

8. URBAN DESIGN

The term “urban design” refers to the physical form and organization of elements in the urban environment. The arrangement of physical elements in communities has wide implications beyond aesthetics. Urban design is about weaving together neighborhoods and communities into places that connect people with each other and life activities. Physical relationships between elements such as streets, parks, historic and cultural resources, residences, institutions, services, businesses, and mass transportation facilities affect the social structure of a community and communicate a value and role for each of these elements within the community.

Urban design can enhance the function and beauty of communities with careful consideration of building design (form, scale, placement and orientation), site location, visual characteristics, and relationships between each community element. The design of public spaces and the hierarchy between public, semi-public, and private space are also critical aspects of urban design which determine how people interact with and experience the urban environment. Atlanta’s urban design policies embrace concepts of traditional urban development patterns, new urbanism and smart growth with a focus on neighborhood cohesiveness, a healthy community, defined mixed-used centers, historic preservation and environmental conservation. The goal for urban design in Atlanta is to improve the quality and productivity of the lives of all Atlantans by creating a more healthy, humane and enjoyable place to live, work, shop, recreate, grow and raise children.

Urban Design Elements

Nine physical elements, more than any others, characterize the urban form of Atlanta.

1. **Tree Canopy:** Atlanta is covered with an extensive canopy of mature forests. These trees soften harsh building and pavement surfaces and make in-town living pleasant during the hot summer months by providing shade, reducing radiant heat, improving air quality and the visual aesthetics of the urban landscape. Atlanta is often called “the City of trees.”
2. **Neighborhoods:** There are a total of 241 distinct neighborhoods in Atlanta. These neighborhoods have a wide variety of architectural styles and provide housing options that serve every economic level. Many of the most attractive and popular neighborhoods exist within blocks of towering commercial high-rises, yet they are protected from incompatible development by strict zoning codes, the street network, land use policies and, in some cases, existing buffers.
3. **Peachtree Street Spine:** Peachtree Street, Atlanta’s best-known and most-coveted business address extends along Atlanta’s dominant north-south ridgeline. Peachtree Street is the spine of a linear commercial district that begins Downtown, just north of I-20 and runs north, through Midtown, to Buckhead at the northern City limits.



Tree Canopy

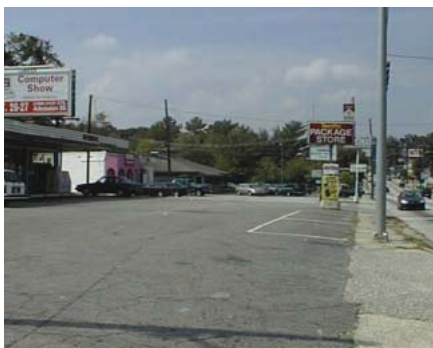


Neighborhoods



Peachtree Spine

Community Assessment - 8. Urban Design



Major Travel Nodes: Development per conventional zoning



Major Travel Nodes: Development per Quality of Life zoning



Nodal Development: High Density



Nodal Development: Low Density

4. Major Travel Corridors: The City has several major transportation corridors, many of which are state highways (i.e. Peachtree Street, Piedmont Avenue, Moreland Avenue, Cheshire Bridge Road, Pryor Road, Northside Drive, Howell Mill Road, Ponce De Leon Avenue, North Avenue, DeKalb Avenue, Memorial Drive, Metropolitan Parkway, etc.), that have developed into fragmented, suburban-style commercial strips with no relation to nearby residential neighborhoods. The creation of new smart growth zoning districts coupled with today's development pressures offers the opportunity to create pedestrian-friendly, sustainable mixed-use environments that combine commercial and residential uses in a balanced manner which also serves to link the surrounding neighborhoods to one another.

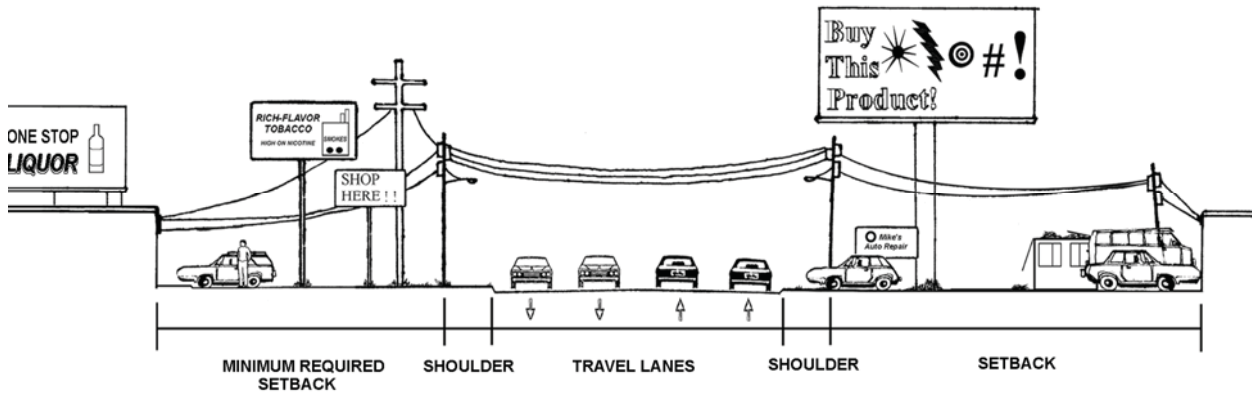
5. Nodal Development: High-density nodal development is encouraged around the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail stations. This nodal development is particularly evidenced by the skyscrapers that are clustered around MARTA rail stations located Downtown and Midtown, along Peachtree Street and along the Lindbergh and Lenox stations. On a smaller scale, nodes created around commercial intersections are opportunities to focus and enhance retail and mixed-use development serving nearby neighborhoods.

6. Built Environment: Atlanta's built environment has been traditionally urban in character with streets lined with sidewalks and buildings, pedestrian-scale block sizes, and a connected street pattern which fostered a pedestrian-oriented built environment. Over time this built environment gave way to suburban-style, automobile-oriented strip shopping centers, the creation of large superblocks, large parking lots abutting streets, buildings with blank walls, and isolated residential subdivisions and gated communities as a result of zoning regulations that placed the emphasis on the automobile and separation of land uses. The result has been a breakdown in pedestrian-scaled streets and the urban fabric and character of the City. This type of development does not support a livable character or a human scale within commercial and residential districts.

Neighborhood groups, the development community and the professional planning and design community expressed concerns regarding the quality of physical development in the city over the past several decades. As a result, the Department of Planning and Community Development (DPCD) embarked on a plan to craft new zoning regulations based on traditional urbanism principals in an effort to reverse this trend. The result has been the creation of several new zoning categories known collectively as the Quality of Life zoning districts. These include Special Public Interest (SPI) districts, Mixed Residential Commercial (MRC) districts, Neighborhood Commercial (NC) districts, Live Work (LW) districts, and Multi-family Residential (MR) districts.

The density, building scale, and permitted uses may differ among the zoning districts, but, they all share common urban design characteristics such as requiring sidewalks and street trees, parking placed to the rear or side of buildings, buildings adjacent to sidewalks with articulated facades and building entrances that face the street, among other things.

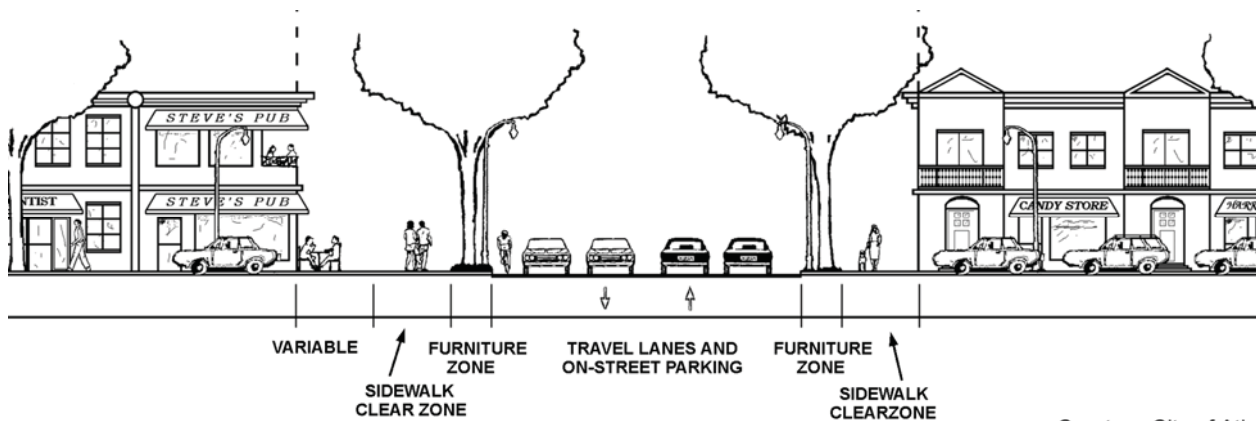
Atlanta's Built Environment



BEFORE

(Zoning regulations between 1950s - 1990s)

Above is a typical example of a commercial strip in the City developed by conventional zoning. It is characterized by large front yard building setbacks, parking in front of buildings, unsightly overhead utilities, lack of spatial definition and little pedestrian infrastructure. The built environment was designed exclusively for the automobile, which discourages pedestrian movement and alternative modes of transportation.



Courtesy City of Atlanta

AFTER

(Quality of Life zoning regulations after the 1990s)

The Quality of Life zoning districts re-establish Atlanta's traditional pre-1950s built environment with tree-lined sidewalks and buildings that frame and address the street. On-site surface parking is tucked to the side or rear. Lined with attractive storefronts or ground floor residential stoops with primary entrances that face onto ample sidewalks, the built environment is transformed into a neighborhood which encourages pedestrian activity while still accommodating the automobile. Although not required, overhead utilities are encouraged to be buried or placed behind buildings as part of large scale redevelopments.

Community Assessment - 8. Urban Design



Railroads



Transit: MARTA Rail



Transit: MARTA Bus



BeltLine Proposal

7. Transit and Railroads: Historically, transportation has been a vital component in the development of Atlanta. Railroads became the framework for the City's early development, with Downtown serving as the original railroad hub with a railroad network that to this day circles the central area and extends out from Downtown to surrounding counties and neighboring states. The City's development was also impacted during the 1970's and 1980's with the construction of the MARTA transit system. Today, the continued expansion of the MARTA transit system and the focus on all transportation modes, as well as the construction of the proposed multi-modal station and BeltLine, combined with the concentration of higher density development within the City, offer the opportunity to link Atlanta's neighborhoods with major activity centers and attractions (such as Downtown, Midtown, Buckhead, Lenox/Phippis, Carter Center, Lindbergh Center, the Woodruff Arts Center, Atlantic Station, Georgia Tech, Atlanta University Center, West End, East Atlanta Village, Glenwood Park, etc.).

8. BeltLine: The BeltLine project is a major planning initiative for the City of Atlanta. With the City experiencing population growth, the BeltLine will be a catalyst for economic and community development throughout the City. Currently under design and construction, the BeltLine will combine greenspace, trails, transit, public art, and new development along 22 miles of historic rail segments that encircle the urban core. The project provides a unique opportunity to enhance the City's quality of life by preserving and revitalizing existing neighborhoods, fostering mixed-use developments at select locations, promoting better connectivity to improve air quality and reduce dependency on the automobile.

The City recognizes that new development will be attracted to the BeltLine area and that the orientation, scale and character of that growth should encourage pedestrian and transit-oriented uses and activities to maximize the positive impact of the BeltLine on adjacent neighborhoods and the City at-large. To this end, the Atlanta Development Authority completed the Atlanta BeltLine Redevelopment Plan in 2005 and with the support of the Atlanta City Council, Fulton County Commission and Atlanta Public School Board, created Tax Allocation District (TAD) #6 – BeltLine. The BeltLine TAD funds will be used to invest in land acquisition and the creation of new multi-use trails, greenspace, transit, workforce housing and Atlanta Public Schools projects. Funds are also intended to be used towards other infrastructure improvements, environmental brownfield cleanup, and to jump-start development in historically underdeveloped areas.

9. Creeks, Watersheds, Forests and Landforms: Deriving from a range of citizen and traditional planning initiatives, the City is responding to an ever-heightening emphasis on its natural setting, both the assets it represents and the threats it faces. Any set of urban design strategies must include, and even begin with, the natural pre-urbanized environment and seek to conserve and re-establish complementary and mutually supportive development policies that support the environment's sustainability and enhance the community's quality of life. These include:

- Reintroducing healthy creek, greenway and riparian buffers into the urban fabric in a manner complementary to single-family, low-density or mixed-use and high-density environs;
- Protecting or extending upland forest ecosystems;
- Continued strengthening and maturing of the tree conservation program;
- Amending zoning, subdivision, transportation and utility corridor standards and designs in support of urban naturalization strategies;
- Overall, enhancing the environmental and green space response to the growing citizen emphasis on quality of life issues.



Creeks, Watersheds and Forests

Urban Design Considerations

Several factors will influence urban design in Atlanta in the 21st century. Those factors are discussed below.

- **Expanding central role of Atlanta in the region:** Atlanta serves as the symbolic center of the Atlanta region giving it a sense of place and history. As the Atlanta Region continues to grow, people will be looking for more convenient and central locations for their businesses and residences. Urban design issues that should be addressed for Atlanta to continue to attract positive growth include: re-establishing Downtown as a regional center, maintaining and strengthening existing neighborhoods, advancing urban design that engenders a safe and pedestrian-oriented environment, and preserving Atlanta's historic and cultural resources. In addition, the design of major cultural facilities and other buildings and infrastructure, where appropriate, should be of the highest quality design and materials.
- **Expanding global role of Atlanta:** If Atlanta's urban design is to be world class, Downtown, Midtown and Buckhead should be designed with urban plazas and parks to contain public art and cultural events. Streetscapes in many parts of the City should also be improved with new sidewalks, trees, pedestrian lights and street furniture. The visual clutter of signage and above ground utilities in public spaces should also be controlled. These elements in the public realm should knit together a cohesive network of usable public space and sidewalk-oriented buildings.
- **Increased dependence on multi-modal transportation:** Atlanta must look for alternatives to automobile transportation as roadways are widened past their optimum capacity, air quality problems from emissions continue to escalate, and highway expansion fractures communities. Urban design issues that will need to be addressed include the emphasis of pedestrian and bicycle transportation throughout the City, encouraging mixed-use development around transit facilities, and limiting parking lot expansion in areas where transportation facilities are planned or provided.



Regional and Global Atlanta



Multi-modal Station Proposal

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Pedestrian Facilities



Bicycle Facilities



Parks and Greenspace: Active



Parks and Greenspace: Plazas

- **Increased demand for pedestrian and bicycle facilities:** Roadway improvements should also include pedestrian and bicycle facilities. These include:
 - Sidewalks should be wider to accommodate pedestrian traffic, street lighting should promote pedestrian safety and comfort;
 - Street furniture (lights, benches, bicycle racks, etc.) should be coordinated;
 - On-street parking should be encouraged and expanded to buffer pedestrians from traffic and support sidewalk-oriented retail;
 - Street trees should be provided to shade the sidewalk and define a pedestrian zone;
 - Buildings should be oriented towards the sidewalk and provide ground-floor active uses;
 - Signage should be coordinated to minimize visual blight; and
 - Bicycle lanes should be provided on designated bicycle routes.
- **Increased demand for parks, open space and greenways:** Parks and open space contribute to the quality of life by protecting and enhancing neighborhoods and historic places, linking neighborhoods and commercial districts, providing opportunities for social interaction, and promoting the physical and the mental well-being of all citizens. There is a need to increase the abundance, quality, usability and accessibility of parks, plazas and public open spaces; create more opportunities for pedestrian movement; highlight the visual quality and beauty of Atlanta; secure irreplaceable historic heritage and cultural life; and protect the man-made environment.
- **Greater emphasis on security and safety in urban design:** Crime prevention may be increased through careful design of the built environment. Strategies as advocated through “CPTED,” Crime Prevention Through Environmental Design, are creative design solutions that may be implemented to increase public safety along streets. These design techniques include creating high visibility spaces that clearly define the public and private realm, and are based upon the following design strategies: natural access control (keeping potential intruders under observation), natural surveillance (decreasing the crime opportunity), and territorial reinforcement (developing a sense of ownership).

9. LAND USE

The City of Atlanta contains a land area of approximately 133.7 square miles, which totals 85,687 acres. A prominent feature of Atlanta’s development pattern is the star-shaped form of commercial and industrial land uses radiating outward from the central portion of the City. This growth pattern follows natural ridge formations and is further reinforced by the transportation network of rail lines, major streets, freeways, and the MARTA transit system. The transportation network in turn reflects the topography, particularly Atlanta’s ridges formations, which bound ten streamway watershed basins. Notable physical characteristics within the City of Atlanta are the rolling, hilly topography, numerous streams, and an extensive tree canopy.

The land use section examines the existing land use, the future land use, the relationship between land use and zoning, Character Areas and Areas Requiring Special Attention (ARSA).

Existing Land Use

The existing land use map was developed by the Office of Planning in the Department of Planning and Community Development. The map has nine land use categories: Residential, Commercial, Office, Mixed Use, Industrial, Institutional, Parks/Open Space, Agricultural, Transportation Communications Utilities (TCU) and Right of Way. These are standard categories defined in DCA’s “Standards and Procedures for Local Comprehensive Planning”. Many of the categories have subcategories. The first step in developing the existing land use map was to convert the designated land use codes used by the Fulton County and the DeKalb County Tax Assessors Office into one of the existing land use categories and subcategories. Afterwards, the zoning designation, parcel ownership as well as aerial photography were used to assign an existing land use designation for each parcel. The land use categories are defined below. The number of acres in each category is shown city wide and by Planning area in Table 9-1 and shown in Map 9-1. Tables with acres in each land use category by NPU are in the Appendix.

- **Residential Land Use:** This category includes parcels used for residential purposes. It is divided into Low, Medium and High Density. Low Density includes single family, duplexes and townhomes. Medium Density Residential includes multifamily residential buildings that are up to 5 stories, such as garden apartments. High Density Residential includes multi-family residential buildings that are mid to high rise buildings (i.e. 5 stories or higher). Residentially zoned land that is undeveloped is designated as Vacant-Residential. Over 50% of the land use in the City is used or zoned for residential purposes, primarily low density residential uses. The density of the residentially used land is approximately 5.7 housing units per acre (220,730 residential units in 38,561 acres). A large amount of residentially zoned land (7,000 acres) equal to 8% of all land uses, is undeveloped. The overall residential density for all of the city is 2.74 units per acre (see Table 9-2).



These homes are classified as Low Density Residential in the existing land use inventory.


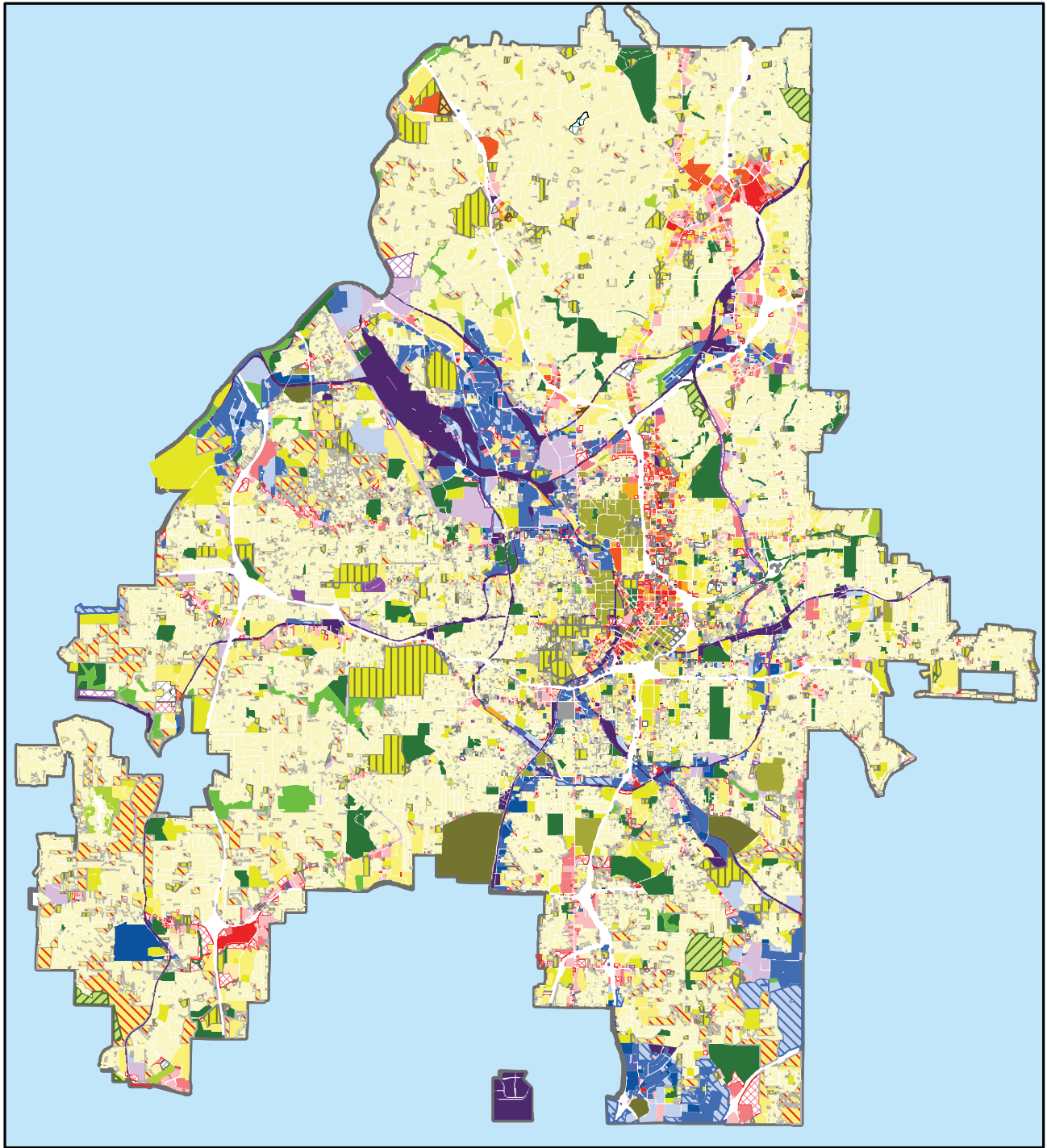


This multi-family building is classified as Medium Density Residential in the existing land use inventory.

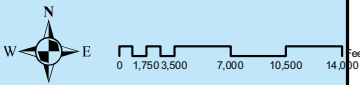


These commercial buildings are classified as Commercial in the existing land use inventory.

Community Assessment - 9. Land Use



City of Atlanta
2010 Existing Land Use



2011 CDP

Map 9-1: Existing Land Use Map

Table 9-1 2010 City of Atlanta Existing Land Use Inventory

Existing Land Use	NORTHSIDE TOTAL		NORTHEAST TOTAL		NORTHWEST TOTAL		SOUTHWEST TOTAL		TOWN SOUTH TOTAL		EASTSIDE TOTAL		SOUTHSIDE TOTAL		CITYWIDE	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
RESIDENTIAL - LOW DENSITY	10,807.6	49.5%	2,469.4	26.8%	2,316.5	26.3%	8,660.5	43.1%	2,099.3	33.5%	3,681.1	47.2%	3,105.6	26.8%	33,140.0	38.7%
RESIDENTIAL - MEDIUM DENSITY	1,458.3	6.7%	808.8	8.8%	603.1	6.8%	1,138.5	5.7%	314.2	5.0%	423.3	5.4%	510.2	4.4%	5,256.4	6.1%
RESIDENTIAL - HIGH DENSITY	69.3	0.3%	54.3	0.6%	0.0	0.0%	0.0	0.0%	10.0	0.2%	26.5	0.3%	4.8	0.0%	164.9	0.2%
RESIDENTIAL - VACANT	1,000.4	4.6%	175.6	1.9%	1,027.9	11.7%	2,860.1	14.2%	326.2	5.2%	313.3	4.0%	1,300.6	11.2%	7,004.1	8.2%
TOTAL RESIDENTIAL	13,335.6	61.0%	3,508.0	38.0%	3,947.5	44.8%	12,659.1	62.9%	2,749.7	43.9%	4,444.2	56.9%	4,921.3	42.4%	45,565.4	53.2%
COMMERCIAL - LOW DENSITY	465.1	2.1%	381.9	4.1%	105.2	1.2%	303.8	1.5%	125.6	2.0%	179.9	2.3%	328.2	2.8%	1,889.7	2.2%
COMMERCIAL - MEDIUM DENSITY	310.6	1.4%	312.7	3.4%	121.3	1.4%	100.9	0.5%	60.0	1.0%	113.4	1.5%	190.1	1.6%	1,209.0	1.4%
COMMERCIAL - HIGH DENSITY	123.0	0.6%	40.7	0.4%	12.9	0.1%	83.1	0.4%	21.2	0.3%	8.0	0.1%	6.1	0.1%	295.0	0.3%
COMMERCIAL - VACANT	107.2	0.5%	241.3	2.6%	123.1	1.4%	344.7	1.7%	37.3	0.6%	41.9	0.5%	259.4	2.2%	1,154.9	1.3%
TOTAL COMMERCIAL	1,005.9	4.6%	976.6	10.6%	362.6	4.1%	832.5	4.1%	244.1	3.9%	343.2	4.4%	783.7	6.8%	4,548.6	5.3%
OFFICE - LOW DENSITY	88.1	0.4%	149.8	1.6%	10.0	0.1%	53.5	0.3%	9.8	0.2%	17.3	0.2%	17.0	0.1%	345.6	0.4%
OFFICE - MEDIUM DENSITY	47.2	0.2%	83.4	0.9%	11.9	0.1%	3.6	0.0%	19.9	0.3%	0.7	0.0%	0.7	0.0%	167.5	0.2%
OFFICE - HIGH DENSITY	267.3	1.2%	142.4	1.5%	0.6	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	410.3	0.5%
OFFICE - VACANT	32.0	0.1%	2.9	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	34.9	0.0%
TOTAL OFFICE	434.7	2.0%	378.5	4.1%	22.5	0.3%	57.1	0.3%	29.7	0.5%	18.0	0.2%	17.7	0.2%	958.2	1.1%
MIXED USE - OFF/RET	4.5	0.0%	27.8	0.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	5.1	0.1%	0.0	0.0%	37.4	0.0%
MIXED USE - RES/RET	27.6	0.1%	77.3	0.8%	1.8	0.0%	3.5	0.0%	44.7	0.7%	18.6	0.2%	2.9	0.0%	176.5	0.2%
MIXED USE - OTHER	0.0	0.0%	4.6	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	4.6	0.0%
TOTAL MIXED USE	32.0	0.1%	109.7	1.2%	1.8	0.0%	3.5	0.0%	44.7	0.7%	23.7	0.3%	2.9	0.0%	218.5	0.3%
INDUSTRIAL	1,002.3	4.6%	323.3	3.5%	946.7	10.7%	286.3	1.4%	217.5	3.5%	174.6	2.2%	1,163.7	10.0%	4,114.4	4.8%
INDUSTRIAL - VACANT	95.5	0.4%	33.0	0.4%	105.5	1.2%	12.2	0.1%	65.1	1.0%	14.9	0.2%	607.8	5.2%	934.0	1.1%
TOTAL INDUSTRIAL	1,097.8	5.0%	356.3	3.9%	1,052.2	11.9%	298.4	1.5%	282.6	4.5%	189.5	2.4%	1,771.5	15.3%	5,048.4	5.9%
INSTITUTIONAL - LOCAL	185.4	0.8%	182.7	2.0%	439.0	5.0%	1,009.0	5.0%	298.6	4.8%	253.8	3.3%	572.4	4.9%	2,941.0	3.4%
INSTITUTIONAL - STATE	11.8	0.1%	538.5	5.8%	28.3	0.3%	5.5	0.0%	36.0	0.6%	145.7	1.9%	97.5	0.8%	863.3	1.0%
INSTITUTIONAL FEDERAL	6.5	0.0%	41.6	0.5%	52.9	0.6%	0.0	0.0%	500.2	8.0%	4.5	0.1%	198.7	1.7%	804.4	0.9%
INSTITUTIONAL - PRIVATE	872.5	4.0%	225.1	2.4%	429.4	4.9%	913.7	4.5%	505.6	8.1%	270.1	3.5%	366.3	3.2%	3,582.7	4.2%
INSTITUTIONAL - MEDICAL	8.4	0.0%	109.1	1.2%	3.9	0.0%	78.0	0.4%	9.9	0.2%	0.5	0.0%	3.0	0.0%	212.8	0.2%
TOTAL INSTITUTIONAL	1,084.6	5.0%	1,097.1	11.9%	953.5	10.8%	2,006.1	10.0%	1,350.4	21.6%	674.6	8.6%	1,237.9	10.7%	8,404.2	9.8%
PARKS - ACTIVE	693.8	3.2%	412.7	4.5%	402.7	4.6%	613.3	3.0%	254.2	4.1%	465.2	6.0%	657.7	5.7%	3,499.5	4.1%
PARKS - GOLF	90.1	0.4%	63.5	0.7%	0.0	0.0%	77.6	0.4%	0.0	0.0%	4.8	0.1%	165.3	1.4%	401.3	0.5%
CONSERVATION	133.8	0.6%	63.9	0.7%	101.6	1.2%	480.3	2.4%	0.5	0.0%	26.1	0.3%	56.2	0.5%	862.4	1.0%
PARKS - PRIVATE	110.3	0.5%	17.9	0.2%	0.0	0.0%	147.5	0.7%	0.9	0.0%	47.3	0.6%	0.2	0.0%	324.2	0.4%
TOTAL PARKS/OPEN SPACE	1,028.0	4.7%	558.0	6.1%	504.3	5.7%	1,318.7	6.6%	255.6	4.1%	543.5	7.0%	879.4	7.6%	5,087.5	5.9%
AGRICULTURAL	23.2	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	23.2	0.0%
TCU - COMMUNICATION	15.4	0.1%	44.7	0.5%	36.9	0.4%	26.6	0.1%	6.3	0.1%	7.9	0.1%	0.2	0.0%	138.1	0.2%
TCU - TRANSPORTATION (RAIL)	894.4	4.1%	241.8	2.6%	462.4	5.2%	123.3	0.6%	167.8	2.7%	169.0	2.2%	360.3	3.1%	2,418.9	2.8%
TCU - UTILITIES	392.0	1.8%	69.1	0.7%	297.6	3.4%	155.0	0.8%	11.5	0.2%	50.4	0.6%	106.7	0.9%	1,082.2	1.3%
TCU - VACANT	82.1	0.4%	67.5	0.7%	31.1	0.4%	37.5	0.2%	4.2	0.1%	29.5	0.4%	0.5	0.0%	252.5	0.3%
TOTAL TCU	1,383.9	6.3%	423.2	4.6%	828.0	9.4%	342.4	1.7%	189.8	3.0%	256.8	3.3%	467.7	4.0%	3,891.7	4.5%
TOTAL ROW	2,429.7	11.1%	1,813.7	19.7%	1,139.6	12.9%	2,596.1	12.9%	2,596.1	17.8%	1,313.4	16.8%	1,516.9	13.1%	13,405.5	15.6%
Total Acres	21,855.5		9,221.0		8,812.0		20,114.0		6,263.0		7,807.0		11,599.0		85,687.0	100.0%



