



# Action Plan

Vacant GM/Lakewood Plant

# Action Plan

## Overall Implementation Strategies

The following recommendations reflect action items that will need to be addressed for the entire community.

### Comprehensive Plan / ASAP Update

Incorporate the Land Use, Urban Design, Transportation, Connectivity and Open Space recommendations of this master plan into the 2008 Comprehensive Plan. Fortunately many of these elements have been recently updated per the adoption of the BeltLine Sub-Area Plans.

### Infrastructure Improvements

Whenever the public funding is spent on any infrastructure item such as sewer improvements or road resurfacing, these improvements should be leveraged as opportunities to implement portions of this master plan. For instance, sewer work is currently being conducted at the intersection of Boulevard and Federal Terrace. This activity should be leveraged to include a sidewalk and tree zone upgrade consistent with the requirements of the BeltLine Overlay District. This intersection is quite dangerous from a life safety perspective. Leveraging needed infrastructure can not only improve safety but genuinely show investment within the community.

### Non-Profit Collaboration

Leverage the work of non-profit groups such as Park Pride, Trees Atlanta and Chosewood Park CDC. With the recent acquisition of additional park space, Park Pride should be a partner in developing a long term strategy for investment, programming and maintenance including the neighborhood's desire for a community garden. Many of the existing corridors are unlikely to change within the next 5 years. Partner with

Trees Atlanta to implement a streetscape improvement strategy along major corridors, such as Boulevard south of Englewood Ave., to improve visual quality of the street as well as providing some level of improved pedestrian safety.

The local CDC should pursue grants targeting single-family renovation and infill housing within the existing single-family core. This contribution, as well as coordinating other non-profit and volunteer organizations, is where time is best spent.

### Preserving the Single-Family Core

With all the future development opportunities associated with the BeltLine, the core of the master plan is the preservation of the single-family fabric within the community. Preservation must focus on retaining the existing fabric of the single family homes with appropriate infill housing and responsible renovation of existing structures. This is where the Chosewood Park CDC can best leverage its resources.

## Area Specific Implementation Strategies

Four specific strategies are identified within the community

### 1.0 Leverage the BeltLine

As developed and embraced by the Subarea master plans, the BeltLine corridor is the economic catalyst for community revitalization. Location, existing greenspace and available properties have not been enough to develop significant momentum for change. The BeltLine is that catalyst for change. Higher densities, mixed-use and an improved public realm will allow Chosewood Park to bridge the gap between it and its peer communities.



Key elements to this strategy include:

- » Increased density near the BeltLine corridor and along the major corridors of Boulevard, Englewood Ave., McDonough Blvd., Milton Ave. and Sawtell Ave.
- » Develop a quality public realm of streetscapes, parks, trails and greenways.
- » Emphasis the need for new infill owner-occupied homes within the existing single-family core.
- » Place buildings to the street with on-street parking options and off-street parking located behind the buildings.
- » Include ground floor retail on Boulevard and Englewood Ave., with concentrations at key nodal intersections.
- » In contrast to the historic Grant Park to the north, encourage the development of Boulevard Crossing Park as an edgier urban park that relates to its surrounding industrial character and a link to the future.
- » Extend Gault St. north to align with Cherokee Ave. extension from Grant Park to create better connectivity between the two communities.

## **2.0 Large Site Redevelopment**

There are two large tracts within the neighborhood that with redevelopment will have a dramatic and immediate effect on the community. The first project is the redevelopment of the former Englewood Manor. This project, coupled with the BeltLine has the opportunity to substantially change both the perception and built environment of Chosewood Park. It is critical that this project is coordinated with the development of Boulevard Crossing and adheres to the requirements of the BeltLine Overlay District. The second project is the former GM/Lakewood Plant redevelopment to the south end of the neighborhood. This project is dependent on the market rebounding as it is already planned and entitled. With any large

site, the ultimate build-out takes years to complete. Continued, vigilant involvement of the neighborhood through the City's Special Administrative Permit (SAP) process is required to ensure the proposed development maintains the initial vision and quality for the neighborhood.

