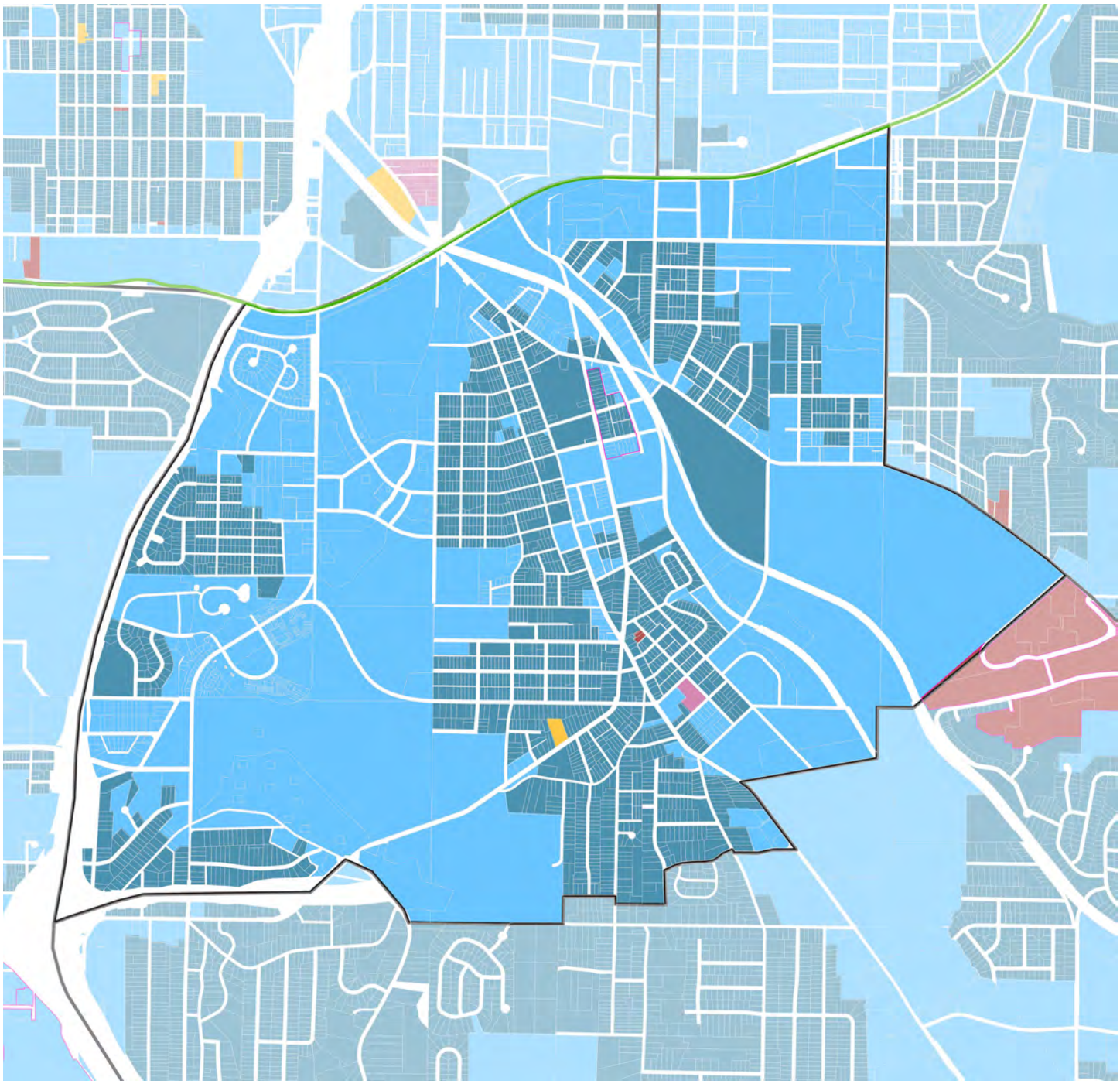
NPU-X Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