Community Assessment - 9. Land Use

Table 9-2:: City of Atlanta Housing and Population Density by NPU

NPU	2010 Housing Units	2010 Population	NPU Acreage	Housing Density per acre	Population Density per acre
A	4,992	12,980	7,317	0.68	1.77
B	31,366	57,010	6,515	4.81	8.75
C	8,658	18,430	3,874	2.24	4.76
D	6,706	15,500	4,150	1.62	3.73
E	25,175	48,690	3,780	6.66	12.88
F	13,319	23,820	3,020	4.41	7.89
G	5,472	14,580	3,598	1.52	4.05
H	7,581	21,760	4,058	1.87	5.36
I	10,258	25,540	6,086	1.69	4.20
J	7,228	19,380	2,840	2.54	6.82
K	4,752	12,940	1,528	3.11	8.47
L	4,795	10,190	846	5.67	12.04
M	17,360	32,670	2,422	7.17	13.49
N	11,147	20,430	2,199	5.07	9.29
O	6,792	16,850	2,216	3.06	7.60
P	7,176	18,230	5,861	1.22	3.11
Q	418	1,230	662	0.63	1.86
R	8,809	21,390	3,448	2.55	6.20
S	4,852	13,570	2,486	1.95	5.46
T	8,171	23,970	1,751	4.67	13.69
V	8,706	21,850	2,027	4.29	10.78
W	10,451	23,810	3,392	3.08	7.02
X	6,709	17,570	2,789	2.41	6.30
Y	5,022	15,490	2,106	2.38	7.35
Z	9,591	30,580	6,704	1.43	4.56
City wide	235,084	538,460	85,678	2.74	6.28

- Commercial: This includes all parcels used for commercial uses such as retail stores, neighborhood commercial centers, hotels, strip shopping center and regional malls. Undeveloped parcels with a commercial zoning are designated as Vacant-Commercial. Commercial land uses total a little over 5% of the citywide land uses. Some of the major commercial corridors are Peachtree Street, Piedmont Ave, Ponce de Leon, Moreland Ave., Roswell Road, Metropolitan Pkwy., Cascade Road, Campbellton Road. Large concentration of commercial uses are located around Lenox Mall/Phipps Plaza and Atlantic Station.

- Office: This category includes parcels used for office purposes ranging from one story office buildings, to high rise office towers to office parks. Undeveloped parcels with an office zoning are designated as Vacant-Office. Office land uses are concentrated in the City's major employment centers - Downtown, Midtown and Buckhead. Office use totals a little over 1% of the land uses.

- Industrial: Parcels with manufacturing, wholesale, distribution and construction uses are classified as industrial. Undeveloped parcels with an industrial zoning are designated as Vacant-Industrial. Industrial uses are concentrated in the main industrial districts such as Atlanta Industrial Park, Chattahoochee Industrial District, Armour Industrial District and South Side Industrial Park/Zip Industrial and along the rail corridors such as the BeltLine, Jonesboro Road and Lee Street/Murphy Avenue and the area around the Inman and Hulseley Yards. Almost 6% of the land has an industrial use.

- Parks/Recreation/Conservation:

- Parks Active: This category includes public open space used for parks and recreation. The publicly owned parks consist of parks operated by the Department of Parks and Cultural Affairs, State parks such as Centennial Olympic Parks and Federal parks such as the Chattahoochee River National Recreation Area.
- Golf Courses: Both public and private golf courses are in this category.
- Private Recreation: These are facilities owned by a home owners association (if located in a separate parcel), owned by a private



Private recreation facilities such as this one in Glenwood Park are classified at Private Recreation.

club such as the Atlanta Youth Soccer Association or a recreation provider (such as the YMCA)

- Passive Park/Conservation. These parcels are protected lands, i.e. land that will remain undeveloped and in conservation. Parcels with conservation easements held by the Department of Watershed Management or purchased by the DWM are shown as passive parks. In addition, parcels owned by the Trust for Public Land or other land trusts are also designated as passive parks.

Parks and Conservation land uses are almost 6% of land uses. Out of the four categories, Parks is the largest with 4% of all citywide acreage.

- Institutional: This broad category shows land owned by governments, private institutions/nonprofits as well as hospitals and medical clinics. The government category is further divided into federal, state and local. Almost 10% of the city's land has an institutional use. The largest one in this group is the private institution which equals to 4% of all citywide uses.
 - Institutional Federal: This includes federal office buildings such as the Sam Nunn Federal center, federal facilities such as the Federal Penitentiary and the Ft. McPherson military installation.
 - Institutional State: State owned property, some Department of Transportation owned parcels, state offices and state universities are classified as Institutional State land use category.
 - Institutional Local: This includes parcels owned by local governments - the City of Atlanta, the Atlanta Board of Education and by Fulton County. It excludes park and recreation facilities and water and sewer utilities.
 - Institutional Private: Parcels owned by private institutions such as churches, nonprofit organizations like the Salvation Army and private schools are in this category.
- Transportation, Communications and Utilities (TCU): This category includes parcels owned by agencies/companies that provide transportation, communication and utilities. A parcel owned by one of these agencies that is undeveloped is designated as TCU-Vacant. An example of Vacant TCU is the rail road right of way recently purchased by the BeltLine for future transit use. TCU uses account for 4.5% of all land uses. Transportation is the largest category with almost 3% of all uses. This is expected given the extensive rail network in the city.
 - Transportation: This category includes MARTA rail stations, bus maintenance facilities and other parcels owned by MARTA as well as the portion of Hartsfield Jackson International Airport that is located in the City of Atlanta. Freight rail and rail yards owned by rail companies such as Norfolk Southern and CSX are also part of this category. This does not include street or highway rights of way.



Federal buildings are classified as Institutional - Federal.



Atlanta Public Schools are classified as Institutional - Local.



This power substation is classified as TCU-utilities.

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Plaza Midtown is designated as Mixed Use.

- Communications: Parcels owned by telecommunication companies, such as AT&T and Sprint are designated as Communications.
- Utilities: Facilities owned by gas companies, power easements, substations as well as water and sewer facilities are identified as Utilities. The water and sewer plants owned by Department of Watershed Management are designated as utilities.
- Mixed Use: Buildings that have two or more uses are designated as mixed use. The uses could be office/commercial or residential/commercial or another combination of uses. Mixed use is one of the smallest land use category. It accounts for ¼ % of the city's existing land use.

Table 9-3: 2010 Future Land Use Map Designations by Acre

Land Use	Acres	Percent
Residential Total	56,034	65.40%
Single Family Residential	43,156	50.40%
Low Density Residential	6,586	7.70%
Medium Density Residential	4,619	5.40%
High Density Residential	1,412	1.60%
Very High Density Residential	261	0.30%
Commercial Total	5,802	6.80%
Low Density Commercial	3,184	3.70%
High Density Commercial	2,618	3.10%
Office Total	3,158	3.70%
Office/ Institutional	3,055	3.60%
Office/ Institutional/ Residential	103	0.10%
Mixed Use Total	5,569	6.50%
Mixed Use	4,996	5.80%
Low Density Mixed Use	217	0.30%
Medium Density Mixed Use	280	0.30%
High Density Mixed Use	76	0.10%
Industrial	6,843	8.00%
Open Space Total	6,579	7.70%
Open Space	6,549	7.60%
Private Open Space	30	0.00%
Community Facility	1,267	1.50%
Transportation, Communications and Utilities	438	0.50%
Total	85,690	100%

Source: City of Atlanta DPCD

- Agricultural: Parcels with this designation have an agricultural use. The only agricultural use in the City of Atlanta has horse stables and equestrian facilities and it totals 0.03% of land uses.

- Right-of-Way: The public right of way (ROW) is the land dedicated for streets, sidewalks and highways. Rights-of-ways are mostly publicly owned. The Georgia Department of Transportation owns US Highways, State Highways and Interstates. The City of Atlanta owns the rights-of-ways of local streets. The ROW acreage was calculated by subtracting the total acres in all of the land use categories from the acres in the City of Atlanta. Almost 16% of the land in the City is right of way. This is the category with the second largest acreage.

Future Land Use Map

The Future Land Use Map is a guide for growth and development. Each parcel of land in the City of Atlanta has Future Land Use designation. The land use designation of a parcel could be the result of several factors such as the current land use of the parcel or the zoning of the parcel. In addition the Land use designation of a parcel can be the result of a land use amendment made in conjunction with a rezoning application as well as a land use amendment initiated by a City Council member. Land Use designations are also changed to implement recommendation of plans such as Livable Center Initiative

(LCI) plans, the BeltLine subarea plans and redevelopment plans.

The land use designation for a particular parcel of land represents the City's official policy for the recommended future development of that parcel. It may or may not coincide with the actual zoning or use of that parcel as it is now developed. The City considers these land use designations when reviewing rezoning requests. The land use designations are portrayed on the land use maps for each of the twenty-five neighborhood planning units (NPU's).

Nineteen land use designations are recognized and portrayed on the City's land use maps. They are defined below. The land uses categories do not set units/per acre or density limits. The heights mentioned in the land use definitions are for explanatory purposes. Each land use category has a number of compatible zoning categories. The zoning categories have standards regulating height and bulk.

The acres and percent in each land use category are shown in the Table 9-3. Residential land use designations account for 65% of the land uses. Non residential land uses total 25% of land use designations (industrial – 8%, commercial – 6.8%, Mixed Use- 6.5%, Office-3.7%) Open Space (7.7%) Community Facilities (1.5%) and TCU (0.55%) account for the rest. Land use designations extend to the center line of the adjoining right-of-way, so roads are included in the land use designations.

- **Single Family Residential:** This residential designation consists entirely of detached single family homes with one house per lot, with a maximum height of 35 feet. This is the largest land use designation consisting of 50% of the City.
- **Low Density Residential:** This residential designation consists primarily of detached single family homes, duplexes, triplexes, quadruplex, townhomes, and small multi-family developments. Building height primarily is up to 3 stories. 7.7% of the City has a Low Density Residential land use designation.
- **Medium Density Residential:** This residential category consists of the residential uses included in single family and low density residential land uses as well as duplex, triplex, quadruplex, townhomes and multi-family units such as apartments, condos and lofts. Building heights are primarily up to 4 stories. 5.4% of the City has a Medium Density Residential land use designation.
- **High Density Residential:** This residential category includes residential uses included in single family, low density and medium density residential land uses as well as attached/stacked residential developments such as apartments, condos. Building height are up to 12 stories. 1.6% of the City has a High Density Residential land use designation.
- **Very High Density Residential:** This residential category includes residential uses included in single family, low density, medium density and high density residential land uses as well as attached/stacked residential developments up to 13+ stories. 0.3% of the City has a Very High Density Residential land use designation.



These homes have a Single Family Residential land use designation, NPU Y.



These apartments have a Low Density Residential land use designation, NPU E.



These apartments have a High Density Residential land use designation, NPU M.



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Most of Downtown has a High Density Commercial land use designation, NPU M.



Rail yards are designated as Industrial in the Land Use map.



Many industrial buildings, such as this one in the Chattahoochee Industrial district, are designated as Industrial, NPU D.

- **Low Density Commercial:** This land use category includes commercial uses such as retail, restaurants, services, etc. A building height up to 3 stories is typical. 3.7% of the City has a Low Density Commercial land use designation.
- **High Density Commercial:** This land use category includes commercial uses such as retail, restaurants, office, services etc. at a higher intensity and height than the Low Density Commercial land use. Building heights over 3 stories is typical. 3.1% of the City has a High Density Commercial land use designation.
- **Industrial:** This land use category allows for industrial uses such as warehousing, distribution, transportation, manufacturing, refining, production, construction, truck and rail terminals, industrial parks and related support services and rehabilitation of older industrial buildings to residential uses. 8.0% of the City has an Industrial land use designation.
- **Business Park:** This land use category allows for light industrial uses (allowed under I-1 zoning) as well as office uses. No parcels have this land use designation.
- **Office/ Institutional/ Residential:** This land use category allows office, institutional uses and residential uses. Examples are multi-family housing, clinics, and colleges. This land use designation total of 3.7% of the city.
- **Mixed Use:** This land use category allows for a mix of uses such as commercial, office, hotels and residential, but not industrial uses. This land use category is no longer used. A parcel designated as mixed use is now classified as either low density, medium density or high density mixed use. The general mixed use land use accounts for 5.8% of the City.
- **Low Density Mixed Use:** This land use category allows for a mix of uses - residential, limited office and commercial - that are compatible with a neighborhood setting. 0.3% of the City has a Low Density Mixed Use land use designation.
- **Medium Density Mixed Use:** This land use category allows for a mix of uses - residential, limited office and commercial- along corridors and nodes that serve various neighborhoods. 0.3% of the City has a Medium Density Mixed Use land use designation.
- **High Density Mixed Use:** This land use category allows for a mix of uses - residential, office and commercial- that are compatible with a major activity center and corridor such as Downtown, Midtown and Buckhead. 0.1% of the City has a High Density Mixed Use land use designation.
- **Mixed Use Industrial:** This land use category allows for industrial uses along with residential, commercial and office uses. This land use category is appropriate in areas that are transitioning away from industrial uses but where industrial uses are still present. It is designed to

encourage residential uses near industrial jobs. This is a new category and no parcels have this designation.

- **Open Space:** This land use category includes land for active and/or passive recreational uses and open space. This includes public open space/parks owned by the City of Atlanta or other government. It includes parks, nature preserves, land in conservation, golf courses, recreation centers, playgrounds, etc. Open Space land use designation accounts for 7.7% of the city's land use designation.
- **Private Open Space:** This land use category includes land for active or passive open space that is privately owned. This includes land with a conservation easement, private golf courses or open space owned by a private entity such as a residential subdivision. This land use designation accounts for less than 0% of the city's land use designation.
- **Transportation, Communications and Utilities:** This land use includes transportation uses such as airports, transportation corridors such as the BeltLine, transit facilities, communication facilities, and utilities. 0.5% of the City has a TCU land use designation.
- **Community Facilities:** This land use designation includes public facilities such as public schools, fire stations, health centers, senior centers, libraries etc. 1.5% of the City has a Community Facilities land use designation.

The City of Atlanta Zoning Resolution

The City of Atlanta Zoning Ordinance of 1982, as amended, identifies specific allowable zoning districts within the City. Each parcel of land in the City lies within a specific zoning district, as is shown on the Zoning Maps that are maintained by the Office of Planning. When a parcel of land lies within a particular zoning district, it is said to be "zoned" according to that zoning district. The Atlanta Zoning Ordinance is included in the City Code of Ordinances – Part III – Land Development Code. The City's zoning districts include seventeen types of residential zoning districts, eleven quality of life zoning districts (eight mixed residential districts and three mixed commercial districts), a live work zoning district, an office and institutional zoning district, six commercial zoning districts, nine neighborhood commercial zoning districts, two industrial zoning districts, twenty special public interest districts (SPIs), six types of planned development zoning districts, one conservation district, eight landmark districts, seven historic districts and one overlay district, for a total of 123 zoning districts (see Table 9-4).

Historic district zoning may be established as overlay districts for the purpose of recognizing official historic zones and requiring that special standards be applied to any development-related activity which is proposed for an existing historic structure or for vacant land which lies within an official historic area. Such properties thus receive special protection due to their historic statuses. The Urban Design Commission engages in a formal review of any development-related proposals for properties that are located within these historic districts (see Historic Resources section).

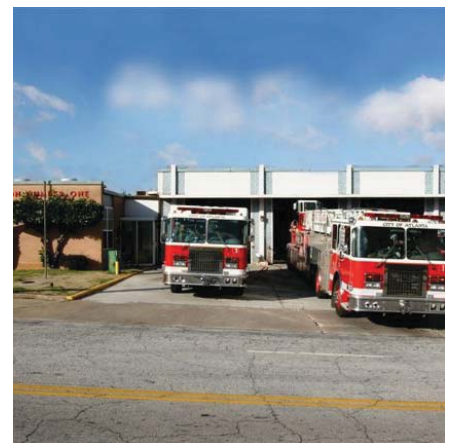
Similarly, some SPI districts and the BeltLine Overlay District are overlay zones



Parks are designated as Open Space in the Land Use Map.



The BeltLine Right of Way is designated as TCU.



Fire Stations and schools are designated as Community Facilities.



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Table 9-5: Land Use Designation and Compatible Zoning Districts			
Land Use Designation	Compatible Zoning Districts	Allowed Units per Acre	F.A.R. Limits
Except for I and PD districts, all land use designations are incremental. A higher density designation may include lesser density designations.			
OPEN SPACE and PRIVATE OPEN SPACE	Varies		
SINGLE-FAMILY RESIDENTIAL	R-1 to R-4, PD-H	N/A	N/A
LOW-DENSITY RESIDENTIAL	R-1 to R-4,	0-8	
	RG-1 & RG-2, MR-1 & MR-2	0-16	0.0 - 0.348
	PD-H	0-32	
MEDIUM-DENSITY RESIDENTIAL	R-1 to R-5	0-16	
	RG-1 to RG-2, MR-1 & MR-2	0-29	0.0 - 0.696
	RG-3, MR-3, PD-H	0-64	
HIGH-DENSITY RESIDENTIAL	R-1 to R-5	N/A	0.0 to 1.49
	RG-1 to RG-4, MR-1 to MR-4,		
	PD-H		
VERY-HIGH DENSITY RESIDENTIAL	R-1 to R-5	N/A	0.0 – 6.40
	RG-1 to RG-6, MR-1 to MR-6		
	PD-H		
LOW-DENSITY COMMERCIAL	R-1 to R-5, RG-1 to RG-3, R-LC, MR-1 to MR-4, O-I, LW, NC, C-1 & C-2, MRC-1 & MRC-2, PD-H, PD-OC		Established by Zoning District Regulations
HIGH-DENSITY COMMERCIAL	R-1 to R-5, RG-1 to RG-6, R-LC, MR-1 to MR-6, O-I, LW, NC, C-1 to C-5, MRC-1 to MRC-3, PD-H, PD-MU, PD-OC		Established by Zoning District Regulations
INDUSTRIAL	LW, I-1, I-2, PD- BP	N/A	Established by Zoning District Regulations
OFFICE/ INSTITUTIONAL/ RESIDENTIAL	R-1 to R-5		Established by Zoning District Regulations
	RG-1 to RG-6, MR-1 to MR-6	N/A	
	O-I		
BUSINESS PARK	I-1, O-I		2.0 - 6.2
MIXED USE - Low Density	R-LC, LW, NC, C-1, MRC-1 PD-MU, PD-OC		0.348-2.696
MIXED USE - Medium Density	R-LC, LW, NC, C-1 to C-2, MRC-1 to MRC-2, PD-MU, PD-OC		0.348 - 3.696
MIXED USE - High Density	R-LC, LW, NC, C-1 to C-5, MRC-1 to MRC-3, PD-MU, PD-OC		0.348 - 16.4
MIXED-USE	All districts except for Industrial uses	N/A	Established by Zoning District Regulations

that add to, rather than supplant, the underlying zoning of the property. SPI districts are established for areas of the City that have unique, significant characteristics and thus merit regulation on an individual basis.

The Land Use Map Designations and Zoning Districts

Each land use designation is more generalized than any individual zoning district and is considered to be compatible with several zoning districts. As a result, many more zoning classifications exist than do land use designations. This is because zoning is a more specific means of regulating property than a land use designation. The land use maps and policies guide the land use pattern of the city in a general fashion, while the zoning districts impose specific controls and permissions on property.

Residential development in Atlanta is regulated through a Land Use Intensity System (LUI System), which was incorporated into the zoning ordinance in 1989. The LUI System incorporates floor area ratios (FARs) to control the bulk of developments in relation to gross lot size. The “unit density” of some low- and medium density residential development is regulated by minimum and maximum of dwelling units per acre.

Each land use designation has several corresponding/compatible zoning designations. Table 9-5 shows the correspondence between land use designations, zoning categories, floor area ratios, and residential units per acre. Some zoning districts, notably the SPI and historic districts, are not included in these tables because the correspondence between these districts and the land use designations is determined in the SPI regulations.

Changing the Land Use Designation of a Parcel

A close correlation exists between the Land Use designations and the zoning of a parcel. Before a rezoning application for a parcel(s) can move forward, the requested zoning designation has to be compatible with the land use designation of the parcel. Table 9-6 indicates the zoning districts that are compatible with each Land Use classification.

A property owner may petition the City of Atlanta to officially change the land use designation on a parcel when a property owner/applicant seeks to rezone a property to a zoning classification that is not currently allowed under the existing land use designation of the property. In that situation, the property owner must also request that the land use designation of the property be changed in addition to changing the zoning classification of the property.

For example, the “Single-Family Residential” land use designation allows only the zoning districts of R-1, R-2, R-3, R-4, R-5, and PD-H. If a property owner were to seek a zoning classification of C-1, then a request for a “CDP land use map amendment” must also be filed along with the rezoning application, in order to initiate the process of changing the land use map designation of the property to Low-Density Commercial.

Public hearings to consider amendments to the land use map are made four times a year in March, June, September and November. The quarterly public hearings are conducted in the Atlanta City Hall Council Chambers by the Community Development/Human Resources Committee (CD/HR Commit-



tee). After a recommendation by the CD/HR Committee, the full City Council makes the final decisions on the CDP land use map amendments. These amendments are made in order to comply with the landmark case of Moore vs. Maloney, in which a federal court ruled in 1985 that zoning changes must be consistent with the Land Use Map. Prior to the court ruling, the land use plan was amended annually to correspond to zoning changes.

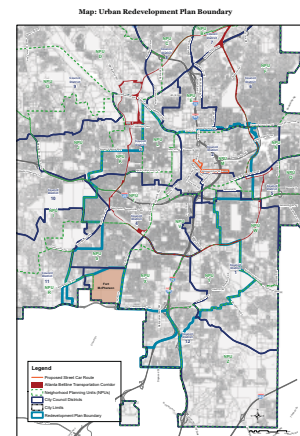
While it is most common for a CDP land use amendment to be requested in conjunction with a rezoning application, land use amendments are also sponsored by a City Council member. Amendments to the land use map are also made to implement the recommendations of redevelopment plans and studies.

City of Atlanta Plans

The City of Atlanta has conducted Redevelopment Plans, Livable Centers Initiative Plans, Corridor Plans, Small Area/neighborhood Plans, BeltLine Sub-area Plans, Citywide plans and studies. Plans in collaboration with other agencies have also been created and adopted. These plans, studies, corridors, and communities that have been approved by the Atlanta City Council are incorporated into the Comprehensive Development Plan. The plan recommendations and policies are incorporated into the CDP and the list of projects and programs are added to the Short Term Work Program (STWP) aka the CDP Project List. A summary of all of these adopted plans are included below. Many of these plans are available on the Office of Planning’s website at: http://www.atlantaga.gov/government/planning/plans_studies.aspx. The 75 plans that have been adopted since 1999 are summarized below and in Table 9-7.