## **3.0 Residential Infill**

One of the most significant issues facing the Chosewood Park community is the large number of rental housing units (80%) to owner-occupied homes (20%). Additionally, the number of substandard housing stock and vacant parcels is contributing to the impression of blight and disinvestment throughout the community. As redevelopment occurs, the majority of new housing will likely be multi-family residential. It is essential that the single-family core stabilizes. The Chosewood Park CDC should look to partner with local builders and / or non-profits to purchase, renovate and develop new homes within the community.

The following details highlight this development opportunity:

- » Rather than random investment sprinkled throughout the community, identify small groupings of lots where investment could be maximized in order to display significant change at one time.
- » Focus on streets that have some momentum from previous renovations or infill housing, such as Federal Terrace and Nolan St., but still have significant housing stock issues.
- » Develop only single-family, detached housing until the neighborhood becomes stabilized.
- » Provide stoops, porches, and front door entrances along the street and sidewalk frontages that maintains consistency with the existing fabric of the neighborhood.

- » Provide parking for the new homes to the side or rear of the building.
- » Encourage diversity in housing types and style that will attract a variety of potential buyers, while maintaining similar language as existing quality homes.
  - Maintain continued investment and development of the existing neighborhood park, through acquisition of vacant parcels along Gault St.
  - Negotiation with the AHA to extend Gault St. and deed over vacant parcel at northeast corner of park,
  - Establish a volunteer maintenance program that increases accessibility and visibility to the park.

#### **4.0 Neighborhood Commercial Zones**

As with many intown neighborhoods, small commercial nodes would provide daily goods and services to the community. Over time these nodes, such as Little Five Points in Inman Park / Candler Park and the East Atlanta Village in East Atlanta, have transitioned into destination locations of independent retailers, with coffee shops, restaurants and bars. Unfortunately, Chosewood Park does not have the existing building stock to allow for these retailers to make a minimal investment, in order to nurture the businesses that help establish a vibrant district. What Chosewood Park does have is significant traffic corridors, interesting intersections and some existing commercial establishments in place. There are two potential neighborhood commercial nodes. The first, located at the intersection of Boulevard and McDonough Blvd., has some existing structures that could provide flexibility for users as well as established users such as gas stations. The other node, the intersection of McDonough Blvd. and Milton Ave. has minimal structures but is strategically located between future higher density, multi-family developments.

Details related to these two locations include:

- » As identified in the Connect Atlanta Plan, improve existing vehicular drive lanes and additional turn lanes
- » Leverage vehicular improvement with new pedestrian streetscape per the requirements of the BeltLine Overlay District.
- » Work with current property owners to clean up the appearance of their properties including trash clean-up and paint.
- » At Boulevard and McDonough Blvd. intersection, leverage view corridor of the Federal Penitentiary with improved streetscape and neighborhood monuments
- » At McDonough Blvd., Milton Ave. / Hill St. intersection, leverage new road alignment and vacant tracts to provide future pocket park / plaza opportunities as well as streetscape and neighborhood monuments.

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## **Phased Approach**

As with any plan, it is important to manage expectation as to how long the redevelopment and investment process can take. The majority of change that the community wants to occur, is dependent on the strength of the market, individual, private investors and available public funding. Current public projects, although in some cases identified as priority projects, take significant time and dedicated funding to come to fruition. It is critical, especially considered the uncertain economic climate associated with the banking and lending industries, to establish a clear set of achievable action items and to also include with them a timeframe for implementation. For this study, a series of short term, mid-term and long term phases have been established for the implementation of the actions and recommendations of this plan. Note that some items will be ongoing and not allocated to a single phase as a result.

The years for each phase are as follows:

- » Phase 1 - 0 - 10 years
- » Phase 2 - 0 - 15 years
- » Phase 3 - 0 - 20 years

## **Implementation Plan**

The implementable project-based recommendations of this plan have been transferred into an actionable Project Chart. This chart specifies projects by phase, cost, and implementing agency as well as where applicable, the project was previously identified. The Implementation Plan is to be used by the community and its representatives as a tool for facilitating the progression and eventual implementation of the master plan.