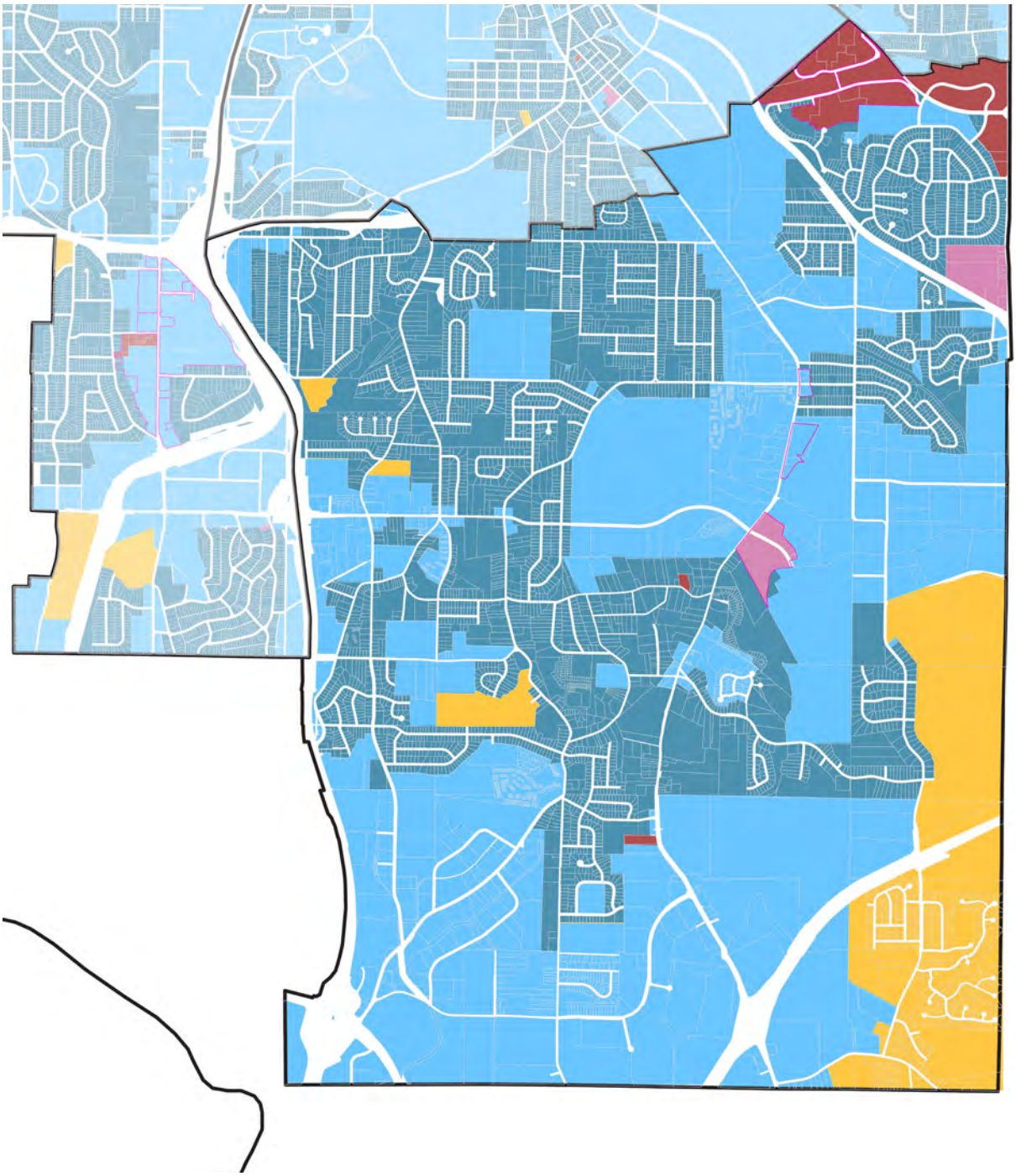
NPU-Y Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



NPU-Z Translation Map

- Conversation Focus Areas
- Future Land Use
- Future Land Use & Zoning
- Public Input Changes
- Legislative Changes, 2021-2025
- Technical Changes



End of Plan A

Appendix 6

Department of
CITY PLANNING