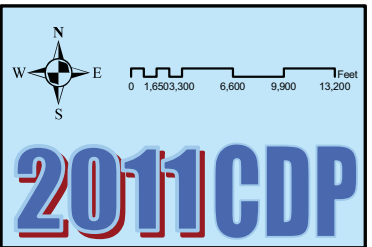
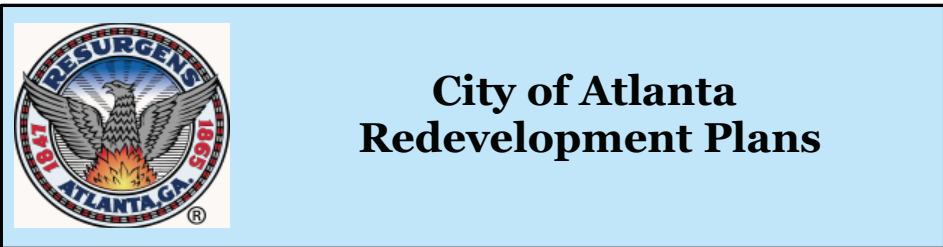
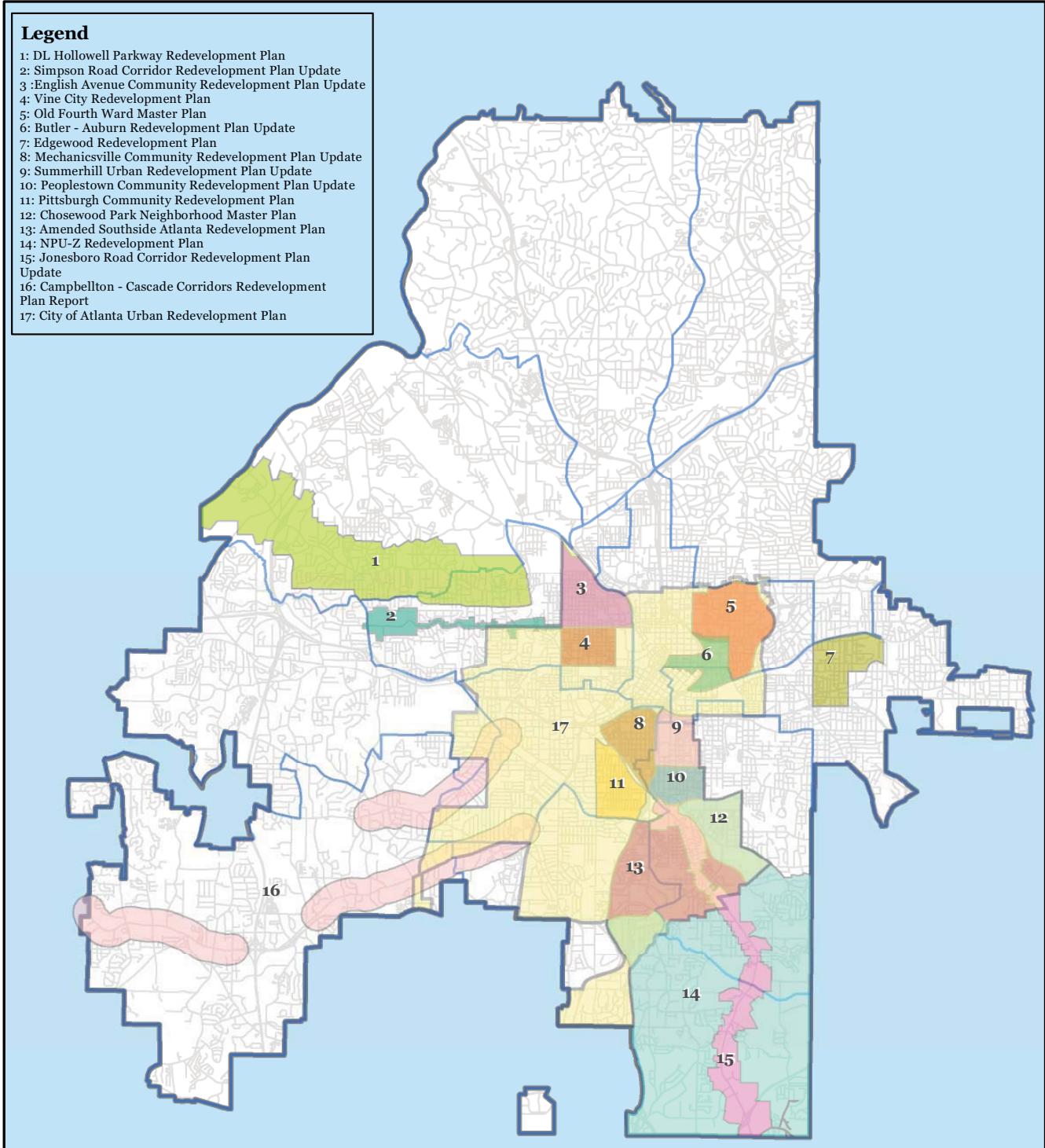
Plan Type	Number
Redevelopment	18
Tax Allocation District	10
LCI	17
Corridor	4
Community	14
BeltLine Subarea	10
City wide	3
Other	1
Total	77

- **Redevelopment Plans** – The State of Georgia enables local governments to use specific tools of redevelopment through the Redevelopment Powers Law (O.C.G.A 36-44). To enact these State provided powers, the City Council must make an official declaration that a particular area is qualified based on indicators of “slum and blight.” Some of the indicators are deteriorated buildings, inadequate street layout, vacant lots, inadequate infrastructure and adverse economical and social conditions. The city has completed and adopted 18 redevelopment plans. Approved Plans, with date of approval, are listed below and shown in Map 9-2.
 - **Atlanta Urban Redevelopment Area Plan** – 2010: The Atlanta Urban Redevelopment area covers approximately 13,000 acres within the City of Atlanta. The boundary includes portions of 11 Neighborhood Planning Units and Council Districts 1, 2, 3, 4, 5, 6, 10, 11 and 12. The Atlanta Urban Redevelopment area highlights and addresses several key outstanding issues identified in redevelopment plans to guide future public and private investment. The plan identifies future development opportunities in transit and infrastructure and suggests potential stabilization methods in neighborhoods, as well as transportation and pedestrian infrastructure improvements needed to support implementation of projects from these previous plans and support new projects that will contribute to a more vibrant and sustainable City. Approximately \$22M in Recovery Zone bonds will be issued to implement the recommended projects.



Atlanta Urban Redevelopment Area Plan boundary

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Map 9-2: Redevelopment Plans

- **Chosewood Park Redevelopment Plan – 2010:** The Chosewood Neighborhood is bounded by Boulevard to the east, a semi-active rail line to the north that is projected to be the future BeltLine corridor and an active rail line to the south and west. The other major corridors within the community include McDonough Blvd., Hill St., Englewood Ave., Milton Ave. and Sawtell Ave. With its location, available inventory of land, increasing public parks and the future BeltLine project, the study area represents an ideal situation for positive and significant growth. The Plan identifies challenges and assets as well as provides well-defined projects aimed at fulfilling the neighborhood objectives, including redevelopment of the former Englewood Manor Apartments, the former GM/Lakewood plant and parking lot, Gladstone Apartments and Milton Ave School sites, establishment of Boulevard Crossing retail district, Hill S./Milton Ave retail node, Boulevard/McDonough Blvd. residential and mixed-use nodes, as well as preservation of the single-family residential core.
- **Edgewood Redevelopment Plan – 2009:** The plan focuses on the Edgewood neighborhood located in Southeast Atlanta and DeKalb County and is a collaborative planning effort including the City of Atlanta, MARTA, Atlanta Public Schools, NPU-O and the Zeist Foundation. The study area includes the Moreland Avenue corridor as the western boundary of the neighborhood, Memorial Drive as the southern portion, Hosea Williams Drive as the central spine of the neighborhood. The Candler Park/Edgewood MARTA station forms the northern edge of the neighborhood. The plan envisions these corridors continuing their evolution from predominantly single-family districts to multi-family districts, offering opportunities for affordable and diverse residential options in the community. The recommendations include infill development around the MARTA station and at Edgewood Court focusing on the opportunity for medium-scale mixed use development. The plan emphasizes Edgewood Housing redevelopment to initiate revitalization of the surrounding area. The existing commercial node at the intersection of Arkwright/Woodbine Avenue and Whitefoord Avenue is recommended for upgrading commercial space to attract new investment.
- **Old Fourth Ward Neighborhood Development Plan -1989 & Old Fourth Ward Community Redevelopment Plan – 1994 and the Old Fourth Ward Master Plan - 2008:** The 1989 Neighborhood redevelopment plan concentrates primarily on housing and historic preservation issues in the neighborhood. The 1994 Community Redevelopment Plan was created to support the designation of the Old Fourth Ward Urban Redevelopment Area. The primary purpose of the Plan was to present the vision of the Old Fourth Ward community as a rejuvenated, economically and socially diverse, safe and livable intown environment. Both of these plans were created prior to the implementation of the Freedom Parkway Road project and prior to the conception of the BeltLine initiative, both of which completely alter the transportation, land-use and economic context of the neighborhood.

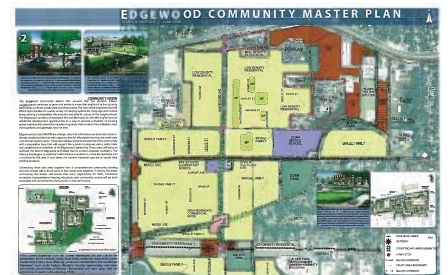


Chosewood Park Redevelopment Plan graphic showing the redevelopment of Englewood Manor, NPU Y.



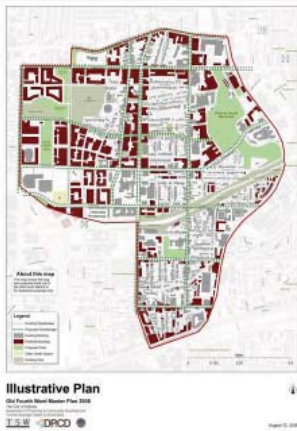
MARTA Station

Edgewood Redevelopment Plan graphic showing the redevelopment of the Edgewood MARTA station parking lot, NPU N.



Edgewood Redevelopment Plan illustrative Map, NPU N.

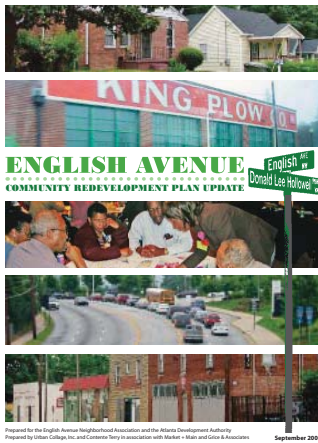
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Old Fourth Ward Master Plan Illustrative Map, NPU M.



Illustration showing redevelopment along Cascade Road.



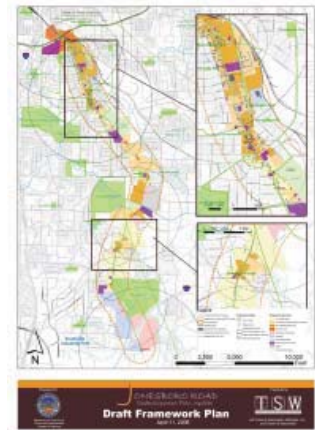
English Avenue Redevelopment Plan cover page, NPU L.

Old Fourth Ward Master Plan – 2008: This study area includes the historic Old Fourth Ward neighborhood, bounded by Ponce de Leon and North Avenue to the north, DeKalb Avenue to the South, the Belt-Line corridor to the east, and Piedmont Avenue and Boulevard to the West. The plan identifies long-term strategies and short-term recommendations for public and private investment as well as provides the strategies for fostering revitalization and economic development. The plan recommendations aim at enhancing the various characteristics of the different sections of the study area, encouraging a diverse and sustainable mix of housing, employment, shopping, business, and open space, promoting smart growth and redevelopment, leveraging growth and development along the BeltLine to foster improvements throughout the neighborhood and creating a stronger identity and character for the Old Fourth Ward. The proposed recommendations will increase quality of life for the study area and adjacent properties.

- **NPU Z Redevelopment Plan** – 2007: The NPU Z Redevelopment Plan, sponsored by NPU Z, is a community-driven initiative to create inclusive support and vision for the growth and development of Neighborhood Planning Unit Z. Part of the vision of the plan is the conservation of single family housing, improvements to and conservation of multifamily housing, support for mixed-use development and mixed income approaches to housing development. The community’s vision also is to aggressively address deficiencies in nonresidential issues that include service quality, neighborhood retail availability, “smart growth”, public transportation, human services, and a clean and safe environment that affords expansion and improvements to open space, infrastructure and parks in each of NPU Z neighborhoods.
- **Campbellton/ Cascade Corridors Redevelopment Plan** – 2006: The Cascade Avenue corridor runs from Willis Mill Road to Langhorn Street, including the Cascade Heights commercial node on one end, and the Kroger Citi-Center shopping center on the other. The Campbellton West corridor includes the portion of Campbellton Road west of I-285 from the city limits to Barge Road. The Campbellton East corridor includes the portion of Campbellton Road between Greenbriar Mall and Fort McPherson, from Maxwell Drive to Oakland Drive. The Campbellton Road Corridor was designated as an Economic Development Priority Area in 2005. The Corridor is located in the Campbellton TAD. Most of the land use changes have been adopted and the projects have been incorporated into the CDP. Zoning changes recommended by the plan are being implemented by the Office of Planning.
- **English Avenue Redevelopment Plan** – 1998, Updated 2006: The English Avenue neighborhood (397 acres) is bound by the Norfolk Southern rail corridor to the east and north, Joseph E. Lowery Boulevard to the west and Simpson Street to the south. The extended study area also includes a portion to the north of the study area, extending to Marietta Street. It is in close proximity to the downtown business district and the Georgia Aquarium. It is located in the Westside TAD

and the Renewal Community. This plan builds upon the previously adopted Community Redevelopment Plan (1998). Since the development and adoption of the 1998 plan, increased speculation in English Avenue has been generated due to a resurgence of development and growth in the area. The plan has been adopted and the projects have been incorporated into the CDP.

- **Jonesboro Road Redevelopment Plan** – 1998, Updated 2006: The study area includes approximately six miles from McDonough Boulevard to the City of Atlanta /Clayton County Line. The corridor has a mix of newer, well-kept retail business juxtaposed against older strip centers. The Southside Industrial Park and Zip Industrial are major employment centers in the area. Hartsfield-Jackson is close by. The activity nodes are the BeltLine, Lakewood Heights, Harper Road, Cleveland Avenue, Hutchens Road and I-285. The plan has been adopted. The land use changes have been adopted and the projects have been incorporated into the CDP. A portion of the Corridor is located in the BeltLine TAD. The Jonesboro Road Corridor was designated as an Economic Development Priority Area in 2005.
- **Peoplestown Redevelopment Plan** – 1996, Updated 2006: This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area. The plan and projects have been adopted and incorporated into the CDP. Part of this neighborhood is located in the Beltline TAD.
- **Pittsburgh Redevelopment Plan** – 2001, Updated 2006: This plan helped to develop a long-term community-wide vision and policy for the Pittsburgh Neighborhood. The plan generated 27 redevelopment projects, a land use plan, civic and transportation improvements as well as a rezoning plan. This effort will help protect existing neighborhood residents and will bring investment back into this once-thriving community. The plan has been adopted and the projects have been incorporated into the CDP. Part of this neighborhood is located in the BeltLine TAD. This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area.
- **Simpson Road Redevelopment Plan** – 1995, Updated 2006: The study area includes 4.2 miles of Simpson Road/Avenue from H.E. Holmes Boulevard to Northside Drive. Major activity nodes include: Joseph E. Lowery Boulevard, BeltLine, Chappell Road and Westlake Avenue. The plan has been adopted, and the recommended land use changes and the projects have been incorporated into the CDP. The corridor is partially located in the BeltLine TAD. The Simpson Road Corridor was designated as an Economic Development Priority Area in 2005.
- **Summer Hill Redevelopment Plan** – 1993, Updated 2006: This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area. The plan and projects have been adopted and incorporated into the CDP.



Jonesboro Road Redevelopment Plan framework plan.



Peoplestown Redevelopment Plan graphics, NPU V.



Simpson Road Redevelopment graphic.

Community Assessment - 9. Land Use



Butler/ Auburn Redevelopment Plan Map, NPU M.



DL Hollowell Parkway Redevelopment Plan graphic showing redevelopment at Hollywood Road, NPU J.



Mechanicsville Redevelopment Plan illustrative plan, NPU V.

- **BeltLine Redevelopment Plan** – 2005: Adoption of the Atlanta BeltLine Redevelopment Plan led to the formation of Atlanta BeltLine Tax Allocation District and Zoning Overlay district. The plan identifies long-term development/re-development strategies and recommendations for public and private investment, with concentrations on improving and creating parks and trails, building transit and workforce housing, remediating brownfields, and preserving historical resources. It also provides a framework for development over the next 25 years along the BeltLine, establishes preliminary standards for land use and zoning policies, and recommends transportation improvement projects to facilitate future development and redevelopment. Many parcels in the BeltLine Redevelopment area have a high potential for redevelopment and aesthetic improvement.
- **Butler/ Auburn Redevelopment Plan** – 1994, Updated 2005: The study area is bound by Boulevard to the east, DeKalb Avenue to the south, Peachtree Street/J.W. Dobbs/I-75/85 to the west and Freedom Parkway to the north. The Redevelopment Plan Update addresses the issues and strategies contained in the 1994 CRP, particularly updating and re-conceiving catalytic projects, drafting zoning adjustments, and creating an overarching marketing or branding strategy. The plan includes very detailed financial redevelopment studies as well as general planning recommendations. The Butler/Auburn area contains historic and landmark buildings and districts.
- **DL Hollowell Parkway (aka Bankhead Hwy) Redevelopment Plan** – 2004: The study area includes 5.3 miles from Bankhead MARTA Station to the City limits. The area is close to the major employment centers such as the Atlanta Industrial Park and the Chattahoochee Industrial Park. The major activity nodes include the Bankhead MARTA Station, Grove Park, Hollywood Road, Center Hill Neighborhood, James Jackson Parkway and Woodmere. The land use changes have been adopted and incorporated into the CDP. Some of the recommended zoning changes have been made. The area is in the BeltLine TAD and the Hollowell TAD. The D.L. Hollowell Parkway Corridor was designated as an Economic Development Priority Area in 2005.
- **Mechanicsville Redevelopment Plan** – 2004: This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area. The plan and projects have been adopted and incorporated into the CDP. This plan was the basis for the adoption of the Special Public Interest District 18 and amended in 2006.
- **Vine City Redevelopment Plan** – 2004: The Vine City Neighborhood study includes Simpson Street to the north, Northside Drive to the east, Martin Luther King Jr. Drive to the south, and Lowery Boulevard to the west. The redevelopment plan highlights key development projects for new/ rehabilitated and preserved housing, mixed-use and institutional development and infrastructure improvements building on the strengths and opportunities of the community. Through the planning process, 29 projects were further defined and an illustrative

tive plan was generated to show the potential 20-year build-out. The major activity nodes are Simpson Road and J.E. Lowery Blvd., Carter Street Park, Northside Drive, Vine City Park and Elm Street. The plan has been adopted as well as the land use and zoning changes. SPI-11 was adopted to implement the plan recommendations. The plan's recommended projects have been incorporated into the CDP. Previous plans in Vine City include the Vine City Community Master Plan (1995) and Master Plan Update (2001).

- **Southside Redevelopment Plan** – 2000: The Southside Redevelopment Plan includes all of the neighborhoods in NPU Y. The Plan identifies residential and commercial implementation projects along Pryor Rd., Jonesboro Rd., and McDonough Blvd. corridors and streetscape improvements such as Pryor Rd., and the Lakewood Town Center area and Lakewood Avenue.
- **Tax Allocation District Redevelopment Plans** – The City in conjunction with the Atlanta Development Authority has completed and adopted ten redevelopment plans in support of the formation of Tax Allocation Districts. These plans are on the Atlanta Development Authority website at <http://www.atlantada.com/buildDev/taxAllocationDistricts.jsp>. The Atlanta Development Authority serves as the redevelopment agent for all Tax Allocation Districts (TAD). Tax allocation districts are one of the City of Atlanta's most valuable economic development tools. Tax allocation financing is a redevelopment and financing tool by which governments can provide financial assistance to eligible public and private redevelopment efforts within an officially designated area. Increases in property tax revenues, which are generated primarily from new investment in the district, are allocated to pay infrastructure costs or certain private development costs within the TAD. This is primarily done through the issuance of tax allocation district bonds. These adopted TAD plans are listed below and in Map 9-3.
 - Westside Redevelopment Plan (TAD) 1998 – TAD #1
 - Atlantic Steel Redevelopment (TAD) 1999 – TAD #2
 - Northwest Atlanta Redevelopment Plan / Perry Bolton (TAD) 2002 – TAD #3
 - Princeton Lakes Redevelopment Plan (TAD) 2002 – TAD #4
 - Eastside Atlanta Redevelopment Plan (TAD) 2003 – TAD #5
 - BeltLine Redevelopment Plan (TAD) 2005 – TAD #6
 - Campbellton Road Redevelopment Plan (TAD) 2007 – TAD #7
 - DL Hollowell Parkway (AKA Bankhead Hwy) Redevelopment Plan (TAD) 2004 – TAD #8
 - Metropolitan Parkway Redevelopment Plan (TAD) 2006 – TAD #9
 - Stadium Neighborhoods Redevelopment Plan (TAD) 2006 – TAD #10

This TAD redevelopment plan encompasses four neighborhoods located around the Turner Field south of Downtown Atlanta.

 - Summerhill (2006)



Vine City Redevelopment Plan graphic showing potential redevelopment, NPU L.

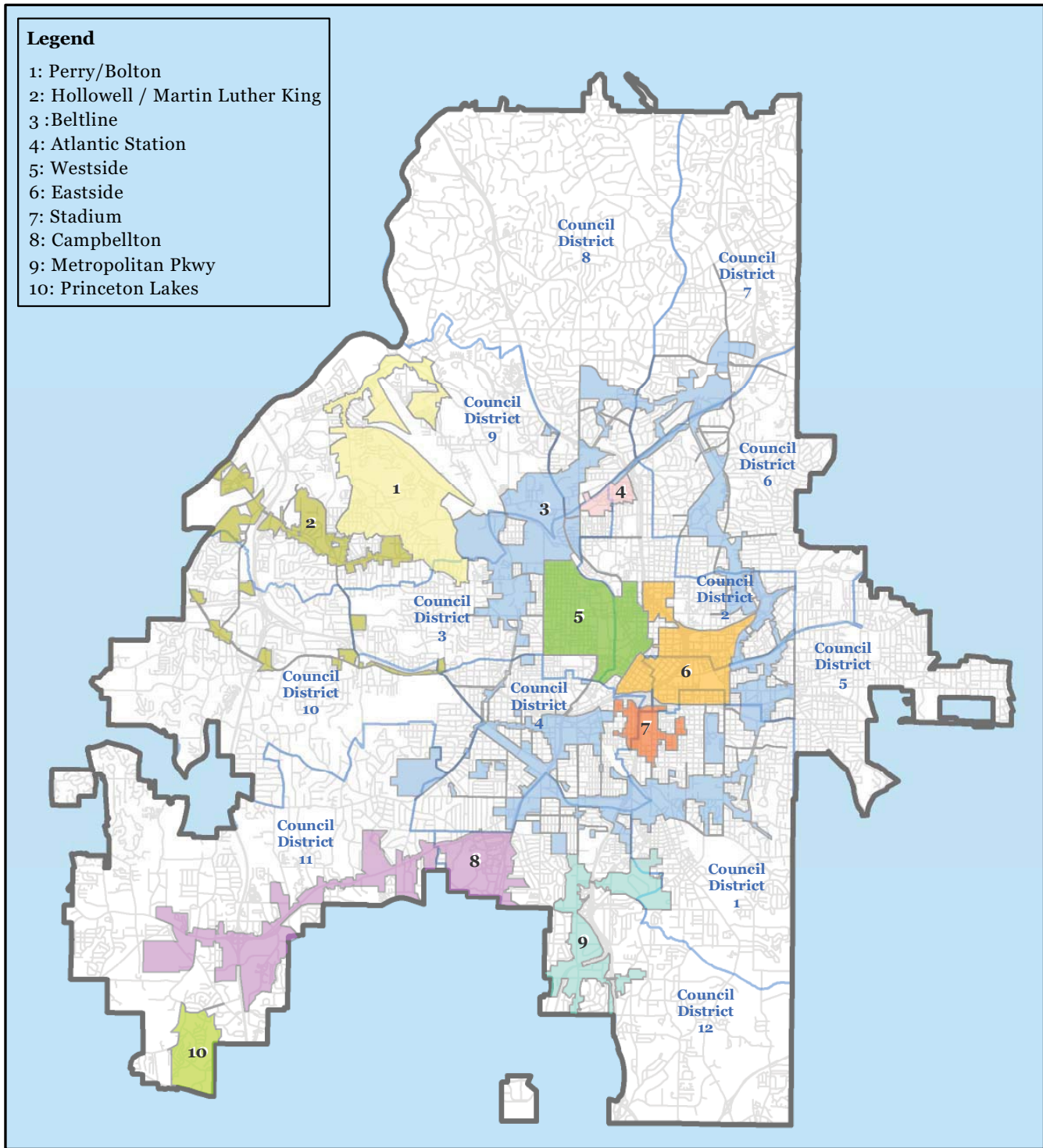



DL Hollowell Parkway TAD Redevelopment Plan showing redevelopment at Center Hill, NPU J.

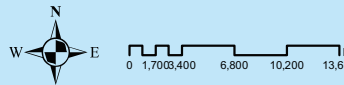


Campbellton Road Redevelopment Plan graphic.

Community Assessment - 9. Land Use

**City of Atlanta
Tax Allocation Districts**



2011 CDP

Map 9-3: Tax Allocation Districts

- Peopletown (2006)
 - Mechanicsville (2004)
 - Pittsburgh (2006)
- **Livable Centers Initiative Plans** – The Livable Centers Initiative (LCI) is an Atlanta Regional Commission program that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies and improve air quality. The primary goals of the program are to:
 - Encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices at the activity center, town center, and corridor level;
 - Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area; and
 - Develop an outreach process that promotes the involvement of all stakeholders.

In addition to funding planning studies as well as Supplemental studies, the LCI program also funds, on a competitive basis, priority pre-qualified transportation projects identified in each LCI. In addition, ARC requires five and ten year updates for each LCI. Seventeen LCI communities are located in the City of Atlanta (see Map 9-4). Thirteen planning studies have been funded by ARC and five have been funded by other sources and later grandfathered as LCI communities. Thirteen LCI studies have been sponsored by the City of Atlanta. Central Atlanta Progress, Midtown Alliance, the Atlanta Housing Authority and the Buckhead CID are the sponsor for 5 LCI communities. In 2009, the City Center LCI and the JSA-McGill LCI were incorporated into the Atlanta Downtown LCI. The City of Atlanta sponsored LCIs have been adopted and incorporated in to the CDP.