Name	Description	Previously Identified	Cost	Phase	Agency
<b>TRANSPORTATION</b>					
Hill Street	Bicycle Segment, Secondary Connection from Ormond Avenue to McDonough Boulevard	Connect Atlanta (Tier 3), Beltline (SA3)	\$ 114,000	2	DPW, ABI
McDonough Boulevard	Bicycle Segment, Core Connection from Beltline to Hill Street, Project should coordinate with any changes to street intersections carried out with implementation of IR-002	Connect Atlanta (Tier 4), Beltline (SA3)	\$ 1,835,000	2	DPW, ABI
Sawtell Avenue	Bicycle Segment, Secondary Connection from Jonesboro Road to McDonough Road	Connect Atlanta (Tier 5)	\$ 190,000	3	DPW
Grant Street Extension	New Street, Extend Grant Street across the Beltline (public and private initiative)	Connect Atlanta (Tier 2), BeltLine (SA3)	\$ 1,304,000	3	DPW, ABI
Boulevard Three Lane Conversion	Road Diet, Lane Reduction to On-Street Parking Bulbouts and Left Turn Lanes	Connect Atlanta (Tier 2)	\$ 30,000	1	DPW
Cherokee Avenue Extension	New Street, Street Extension (Beltline Project) Extend to Englewood Avenue	Connect Atlanta (Tier 3), Beltline (SA3)	\$ 4,940,000	2	DPW, ABI
Boulevard at Englewood Avenue	Intersection Improvement, Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Install a Roundabout.	Beltline (SA3)	\$ 1,380,000	3	DPW, ABI

Note: Cost estimates do not include required right-of-way acquisitions. Cost estimates are for work specifically located within neighborhood boundaries and not the extent of the project described.

Agencies: DPW: Department of Public Works, ABI: Atlanta BeltLine Inc, ADA: Atlanta Development Authority, AHA: Atlanta Housing Authority, OOP: Office of Parks

Name	Description	Previously Identified	Cost	Phase	Agency
Boulevard at McDonough Boulevard	Intersection Improvement, To include the addition of turn lanes.	Beltline (SA3)	\$ 930,000	2	DPW, ABI
McDonough Boulevard at Gault Street	Intersection Improvement, To include the addition of turn lanes. Install new traffic signal if and when warranted based on a traffic study.	Beltline (SA3)	\$ 980,000	3	DPW, ABI
McDonough Boulevard at Hill Street / Milton Avenue	Intersection Improvement, To include the addition of turn lanes. Realign/reconfigure Hill Street to intersect with McDonough Boulevard.	Beltline (SA3)	\$ 1,560,000	2	DPW, ABI
Boulevard	New Sidewalk, Install sidewalk on Boulevard from Berne Street to McDonough Boulevard	Beltline (SA3)	\$ 350,000	1	DPW, ABI
Englewood Avenue	New Sidewalk, Install sidewalk on Englewood Avenue from Hill Street to Boulevard	Beltline (SA3)	\$ 133,000	1	Private, ABI, OOP, AHA
Hill Street	New Sidewalk, Install sidewalk on Hill Street from Ormond Street to Milton Avenue	Beltline (SA3)	\$ 215,000	2	DPW
Boulevard	Streetscape, Install street trees, transit amenities, pedestrian lighting and lighted streetname signs	Beltline (SA3)	\$ 3,000,000	2	DPW, ABI

Note: Cost estimates do not include required right-of-way acquisitions. Cost estimates are for work specifically located within neighborhood boundaries and not the extent of the project described.

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Name	Description	Previously Identified	Cost	Phase	Agency
McDonough Boulevard	Streetscape, Install street trees, transit amenities, pedestrian lighting and lighted streetname signs	Beltline (SA3)	\$ 963,000	2	DPW, ABI
Hill Street	Streetscape, Install street trees, transit amenities, pedestrian lighting and lighted streetname signs	Beltline (SA3)	\$ 1,472,000	3	DPW, ABI
Englewood Avenue	Bicycle Lanes, Restripe Englewood Avenue to provide bike lanes from Hill Street to Boulevard	Beltline (SA3)	\$ 68,000	2	DPW, ABI, OOP, AHA
Boulevard	Bicycle Lanes, Restripe Boulevard to provide bike lanes from BeltLine (Near Hamilton Avenue) to McDonough Boulevard	Beltline (SA3)	\$ 100,000	1	DPW, ABI
New Stairway: Hill Street	Pedestrian Stairs, Public stairway west of Hill Street to connect to Milton Avenue and hilltop redevelopment	Beltline (SA2)	\$ 600,000	3	DPW, ABI, Private

Note: Cost estimates do not include required right-of-way acquisitions. Cost estimates are for work specifically located within neighborhood boundaries and not the extent of the project described.