- **Donald Lee Hollowell Parkway and Veterans Memorial Highway LCI** – 2010. Cobb County and the City of Atlanta jointly sponsored this LCI. The study area encompasses an area of approximately 4 miles in length and ¼ mile in width on either side of the corridor. The eastern boundary of study area is Commercial Avenue, the western boundary is Buckner Road in Cobb County. The D.L. Hollowell Parkway/Veterans Memorial Highway is an arterial corridor that displays three distinct stretches each with unique characteristics along the length of the study area, including the in-town stretch, the industrial stretch and suburban stretch. The study focuses on developing comprehensive and creative solutions for future land use, pedestrian friendly walkable sustainable development, transportation options, enhanced connectivity to neighborhoods and nodes, enhanced employment and economic activity, enhanced green infrastructure/corridor, alternative mobility and implementation strategies that promote healthy quality of life and create a sense of identity for the community. The adoption of the plan and recommended land use changes are pend-



DL HOLLOWELL VETERAN'S MEMORIAL CORRIDOR LCI - JAMES JACONE NODE
DL Hollowell Veterans Memorial LCI graphic showing the redevelopment at Hollwell and James Jackson Parkway

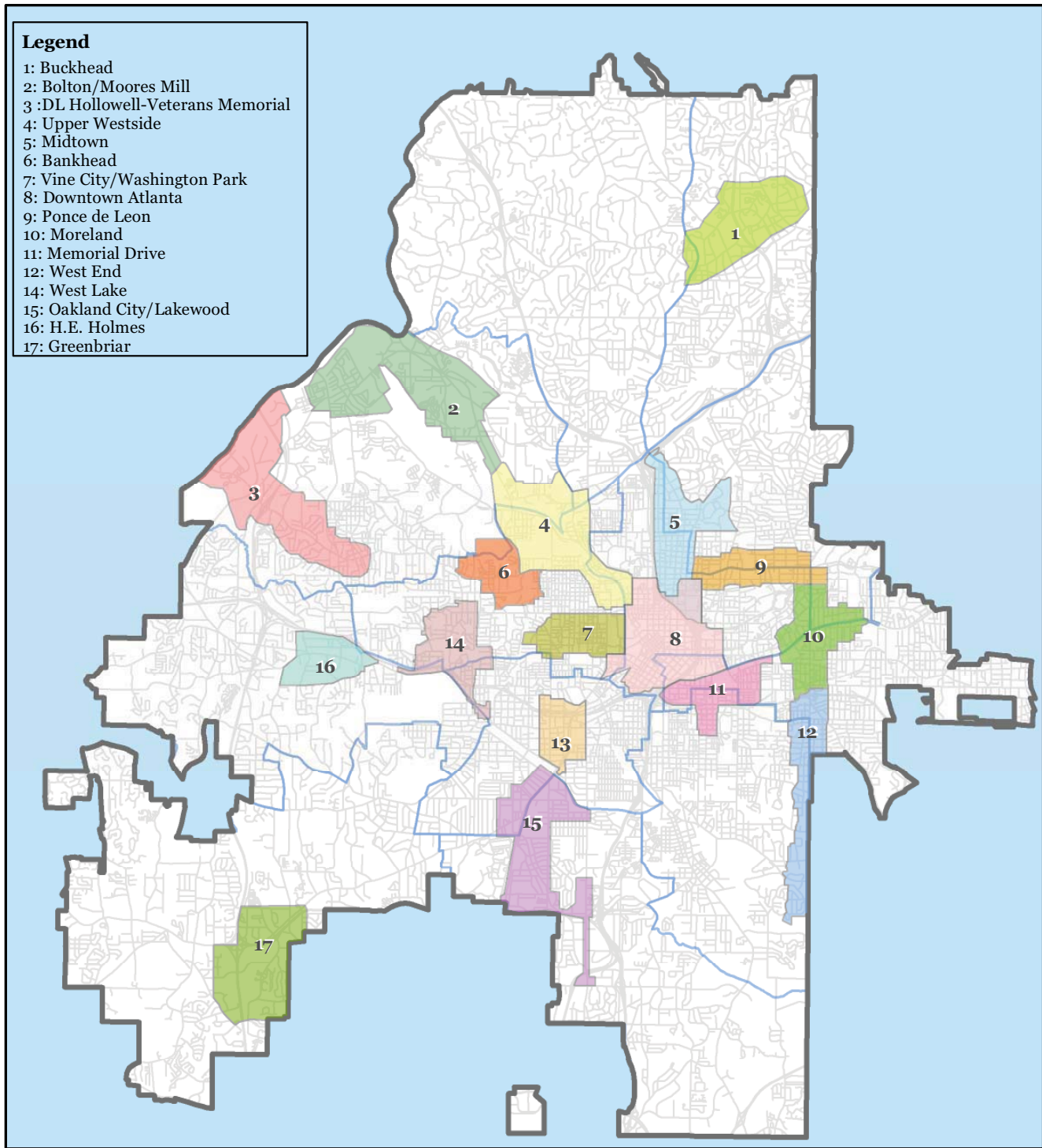



DL HOLLOWELL VETERAN'S MEMORIAL CORRIDOR LCI - RIVER C
DL Hollowell Veterans Memorial LCI graphic showing the a park along the Chattahoochee River.

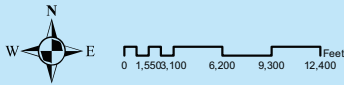


Imagine Downtown LCI graphic showing potential development around 5 Points, NPU M.

Community Assessment - 9. Land Use

**City of Atlanta
Livable Center Initiative
Plans**



2011 CDP

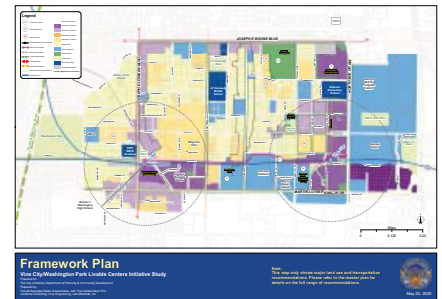
Map 9-4: Livable Centers Initiative

ing.

- **Imagine Downtown Encore Plan** – 2009: Central Atlanta Progress is the sponsor of this grandfathered LCI. The Downtown Atlanta LCI incorporates the City Center LCI (2001) and the JSA-McGill LCI (2003). The plan represents the Downtown vision framework plan focused on catalytic development opportunity areas to guide future public and private investment. It identifies redevelopment opportunities within Downtown and the future land uses and desired transportation and open space improvements necessary to attract and support that anticipated development. The plan also includes specific recommendations for priority implementation projects (both five-year and long-range) by specific Downtown neighborhood and district to guide future private and public investment in these categories. The fundamental goals of the plan are for Downtown Atlanta to be the center of a world-class city that welcomes diversity, a model of the progressive growth for the region, reflective of the rich cultural traditions of the South, the bridge between neighborhoods, the location of choice for urban living in the metro area and safe and barrier free for working families and seniors. The plan has been adopted. Funded projects: Luckie Street two way conversion (\$1,202,000)
- **Vine City /Washington Park LCI** – 2009: The plan recommendations aim at guiding the neighborhoods of Ashview Heights, Downtown, Vine City, and Washington Park towards sustainable urban redevelopment. The plan seeks to accommodate growth in appropriate locations in order to increase the area's mix of uses while preserving neighborhood character. Higher intensity mixed-use development is directed to the MARTA stations and along major corridors. The plan emphasizes a diversity of housing types that allow people with a range of incomes as well as all age groups to live in the study area. The recommendations also include pedestrian and bicycle transportation, vehicular facilities and transit facilities to enhance pedestrian and bicycle safety, encourage walking, transit ridership and bicycle usage. The plan and recommended land use changes have been adopted. Project Funding: MLK bike and pedestrian improvements (\$4,214,222).
- **South Moreland Avenue Corridor LCI** – 2008: The South Moreland Study focuses on the area from I-20 to Constitution Avenue, including the area ¼ mile from the centerline of the corridor. The plan goals are: to make Moreland pedestrian friendly, enhance pedestrian and bicycle connectivity, support pedestrian friendly urban form, promote mixed-use redevelopment and enhance transit service. The design recommendations are organized into four focus areas that divide the corridor into unique geographic sections: I-20 to Glenwood Avenue, Ormewood Avenue, Custer Avenue to Constitution Road, Moreland Avenue Streetscape. The plan and recommended land use changes have been adopted. Project Funding: Moreland/Glenwood intersection realignment (\$1,338,259).
- **Moreland Avenue Corridor LCI** – 2007: This is a grandfathered LCI study. This study was originally carried out as a joint City of Atlanta/



Imagine Downtown LCI graphic showing potential redevelopment along Peachtree Bottom, NPU M.



Vine City / Washington Park LCI framework Plan, NPU L.



Entrenchment Creek park (view from Moreland Avenue bridge)
South Moreland LCI showing proposed park along Entrenchment Creek, NPU W.

Community Assessment - 9. Land Use



The Ponce De Leon and Moreland LCIs framework plan.

Georgia Department of Transportation project, subsequently submitted to the Atlanta Regional Commission for consideration as a “grandfathered” LCI area. The study examined three contiguous and overlapping study areas on Atlanta’s east side: Ponce de Leon Ave, Moreland Ave. and Moreland LCI. The activity nodes include: Moreland Ave at Euclid/McLendon Ave., Edgewood Retail, Wylie Street, Memorial Drive at I-20 and Edgewood at Hurt Street. The vision for Moreland Avenue and the Moreland LCI area includes transforming Moreland Avenue from a neighborhood barrier into a corridor that enriches and connects neighborhoods and providing neighborhood-scaled transportation facilities. The plan was adopted and the projects have been incorporated into the CDP.

- **Ponce de Leon Avenue Corridor LCI – 2007:** This is a grandfathered LCI study. This study was originally carried out as a joint City of Atlanta/Georgia Department of Transportation project, subsequently submitted to the Atlanta Regional Commission for consideration as a “grandfathered” LCI area. The study examined three contiguous and overlapping study areas on Atlanta’s east side: Ponce de Leon Ave, Moreland Ave, and Moreland LCI. The overall goal for Ponce de Leon Avenue is to recognize and respect its long-standing eclectic and diverse character, while removing key liabilities and establishing a framework for future growth that balances the needs of the avenue’s varied constituents. The plan was adopted and the projects have been incorporated into the CDP.



West Lake MARTA Station LCI framework plan.

- **Westlake MARTA Station LCI – 2006:** The study area is focused around the Westlake MARTA Station. The study, encompassing 650 acres, focuses on transit alternatives, appropriate density and historic preservation. The activity nodes are: Simpson Road and West Lake Avenue, MLK Jr. Drive and Westview Cemetery, R. D. Abernathy Blvd. and Lucile Avenue, and the West Lake MARTA Station. The plan was completed in December 2006 but has not been approved by City Council.



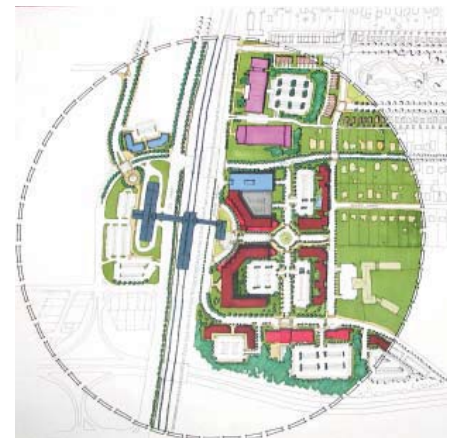
Bankhead MARTA Station Transit Area LCI graphic showing potential redevelopment.

- **Bankhead MARTA Station Transit Area LCI – 2005:** The study area is centered at the terminus of MARTA’s Proctor Creek Rail line at Donald Lee Hollowell Parkway and Gray Street, just north of Maddox Park. The main activity nodes are located along D. L. Hollowell Parkway. The major recommendations are to reconnect the community, focus on parks, improve urban design, revitalize the local economy and provide a healthy housing mix. Emphasis is given to the preservation of historic neighborhoods: Grove Park and English Avenue. The plan and recommended land use changes were adopted and the projects have been incorporated into the CDP. A five year update is due in 2010. Projects Funded: D.L. Hollowell Pkwy Pedestrian Facility Phase A from W. Lake Ave / Florence Pl to Proctor Creek (west of Gary Ave) (\$3,161,299).

- **Oakland City/ Lakewood LCI – 2004:** This is a grandfathered LCI. The study was funded by FTA thru MARTA. The study area contains the Lakewood/ Fort McPherson and Oakland MARTA Stations. A series of redevelopment areas that pose a unique character and vision were

highlighted to revitalize the Study Area. These areas are: Oakland City Transit Station Area, Lakewood Transit Station Area, Murphy Triangle/Lee Street, Oakland City Neighborhood Improvement District, Sylvan Hills Neighborhood Improvement District, Dill Avenue Corridor, Crossroads Village, Cleveland Avenue Gateway. In addition, the plan recommended mixed-use economic development opportunities for Transit Oriented Development (TOD) which promotes densified residential, retail and office uses around transit stations; maintaining single family neighborhoods; and reinvigorating neighborhood commercial nodes and major retail centers. The plan has been adopted and the projects have been incorporated into the CDP. The five year update was completed in 2009.

- **Upper Westside LCI – 2004:** The study area encompasses 1,400 acres. The Activity Nodes in the area include Huff Design, Marietta/Howell Mill/Main Street, Howell Station/ Knight Park, English Avenue, Antioch, and Downtown Atlanta. The vision of the Upper Westside Community is to continue to build this section of the City that reflects the area’s past and future through the use of industrial materials, scale, and building patterns. The vision is also to provide residents, visitors, and workers with transportation alternatives for reaching the area and traveling within the area, supports a diversity of housing, jobs, shopping, and recreation that can include people of all incomes and ages, protects the diversity of smaller scale, residential, commercial, and industrial uses from institutional expansion. The plan and land use changes have been adopted and the projects have been incorporated into the CDP. The five year update was completed in 2009.
- **JSA-McGill LCI – 2003:** Central Atlanta Progress and the Atlanta Downtown Improvement District are the LCI sponsors. The focus of the study is the east-west corridor around the Civic Center MARTA and at the time the planned improvements to the Jones Avenue, Simpson Street and Alexander Street corridor and the Ralph McGill Boulevard corridor. This vital corridor has experienced great change with opening of the Georgia Aquarium and adjacent World of Coca-Cola and Allen Plaza. The LCI study recommended best-practice solutions for integrating existing, proposed and future development into the corridor’s physical and social infrastructure. The study proposed creative solutions for linking this growth with the rest of Downtown Atlanta and the area’s roadway and transit facilities. This study proposes to maximize the potential of the Civic Center MARTA station and transform the surrounding community into a true Transit-Oriented Development. The plan has been adopted and the projects have been incorporated into the CDP. Funded project: the Simpson-West Peachtree Pedestrian Rail Connections (\$2,700,000). This LCI was incorporated into the Imagine Downtown LCI.
- **Memorial Drive-MLK Drive Area Revitalization Study – 2003:** This is a grandfathered LCI and the Atlanta Housing Authority is the sponsor. The study was conducted concurrently with the Empowerment Zone neighborhood master plans in 2001. This study analyzed the underutilized properties along both corridors, encompassing 2.2 miles



Oakland City / Lakewood LCI graphic showing redevelopment at the Lakewood MARTA station, NPU X.



Oakland City / Lakewood LCI graphic showing redevelopment at the Oakland City MARTA station, NPU S.



Upper Westside LCI neighborhoods.

Community Assessment - 9. Land Use



Bolton Road / Moores Mill LCI framework plan, NPU D.



HE Holmes MARTA Station Area LCI showing redevelopment of the HE Holmes station parking lot, NPU I.

HE Holmes MARTA Station Area LCI Study
by Residential Street Character



HE Holmes MARTA Station Area LCI graphic showing a residential street, NPU I.

from I-75/85 to Boulevard. The corridor is close to Downtown and has a mix of land uses. The plan led to recommendations which include proposed mixed-use development areas that satisfy the need for more retail, cultural and neighborhood services, while still preserving the scale and character of adjacent neighborhoods. The Capitol Greenway is one of the main study recommendations. The plan and recommended land use and zoning changes have been adopted. SPI-22 zoning was created for the study area and the projects have been incorporated into the CDP. A portion of the Memorial Drive Corridor was designated as an economic Development Priority Area in 2005. The area is partially in the Beltline TAD.

- **Bolton Road/Moores Mill LCI – 2002:** This activity center includes a variety of industrial, commercial and residential developments. The focus of the study is to encourage the expansion and redevelopment of this area into a mixed-use development node. The major components of this proposed activity center include the Moore’s Mill shopping center and immediate areas as focal point. A supplemental Study, the Bolton/Moore’s Mill Transportation Plan (2004) followed the Bolton-Moore’s Mill LCI. This study examined the area’s transportation issues in greater detail. Both plans have been adopted. A five year update for this plan was completed in 2007. Funded project: Bolton Road Intersection Improvement (Marietta Boulevard)-\$1,000,000.
- **Hamilton E. Holmes MARTA Station Area LCI – 2002:** Martin Luther King Jr, Drive is the main corridor, between Linwood Street and HE Holmes Drive. The vision is to create a mixed-use nodal development around and in the parking lot of the HE Holmes MARTA station. The station is to become a gateway to the neighborhood and business district. The plan has been adopted and the land use has been partially adopted through the MLK Jr. Dr. Study. A five year update for LCI was completed in 2007.
- **Buckhead Action Plan LCI – 2001:** This plan is sponsored by the Buckhead Action Committee (BAC) – a committee of the Buckhead Business Association and the Buckhead Transportation Management Association (TMA). The two objectives of the plan were to develop a comprehensive vision for land use, transportation and open space and to establish a framework for cooperation that will ensure implementation of community improvements. In addition to focusing on LCI goals, issues of connectivity and housing availability in the study area received emphasis. The planned focused on the Peachtree spine, the Buckhead Village and Neighborhood Preservation. SPI-19 was created to implement the LCI plan. Supplemental studies were funded in 2004 and 2008. Amendments to SPI-9 were adopted in the Fall of 2010. Amendments to SPI-12 will be done in 2010-2011.
- **City Center LCI – 2001:** This study is sponsored by Central Atlanta Progress. This study area includes the corridors along Decatur and Marietta Streets, Auburn Avenue and Edgewood Avenue, as well as three MARTA stations (King Memorial, Georgia State and Five Points). The four big ideas are to strengthen neighborhoods, park once or not at all – ride MARTA, fill in the gaps and support the Downtown

experience, In addition, the study concentrated on infill development and redevelopment opportunities within the study area. The plan has been adopted and the projects have been incorporated into the CDP. In 2009, most of this LCI was incorporated into the Imagine Downtown LCI. Portions of the study area are no longer in an LCI. Funded projects are: Peachtree Street Mid-block pedestrian crossing, Decatur street pedestrian improvements, Piedmont Ave Pedestrian Improvements, and Luckie Street two way conversion.

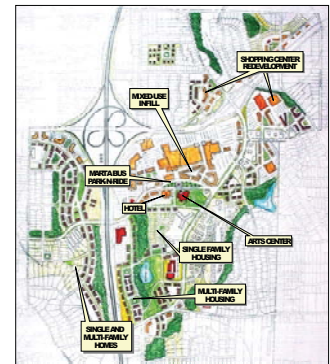
- **Blueprint Midtown LCI – 2001:** This is a grandfathered LCI sponsored by the Midtown Alliance. The first Blueprint Midtown was completed in 1997 and updated in 2003. The vision of the plan is to have a balanced blend of residential, retail, office and mixed use properties, plenty of greenspace, multiple transit options and a unique welcoming and thoroughly pedestrian streetscape environment. SPIs 16 and 17 were created to implement the vision of the plan. Funded projects include: Peachtree Street Bike/Pedestrian Facility and West Peachtree Street Bike/Pedestrian Facility (\$3,060,500).
- **Greenbriar Mall Area LCI – 2000:** This existing older suburban mall area offers opportunities to transform auto-oriented development to more transit and pedestrian friendly environment. Key planning concepts are having walkable neighborhoods and commercial centers, a mix of uses and a range of housing types and creating a network of public squares, parks and natural open spaces. The plan, land use and zoning have been adopted and the projects have been incorporated into the CDP. Three transportation projects have funding: Greenbriar Parkway Pedestrian Improvements (Langford Parkway to I-285)-\$1,908,000, Barge Road/Campbellton Road Intersection Improvements-\$280,000), Headland Street Pedestrian Improvements (Greenbriar Parkway to City limits)-\$300,000. Construction should start on the projects by the end of 2010. In 2005, a five year update was completed. A 10 year update is due in 2010.
- **West End Historic District LCI – 2000:** Study area incorporates the mixed-use community surrounding the West End MARTA rail station. The area has many opportunities for redevelopment including the Candler warehouse area. The study determined opportunities for transit oriented development (TOD) and other needs in the area to create a more thriving urban community. The plan and land use changes have been adopted and the projects have been incorporated into the CDP. SPI-21 was created to implement the plan recommendations. Two transportation projects have funding: Ralph David Abernathy Boulevard (Ashby/Lowery to Lee) Pedestrian and Intersection Improvements- \$1,268,000, Lowery Boulevard (AKA Ashby Street) Pedestrian Improvement from RDA to I-20 - \$627,250. Construction should start on the projects by the end of 2010. In 2005, a five year update was completed. A 10 year update is due in 2010.

- **Corridor Plans** The following corridors, which generally include the main road and transportation facilities and properties within ¼ mile, have all been the subject of planning efforts. They have been adopted by the city (see Map 9-5).



Greenbriar Mall Area LCI illustration, NPU R.

GREENBRIAR MALL LCI DEVELOPMENT CONCEPT PLAN



Greenbriar Mall Area LCI concept plan.



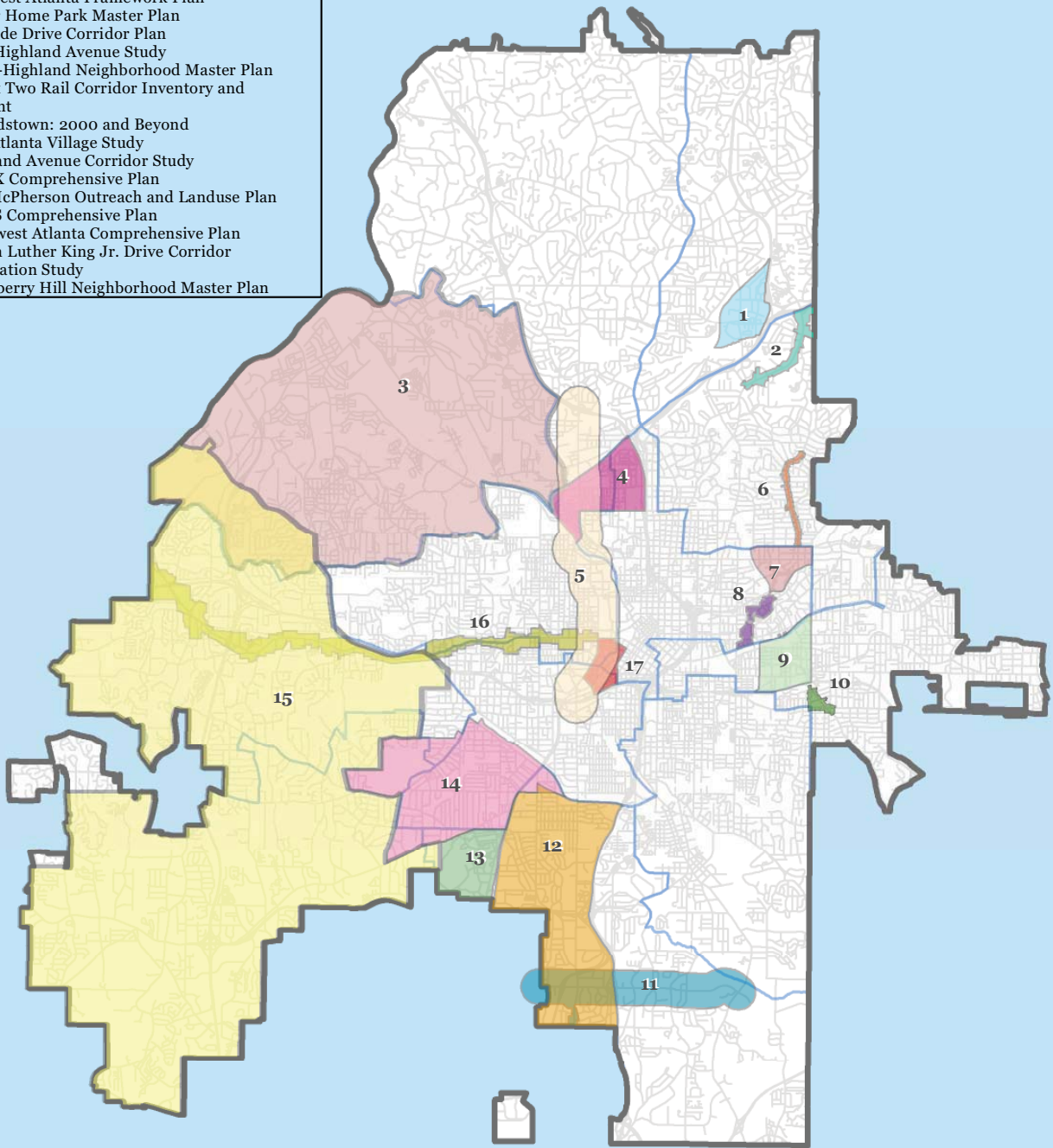
West End Historic District LCI illustration, NPU T.



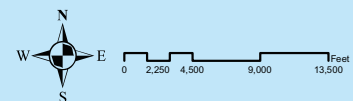
Community Assessment - 9. Land Use

Legend

- 1: Lindbergh Transit Station Area Development Study
- 2: Cheshire Bridge Road Study
- 3: Northwest Atlanta Framework Plan
- 4: Greater Home Park Master Plan
- 5: Northside Drive Corridor Plan
- 6: North Highland Avenue Study
- 7: Poncey-Highland Neighborhood Master Plan
- 8: District Two Rail Corridor Inventory and Assessment
- 9: Reynoldstown: 2000 and Beyond
- 10: East Atlanta Village Study
- 11: Cleveland Avenue Corridor Study
- 12: NPU-X Comprehensive Plan
- 13: Fort McPherson Outreach and Landuse Plan
- 14: NPU-S Comprehensive Plan
- 15: Southwest Atlanta Comprehensive Plan
- 16: Martin Luther King Jr. Drive Corridor Transportation Study
- 17: Castleberry Hill Neighborhood Master Plan



City of Atlanta Corridor Plans and Community Plans



2011 CDP

Map 9-5: Corridor and Community Plans

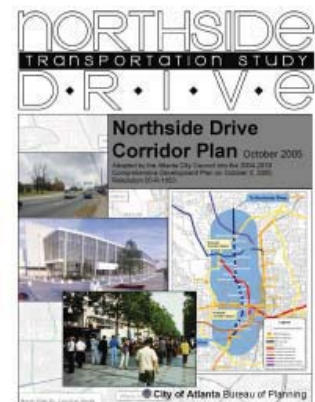


- **Cleveland Avenue Corridor Plan** – 2009: The study area includes the Cleveland Avenue Corridor from the East Point City Limits near Sylvan Road, including a quarter of a mile buffer on both sides. The major activity nodes include Springdale Rd., Metropolitan Parkway, Interstate 75 and Interstate 85. The plan consists of recommendations and projects intended to develop a long range vision for the Cleveland Avenue Corridor as one of connectivity, vibrant retail opportunities, residential diversity and open and green space. The recommendations include the revitalization of the appeal of the commercial areas and encouragement of greater residential diversity in the housing stock of the Corridor, revitalization of the existing retail centers into more pedestrian-friendly mixed use developments and encouragement of new mixed-use developments, establishment of new pedestrian-friendly street grid in major redevelopment areas, implementing enhanced streetscapes as well as redevelopment initiatives aimed at improving access and expanding the network of existing parks. The plan also makes recommendations for roadway, intersection, pedestrian and bicycle improvements, as well as transit and safety enhancement. The plan has been adopted. The land use has been adopted and the projects have been incorporated into the CDP.



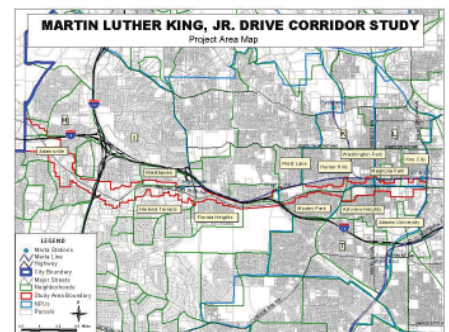
Cleveland Avenue Corridor Plan graphic showing potential redevelopment, NPU X & Z.

- **Martin Luther King Jr. Drive Corridor Transportation Study** – 2005: The M.L.K. Jr. Drive Corridor study included a land use analysis and future traffic impact analysis to develop recommendations for future land uses, and road and intersection improvements. The plan was adopted and the projects incorporated into the CDP.
- **Northside Drive Corridor Plan** – 2005: The future transportation function of Northside Drive from I-75 to I-20 was studied using the regional transportation model. Demographic and market pressures were the primary drivers of change, and different transportation improvement scenarios were analyzed to determine appropriate and effective recommendations to accommodate future travel demand and urban growth. The plan and the recommended land use changes were adopted.



Northside Drive Corridor Plan cover.

- **Cheshire Bridge Road Study** – 1999: This comprehensive study addressed transportation, marketing, urban design, environment and land use concerns in the area. Recommendations include a number of transportation and streetscape improvements. Portions of the streetscape improvements have been completed. The NC-4 and NC-5 zoning districts were adopted to implement the plan.



Martin Luther King Jr. corridor study map.

- **Community Plans:** The following community plans have all been adopted by the City of Atlanta and incorporated into the Comprehensive Development Plan.

- **NPU G Community Master Plan** - 2011: The plan was developed by the Georgia Conservancy under its Blueprints for Successful Communities programs and NPU G. The plan focuses on connections, redevelopment, opportunities for advancement, food access, public art and environment and natural resources.

Community Assessment - 9. Land Use

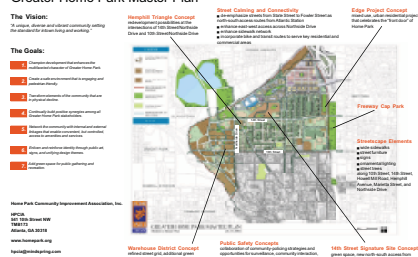


WESTVIEW
MASTER PLAN 2011 - ATLANTA, GA



Poncey-Highland Neighborhood Master Plan framework plan, NPU N.

Greater Home Park Master Plan



Home Park Master Plan, NPU E.

- **Westview Master Plan - 2011:** The Westview Community Organization prepared this plan. The plan ties together previous plans that included portions of the Westview neighborhood and includes more detailed input from community members. The plan focuses on commercial development, green spaces/BeltLine and connectivity.
- **Poncey-Highland Neighborhood Master Plan - 2010.** The Poncey-Highland Neighborhood Association and District 2 Council-member Kwanza Hall sponsored this study. The study area is the Poncey-Highland Neighborhood and encompasses approximately 241 acres. The plan provides recommendations for land use, park and open space, housing, transportation, environment, infrastructure, facility, urban design and historic preservation, while focusing on encouraging a diverse and sustainable mix of housing, employment, shopping and open space, promoting smart growth and redevelopment as well as protecting the neighborhood character and improving the neighborhood's aesthetics. The Plan and land use changes have been adopted and the projects incorporated into the CDP.
- **NPU X Comprehensive Plan - 2005:** This framework plan examined the entire NPU, identifying the major issues and devising a strategy for enhancing residential uses and major corridors. The goals of the plan include addressing deficiencies in commercial service quality and neighborhood retail availability, to be inclusive and promote "smart growth", public transportation, affordable single-family and multi-family housing, human services, clean and safe environment, and to advocate expansion and improvements to open space, infrastructure and parks in each of the five neighborhoods. Community residents want to promote the conservation of single family housing, to improve and conserve multifamily housing, to support mixed-use development and to promote mixed income affordable housing. The plan examined land use, housing conditions, tax delinquency and the housing market. In addition, the plan made recommendations for land use, housing, parks, transportation, environmental hazards, stormwater and zoning. This plan was adopted.
- **NPU S Comprehensive Plan - 2005:** This framework plan examined the entire NPU, identifying the major issues and devising a strategy for enhancing residential uses and major corridors. The plan studied housing (to include personal care homes and rooming houses), housing conditions, land use, parks and greenspace, environmental hazards, illegal dumping, stormwater and tax delinquency. The plan made recommendations for parks and open space, zoning changes, transportation improvements (sidewalks, streetscapes, traffic calming, intersection improvements and street paving), stormwater, land use and housing. The plan was adopted.
- **Home Park Master Plan - 2003:** The greater Home Park Master Plan was completed in August 2002 by the Home Park Improvement Association and adopted by the City of Atlanta in 2003. The vision for the area is to be "a unique, diverse and vibrant community setting the standard for intown living and working." Diversity, connectivity

and synergy are the plan's guiding principles. The master plan aims to champion development that enhances the multi-faceted character of Home Park, network the community with internal and external linkages that enable convenient access to amenities and services, and add green space for public gathering and recreation.

- **District 2 Rail Corridor Study** - 2001: The purpose of this inventory and assessment was to examine the large parcels of undeveloped and/or underdeveloped industrial zoned properties along the Norfolk Southern rail corridor within Council District Two and in the Inman Park, Old Fourth Ward and Poncey-Highland neighborhoods. The top three goals of the plan are: an improved street and sidewalk network, adequate open space and neighborhood-oriented ground floor retail. The plan includes urban design and planning principles to guide development along the corridor.
- **Reynoldstown 2000 and Beyond – A Neighborhood Master Plan-2000:** The development of the plan was funded by the Empowerment Zone Corporation and led by the Reynoldstown Revitalization Corporation. Reynoldstown is situated south of Memorial Drive to I-20 with Moreland Avenue to the east, Pearl Street to the west and the Southern Railroad to the north. The Neighborhood Master Plan goals include occupying/ utilizing all vacant lots with land uses that address the needs of the community, restoring a pedestrian oriented environment, improving street conditions, renovating and expanding existing housing stock, community and commercial facilities, creating a safe and drug free community, and improving parks and open space.
- **East Atlanta Village Plan** - 2000: This was a comprehensive commercial revitalization plan promoting neighborhood commercial development. The vision for East Atlanta Village is a neighborhood-oriented commercial node reflecting the diversity of adjacent neighborhoods. The Village includes unique restaurants, unusual retail merchandise, and mixture of residential opportunities. The goals for East Atlanta Village are to create a safe and attractive pedestrian scale street environment, market a vibrant and diverse urban neighborhood for businesses, residents, and visitors, facilitate smooth traffic flow while enhancing and protecting pedestrian, bicycle, and public transit facilities, provide parking facilities and land use patterns which protect the area from a parking shortage, and improve the quality of life for the neighborhoods surrounding the Village
- **Lindbergh Transportation Urban Design Plan** - 2000: The Lindbergh Transit Station Area Development Study (TSADS) provides a concept plan and action program for the development of a transit oriented neighborhood around the Lindbergh MARTA transit station. The objectives set forth in this document provide the foundation for the creation of Special Public Interest (SPI) District regulations for the area. A Special Public Interest zoning district for the Lindbergh area directs future development in such a way that encourages the creation of the vibrant, pedestrian and transit-oriented urban neighborhood.



Lindbergh TSADS study area map.



Northwest Framework Plan study area.

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Castleberry Hill Master Plan Map, NPU M.



North Highland Avenue Study illustration of Virginia and North Highland intersection, NPU F.



Subarea 2 - Pryor Street illustration.

- **Northwest Atlanta Framework Plan** - 2000: The Plan for Council District 9 examines the entire area with a focus on its major corridors: Bankhead Highway, Bolton Road, Marietta Boulevard, and Hollywood Road along with the Chattahoochee Ave. area. The vision is for the revitalization of these corridors and prepare recommendations to guide residential infill development, stimulate commercial revitalization, enhance access to commercial opportunities, and improve the overall connectivity within the area.
- **Southwest Atlanta Framework Plan** - 2000: This plan, which includes NPUs H, I, P, & R. Some of the goals are to increase the number of households, improve housing to attract and retain young couples, provide housing for the elderly, improve transportation and circulation, expand MARTA rail to employment and commercial centers, improve pedestrian facilities, increase parks and recreation areas, expand and enhance goods and services, improve public safety, increase neighborhood diversity and improve neighborhood image and visibility. The plan provides strategies for housing, economic development, traffic and transportation, public safety, parks and recreation and environment and natural resources.
- **Castleberry Hill Master Plan** - 2000: Castleberry Hill is a historic downtown neighborhood, unique in Atlanta. Its future is informed by its colorful past: markets, shops, restaurants and residences enjoyed by diverse peoples. In this urban oasis situated amidst business, government, transportation, sports, entertainment, and convention facilities, old buildings are given new life. The community takes pride in its streetscapes, green spaces, public art, and historic structures. The goals of the plan are: to promote and preserve economic development and a variety of housing opportunities, and to encourage an economically and culturally diverse population in Castleberry Hill, to attract and support quality services and retail in the neighborhood, to reduce crime, drug use and loitering, and maintain an environment in which neighbors and visitors feel safe and secure, to preserve historic buildings and sites and develop new ones which compliment the old, to develop parks, open spaces and convenient pedestrian circulation, to provide adequate parking for present and future residents and commercial uses, to facilitate safe and convenient circulation of pedestrian, non-motorized and vehicular traffic and to minimize conflicts between these various modes of transportation.
- **North Highland Avenue Study** - 1999: This study focused on the transportation, parking and pedestrian issues along four commercial nodes along North Highland Avenue in the Morningside and Virginia Highland neighborhoods in order to preserve and enhance the unique character of the adjacent neighborhoods.
- **BeltLine Master Plans – 2011 anticipated, 2010 anticipated, 2009:** The BeltLine Master Plans build on the BeltLine Redevelopment Plan and the many other planning efforts described in this section. The plans take an interdisciplinary approach addressing land use, transportation, parks and recreation, public art, and historic preservation. To achieve the neces-

sary level of detail, the BeltLine was divided into ten subareas, described individually below.

Stakeholders in each subarea refined goals specific to their community based on guiding principles set up to inform all BeltLine Subarea master plans. Common themes emerge that articulate how the high-level principles should be put into action.

- o Promote compact nodes of transit supportive development around BeltLine stop locations.
 - Redevelop underutilized industrial land, but retain light industrial employment.
 - Provide mixed-income housing, retail, and commercial opportunities.
 - Support sustainable design including LEED certification and on-site impact reductions.
- o Create a vibrant public realm and connected greenspace system.
 - Maximize park space and accommodate regional appeal.
 - Provide opportunities for recreation, public art, cultural activities, and ongoing participatory planning.
 - Connect parks and trails to schools, libraries and civic spaces.
- o Develop a redundant network of Complete Streets for multimodal mobility.
 - Build new streets across the BeltLine and superblocks to create a grid of small blocks.
 - Retrofit existing streets to dedicate space for pedestrians, cyclists, stormwater detention, and shade canopy trees.
 - Improve bus route directness, frequency, and stop amenities.
- o Preserve neighborhood character and historic context.
 - Provide transitions from higher density mixed-use nodes to residential areas.
 - Minimize impacts of trails, traffic, and parking on neighborhoods
 - Celebrate linkages to the Civil War, Civil Rights, and industrial railroad history.
- o **Subarea 1 (Abernathy-Cascade):** Subarea 1 includes the portion of the BeltLine from Interstate 20 south and east to Lee Street and the MARTA South line. The study area includes three important redevelopment areas: along White and Donnelly Streets, around the West End MARTA Station, and the McDaniel Glenn area. The plan also includes a park master plan for Enota Park.



Subarea 3 - Boulevard Crossing Park plan.



Subarea 4 - Memorial Drive and Bill Kennedy way illustration.



Subarea 7 - Peachtree near Bennet Street illustration.

Community Assessment - 9. Land Use



Subarea 8 - West Side Park and Reservoir Master Plan.



Example of light rail that could be similar to light rail along the BeltLine.

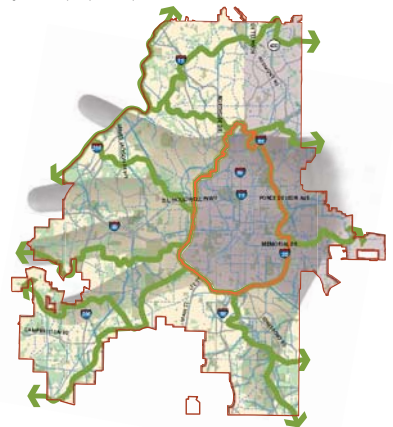
- **Subarea 2 (Heritage Communities of South Atlanta):** Subarea 2 is located just south of the downtown central business district. The subarea includes portions of Pittsburgh, Peoplestown, Capitol View, Capitol View Manor, Oakland City, Adair Park, The Villages at Carver and Chosewood Park. The plan includes several short-term recommendations for spur trails, as well as the redevelopment of Stanton/Four Corners Park. The Subarea includes the University and Murphy Triangle redevelopment areas.
- **Subarea 3 (Boulevard Crossing):** The Boulevard Crossing subarea runs along the BeltLine from Hill Street to Glenwood Avenue, including portions of Chosewood Park, Grant Park, Ormewood Park, and Boulevard Heights. Some of the highlights of the plan include the Boulevard Crossing Park master plan for the new 22-acre park, planning for the redevelopment of older industrial areas, creating strong pedestrian connections between the BeltLine and Zoo Atlanta/Grant Park, and restoration and trails along Entrenchment Creek.
- **Subarea 4 (Memorial -Glenwood):** The Memorial-Glenwood subarea runs north from Berne Street to DeKalb Avenue/Decatur Street and includes portions of the Cabbagetown, Grant Park, Ormewood Park, and Reynoldstown neighborhoods. The study area also includes a section of the Memorial Drive corridor, the Glenwood Park development, and Oakland cemetery.
- **Subarea 5 (Freedom Parkway):** The Freedom Parkway subarea begins on the DeKalb Avenue side of the Krog Street Tunnel and stretches north to Ponce De Leon Avenue and includes the neighborhoods of Inman Park, Virginia Highlands, Sweet Auburn and Old Fourth Ward. The subarea plan included a master plan for the Historic Fourth Ward Park and focuses on the redevelopment opportunities around the new park.
- **Subarea 6 (Monroe-Piedmont):** Subarea 6 runs along the BeltLine from Ponce de Leon Avenue to Buford Highway. Subarea 6 includes Piedmont Park and the Ansley Park, Morningside/Lenox Park, Adair Park, Virginia Highland, Sherwood Forest and Piedmont Heights neighborhoods. The planning effort has focused on the redevelopment opportunities of the strip malls in the study area, traffic congestion on Monroe Drive and Piedmont Avenue, and land uses adjacent to Piedmont Park.
- **Subarea 7 (Northside-Peachtree-Piedmont):** The Northside-Peachtree-Piedmont subarea makes up the northern end of the BeltLine Planning Area as it runs east from I-75 to Lindbergh Center MARTA Station and then south to I-85/Buford Highway. The subarea includes some of Atlanta's best known thoroughfares, such as Piedmont Road and Peachtree Road. The plan's recommendations focus on improving street and sidewalk connectivity and land use planning at key nodes such as the BeltLine/Peachtree Rd. intersection. Other priorities of the subarea plan include the development of contiguous multi-use trails connecting the greenspace throughout the subarea and the challenge of the active freight corridor within the proposed

BeltLine transit alignment.

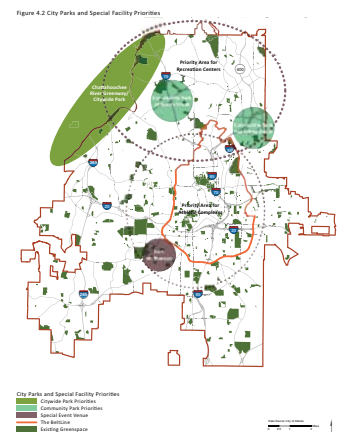
- **Subarea 8 (Upper Westside- Northside):** The Upper Westside-Northside subarea includes the portion of the Atlanta BeltLine from the freight railroad line near West Marietta Street northeast to I-75. The subarea includes portions of the Atlantic Station, Berkeley Park, Blandtown, Home Park, Loring Heights, and Marietta Street neighborhoods and communities. The subarea also includes sections of the rapidly changing Huff Road, Northside Drive, and Howell Mill Road corridors. Some of the primary community concerns in the area include pedestrian and bicycle infrastructure and safety and new park opportunities. This subarea has the challenge of active freight within the proposed BeltLine transit corridor.
- **Subarea 9 (Upper Marietta-Westside Park):** Subarea 9 includes the portion of the BeltLine from West Marietta Street south to Hollowell Boulevard. The plans includes the master plan for the Westside Park and Reservoir, a forthcoming 300 acre park on the site of the old Bellwood Quarry. The Westside subarea plan creates a framework for redevelopment around and to the east of the park, while preserving the character of area neighborhoods, including Grove Park, Rockdale, Knight Park and Howell Station.
- **Subarea 10 (Boone-Hollowell):** Subarea 10 includes the portion of the BeltLine from Hollowell south to Interstate 20. The plan includes the BeltLine connection to the MARTA East or Proctor Creek line and the important redevelopment area around the Ashby MARTA Station. The study area also includes Maddox Park and the surrounding redevelopment opportunities.

• City Wide Plans

- **Project Greenspace – 2009:** Project Greenspace is a comprehensive plan and strategy for implementing a city-wide greenspace system for Atlanta. The Plan establishes an overall framework, direction, and action steps for growing, preserving and managing the City of Atlanta’s greenspace system. The goals of the plan are to: significantly increase the acreage of greenspace and improve its distribution throughout Atlanta, establish connections between greenspaces as part of the greenspace system, including greenway corridors, multi-use trails, and complete streets, provide the highest quality of recreational facilities and programs within the greenspace system to meet citizens’ needs, maintain parks and recreational facilities to “best-in-class” standards and ensure that parks and other greenspaces are safe and secure, protect environmentally sensitive lands as part of the greenspace system, protect and restore Atlanta’s tree canopy in order to meet a target of 40% coverage, promote the use of greenspaces as community gathering places, including a major outdoor events site, integrate Atlanta’s history, cultural heritage, and the arts into the greenspace system to express community identity, establish sustainable sources of funding for greenspace acquisition, development, and management, and promote public and

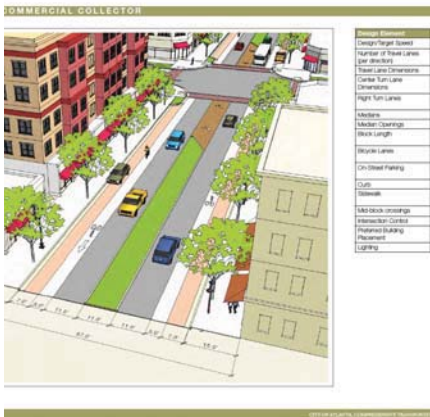


Project Greenspace - greenspace system concept plan.

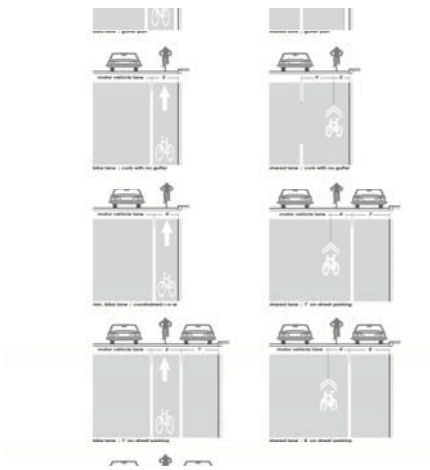


Project Greenspace - parks and facilities priorities.

Community Assessment - 9. Land Use



Connect Atlanta Street Design Guidelines.



Connect Atlanta Bike Design Menu.



Fort McPherson Land Use Plan.

private partnerships to grow and manage the greenspace system, promote and coordinate the dedication of greenspace within new development and redevelopment projects.

- **Connect Atlanta Plan – 2008:** The Connect Atlanta Plan, the City of Atlanta’s first comprehensive transportation plan (CTP), outlines policy direction for linking transportation infrastructure with land development and for coordinating with regional transportation project funding plans.

The CTP is a guide for achieving a vision of a multi-modal, world-class transportation system to support increased residential and employment growth in targeted areas of the city by reducing reliance on personal automobiles through expanded opportunities for transit, walking, and cycling and by mitigating traffic congestion through a more efficient road network. It identifies specific capital investment needs and financing options. The goals of the plan are to: provide balanced transportation choices, promote public health and safety, prepare for growth, maintain fiscal and environmental sustainability, preserve existing neighborhoods, and create desirable places for all.

These goals formed the basis for priority ranking of 200 roadway and intersection projects in ten tiers of 20 projects each from candidate concepts produced through community visioning meetings and design workshops. Highlights of the Connect Atlanta Plan recommendations include 50 more miles of transit, 66 miles of new street connections, 900 miles of new sidewalks, and the reconstruction of expressway interchanges to expand land available for urban development. Action items include building new transit infrastructure, improving existing transit service, promoting sustainable travel modes with dedicated non-motorized facilities, untangling “hot spots” of traffic congestion, achieving a state of good repair for existing infrastructure, and developing new funding sources.

- **Parks Open Space and Greenways Plan - 1994:** The 1994 Parks, Open Space and Greenways Plan establishes planning policies intended to guide the development of park, open space, and recreational facilities over a 15-year period. The plan establishes goals and policies for Open Space and Greenways, Facilities, Special Events, Historic Resources, Natural Resources, Management and Maintenance and Funding. The plan makes recommendations for the various types of park, open space and greenways.

- **Other**

- **Fort McPherson Outreach and Land Use Plan - 2007:** In November, 2005, the Base Closure and Realignment Commission voted to close Fort McPherson, a 488-acre base in southwest Atlanta in September 2011. The McPherson Implementing Local Redevelopment Authority (MILRA), a political subdivision of the State of Georgia and a public corporation, is responsible for identifying local redevelopment needs and preparing a comprehensive redevelopment plan for Fort McPherson. The Plan’s vision it to transform Fort McPherson and the

surrounding neighborhoods into a nationally acclaimed, world class, thriving community. The overall proposed development program for the re-use of Fort McPherson includes: 4 million square feet of office and research space, 400,000 square feet of commercial / retail space, and 4,600 housing units. The overall uses for the different homeless providers will total approximately 314 units of housing. Approximately 10,000 square feet of space to address the Health Care and Community Service needs will also be on the site. Fort McPherson has the potential to be a catalyst for redevelopment in this area.



Community Assessment - 9. Land Use

Areas Requiring Special Attention



The Crum and Foster buildings is one the historic buildings in Midtown.

The Standards and Procedures for Comprehensive Planning call for the identification and evaluation of land use patterns and trends in order to identify seven types of Areas Requiring Special Attention. Each of these seven areas are discussed in this section.

Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development

Existing development as well as continuing growth impacts the City of Atlanta's natural and cultural resources. Below are some of the natural and cultural resources that can be affected by development. These are discussed in further detail in the Natural and Cultural Resources Element. See Map 4.1-3 for the location of environmentally sensitive areas, Map 4.2-2 for National Register listings and Map 9-7 for historic resources along the BeltLine, in Midtown as well as National Register Districts.

Natural Resources: Environmentally sensitive areas are affected by urbanization. In particular:

- Water resources
 - Watersheds
 - Rivers, streams, and lakes
 - Water supply watersheds
 - Wetlands
 - Floodplains
- Environmentally sensitive lands
 - Greenspace
 - Steep slopes
 - Soils



This building is one the identified historic buildings along the BeltLine.

Cultural Resources: A range of cultural resources are vulnerable to development pressures. A summary of these are below.

- BeltLine Historic Resource Survey: From May to December of 2005, the Atlanta Urban Design Commission Staff and the Georgia State University Heritage Preservation program studied the proposed BeltLine project and its impact on potential historic resources. This study was performed in conjunction with the development of the City of Atlanta "BeltLine Redevelopment Plan". The historic analysis project included archival research about the historical development of the area and a field survey of historic resources along the proposed BeltLine path. The area of the survey was the Tax Allocation District (TAD) boundary, as well as immediately adjacent properties. The study identified structures, buildings, areas, and districts ("sites") that would meet the criteria for listing in the National



The Abrams Furniture building is one the identified historic buildings along the Belt-Line.

Community Assessment - 9. Land Use

Register of Historic Places. This field survey and study identified over such 1,000 sites.

Subsequent to that initial field survey and study, the Atlanta Urban Design Commission Staff pursued additional research and analysis of a selected number of these sites based on their potential significance and uniqueness. The Atlanta Urban Design Commission targeted about 125 listings for this additional research and analysis. Many of the listings generated from the original field survey and study, including a similar proportion of those listings included for additional research do not currently have protection under the City's Historic Preservation Ordinance, making them vulnerable to demolition and incompatible or insensitive redevelopment/reuse.

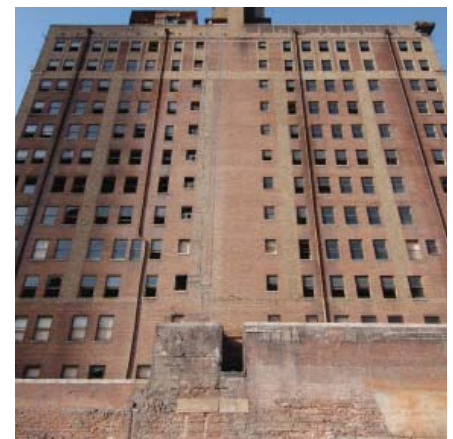
- **Blueprint Midtown Historic Resource Study:** In the late 1990s, the Midtown Alliance undertook a broad-based, community driven visioning and planning process for the Midtown area of the City of Atlanta. As part of that planning process, the Atlanta Urban Design Commission Staff and other groups and individuals interested in historic preservation identified numerous properties that meet the criteria for protection under the City's Historic Preservation Ordinance, but at that time had not been officially designated. This list was based on previous Atlanta Urban Design Commission-sponsored and published historic resource surveys, National Register of Historic Places listings, and additional field work completed as a part of the Blueprint Midtown planning process. Given the development pressure in the Midtown area, the lack of protection of these identified historic resources makes many of them vulnerable to demolition and incompatible or insensitive redevelopment/reuse.
- **Post World War II neighborhoods as well as post World War II commercial, industrial and institutional architecture;** National Register of Historic Places listed or potentially listed neighborhoods experiencing substantial infill; areas that retain some rural/agricultural landscape; and archeological and Civil War related sites as well as sites associated with the Civil Rights Movement.



The Cut Rate Box is one the identified historic buildings along the BeltLine.