Agencies: DPW: Department of Public Works, ABI: Atlanta BeltLine Inc, ADA: Atlanta Development Authority, AHA: Atlanta Housing Authority, OOP: Office of Parks

Name	Description	Previously Identified	Cost	Phase	Agency
<b>DEVELOPMENT</b>					
Former Englewood Manor Apartments	22 acres. 400 multi-family units/ 50 townhomes / 28 single-family homes with and 5,000 sf of retail	BeltLine (SA3)	\$ 53,000,000	1	Public, Private
Former GM Lakewood Plant	40 acres. 560 multi-family units / 280 townhomes / 90 single-family homes with and 24,000 sf of free-standing retail	Rezoning	\$ 134,000,000	2	Private
BeltLine Crossing Retail District	11 acres. 350 multi-family units with 70,000 sf of retail.	BeltLine (SA3)	\$ 49,000,000	2	Private
Gladstone Apartments	36 acres. 900 multi-family units / 80 townhomes / 55 single-family homes with 10,000 sf of retail	BeltLine (SA3)	\$ 130,000,000	2	Private
Milton Ave School Site	1.5 acres. 18 multi-family units		\$ 2,000,000	1	Private
Former GM Parking Lot	7 acre. 50 multi-family units / 65 townhomes	Rezoning	\$ 18,000,000	3	Private
Milton Ave/Hill St Node	9 acres. 90 multi-family units / 35 townhomes with 12,000 sf retail		\$ 18,000,000	3	Public, Private
Boulevard/McDonough Blvd Node	2.5 acres. 30,000 sf of retail with 20 multi-family or live-work units		\$ 5,400,000	3	Public, Private
Hill St Community Development	16 acres.	BeltLine (SA3)	-	3	Public, Private

Note: Cost estimates do not include property acquisition.

Agencies: DPW: Department of Public Works, ABI: Atlanta BeltLine Inc, ADA: Atlanta Development Authority, AHA: Atlanta Housing Authority, OOP: Office of Parks

Name	Description	Previously Identified	Cost	Phase	Agency
<b>URBAN DESIGN</b>					
Neighborhood Gateways	Gateway opportunities at Boulevard & Englewood Ave., Boulevard and McDonough Blvd., Hill St. and Englewood Ave., McDonough Blvd & Sawtell Ave., McDonough Blvd & Hill St / Milton Ave, Milton Ave & Boulevard.			1	Private, Non-Profit
Urban Context	New buildings placed adjacent to the street, more urban in nature (per existing BeltLine Overlay District).			-	Private

Agencies: DPW: Department of Public Works, ABI: Atlanta BeltLine Inc, ADA: Atlanta Development Authority, AHA: Atlanta Housing Authority, OOP: Office of Parks

Name	Description	Previously Identified	Cost	Phase	Agency
<b>OPEN SPACE</b>					
Boulevard Crossing Park	21.5 acres. Bordering the south of the Beltline on the Northwest corner of Boulevard and Englewood (excludes acquisition)	Beltline (SA3), ASAP	\$2,000,000-\$3,500,000	1	ABI
Chosewood Park Expansion	9.15 acres. Expands existing park east to Gault Street (acquisition costs).	Beltline (SA3)	\$ 1,000,000	1	Public
Chosewood Park Community Garden	Develop local community garden in conjunction with housing authority and or vacant lot with owner agreement		\$ 5,000	1	Private
Proposed BeltLine Trail	2.4 miles. Extends east to west from Burn Street to Hill Street (excludes acquisition)	Beltline (SA3)	\$ 1,800,000	2	ABI
Chosewood / Grant Park Connector	3.36 miles. Extends north to south from Grant Park/ Zoo Atlanta to Chosewood Park (excludes acquisition)	Beltline (SA3)	\$ 1,200,000	3	ABI
Boulevard Crossing Connector	1.9 miles. Extends northwest to southeast from Boulevard Crossing Park to Intrenchment Creek (excludes acquisition)	Beltline (SA3)	\$ 990,000	3	ABI

Agencies: DPW: Department of Public Works, ABI: Atlanta BeltLine Inc, ADA: Atlanta Development Authority, AHA: Atlanta Housing Authority, OOP: Office of Parks

Name	Description	Previously Identified	Cost	Phase	Agency
<b>COMMUNITY IMPROVEMENT</b>					
Home improvement	Encourage single-family rehabilitation and infill development			1	Private, ADA
Owner occupied Improvement	Encourage owner occupied housing			1	Private, ADA
Development Incentives	Leverage public sector incentives to attract redevelopment (BeltLine TAD, façade improvement grant, landscaping assistance, etc.)			-	Public, ADA, ABI
Community Center	Provide a community use (building) that will support the community	BeltLine (SA3)		3	Public, Private

Agencies: DPW: Department of Public Works, ABI: Atlanta BeltLine Inc, ADA: Atlanta Development Authority, AHA: Atlanta Housing Authority, OOP: Office of Parks







# Appendix

View from south Chosewood Park

# Neighborhood Meeting Attendance

January 11, 2010

CPNA - Jan 11, ~~2010~~ 2010

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February 8, 2010

CPNA Monthly  
Feb. 8th 2010

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# Chosewood Park Plan

Neighborhood Park Master Plan Completed 06.08.2007



## Park Improvement Plan - Quantities Analysis

Chosewood Park, Atlanta, GA  
Date: June 8, 2007  
Project: P05356



LORD · AECK · SARGENT  
ARCHITECTURE



Project Timeline

**Chosewood Park - Renovation Timeline**

Rev: June 11, 2007

	Task	Item	Description
<b>Year One-2007-08</b>			
	1	Clearing	Wooded areas. Selective removal understory shrubs and trees. Protect canopy trees/specimens
	2	Lighting	Install new pedestrian lighting throughout the park
	3	Sidewalk/Drainage	Reset drainage structure adjacent to field. Extend adjacent retaining wall
	4	Park Entrance #1	Install new monument sign and hardscape
	5	Park Entrance #1A	Install new monument sign at intersection of Nolan St and Grant St (obtain easement)
	6	Picnic Pads	Removal of existing picnic pads
	7	Walkway	Install pervious trails within nature areas
	8	Walkway	Install new concrete sidewalk between Nolan St & playfield
	9	Walkway	Install new concrete sidewalk between basketball courts & Dalton St
	10	Park Entrance # 3	Install new monument and hardscape at Eric St
	11	Bridge	Install foot bridge (if determined necessary) along pervious path at ravine
<b>Year Two-2008-09</b>			
	1	Playfield	Remove excessive chainlink fence along outfield once new turf has been established Install new pervious walkway around outfield perimeter of field and foul lines Spray coat remaining chainlink fence black
	2	Parking Lot Upgrade	Resurface. Include tree island and handicap space/ramp Upgrade parking lot lighting
	3	Slope Enhancement	Remove existing tree cover. Replant with low growing/low maintenance shrubs. Include some flowering trees (with clear understory)
	4	Walkway	Install new impervious sidewalk between playfield and NE corner of the park
	5	Bollards	Remove existing bollards. Install new aesthetic guard rail
	6	Park Entrance # 8	Install new monument and hardscape
<b>Year Three -2009-10</b>			
	1	Picnic Pavilion	Remove existing half court. Replace with new hardscape & picnic shelter Include anchored picnic tables
<b>Year Four - 2010-11</b>			
	1	Resurface Tennis court	Identify additional uses. Racquetball wall/hop-scotch markings
<b>Future</b>			
		Park Entrance # 2	Monument. Dependent on street extension
		Park Entrance # 4	Monument. Dependent on street extension
		Park Entrance # 5	Monument. Dependent on street extension
		Park Entrance # 6	Monument. Dependent on street extension
		Park Entrance # 7	Monument. Dependent on street extension