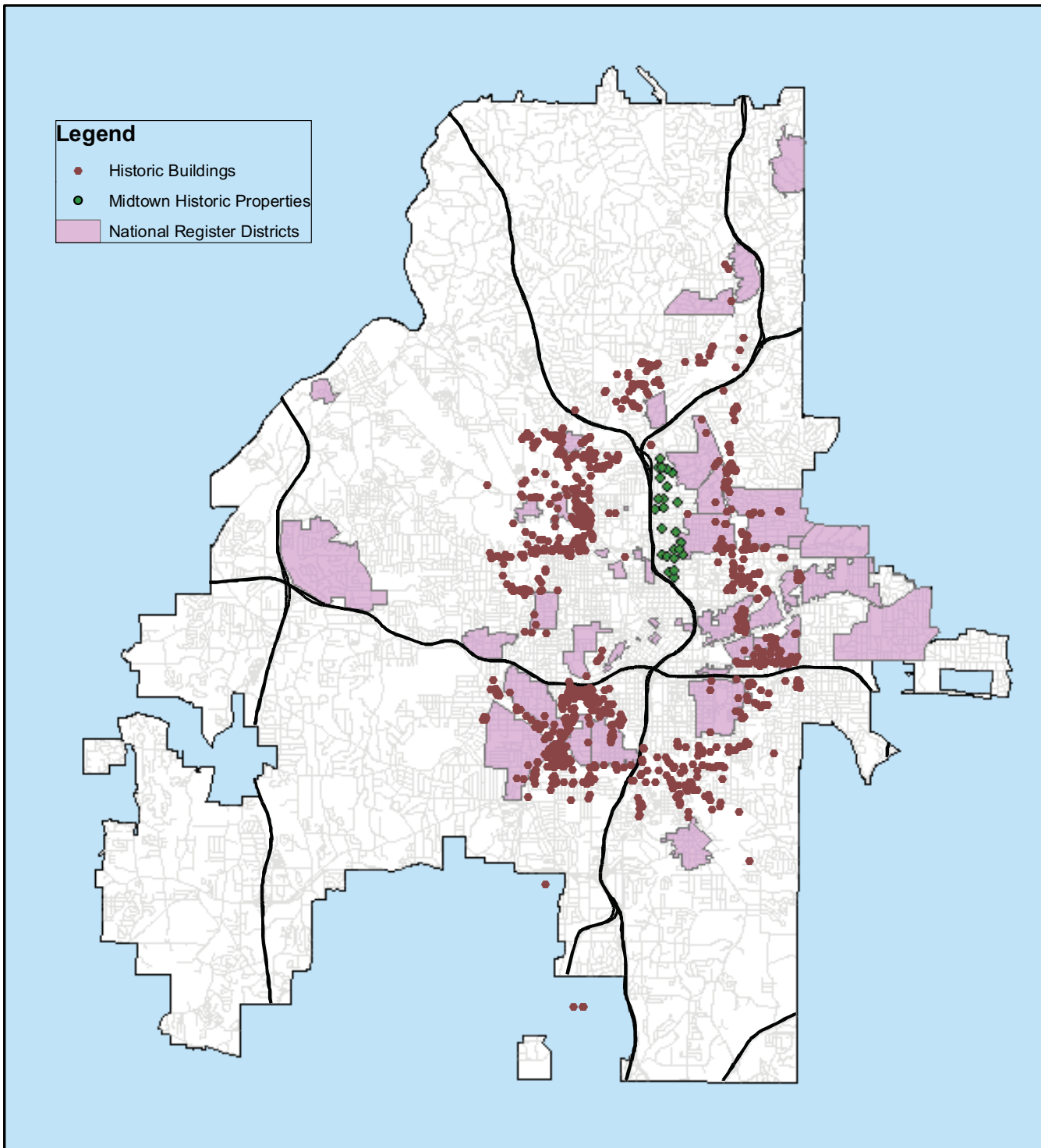
The John Fulker building is one the identified historic buildings along the BeltLine.



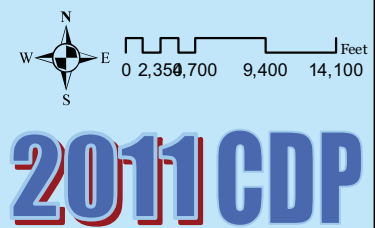
The Medical Arts Buildings is an endangered historic building.



Community Assessment - 9. Land Use



Significant Historic Resources



Map 9-7: Location of Historic Resources



Areas where rapid development or change of land uses is likely to occur

The following areas are expected to experience rapid development accompanied by changing land uses in coming years as the economy and the housing market recovers.

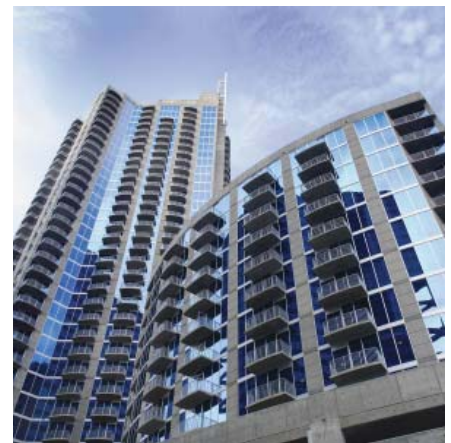
- **Downtown, Midtown, and Buckhead Business Districts:** Compared to other parts of the City, these areas have had a high level of development activity over the past several years. These areas have higher density permitted and allow for a mixture of uses, such as commercial and residential. In addition, these areas are the main employment centers where the core commercial office areas are located. Retail centers and accessibility to transit are present in each area. Underutilized parcels of land are scattered throughout these areas and provide for the opportunity for infill development in the future (see Character Area Map of Downtown and Regional Centers for location). Areas along the Peachtree Street Spine in the Downtown, Midtown, and Buckhead Business Districts have development opportunities. The streetcar project will spur more development along its route.
- **Neighborhood Planning Units (NPU) B, D, E, M, and P:** Most of the residential development over the last 10 years in the City occurred in these areas. 7,458 net new housing units were permitted in NPU B. This area has experienced a significant amount of high-rise developments around the Buckhead Loop and along the Peachtree Corridor. In NPU E, 8,586 net new housing units were permitted. Atlantic Station and many of the City's recent condominium developments are located in NPU E. The majority of new construction for single-family housing units was located within NPU P boundaries (approximately 1,100 units), primarily in the Princeton Lakes development. Downtown also experienced a large amount of construction of both residential and office buildings. This development was concentrated around Ivan Allen Blvd and Centennial Olympic Park. In addition, many new subdivisions and single family homes were permitted in NPU D (see maps in the Population section for location of permitted residential development).



Many of the new multi-story buildings in Buckhead.



Atlantic Station will continue to grow.



New development along Ivan Allen Jr. Blvd, such as this, is anticipated.

Community Assessment - 9. Land Use

Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation

Currently the needs of the existing population in many cases outpace the availability of community facilities, particularly transportation. All areas of Atlanta, neighborhoods near downtown and Buckhead most critically, will be strained by the projected population growth. Northeast Atlanta will likely show signs of outpaced transportation facilities first; however, south and west Atlanta will quickly show an acute lack of transportation facilities. The specific needs are discussed below.

- **Transportation:** Transportation facilities have been addressed in the 2008 Connect Atlanta Plan, the City's Comprehensive Transportation Plan. Focus has been placed on managing "hotspots" such as intersections, which continuously create traffic issues. Timely repairs for streets and sidewalks are greatly needed as well as efficient bridge maintenance. Areas with rapid growth such as Downtown, Midtown and Buckhead experience the worse congestion. Other areas, such as NPU P, don't have an extensive road network to handle increased demand. Roads connecting East-West are lacking. Transit service doesn't meet the existing needs. See Map 7-2 for roadway segments with a Level of Service F.
- **Sewer and Water:** Where separate sanitary sewer systems exist, the sanitary sewers collect wastewater from homes, businesses, and industrial facilities and convey the wastewater to a water reclamation center. Consequently, these sanitary sewer systems are strained beyond their capacity and experience sanitary sewer overflows (SSOs). During SSOs, a mixture of untreated sewage, groundwater and stormwater overflows from the pipes or from manholes connected to the pipes. Many sewer lines run alongside creeks and streams. When SSOs occur, the overflow goes directly into those creeks and streams, many of which are adjacent to private property. The long-term goal of the SSO program is to eliminate groundwater and stormwater entering the system. The project begins with the Sewer System Evaluation Survey (SSES), a comprehensive evaluation of the system's condition. The SSES will help identify locations where major rehabilitation and repairs are needed. The SSES work will be carried out over 6 to 8 years, and involves 6 sewer groups, prioritized according to the severity of their condition. Sewer work is currently being undertaken by the Department of Watershed Management.
- **Parks and Greenspace:** Greenspace planning is included in Project Greenspace. Additional information is included in the Parks, Greenspace and Recreation portion of the Community Facilities section. The target amount of publicly accessible parkland is 7,830 acres (10 acres per 1,000 residents). Currently approximately 3,754 acres of park land are available in the City of Atlanta. As a result the City's deficit is 3,784 acres. Project Greenspace sets out strategies to meet the goal of increasing park land (see Map 5-12 for location of priority greenspace needs).
- **Other City Services and Municipal Government:** Police, fire, and solid waste will be quickly stretched thin without expanded investment and planning – straining of services will extend into other City operating departments.

Areas requiring special attention: Large abandoned structures or sites, including those that may be environmentally contaminated

Large abandoned structures or sites with residential, commercial and industrial uses are located throughout the City of Atlanta. However, many have not been inventoried, catalogued or mapped. Vacant buildings are identified in many of the approved redevelopment plans. Industrial areas around the City have many vacant industrial buildings that can be leased or rehabilitated. Many of these are located in Atlanta Industrial Park, Southside Industrial Park, and the Chattahoochee Industrial Park and along the Moreland Avenue Corridor. The Atlanta Development Authority works to attract new tenants to these vacant buildings.


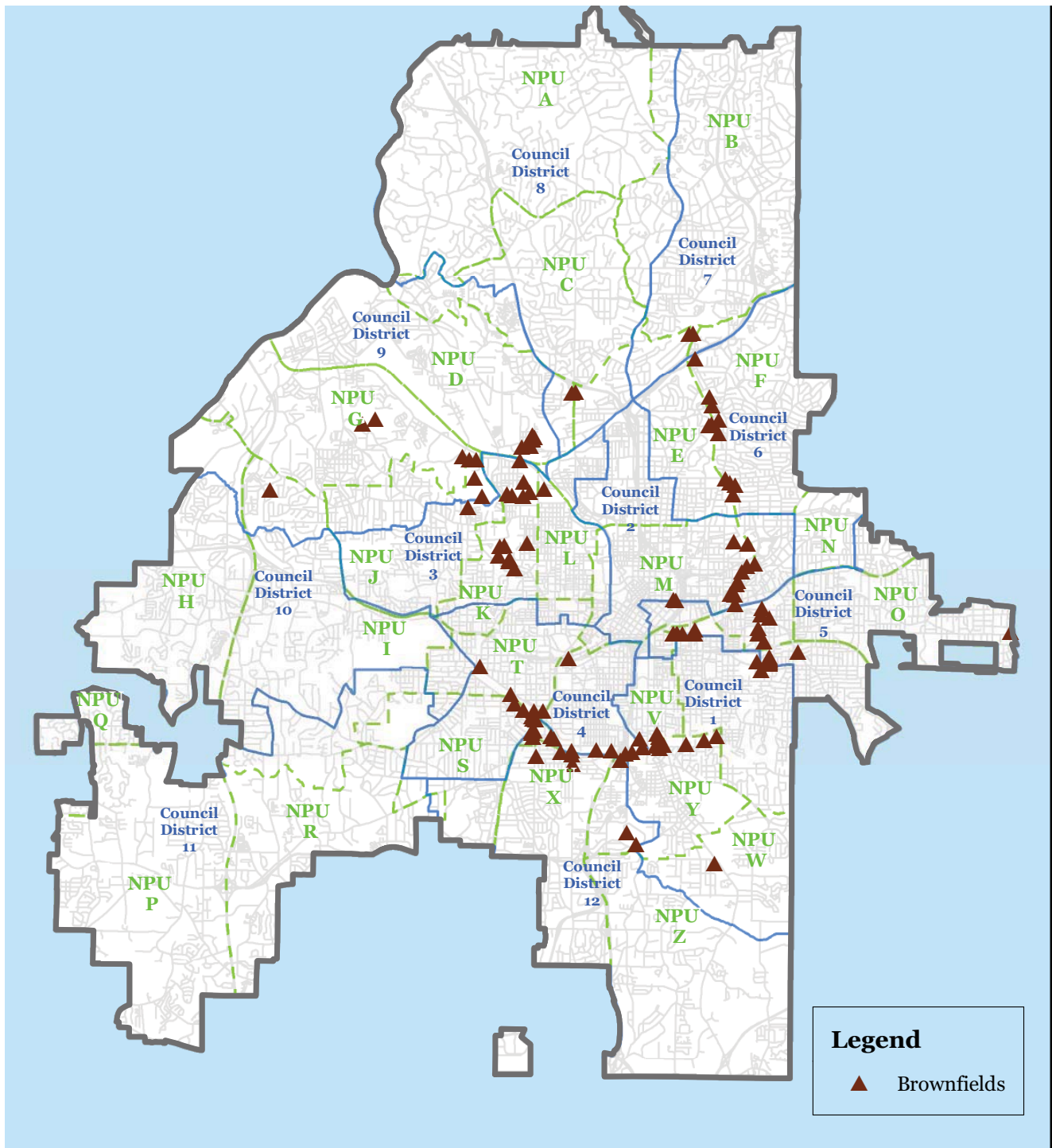
Brownfields are properties that are abandoned or underutilized because of actual or perceived contamination. Brownfield sites are especially difficult to redevelop into a productive use because of the potential environmental contamination, the extra cost of corrective action (clean-up or caps) and legal ramifications that can arise. The Environmental Protection Department (EPD) and the United States Environmental Protection Agency (EPA) have programs that offer grant funding in order to provide incentives for the identification, assessment, and corrective action for the subsequent redevelopment of these difficult sites.

The City of Atlanta has an on-going brownfield program, funded in part by the U.S. Environmental Protection Agency (EPA). In 2009, EPA selected the City of Atlanta for a brownfields revolving loan fund (RLF) grant. The grant will be used to capitalize a revolving loan fund from which the City of Atlanta will provide loans and subgrants to support cleanup activities for sites contaminated with petroleum and hazardous substances. Grant funds also will be used to manage the RLF, oversee cleanups, and support community outreach activities.

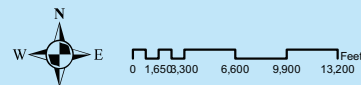
In 2010, the City of Atlanta was awarded two grants: an Environmental Assessment for identification and assessment of brownfield hazardous sites and brownfield petroleum sites and a Brownfield Area-Wide Planning Pilot Program grant for southwest Atlanta. Based on these and previous assessments, it is estimated that in the City of Atlanta there are more than 950 brownfield sites, of which 136 are in the Atlanta BeltLine area and 40 are in targeted redevelopment corridors. The assessment grant is expected to result in the cleanup of 10 to 15 sites and help with cleanup and land-use planning of other sites. The sites include abandoned gas stations, dry cleaners, and manufacturing facilities (see Map 9-8). The Area-Wide Planning Program grant is focusing on a 3,282-acre project area in southwest Atlanta and is impacted by multiple brownfield sites. Prior to commencing this project, the City and its partners identified at least 25 brownfields totaling over 110 acres in the Project Area (See Map 9- 8). More information on the Sustainable Brownfield Redevelopment Programs are discussed in further detail in the Natural and Cultural Resources Element.



Community Assessment - 9. Land Use



City of Atlanta
Areas with Large Abandoned
Sites or Structures



0 1,650 3,300 6,600 9,900 13,200 Feet

2011 CDP

Map 9-8: Identified Brownfields

Areas requiring special attention: Areas with significant infill development opportunities (scattered vacant sites)

Vacant parcels are scattered throughout the City of Atlanta. Eleven percent of the land, or 9,381 acres, are vacant or undeveloped. Most of the land, 7,000 acres or 8.2% of the land, is considered vacant residential due to the parcel zoning. The largest concentration of vacant parcels are in the Southwest Planning area, with 3,254 acres (this totals 16.2% of the planning area), and in the Southside Planning area with 2,168 acres (this totals 18.7% of the planning area) (See Map 9-9 and Tables 9-8 and 9-9).

These vacant and undeveloped sites offer opportunity for development/redevelopment. The diminishing supply of land in the City of Atlanta, the high cost of building additional infrastructure, and the social and economic costs of vacant and abandoned properties all contribute to an economic environment which supports infill development. Infill development allows communities to maximize existing infrastructure and increase densities to levels that will support neighborhood amenities such as retail and transit. Infill development must be carefully managed to make sure that new infill development is consistent with neighborhood character, land use and development plans.

In Downtown and Midtown, there are numerous surface parking lots that should be considered as vacant. These surface lots and vacant lots are opportunities for significant infill development. More specifically, Downtown vacant lots are located south of Marietta Street, in the vicinity of Underground, on either side of Peachtree Street between Ralph McGill and North Avenue and scattered lots around Centennial Olympic Park. In Midtown, vacant lots predominate in proximity to I-75/85. In other parts of the City, older strip commercial shopping centers have the potential to consolidate parking and redevelop street-facing parking areas with infill development. In addition, most MARTA stations outside Downtown & Midtown are surrounded by large MARTA-owned surface parking lots. In each MARTA station that has been part of an LCI study or redevelopment plan, the plan calls for the consolidation of the parking areas to allow for redevelopment of surface parking lots as part of a larger transit-oriented development.

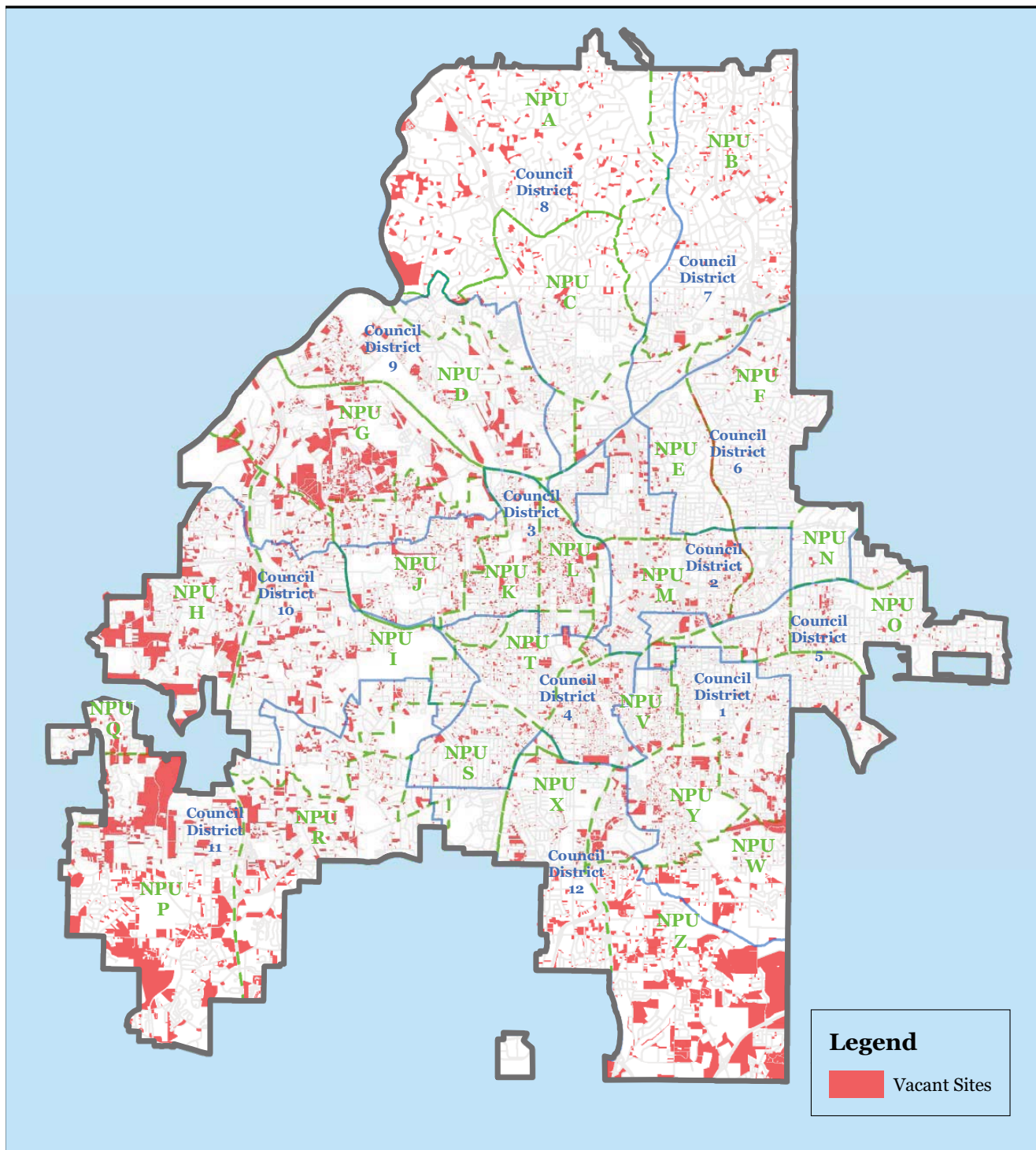
Stalled residential developments, land cleared for development and wooded tracts are all identified as vacant in the existing land use map. These parcels could accommodate some of the residential growth forecasted for the next 20 years.

Table 9-9: Vacant acres by Planning Area		
Planning Area	Acres	Percent
Northside	1,317.20	6.00%
Northeast	516	5.60%
Northwest	1,287.70	14.60%
Southside	3,254.40	16.20%
Intown South	432.9	6.90%
Eastside	404.3	5.20%
Southside	2,168.30	18.70%
Citywide	9,380.80	10.90%

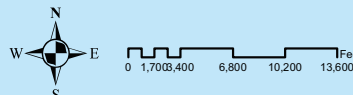
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Intown South	432.9	6.90%
Eastside	404.3	5.20%
Southside	2,168.30	18.70%
Citywide	9,380.80	10.90%



A large surface parking lot adjacent to a MARTA station.



City of Atlanta
Areas with Significant Infill
Development Opportunities



0 1,700 3,400 6,800 10,200 13,600 Feet

2011 CDP

Map 9-9: Vacant Parcels in the City of Atlanta

Areas requiring special attention: Areas of significant disinvestment, levels of poverty, and/or unemployment substantially higher than average levels for the community as a whole

- Poverty:** The number of Atlantans falling into poverty has increased along with the increase in unemployment and the deteriorating economy. The federal poverty line varies by the family size and age. For a one person household the income threshold is \$10,956; for a family of four the annual income is \$21,954. According to the 2008 American Community Survey, 22.4% of the population is below the poverty level; for people under 18, the rate goes up to 31.7%. Furthermore, 36% of families with a female householder and no husband had incomes below the poverty level. The City of Atlanta’s poverty rate is much higher than the US (13.2%), Georgia (14.7%) and Fulton County (14%). According to the 2000 US Census, 30% or more of the households are below the poverty level in 41% of the census tracts. Broken down further, in 31% of the census tracts, 30 to 50% of the households are below the poverty rate and in 10% of the census tracts, more than 50% of the households are below the poverty rate (see Table 9-10). As shown in Map 9-10 these census tracts are concentrated in a diagonal line from Northwest Atlanta to Southeast Atlanta. Many of the people and households below the poverty level were living in Atlanta Housing Authority complexes. Over the past 10 years, many of these have been demolished. While some sites are vacant, others have been re-built as mixed income communities. Therefore, today these census tracts might not have the concentration of poverty as they did in 2000.

Household Poverty Rates	Number of Census Tracts	Percentage
Less than 30%	76	61
30%-50%	37	31
More than 50%	12	10
Total	125	100

Source: 2000 US Census

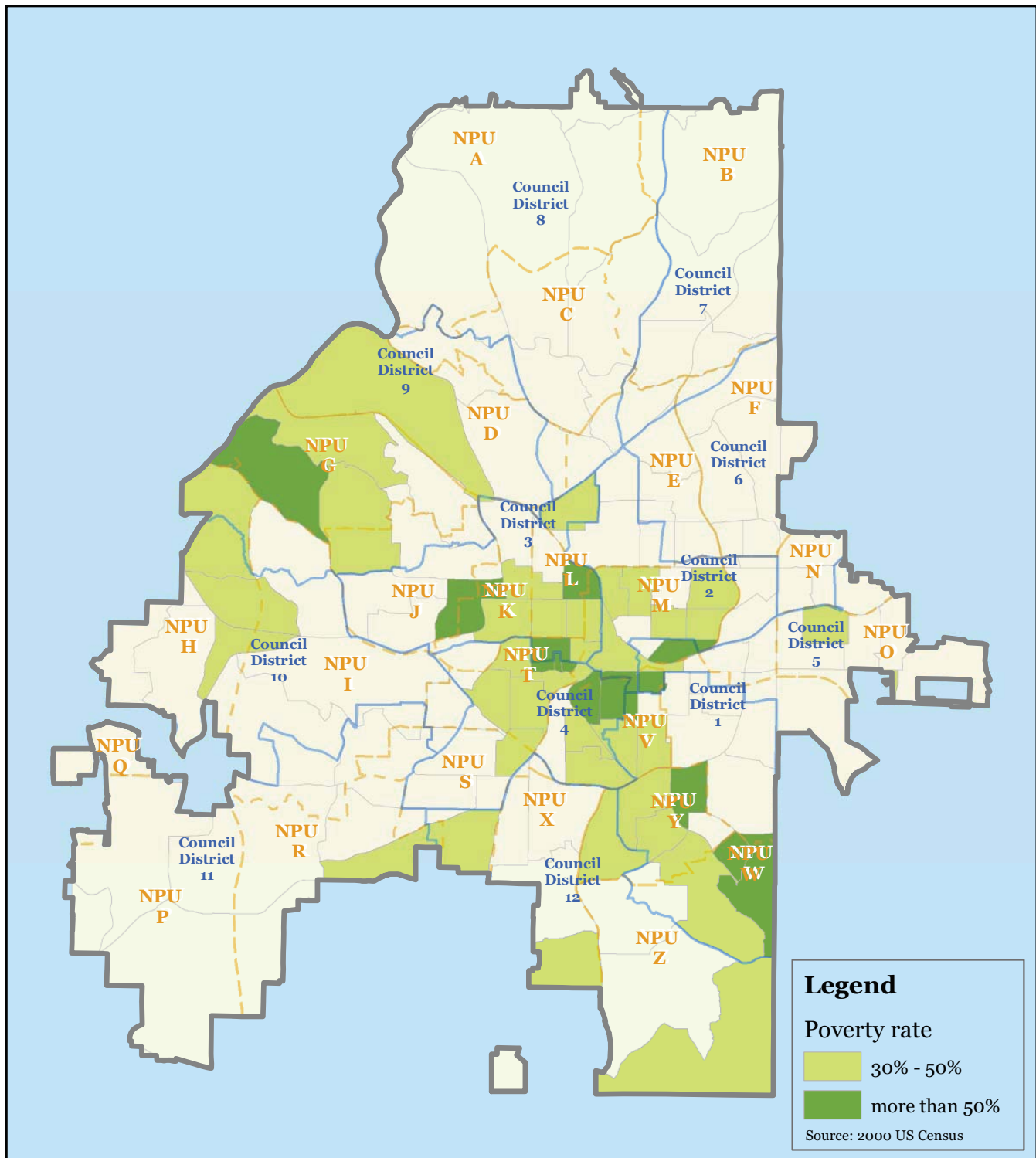
Location	Sep-10	Sep-09
City of Atlanta	10.9	11.1
Atlanta Region	10	10.1
Atlanta MSA	10	10.3
Georgia	10	10.1

Source: Georgia Department of Labor

- Unemployment:** Current unemployment figures are only available citywide. Therefore, areas of the City with substantially higher than average levels can’t be determined. During the current recession the City of Atlanta has had unemployment rates consistently above the national average unemployment rates. In September 2010, the City of Atlanta unemployment rate was 10.9%, down from 11.1% in September 2009. Unemployment rates peaked in July 2009 at 11.9 %, declining slightly for the remainder of the year. In addition, unemployment rates in the City of Atlanta are higher than those of the region, state and the nation. September 2010 unemployment rates in the City held above the Atlanta MSA of 10% and the statewide rate of 10% (see Table 9-11).
- Disinvestment:** The redevelopment plans and Tax Allocation Districts target areas of disinvestment. The location and more information about these areas are in the Land Use Element. The 2005 *New Century Economic Development Plan for the City of Atlanta* identifies six priority areas for economic development, all of which exhibit not only significant levels of poverty, unemployment and disinvestment, but also the potential for their improvement with concerted public investment and economic development.