# BeltLine Overlay District Ordinance

## CHAPTER 36. BELTLINE OVERLAY DISTRICT REGULATIONS

City of Atlanta Zoning Ordinance (as of 02.18.10)

### Sec. 16-36.001. Scope of regulations.

The scope of the regulations set forth in this chapter are the regulations in the BeltLine Overlay District. These regulations are as follows:

1. The existing zoning map and underlying zoning regulations governing all properties within the BeltLine Overlay District shall remain in full force and effect. The regulations contained within this chapter shall be overlaid upon, and shall be imposed in addition to, said existing zoning regulations with the exception of existing lots of record that are zoned R-1 through R-5 or Special Public Interest District and not located immediately adjacent to the BeltLine Corridor. Except where it is otherwise explicitly provided, whenever the following overlay regulations are at variance with said existing underlying zoning regulations, the regulations of this chapter shall apply.
2. Whenever the following regulations are at variance with historic district regulations of Part 16, Chapter 20, the more stringent regulations shall apply with the exception of regulations specific to the Beltline Corridor whereas not to impact designated historic structures or buildings.  
(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

### Sec. 16-36.002. Findings, purpose and intent.

The BeltLine is a major initiative to link green space, trails, transit and economic development in Atlanta serving as a catalyst for transformative growth and investment encircling the urban core of the city by invigorating an underutilized rail corridor and surrounding underutilized industrial properties to create a better connected, more diversified city where people across the spectrum of age, income, ethnicity, and culture can live, work, shop, meet,

and play.

The BeltLine represents a unique opportunity: to enhance the quality of life in the city; preserve and revitalize existing neighborhoods; make greater mixed-use development feasible; strategically introduce or increase density and optimize resources in select locations; increase the affordable housing inventory; promote air quality; reduce auto dependency; and concurrently advance economic development through an increased tax base.

The city finds that taking special consideration to ensure that the redevelopment of properties adjacent to and within walking distance of the BeltLine Corridor entails a compatible mixture of residential, commercial, cultural and recreational uses, and design standards conceptualized in the BeltLine Redevelopment Plan is crucial to promote and ensure the public health, safety and welfare of its citizens. The city recognizes that as the BeltLine attracts new development, the orientation and character of that growth should encourage pedestrian and transit-oriented uses and activities designed to support an urban character to foster the most positive impact on affected communities. By establishing the BeltLine Overlay District, the city intends to institute a regulatory approach that anticipates, manages, and encourages quality BeltLine development opportunities and impacts. Therefore, policies to promote these objectives within the BeltLine Overlay Zoning area will serve to:

1. Implement certain recommendations contained in the comprehensive study known as the BeltLine Redevelopment Plan as adopted by the City of Atlanta;
2. Preserve a continuous corridor along the BeltLine route of sufficient dimension for the implementation of transit, multi-use trails and green space;
3. Promote and maximize opportunities for safe and accessible green spaces, plazas, public art, and cultural and institutional

buildings;

4. Preserve opportunities for connecting trails reaching beyond the BeltLine to create a broad network of trails throughout the city;
  5. Encourage a grid of smaller blocks and connected streets to improve access to the BeltLine, reduce congestion, and further the urban character of the area;
  6. Preserve the historic physical character of the industrial districts along the BeltLine by promoting adaptive re-use of historic structures and encouraging new construction to be consistent with the size, scale and/or character of those buildings;
  7. Ensure that new construction is compatible with the character of existing established adjacent single-family neighborhoods;
  8. Create new mixed-use and commercial nodes at BeltLine station areas that are pedestrian and transit-oriented;
  9. Create a diversified urban environment where people can live, work, shop, meet and play;
  10. Promote public health and safety by providing a pedestrian-oriented environment that includes active street-level uses, sufficient sidewalk widths, and primary pedestrian access from sidewalks to adjacent building entrances;
  11. Promote development of a wide range of housing types appropriate to meet various housing needs and income levels;
  12. Facilitate safe, pleasant and convenient pedestrian and bicycle circulation and minimize conflict between pedestrians and alternative transit modes;
  13. Provide accessible and sufficient parking in an unobtrusive manner by encouraging shared parking solutions and minimizing commercial parking in residential neighborhoods;
  14. Maximize air and water quality, including that which supports tree planting, greenspace and watershed protection, and bicycle parking;
  15. Improve the aesthetics of street and built environments.
- (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