Community Assessment - 9. Land Use



City of Atlanta
Areas of Significant Levels
of Poverty

2011 CDP

Map 9-10: City of Atlanta 2000 Poverty Rates

Community Assessment - 10. Quality Community Objectives

10. QUALITY COMMUNITY OBJECTIVES

The Georgia Department of Community Affairs has established statewide goals and associated Quality Community Objectives (QCO). Quality Community Objectives (QCOs) are “a statement of the development patterns and options that will help Georgia preserve its unique cultural, natural and historic resources while looking to the future and growing to its fullest potential.” As required in the Standards and Procedures for Comprehensive Planning, the City of Atlanta evaluated how these QCOs are being met in order to determine the “progress to date” towards creating a sustainable and livable community. As part of the evaluation, issues that should be addressed in the Comprehensive Plan were identified.

Statewide Planning Goals

The Statewide Planning goals are listed below.

- **Economic Development Goal:** To achieve a growing and balanced economy, consistent with the prudent management of the state’s resources, that equitably benefits all segments of the population.
- **Natural and Cultural Resources Goal:** To conserve and protect the environmental, natural and cultural resources of Georgia’s communities, regions and the state.
- **Community Facilities and Services Goal:** To ensure the provision of community facilities and services throughout the state to support efficient growth and development patterns that will protect and enhance the quality of life of Georgia’s residents.
- **Housing Goal:** To ensure that all residents of the state have access to adequate and affordable housing.
- **Land Use and Transportation Goal:** To ensure the coordination of land use planning and transportation planning throughout the state in support of efficient growth and development patterns that will promote sustainable economic development, protection of natural resources and provision of adequate and affordable housing.
- **Intergovernmental Coordination:** To ensure the coordination of local planning efforts with local service providers and authorities, with neighboring communities and with the state and regional plans and programs.

Quality Community Objectives

Development Patterns

Traditional Neighborhoods: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Historic neighborhoods throughout the City of Atlanta, from West End and Inman Park that developed at the turn of the century to Morningside that developed before the 1950’s, have a connected street pattern, small blocks, tree lined streets, sidewalks and streets that promote walking, biking and transit. These neighborhoods also contain small scale commercial areas and community schools. All of these are characteristics of Traditional Neighborhood Development (TND). Currently, there is no comprehensive implementation of the concept within the city.

Development standards in the City of Atlanta’s conventional zoning districts have required development patterns that are not compatible with the characteristics of these traditional neighborhoods. Moreover, neighborhood commercial uses such as grocers and retailers have long since given way to supermarkets, malls and “big box” retailers, which do not fit the character of these traditional neighborhoods. In response to concerns over incompatible infill development, the City of Atlanta adopted several mixed-use smart growth zoning districts known collectively as the Quality of Life districts that require development patterns compatible with those of Atlanta’s historic or traditional neighborhoods and also allow for a mix of uses built in a pedestrian-oriented manner. These zoning districts include the Mixed Residential Commercial (MRC), Live Work (LW), Multi-family Residential (MR), Neighborhood Commercial (NC), Special



Community Assessment - 10. Quality Community Objectives

Public Interest (SPI), and the BeltLine. Moreover, the Neighborhood Commercial zoning district limits the size of commercial uses in order to maintain a neighborhood scale. These traditional neighborhood standards are by right and in some cases require an administrative approval.

Tree lined streets are integral to the character of many neighborhoods. Trees not only beautify streets, but they also moderate the temperature, absorb stormwater, clean the air, provide habitat, provide shade in the summer, and buffer pedestrians from moving traffic. The Tree Protection Ordinance establishes standards to promote the city's policy that "there shall be no net loss of trees" and that Atlanta "will continue to enjoy the benefits provided by its urban forest." The ordinance establishes requirements for tree removal and replacement. In addition, planting of street trees and trees in parking lots are required for private development in all Quality of Life zoning districts.

Furthermore, the City of Atlanta Parks Department, in partnership with Trees Atlanta has a tree planting program. Trees Atlanta also plants and maintains trees in the public right-of-way. Some of the tree plantings are funded in part with the tree recompense fund. The City also has partnerships in the higher density commercial areas with Community Improvement Districts (CIDs) - Downtown DID, Midtown MID, and Buckhead BCID. The CIDs provide maintenance to the trees and streetscape.

Walkability is one of the key features of traditional neighborhoods. Many of the commercial areas in traditional neighborhoods, such as Little Five Points, Virginia Highlands, East Atlanta, the West End; the City's main business districts such as Downtown and Midtown, new neighborhoods such as Glenwood Park and Atlantic Station, as well as the mixed-use smart growth zoning districts and the areas around public rail transit are walkable. In these areas errands can be made on foot. Although the City of Atlanta has an extensive sidewalk network, many sidewalks are in poor condition and some areas lack sidewalks altogether. Sidewalk maintenance is the responsibility of the adjacent property owner where the sidewalk is located. As a result, many sidewalks are not well maintained. The City of Atlanta has installed several streetscapes funded by bonds and federal sources. Several of the streetscape projects are public/private partnerships with the CIDs. The Community Improvement Districts also have programs to maintain and clean public areas. In addition, the Atlanta Police Department actively works to keep public areas safe for citizens and visitors. Business Watch programs encourage business people to be alert to suspicious circumstances and to take crime prevention steps.

Walking and biking to school are also attributes of traditional neighborhoods. In several historic neighborhoods throughout the City, students can walk safely to schools. However, lack of sidewalks and sidewalk connectivity in newer neighborhoods, and streets with heavy traffic volumes, longer block sizes and lack of street connectivity, are all obstacles students face while walking to school. The Department of Public Works has been working with several schools to create Safe Routes to School (SRTS). Bicycling to school is also challenging due to a limited number of bike lanes, traffic speed, and traffic volume which are deterrents to cycling to school. The Police Department has posted School Crossing Guards at selected crossings to promote children's safety. However, additional resources are required to improve pedestrian and bicycle facilities throughout the City.

Infill Development: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Since 2000, residential building permits for thousands of dwelling units have been issued in the City of Atlanta as a result of a demand for housing (see Population). Although there has been an extensive amount of new detached, single-family construction, the majority of residential building permits issued have been of multi-family construction. This construction has occurred primarily within the higher density areas of Midtown, Buckhead and Downtown in underutilized parcels of land such as greyfields and brownfields.

Of the new detached single-family construction, a large portion has been within established neighborhoods near the highest density areas, such as the Old 4th Ward and Midtown, on existing lots rather than on new lots created via a subdivision process. Because the great majority of these lots originated from the earlier 1900s and prior the City of Atlanta's current Zoning Ordinance, the City recognizes these lots (often smaller than 4,500 square feet in size) as legal and buildable lots of record.

Community Assessment - 10. Quality Community Objectives

However, the demolition of existing detached, single-family structures and construction of new infill detached structures has been a concern of many established neighborhoods especially those with the smaller lot sizes. Many of these new structures have been out of scale with the existing adjacent homes. In response, the Department of Planning and Community Development drafted regulations known as the Residential Scale Ordinance to mitigate building scale issues related to the size and height of these new structures. This ordinance was adopted into the zoning ordinance.

Nevertheless, in accordance with a 2008 inventory up to 20% of the existing housing stock within the City is vacant and available for residential occupancy. As a result, a 2010 inventory of vacant green, grey or brownfield lands, comprising over 10% of the city's overall land area, will most likely remain undeveloped in the near future. In conjunction with this conclusion is the City's policy to encourage infill development and redevelopment of greyfield and brownfield sites in lieu of new development in greenfield sites.

To strategically encourage greyfield infill and economic development, the *New Century Economic Development Plan* that identified 14 separate priority areas that have suffered social and economic decline. Moreover, Atlanta Renewal Communities have been identified under HUD's Renewal Community program. Working to enhance these priority areas, the City has adopted 18 redevelopment plans in support of the formation of 10 Tax Allocation Districts (TADs) as well as numerous small area/neighborhood plans. In addition, large-scale master planning has been completed for the BeltLine, Fort McPherson along with 17 adopted Livable Centers Initiative (LCI) Plans which strategically focus on nodal development.

Also, a comprehensive brownfield redevelopment program has been established to identify sites and provide assistance in their redevelopment. Brownfields are properties that are abandoned or underutilized because of actual or perceived contamination. The City's involvement in the cleanup of these sites began in 1996 when it received funding from the U. S. Environmental Protection Agency (EPA) to conduct a pilot project in select communities. Since then, additional grants have enabled the City to identify approximately 950 brownfield sites up with some sites more than one hundred acres in size. The City has recently received two major funding grants from the U.S. Environmental Protection Agency (see the Brownfields information in the Natural Resources section).

Sense of Place: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers to serve as community focal points should be encouraged. These areas should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

A community's "sense of place" is loosely defined as how a place identifies and distinguishes itself from other places. These places foster a sense of uniqueness about that community. A sense of place can be most easily created through patterns, including a community's historic buildings pattern, architectural styles, building scale, the street network, streetscape design, the relationship of buildings to the street, street angle and direction, and the placement of railroads and old trolley routes. In addition, the experience a place provides is defined by the interaction of the built environment with the natural environment such as trees, streams, physical topography, and even weather patterns. Finally, the people in the community itself and cultural patterns are also integral in shaping a community's sense of place. New York City's massive skyscrapers, San Francisco's Victorian homes that line its hilly streets, and Miami's busy waterfront and beaches are all features that create a sense of place for those cities.

Part of Atlanta's sense of place stems from its history. Many historic buildings and neighborhoods are protected under the City's Historic Preservation Ordinance. These include designations of neighborhoods such as Inman Park, Grant Park, Cabbagetown, Washington Park, Castleberry Hill, and designation of individual buildings such as the Fox Theatre, the Biltmore Hotel, the Candler building, the Carnegie building, the Flatiron building, and several churches, to name a few. Unfortunately, some of Atlanta's landmark buildings such as Union and Terminus stations, the Peachtree Arcade and the Lowes Grand; early skyscrapers such as the Equitable; grand hotels, such as the Piedmont and the Henry Grady; as well as other commercial and residential buildings were demolished prior to receiving any protection. In some cases they have been replaced with contemporary buildings that lack a pedestrian scale and don't address the street, in other cases they have been replaced with surface parking and vacant lots. In some areas of the city, this fragmented urban environment with a minimum of street level activity has led to a lack of "place" along with criticism by visitors



Community Assessment - 10. Quality Community Objectives

that there is no “there” there.

Several vibrant in-town residential neighborhoods, small-scale commercial nodes, community events, and parks also give Atlanta its distinct feel and identity. These areas include Little Five Points, Virginia Highlands, Benjamin E. Mays/Cascade, East Atlanta Village, Kirkwood, and parks such as Piedmont Park and Grant Park to name a few. In an effort to create a more vibrant city, plans have been adopted for several neighborhoods including Downtown, Midtown and Buckhead. To implement the plans, the Department of Planning and Community Development has pursued rezoning properties to appropriate quality of life zoning districts (NC, LW, MRC, MR, and SPIs). These zoning districts contain urban design requirements to improve the aesthetics of the built environment and maximize the pedestrian experience to create and maintain a “sense of place” and scale unique to each neighborhood. New developments must install sidewalks lined with street trees and buildings that engage the street with active ground floor uses, articulated facades and building entrances adjacent to the sidewalk. These zoning districts also allow and encourage a compatible mix of residential and commercial uses. Integral in establishing the City’s identity is signage. Atlanta has adopted a sign ordinance to maintain an aesthetically attractive city. The regulations allow specific types, number and sizes of signs in each zoning district in a manner that is consistent with the uses, intent and aesthetic characteristics of each district.

The City also has established bond programs designed to encourage neighborhood livability, pedestrian mobility and generally improve the quality of life in Atlanta through construction of capital projects. These bond issues complement the zoning, and allow the City to leverage funding with the Department of Transportation, Housing and Urban Development, and private funding to provide many capital improvements to the City’s greenspace and all transportation modes (streetscape, bicycle, and roadway).

Transportation Alternatives Transportation Alternatives: Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

As Atlanta continues to grow, alternative modes of transportation need to be provided to residents and visitors. There is just not enough space to build new roads so there is a need to provide for the movement of people and goods within existing corridors. This means that more people will need to consider options other than single occupancy driving; they will need to walk, bike, carpool and use transit. Currently, the ability to do so varies around the City.

Transit service in Atlanta today is provided largely by the Metropolitan Atlanta Rapid Transit Authority (MARTA). Service is focused on MARTA’s two principal heavy rail corridors and on bus routes serving important destinations throughout the City. In addition to MARTA, the Georgia Regional Transportation Authority (GRTA) operates express bus services intended to serve a larger regional area with connections to central Atlanta. In smaller areas of the City, shuttle-based transit service in Buckhead, Atlantic Station and the Georgia Institute of Technology campus provide connections between major activity centers and existing MARTA rail stations. Residents of the City of Atlanta ride transit in higher numbers than residents of the region in general.

The Atlanta Beltline and the Atlanta Streetcar offer two additional components to transit within the City. The Atlanta BeltLine proposes transit along 22-miles of historic railroad corridor including a network of public parks and multi-use trails, this transit will also provide connection to the Atlanta Streetcar. The Atlanta Streetcar proposes an integrated multi-modal, high quality transit network that will link communities, improve mobility by enhancing transit access and options, support projected growth, promote economic development and encourage strategies to develop livable communities. The Streetcar will provide missing circulation and direct connectivity to the existing transit services coming into Midtown and Downtown, as well as future commuter rail, regional light rail and intercity and high-speed passenger rail services. The Streetcar will also connect to recreational trails, including the Atlanta BeltLine transit and trail network. The East-West route of the Streetcar will begin implementation in 2011 and is scheduled be operational by 2013.

The City’s Quality of Life zoning district regulations (SPI, MRC, MR, L/W, NC, and BeltLine) encourage new developments to provide a grid of connected streets to improve the street network and reduce congestion. An appropriate street grid creates small blocks that encourage walking and disperses traffic over the street network. Articulation of

Community Assessment - 10. Quality Community Objectives

the street grid is not always required by the land development code. A connecting street network is pertinent for crime prevention in allowing police to have access to the communities.

A balanced transportation system is dependent on walking as the single transportation mode that begins each trip, links different modes of transportation, and completes each trip. Sidewalks are the backbone of a balanced transportation system. The City of Atlanta currently has an extensive network of sidewalks that make walking an alternative to driving. Rough pavement, missing links, and non-compliance with the Americans with Disabilities Act (ADA) limit the effectiveness of the sidewalk network for many users. The sidewalk network is being expanded thru implementation of the Quality of Life zoning districts and as a requirement in new developments. Sidewalks are also being built with bond funding for streetscapes, through public/private partnerships with the CIDs, and are required for all new subdivisions.

The City's Comprehensive Transportation Plan, the Connect Atlanta Plan, adopted in December 2008, includes a project-priority framework for advancing multi-modalism and complete streets. The plan was developed with a strong land use – transportation focus, placing priority on transportation projects that enhance mobility in redevelopment areas and recommending redevelopment around transit and along major corridors.

The City's CTP includes a system-wide approach to designing bicycle routes. The intent is for the bicycle network to be a fundamental part of Atlanta's transportation system. The on-street bicycle route network is envisioned as a combination of striped bicycle lanes and shared-use streets with visual pavement markings. The Connect Atlanta Bike Network follows two basic types of routes: Core Connections which provide longer distance connectivity across the City, and Secondary Connections that bring these Core Connections into neighborhoods. The Connect Atlanta Plan provides users with a Street Design Guide that details bicycle facilities.

The Quality of Life zoning districts allow shared parking arrangements. The City does not currently have a policy that addresses shared parking for commercial and retail developments but it is recommended wherever possible. Currently a special permit is required for shared-use parking to reduce requirements for new spaces. Streamlining requirements would allow new developments to make shared parking arrangements.

Regional Identity: Each region should promote and preserve a regional “identity”, or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or shared characteristics

The City of Atlanta, as the region's central city, continues to play a vital role in defining regional identity. While its share of the regional population and employment has declined over the decades, Atlanta continues to host major transportation, sports, convention, tourist, and government centers and infrastructure

Transportation has been the engine of growth and development of the City of Atlanta and in turn the Atlanta Region. The railroads, interstate highways and Hartsfield-Jackson Atlanta International Airport (H-JAIA) are the threads that tie the economy of the region together. Hartsfield-Jackson has grown in size and importance to not only the Atlanta Region but also to the world. Hartsfield-Jackson, “The World's Busiest Airport,” is considered to be the economic engine of the Atlanta Region with a direct economic impact on the Atlanta region of just over \$32.5 billion. The Airport is also considered to be one of the largest employment centers in the southeastern United States with over 58,000 on-airport jobs. While Atlanta celebrates its successful achievements of Hartsfield-Jackson, at the same time congestion, urban sprawl, poor air quality and loss of open space that has resulted due to the reliance of the automobile are some of the characteristics that are often used to describe the City of Atlanta and the Atlanta Region.

The Chattahoochee River, the tree canopy, the gently rolling terrain are natural resources that define the character of the region. Architectural styles and types in main streets, along railroad corridors and in historic neighborhoods, early development patterns are common elements that many communities in the Atlanta Region share. Historical events, from settlement starting in the 1830s, the Civil War, the Great Depression, and the Civil Rights Movement, shape the Region's collective history. Historic sites in Atlanta: the Martin Luther King Jr. birth home, the Herndon Home, Auburn Ave, the Atlanta Cyclorama, the Margaret Mitchell House, the Wrens Nest and the Swan House, tell the story of sig-



Community Assessment - 10. Quality Community Objectives

nificant events in the City's history that draws visitors to the City. However, preserving the past has been a struggle. Historic buildings have been demolished and replaced by new ones and parking lots. As a result, Atlanta has lost some of its unique characteristics, leading some to describe the City as not having a strong sense of place. Nevertheless, in many parts of the City and Region, many residents have a preference to live in historic neighborhoods, commercial and industrial buildings that have a unique character.

In addition to Atlanta's historical past, the region also has a history of producing a rich array of college and professional sports teams and also sporting events. The City of Atlanta is home to the Atlanta Braves (baseball), Atlanta Falcons (professional football), Atlanta Thrashers (men's professional hockey), Atlanta Hawks (men's basketball), and the Atlanta Dream (women's professional basketball). Atlanta has also played host to the decades-long rivalry between Georgia Tech (the Yellow Jackets) and the University of Georgia (the Bulldogs). The Peachtree Road Race, which was started back in 1970 by the Atlanta Track Club, is an annual Independence Day road race with 55,000 participants.

Forward thinking, ambitious, business oriented, coalition building and boosterism are some of the intangible defining features shared by the business and political leaders of the City of Atlanta. This approach and attitude has been an important factor in the growth and success of the City of Atlanta and the Atlanta Region.

Resource Conservation

Heritage Preservation: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

The City of Atlanta's historic fabric is a diverse collection of buildings, structures, objects, sites, and districts which reflect all decades of the City's past, embodies the wide variety of themes in the City's history, and has significance for all of the City's residents, workers, and visitors. These historic resources are essential to defining the City's traditional character. The Atlanta Urban Design Commission (Commission), which is managed by and part of the Office of Planning, has the responsibility for the protection of the City's designated historic resources and is often the lead agency for most other historic resource and historic preservation-related initiatives in which the City is involved.

At the local level, the City's Historic Preservation Zoning Ordinance of 1989 (Ordinance) establishes categories of zoning protection: Landmark and Historic for districts and individual buildings/sites, and Conservation just for districts. Currently, 61 buildings/sites are designated as Landmark or Historic and 15 districts are designated as Landmark or Historic, with one designated as Conservation. All total, about 7,200 properties are protected under the Ordinance. Each designated Landmark and Historic District has a set of customized design regulations to ensure that alterations, additions, new construction, and site work are compatible with the existing historic resources in each district. Demolitions of contributing structures are reviewed using a standard set of criteria that are the same for each district.

A standard set of design regulations that are based on the U.S. Secretary of the Interior's Standards apply to the individual Landmark and Historic Buildings/Sites and the Conservation District. The demolition of individual Landmark Buildings/Sites are reviewed using the same criteria used for demolitions in Landmark and Historic Districts. The Commission Staff in the Office of Planning administers the Ordinance by issuing Certificates of Appropriateness as the first step in the building permits process for alterations, additions, new construction, demolitions, and site work. This review process is only required for districts and buildings designated under the Ordinance, as well as a few Special Public Interest (SPI) districts. The Commission also provides comment or regulation as required by individual ordinances, such as the Subdivision Ordinance, and specific zoning applications (rezoning, variances, special use permits, etc.).

At the federal level, there are 182 listings in the National Register of Historic Places in the City. The National Register of Historic Places is the country's list of historic places worthy of preservation. Generally, properties need to be at least 50 years old, have physical integrity, and be significant for at least one of four broad criteria. It includes buildings, districts, structures, sites and objects. Being listed in the National Register does not regulate the day-to-day development that could affect a historic resource, unless federal funding or licenses are involved in the project which triggers the federal

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Section 106 review process.

The Commission Staff also assists other City agencies, particularly the Office of Housing, with their federal Section 106 design review responsibilities under the National Historic Preservation Act of 1966 (as amended) as implemented by the City-wide Programmatic Agreement, which was executed in January, 2010. This Programmatic Agreement sets out procedures and criteria under which the City can internally complete most of its Section 106 responsibilities for certain federally-funded, City-implemented projects without seeking input from the State Historic Preservation Officer, as it normally would. Those properties found to be listed in or eligible for listing in the National Register of Historic Places must complete additional review steps under the terms of the Programmatic Agreement.

There are several issues regarding the City's historic resources that could ultimately affect the City's traditional character. These issues and concerns fall into two broad categories: awareness/education and implementation/enforcement.

Regarding awareness/education, there is a lack of research and information regarding a wide variety of Atlanta's historic resources, such as (but not limited to) the remnants of the City's rural past, the City's industrial past, sites associated with the Civil Rights Movement, post-WWII neighborhoods and buildings, and abandoned cemeteries. Master and/or management plans are needed for some of the historic resources open to the public and/or managed by the City (parks, community centers, etc.). There is no ongoing and active education program for the general public, elected officials, other government agencies, developers, neighborhoods, etc. about historic resource protection and revitalization, preservation tools, or the role of historic preservation in the City's future. Further, not all development entities (public and private) are aware of historic preservation issues, the existence of potential historic resources, the benefits of compatibly incorporating historic resources into their projects, and the support available to assist them in their decision making regarding potential historic resources.

Regarding implementation/enforcement, the number of neighborhoods and individual property owners seeking zoning designation by the City or listing in the National Register of Historic Places is expected to increase due to: increased developmental pressures on historic or potentially-historic City neighborhoods, the increasing number of buildings and neighborhoods that are eligible for such designation/recognition, the recognition of designation as a revitalization tool; the various economic incentives which are available for designated properties; and the effect the BeltLine will have on the awareness of historic resources along its corridor.

However the City has limited resources to respond to these requests, manage the subsequent processing of development-related applications for projects, enforce the regulations that come with designation under the Ordinance, directly assist with the improving or enhancing historic resources, and increase awareness and appreciation of the City's diverse heritage. Further, the City's current regulatory tools that protect locally-designated historic resources do not address other problems that face non-locally-designated historic areas and other areas with traditional character, such as those recognized by their listing in the National Register of Historic Places.

Open Space Preservation: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

The City of Atlanta promotes compact development in many areas of the City, such as in its business districts, along major corridors, around most existing transit stations, and is planning for density around future transit stations, such as those associated with the Atlanta BeltLine. Approximately 30% of the City's land area or 27,000 acres is planned for dense office/commercial uses or residential densities greater than 12 units per acre.

In addition to allowing and supporting strategic density, many of the City's zoning districts require open space for multi-family residential uses and public space with non-residential developments. To further promote the protection of open space, the City of Atlanta adopted a Conservation Subdivision Ordinance to comply with the Metropolitan North Georgia Water Planning District's Watershed Management Plan.



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Project Greenspace, adopted in 2009, defines a comprehensive strategy and action plan to create a world-class greenspace system by the year 2030. The plan calls for an increase in the amount of greenspace throughout the City and established the goal of achieving 10.5 acres of public parkland per 1,000 residents. Project Greenspace identifies eleven (11) Primary Goals and twelve (12) Recommended Primary Initiatives, and a comprehensive list of financing opportunities and options to meet the overall goals.

The City of Atlanta has been purchasing greenspace under the Greenways Acquisition Project to improve water quality in metro Atlanta streams, as well as convert to and/or preserve the land as “greenways.” This project was undertaken as part of settlement of an enforcement action against the City of Atlanta for violations of the Federal Water Pollution Control Act and the Georgia Water Quality Control Act. Specifically, the Combined Sewer Overflow (CSO) Consent Decree signed in 1998 required the City to implement a \$25 million program to acquire streamside buffers in the City of Atlanta and 14 counties in the Atlanta Region through March 2007. Under this program, the City Department of Watershed purchased land and/or easements on 700 acres within the city limits and 1,187 acres outside of the city limits. Furthermore, the Parks Opportunity Bond has allocated \$35 million for park acquisitions.

The City has worked with conservation organizations such as the Trust for Public Land (TPL), the Arthur M. Blank Foundation’s Inspiring Spaces Initiative, and the Conservation Fund to preserve open space. The City of Atlanta has been working with TPL in the Chattahoochee River Land Protection Campaign. Piedmont Park is in the midst of a major expansion. The City of Atlanta and Atlanta BeltLine, Inc. are working to create a 1200-acre network of parks along the BeltLine. To date, approximately 300 acres have been acquired including portions of the BeltLine Corridor, Westside Reservoir and Park, Four Corners Park and D.L. Stanton Parks in Peoplestown, Historic Fourth Ward Park and Boulevard Crossing Park. Finally, the Land Use plan for Fort McPherson includes a major greenspace component, approximately 150 acres, to provide for such initiatives as an event site, trail connections throughout the property and connecting the surrounding neighborhoods.

Environmental Protection: Environmental sensitive areas should be protected from negative imprints of development particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the terrain, drainage, and vegetation of an area should be preserved.

The City of Atlanta is dedicated to conserving its natural resources. Natural resources provide important environmental benefits to the residents and visitors of the City of Atlanta and are essential to sustain plant and animal life. The City has an abundance of streams, rivers, lakes, and wetlands that are part of the City’s natural resources inventory. Several programs and regulations such as the Metropolitan River Protection Act (MRPA), the Greenway Acquisition Project, and the Clean Water Atlanta Program are in place to protect the rivers and streams in Atlanta’s watersheds. Project Greenspace, a long-term plan for growing and managing the greenspace system in Atlanta, identifies many of the City’s natural resources and includes goals and strategies to protect them. Moreover, the City carefully regulates and monitors adverse impacts of development to protect natural resources.

The Georgia Department of Community Affairs Standards and Procedures for Local Comprehensive Planning requires that the City of Atlanta identify resources defined in the Environmental Planning Criteria, based on the necessary Part V Environmental Ordinances. As such, the Chattahoochee River is the only river in the City of Atlanta which meets the Protected Rivers criteria and is protected by the MRPA. Moreover, wetlands within the City occur generally in the areas along the Chattahoochee River and the City’s major streams and creeks. The City’s main goals for wetlands protection and preservation include identifying significant wetland resources, strengthening the protection of wetlands, and continue to comply with the Federal wetlands program under section 404 of the Clean Water Act. Water supply watersheds in Atlanta are protected by an ordinance which regulates uses within a seven-mile radius up stream of any public drinking water supply intake. Finally, although groundwater recharge areas are found in areas that have thick soils or saprolite, these conditions are not present in the City.

Atlanta’s tree canopy is consistently identified as an important key resource in the City’s quality of life. The Arborist Division is charged with protecting the City’s tree canopy on private property throughout the City of Atlanta. The Tree Protection Ordinance provides for the preservation, establishment, and maintenance of the tree canopy on public and

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private land in the City by prohibiting the destruction and removal of trees except as allowed in the articles of the ordinance. The Department of Parks, Recreation and Cultural Affairs (DPRCA) is responsible for regulating and conserving trees on public land (Atlanta Code of Ordinances, Section 158-26).

Regulations to protect environmentally sensitive resources are set forth in Chapter 74 (Environment) of the City of Atlanta Code of Ordinances. The Soil Erosion and Sedimentation Control article establishes standards to control erosion and sedimentation impacts caused by land-disturbing activities on surface waters and other environmental resources within the City. Applicants are required to submit soil erosion and sedimentation control plans that specify “best management practices” and measures to be used to control erosion and sedimentation pollution during all stages of the land-disturbing activity. Stormwater best management practices (BMPs) include retention ponds, greenspaces and other structures that can absorb the runoff from impervious surfaces. The Bureau of Watershed Protection’s Site Development Division oversees stormwater permitting and provides information on BMPs, building regulations and stormwater mitigation methods.

The Riparian Buffer Ordinance has requirements for the establishment, protection, and maintenance of a 75-foot wide natural vegetative buffers along the city’s perennial and intermittent streams and rivers. If a jurisdictional wetland is present, the buffer must include the wetland and extend at least 25 feet beyond the wetland edge.

The Post-Development Stormwater Management article sets standards to protect water resources in order to address stormwater runoff quality and quantity impacts from the permanent alteration of the land surface as well as nonpoint source pollution. Regulations require new development and redevelopment maintain a peak rate of stormwater discharge not more than 70 percent of the pre-development peak discharge at all times during and after the development of the property.

The City has several stormwater pollution programs in place. For instance, Atlanta parkland comprises a wide variety of natural resource areas and environmental functions. Eighty-five percent of City parks are located along streams in floodplain and wetland areas, in areas with steep and rocky topography, or in other environmentally sensitive areas. Through greenspace protection, the City maintains properties acquired under the Greenway Acquisition Project in a natural, undisturbed state. The City of Atlanta’s storm sewer drainage area is approximately 133.2 square miles, with an estimated 60,000 structures covering 10 stormwater drainage basins, based on estimates provided in the City’s 2006 Stormwater Management Program (SWMP) Annual Report. The City of Atlanta is a Phase I municipal separate storm sewer system (MS4). The City must implement and enforce a SWMP designed to reduce the discharge of pollutants from the MS4 to the maximum extent practicable.

A recent initiative introduced to the City is the benefit of creating greenroofs. Greenroofs absorb and filter stormwater as opposed to a traditional rooftop. Even before it hits the ground, the rain in Atlanta has picked up pollution from the air.

Atlanta has a system of storm drains, stormwater pipes, and combined sewer pipes to collect and carry rainfall back to local creeks and streams (or, in a combined system, to wastewater treatment plants). Impervious surfaces such as parking lots, driveways and rooftops increase the amount of rainfall that goes into the stormwater system and may thus contribute to the potential for flooding in an area. Atlanta is a moderately rainy city, highly developed and heavily paved, with an older stormwater system. These factors combine to cause flooding. Although rainfall is an act of nature, steps have been taken to reduce the occurrence or severity of floods from moderate rainfall.

The Flood Area Ordinance regulates and restricts land disturbance and construction within floodways and floodplains. Atlanta’s floodplain regulations are more restrictive than many other municipal ordinances in that they prohibit new construction, fill or other encroachments that would impede the ability to convey and discharge the water resulting from the 100-year flood are permitted within the floodway. Earth-disturbing activities within the designated floodplain must result in “no net loss” of existing flood volume or expansion of a flood hazard area as determined by engineering calculations.

The presence of steep slopes in some areas of the City present challenges to protect the existing vegetation while allowing for development in appropriate areas. Additional protection of slopes greater than 15 percent is anticipated as



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development pressure these areas of the City continues.

Social and Economic Development

Growth Preparedness: Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

The City of Atlanta's Code of Ordinances calls for the development of a Comprehensive Development Plan to guide growth and development. In addition the 1989 Georgia Planning Act strongly encourages local governments to prepare a Comprehensive Plan. An adopted Comprehensive Plan is necessary for the City to maintain its Qualified Local Government Status. Grant funding is often tied to this designation. The twenty year Comprehensive Plan, prepared every 3 to 5 years per the City Charter, contains comprehensive development goals, policies, and objectives for both the entire city and for individual geographic areas and communities within the city. The plan also incorporates information regarding transportation, parks and recreation, community facilities, housing, land use, policies and implementation strategies for a 20 year time frame. In order to meet the Standards and Procedures for Local Comprehensive Plan, the CDP is required to include land use and character area maps to guide growth as well as goals and objectives based on the existing and projected demographic and socioeconomic data. Twenty year demographic projections, prepared by the City of Atlanta's Office of Planning, are used by other departments and agencies throughout the City. The projects included in the Capital Improvements Program/ Short Term Work Program (CIP-STWP) are based in part on population projections. In addition to the Comprehensive Development Plan, corridor studies, Livable Center's Initiative (LCI) studies, BeltLine Master Plans and plans for specific geographic areas of the City have been adopted by the City of Atlanta. Moreover, as called for in the Georgia Planning Act, the City of Atlanta prepares every year a CIP-STWP a Capital Improvements Element (CIE) that meets the Minimum Planning Standards.

The "New Century Economic Development Plan for the City of Atlanta" (July 14, 2005) outlines three primary components of the economy: Healthy Neighborhoods and Quality of Life, Economic Opportunity, and Physical Infrastructure. As a result of this "umbrella" plan the City has been able to identify issues, opportunities and actions which will achieve the stated goals. The City's strategy for growth is to achieve a balance in the preservation of existing single-family neighborhoods and sensitive areas as well as providing opportunities for new development to accommodate population and employment growth at major activity centers and along major corridors with appropriate density and mix of uses.

The plan identified an action plan which includes Citywide focus on: target industries, business recruitment, retention, and expansion, the Beltline, Downtown, economic vitality in underserved areas, business climate, workforce housing, capital available for development, crime rate, public schools, and parks and greenspace. The City identified the following seven goals based on the action plan:

- Create 60,000 new jobs,
- Create 24,000 new metro jobs related to the airport growth and expansion,
- Grow property value in the City by \$26B,
- Add 10,000 new workforce housing units by use of City incentives,
- Decrease the city's crime rate to 5,600 crimes per 100,000 residents,
- Increase the high school completion rate of Atlanta Public School students to 72% and
- Add 1,900 acres of dedicated parks and greenspace.

Although the recession has impacted job growth and property values the City has seen an increase of 5,543 units in workforce housing; an increase in high school completion rate 57% to 69% and an increase of 557 acres in parks and greenspace since the New Century Economic Development Plan was completed.

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In 2008, the City of Atlanta adopted the Connect Atlanta Plan, its first comprehensive transportation plan (CTP), which details policy direction for linking transportation infrastructure with land development and for coordinating with regional transportation project funding plans. The CTP is a guide for achieving a vision of a multi-modal, world-class transportation system to support increased residential and employment growth in targeted areas of the city by reducing reliance on personal automobiles through expanded opportunities for transit, walking, and cycling and by mitigating traffic congestion through a more efficient road network. It identifies specific capital investment needs and financing options. Highlights of the Connect Atlanta Plan recommendations include 50 more miles of transit, 66 miles of new street connections, 900 miles of new sidewalks, and the reconstruction of expressway interchanges to expand land available for urban development.

As the City of Atlanta continues to grow, it will increasingly need to expand and improve its parks and greenspace network. In 2009, the City of Atlanta adopted Project Greenspace, a plan and strategy for implementing a city-wide greenspace system for Atlanta. The Plan establishes an overall framework, direction, and action steps for growing, preserving and managing the City of Atlanta's greenspace system.

The City has undertaken a variety of plans for LCI designated areas and corridor and small area studies to determine the best land use for underserved areas as well as to identify infrastructure projects to support the plans. To foster quality development the City of Atlanta implemented quality of life zoning districts and special public interest districts to promote a diversified city where people across the spectrum of age, income, ethnicity and culture can live, work, shop, meet and play.

Additional infrastructure and facilities planning is provided at the departmental level within the Department of Watershed Management, Parks Department, Fire and Police Departments and the Atlanta Public Schools.

Each year the City updates the CIP-STWP to support current and future growth based on the priorities and needs of the City. It serves as a guide for the development of public facilities within the City of Atlanta over the next five years. It is the financial foundation necessary for the implementation of the CDP.

The city of Atlanta is home to numerous major educational institutions both at the college and technical school levels. The graduates of these institutions provide a major portion of the intellectual capital for Atlanta's growth in the future. Additionally the Atlanta Workforce Development Agency administers employment and training programs mandated under the Workforce Investment Act (WIA) of 1998 to the citizens of Atlanta to offer workforce solution services.

Appropriate Businesses: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skilled job opportunities.

The Atlanta Development Authority (ADA) is a public authority created by the City of Atlanta to promote the revitalization and growth of the City through a comprehensive and centralized program focusing on community development and redevelopment. It represents a consolidation of the City's economic and community development efforts in real estate, finance, marketing and employment, for the purpose of providing a focal point for improving Atlanta's neighborhoods and the quality of life for all its citizens. The ADA has a variety of incentives in place, including tax credits, tax abatements, Urban Enterprise Zones, and small business assistance to name a few, which encourage additional business in the City. The ADA works with a variety of economic development organizations to create development strategies for business development based on the City's strengths, assets, opportunities and weaknesses. Moreover, the Atlanta Development Authority is actively pursuing incentives for relocation and expansion of businesses, promoting Atlanta as a great place to live, supporting the growth of small business, and creating a comprehensive program to drive retention and expansion of existing business.

The City of Atlanta has a diverse employment base with no single industry and employer dominating the market. Based on an evaluation of existing business types in Atlanta, several target industries have been identified as the focus of business retention and expansion plan. These industries are compatible with the City of Atlanta's existing business patterns. The City of Atlanta has prioritized these criteria to evaluate target industries with the greatest potential for



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job creation: large cluster industries, significant near growth prospects and actions by the City that can make a positive impact. The following industries are targeted for growth:

- Transportation, logistics and distribution,
- Hotels, tourism, and entertainment,
- Health services and
- Higher education and bioscience.

Other target industries that are identified for expansion are: retail, high tech communications, construction, music, film, and video production and financial institutions.

The ADA also recognizes the need for a diversified approach to address the growth demands of several classifications of business types including corporate headquarters, industrial facilities, research and development, distribution and retail.

Employment Options: A range of job types should be provided in each community to meet the diverse needs of the local workforce.

The City of Atlanta has a diverse economy with no one sector dominating the mix. The largest sector is Professional, Scientific and Technical Services, accounting for 12.6% of the employment in the City. The Hospitality Sector, accommodation and food services jobs, has 10.1% of the employment. Most noticeably, there has been an overall decline in the number of manufacturing and warehousing jobs. These are generally good paying jobs for skilled workers without a college education. Furthermore, the majority of job sectors experienced a decline in employment. The sectors where employment has increased are Utilities, Real Estate and Rental and Leasing, Professional, Scientific, and Technical Services, Educational Services, and Arts, Entertainment and Recreation.

The employment information from the US Census economic data shows that there were approximately 378,109 jobs in the City of Atlanta in the 2nd Quarter of 2009. This is a decrease of 90,305 jobs, or 19.3%, from 2000 to 2009. The average monthly earnings in the City of Atlanta had an increase of 28.1%. The variety of jobs available in the City requires a wide range of educational and skill set requirements. By focusing on many target industries, the City of Atlanta will be able to ensure that a wide range of jobs from transportation and logistics to FIRE and managerial are available.

The City is working on expanding both high and low-skilled jobs in the City. The Atlanta Development Authority's economic development program has an entrepreneur and small businesses support program to promote the development of a smaller retail and service business sectors. These businesses will provide job opportunities and will further diversify the local workforce. The program enables the City's residents and businesses to participate in business development and make a positive impact on the greater picture of Atlanta as a prosperous city.

The Atlanta Workforce Development Agency (AWDA), a City of Atlanta agency, administers employment and training programs under the Workforce Investment Act (WIA). Each local area has a Board of Directors and a physical location or a "One-Stop-Center" which provides workforce development services that train people for jobs in the target industries as well as other areas such as resume building, interview tips and weekly job fairs. They partner with the state, community colleges, public schools and faith based organizations to coordinate workforce development efforts across the city.

Housing Choices: A range of size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and a range of housing choice to meet market needs.

A wide range of housing choices in cost, size, age and type are available in the City of Atlanta. Approximately 46% of housing units are single family homes and 54% are multi-family homes having three or more units. 80% of new housing units permitted between 2000 and 2009 were multi-family residences. The majority of these new multi-family units

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are located along major corridors or within the City's major employment centers – Downtown, Midtown and Buckhead. Each of these locations offer public transportation options primarily via MARTA and enhances the opportunity of housing within viable commutes to job locations. These developments have been supported by the land use policies to promote nodal development, to promote residential density near available infrastructure, to promote transit use and thereby to minimize sprawl.

The Future Land Use Map and Zoning Ordinance include many residential districts that allow for a variety of housing types and densities. The residential categories of the Future Land Use Map range from Single Family Residential to Very High Density Residential. The City's Zoning Ordinance contains many single-family residential zoning categories that allow for a range of densities and lot sizes as low 2,800 square foot lots allowed in the R-4B category. Also, there are many non-conforming lots that were created from the mid 1900s or earlier, prior the City of Atlanta's current Zoning Ordinance. Therefore, the City recognizes these small lots as legal buildable lots of record.

Numerous zoning classifications allow for multi-family development such as: RG (Residential General), MR (Multi-family Residential), MRC (Mixed Residential Commercial) as well as C (Commercial) Districts. Multi-family residential zoning districts allow floor area ratio densities of up to 6.40 with even greater densities (and a mix of uses including residential) allowed within the major employment centers including Downtown and Midtown. Recent examples of this type of multi-family mixed use development include Atlantic Station and Glenwood Park. Also, loft developments have proven to be an attractive housing type in older industrial corridors of the City of Atlanta such as Castleberry Hill, along Marietta Boulevard, and in the Fairlie-Poplar district downtown. To further encourage a diversity of housing types, The City's multi-family and mixed-use zoning districts allow accessory units like garage apartments as these types of secondary units are common in many older neighborhoods. Also, it should be noted that the City's R-5 district, which allows duplexes or secondary detached units, accounts for 6% of the City's land area.

New residential developments are encouraged or required to be compatible with their surrounding community. Following the same street layout, lot pattern, setbacks and design is required in neighborhoods designated historic or landmark and in many of the City's SPI districts as well as encouraged in all other neighborhoods. The 2007 Residential Scale ordinance was adopted to mitigate concerns that new single-family construction is out of scale with existing adjacent houses.

Because the great majority of the City has already been developed, most new housing will be located on land that will be redeveloped or containing buildings to be retrofitted. There is ample opportunity to do so since 20% of the existing housing stock was vacant according to the 2008 American Community Survey. As a key example of retrofitting, the former Sears distribution facility, known as City Hall East, is intended be transformed into a mixed use development with housing. However, if vacant land (which is 10% of the city by area) is to be developed, the Fulton County/City of Atlanta Land Bank Authority is the agency charged to make such land available for development. In additions, plans are underway for the redevelopment of the available land along the BeltLine and at Fort McPherson, both of which would including a range of housing types and costs.

While there is a wide range in the cost of housing in the City of Atlanta, there remains a need for workforce and affordable housing. Many of the new private housing units being built throughout the City are not affordable to those who work in the City. Specifically, the cost of the existing housing stock has outpaced local incomes resulting in housing costs increasingly out of reach for the City's workforce. For example, salaries for police employees generally do not sustain living in the City at the current housing prices. However, the City of Atlanta is committed to the development of housing for all income levels. The City provides several programs including tax abatement programs, grants or deferred loans to address this issue. Notably, in 2009 the City partnered with the Atlanta Housing Authority and the Atlanta Development Authority to implement a new \$75 million Housing Opportunity Bond Fund which provides workforce housing for persons and families who desire to reside in the City. Also, several Tax Allocation Districts, including the BeltLine TAD, either require or dedicate funding for the purpose of constructing affordable workforce housing units. Additionally, the City supports a large number of Community Development Corporations (CDCs) who build affordable and low-income housing through various federal grants.

The Atlanta Housing Authority provides housing opportunities for the elderly, disabled or other special needs popula-



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tions via direct rental assistance or housing vouchers. In the past decade, many former housing developments operated by the Atlanta Housing Authority have been redeveloped into mixed income communities. Also, the City provides homeless housing via the Gateway Center and subsidizes over 5,000 units for Section 8 vouchers or public housing for those with some type of disability. For the elderly who cannot afford the cost of home repairs, many non-profit organizations partner with the City to offer free or reduced rates. Recent zoning changes have allowed supportive housing facilities to be allowed in all districts that also allow multi-family housing. Other housing programs or assistance for households with special needs are provided by the county, state or federal government.

Educational Opportunities: Education and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt technological advances and pursue entrepreneurial ambition.

Approximately 44 accredited colleges and universities are located in the City of Atlanta and the Atlanta Region. Many top colleges and universities including Georgia State University, Georgia Institute of Technology, Spelman College, Morehouse College, Morehouse School of Medicine, Clark Atlanta, Morris Brown College, American Intercontinental University, and the Savannah College of Art and Design are located in the City of Atlanta. Also, The University of Georgia - Terry Executive Education Center, which offers professional graduate-level business courses for Executive MBA degrees, is located in Buckhead. Georgia State University is a public four-year school that offers a comprehensive selection of both undergraduate and graduate degrees and services. The colleges at the Atlanta University Center are private, not-for profit four-year schools that offer a range of undergraduate and graduate programs. The Georgia Institute of Technology is a specialty/professional school with extensive facilities and technology focusing on science and engineering. The Savannah College of Art and Design, a recent addition to the City, is a private, four-year school which focuses on the arts. There are also a variety of two-year schools such as the Atlanta Technical College and Bauder College.

Atlanta's educational system has formed a consortium called ARCHE (Atlanta Consortium for Higher Education) which was created to expand opportunities, foster cultural diversity and provide students with access to a variety of programs within their school and through other participating schools. According to a study by ARCHE, Atlanta ranks second nationally in the production of engineering and related technology graduates and fourth in computer science degrees. Atlanta also ranks 7th in college students enrolled (176,171), ranks 3rd in African-American students enrolled (47,548), ranks 1st in enrollment growth from 1989 to 2005 (62%), ranks 7th in Academic Degrees Awarded (35,802), and ranks 5th in University Research (\$1.01 billion). And more importantly, Atlanta had the highest enrollment growth from 1989 to 2005 (62%). The report also found that the Atlanta region's universities have direct institutional spending of \$6 billion, bringing \$938 million in federal funds to Georgia's economy and directly employing 55,348. With such a large concentration of colleges, universities and technical schools, and even private training programs, numerous resources are available for continuing education, executive employee training, and research and development opportunities.

The Atlanta Workforce Development Agency (AWDA), a Bureau of the City of Atlanta under the Executive Offices of the Mayor, offers a wide variety of training opportunities for youth and adults to foster their educational and professional development. The mission of the Atlanta Workforce Development Board (AWDB) is to promote a workforce development system that meets the needs of businesses, job seekers, and workers while ensuring that the City of Atlanta maintains a strong and vibrant economy.

The Atlanta One-Stop Center operated by AWDA seeks to provide quality workforce development services to Atlanta residents and the business community. The Atlanta One-Stop Center connects qualified job seekers to employers, provides comprehensive assessments for residents seeking training or jobs and offers its services and facility as "Your Only Stop" for continued workforce solutions. Workforce solutions are delivered by a consortium of training providers, One-Stop partners, educational, community and faith based organizations.

Georgia's Department of Labor (DOL) assist companies in recruitment by posting job notices, collecting and screening applications and/or resumes, providing interview space and hosting job fairs. Georgia has a nationally ranked employee training program, Quick Start, providing customized training for the new employees in skill-based jobs at no cost to qualifying companies. Georgia's HOPE Scholarship provides free tuition at one of Georgia's 34 public colleges and uni-

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versities for graduating Georgian high school seniors with a B or better average. These programs can be advantageous to relocating families and for company training employees through local technical colleges.

Governmental Relations

Local Self Determination: Communities should be allowed to develop and work toward achieving their own vision for the future. Where the state seeks to achieve particular objectives, state financial and technical assistance should be used as the incentive to encourage local government conformance to those objectives.

Community participation is integral to many of the activities undertaken by the City of Atlanta. The Community's say is one of the most components in the development of the Comprehensive Development Plan (CDP). The community participation process is formalized in the City of Atlanta Municipal code. It enables a process for neighborhood planning by creating Neighborhood Planning Units (NPU) and spelling out their role. The Neighborhood Planning Units provide input into the development of the comprehensive plan and makes recommendations to the City of Atlanta on a wide range of topics including land use, zoning, transportation, open space and parks, community facilities, and environmental quality. The 25 Neighborhood Planning Units meet every month and provide recommendations to the City of Atlanta on rezoning, subdivision and variance applications, Zoning Resolution amendments, Comprehensive Plan amendments and other matters. Over the years, the NPUs have become very knowledgeable of the development process and regulations due to their loyal attendance to each month's meetings. In addition, the Atlanta Planning Advisory Board, composed of a representative from each NPU, serves as an advisory board to the City to discuss city-wide issues, goals and objectives relative to the preparation of the Comprehensive Plan, advises the City on matters relating to citizen participation in the planning process and upholds the citizen participation requirements under federal law.

Community participation and community awareness are essential components to all of the planning efforts conducted by the City of Atlanta. Through the community participation process, City of Atlanta staff reaches out to community members to ensure broad participation. The planning commissioner duties are carried out by the Zoning Review Board. They are supported by the Office of Planning. Finally, community members are involved in developing a vision, goals and recommendations for each of the plans by attending community meetings, participating advisory committees by submitting comments, among other methods.

Regional Cooperation: Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

Many of the challenges facing the City of Atlanta are regional in nature. To address these complex issues, the City of Atlanta has been at the forefront of regional cooperation and planning. In 1947, the City of Atlanta along the Fulton and DeKalb Counties created the Metropolitan Planning Commission, the predecessor of the Atlanta Regional Commission (ARC). The City of Atlanta is a member of the ARC, the 10 county regional planning and intergovernmental agency. The Mayor and a City Council member serve on the ARC Board. In addition, elected officials and city staff serve on the Environment and Land Use, Transportation and Air Quality, Land Use Coordinating and the Transportation Coordinating committees. The City of Atlanta participates in ARC's transportation planning process that results in the adoption of the Regional Transportation Plan and the Transportation Improvement Plan as well as other studies and initiatives. The City is actively participating in the Atlanta Region's Plan 2040 which is an attempt to develop regional plans and policies for the next thirty years to direct resources, investments, and to provide assistance to local governments. The City has assigned two staff persons that actively participate in all Plan 2040 activities

Moreover, the City of Atlanta works cooperatively with sixteen counties in the region by participating in the Metropolitan North Georgia Water Planning. The City of Atlanta Mayor is a member of the District Governing Board. The District establishes policy, creates plans and promotes intergovernmental coordination of all water issues.

The City of Atlanta along with Fulton County and the other nine cities in the County adopted a Service Delivery Strategy (SDS) in 1999, in response to the 1997 Service Delivery Strategy Act. The SDS identifies service arrangements for 54



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services. The agreements were re-evaluated and adopted in 2005 at the time that all local governments were required to adopt new 10 year Comprehensive Plans. The City of Atlanta is currently working with DeKalb County to update its Service Delivery Strategy.

Transportation has played a key role in the development of the City and region. The City of Atlanta has played a leadership role in the development of key transportation infrastructure crucial to the success of the Atlanta Region. In 1968, the residents of Atlanta, joined residents in DeKalb and Fulton Counties, in approving a referendum to designate a one cent sales tax to fund the Metropolitan Atlanta Regional Transit Authority (MARTA). Revenue from the one cent sales tax provides 67% of MARTA's annual budget. The City Council recently adopted legislation extending the one cent sales tax until 2047 to provide MARTA with the ability to expand its operations. It is the ninth largest transit system in the nation and the only one that doesn't receive state funding.

The City of Atlanta's Department of Aviation is responsible for the operation of the Hartsfield-Jackson Atlanta International Airport H-JAIA. H-JAIA is one of the key reasons many companies are located in the Atlanta Region. The Airport is the principal airport serving Georgia and the Southeastern US. It has been the world's busiest passenger airport for many years and it is gaining importance in the transportation of air cargo and freight. Currently it is one of the top 10 cargo airports in the US. The total annual, regional economic impact of the Airport is more than \$18.7 billion. In addition major railroad corridors and rail yards that move goods thru the Region and the State are located within the city limits.

The City of Atlanta is a leader in the arts. It provided funding for the Metro Atlanta Arts and Culture Coalition, a six county coalition to support arts and culture in the region.

The City, working with the United Way, has taken a leadership role in developing a regional approach to eliminate and prevent homelessness. In 2003, the Commission on Homelessness presented the Blueprint to End Homelessness in Atlanta in Ten Years. The plan serves as the framework for the City of Atlanta, Clayton, Cobb, DeKalb, Douglas, Fulton, Gwinnett and Rockdale Counties to provide service and address issues facing the homeless population.

The Atlanta Police and Fire Departments have Mutual Aid Agreements (MAGs) that are reciprocal agreements that allow each to work across jurisdictional lines in cases of emergencies. Also, each cooperates actively with Fulton County, MARTA, and other police departments; county sheriff and district attorney; State GBI and State Patrol; city schools, court, detention center, and traffic engineers; Atlanta Fire and Rescue Department; Atlanta-Fulton County Emergency Management Agency; and emergency medical services in emergency management and law enforcement. The Atlanta Fire Department cooperates with local, state and federal agencies. This includes the APD, 911, Sheriff Departments in the Atlanta Region, EPD, Emergency Management, State Fire Marshall Office, State Fire Academy, EPA and FEMA.