### **Sec. 16-36.003. Boundaries.**

The boundaries of the BeltLine Overlay District shall be as shown on the official zoning map Attachment B adopted herewith entitled “BeltLine Overlay District.” Any future property in which any portion of said property is located within the boundary of the BeltLine Overlay District shall be subject to the full regulations set forth in this chapter.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

### **Sec. 16-36.004. Procedures.**

1. Rezoning--Pre-application: In addition to the current rezoning procedures, any applications for rezoning within the BeltLine Overlay District subject area will begin with a pre-application consultation between the applicant and the bureau of planning as set by the bureau of planning.

2. Special administrative permit requirement and procedures: A special administrative permit (SAP) application and a specified number of copies of each site plan, landscape plan and elevation drawings of each exterior facade shall be submitted, as applicable, and approved by the director of the bureau of planning, under the requirements specified in section 16-25.004, prior to the issuance of a building permit.

In addition to SAP submittal as specified above, the applicant shall also provide to the director of the bureau of planning a United States Postal Service certificate of mailing (first-class) of one copy of the full SAP application to the appropriate Neighborhood Planning Unit (NPU) chair or their designee for the purpose of notification and comment, and also a signed affidavit of said NPU notification. Said appropriate NPU shall have a period of 21 days from the date of the said certificate of mailing to provide one set of written comments to the bureau of planning prior to any SAP approval.

All exterior demolition, new construction (including additions

to existing buildings), expansions of outdoor dining or any construction which results in increased lot coverage, modification of the building footprint, or modification of building facades that alters the configuration of openings, shall be subject to said site plan and building elevation approval as part of the SAP.

Any subdivisions, consolidations and replats shall conform to any proposed City of Atlanta future street plans in addition to the requirement of Part 15 of the City Code. When a conflict arises between Part 15 and this chapter, the requirements of this chapter shall apply.

Where the proposed development may require one or more special administrative permits, processing by the director of the bureau of planning shall include consideration of such special administrative permits. Where underlying regulations require variance, special exception or special use permit action, the special administrative permit shall not be issued until the necessary approval has been obtained.

3. Exemptions from the special administrative permit requirement: Existing lots of record that have an underlying zoning designation of R-1 through R-5 or Special Public Interest (SPI) and not located immediately adjacent to the BeltLine Corridor shall be used and constructed as is otherwise permitted pursuant to the provisions of Part 16 and shall not require the obtaining of a special administrative permit (SAP) except as required by the underlying zoning district.

Any interior renovations or exterior repairs not explicitly set forth shall not require SAP approval. Said classes of special administrative permit applications may be exempted from detailed review requirements upon written findings that generally within these districts, the actions proposed are of such a character or of such a scale as to make detailed reviews and approval by the planning director unnecessary. Where applications for special administrative permits are determined by reference to such findings

to be thus exempted, the permit shall be issued if otherwise lawful. (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

#### **Sec. 16-36.005. Provisions for administrative variations from regulations.**

As part of general action when plans require approval of a special administrative permit, the director of the bureau of planning may authorize variations from regulations generally applying based on written findings that either:

1. A plan proposed by an applicant, while not strictly in accord with regulations applying generally within the district, satisfies the public purposes and intent, and provides public protection to an equivalent or greater degree; or
2. In the particular circumstances of the case, strict application of a particular regulation or regulations is not necessary for the accomplishment of public purposes or the provision of public protection, at the time or in the future.

Notation concerning the existence of such variation shall be made by written findings of SAP approval to be filed in the office of the bureau of buildings as public record. Variances and special exceptions from underlying zoning regulations shall be required from the board of zoning adjustment (BZA) in cases such as minimum yards (not adjacent to the street), minimum transitional yards, minimum open spaces, maximum building height, maximum fence height, minimum parking and loading requirements and signage limitations among others.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

#### **Sec. 16-36.006. Demolition of existing structures and redevelopment requirements.**

Any structure 50 years or older shall not be demolished for the purpose of creating open space. All requests for demolition of buildings 50 years or older shall include concept plans for the

redevelopment of the property that are sufficient to obtain an SAP for the development of the new structure. Any property wherein 60 percent or greater of the principal building is removed or destroyed by any means shall be redeveloped in accordance with the requirements of this chapter notwithstanding any other provisions in Part 16, chapter 24 to the contrary, specifically including the installation of sidewalks and street trees. (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.007. Definitions.**

- For purposes of this chapter, the following definitions shall apply:
1. BeltLine Corridor: Property located inside the BeltLine Overlay District that is:
    - a. Owned by or subject to easements owned by, leased, or otherwise in favor of the Georgia Department of Transportation or a railroad subject to the jurisdiction of the Interstate Commerce Commission Termination Act of 1995, 49 U.S.C. § 10101, et seq. and used for transit related purposes; or
    - b. Shown as railroad right-of-way on the City of Atlanta 200 foot scale cadastral maps as maintained by the bureau of planning as of November 20, 2006; or
    - c. Shown as part of the transit corridor by the BeltLine Redevelopment Plan adopted by the City of Atlanta in November 2005 (and as amended by map Attachment B).
  2. Immediately adjacent: Physically touching or bordering upon without an intervening right-of-way.
  3. Useable open space: As defined in subsection 16-28.010(5)(a).
  4. Public space: As defined in subsection 16-28.012(2).
  5. Sidewalk-level: Any building floor within five vertical feet of the adjacent required sidewalk, provided supplemental zone or BeltLine Corridor.
  6. Street furniture and tree planting zone: The portion of a

- continuous sidewalk located immediately adjacent to the curb reserved for the placement of street trees and street furniture including utility-and-light poles, waste-receptacles, fire hydrants, traffic signs, traffic control boxes, newspaper boxes, transit shelters, bicycle racks, seating and similar elements in a manner that does not obstruct pedestrian access or motorist visibility. Such elements, where installed, shall be a type specified by the director of the bureau of planning in accordance with uniform design standards utilized by the director for placement of such objects in the public right-of-way.
7. Street trees: All newly planted street trees shall be a minimum caliper of three inches measured 36 inches above ground, shall be a minimum of 12 feet in height, shall have a minimum mature height of 40 feet, and shall be limbed up to a minimum height of seven feet. Trees shall have a minimum planting area of 40 square feet planted with evergreen ground cover such as mondo grass or liriopie spicata or covered with hardwood mulch. Flowers and seasonal plantings may be planted in tree planting areas but shall be supplemented by hardwood mulch when not planted. Tree grates shall be prohibited.
  8. Sidewalk clear zone: The portion of a continuous sidewalk located immediately contiguous to the street furniture and tree planting zone reserved for pedestrian circulation and passage and unobstructed by any permanent objects to a height of eight feet. No fixed elements, including traffic control boxes or other utility structures, shall be placed above ground in the clear zone. The clear zone shall have a consistent cross-slope not exceeding two percent.
  9. Supplemental zone: The area between any building, parking lot or parking structure and the back of the required sidewalk or BeltLine Corridor when no intervening building exists.
  10. Fenestration: The design and placement of windows and entrances in a building facade.



11. Shared parking: Joint use of a parking area for more than one use. Note that shared parking involves parking spaces that are used at different times by different uses, to eliminate the need to meet the minimum parking requirement for each principal use. (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.008. Permitted and prohibited uses and structures.**

1. Permitted uses: The underlying zoning requirements shall apply unless specifically prohibited by this chapter.
2. Prohibited uses: The underlying zoning prohibited use requirements shall apply.
3. Permitted accessory uses and structures: Accessory uses and structures permitted within this district shall include those customarily accessory and clearly incidental to permitted principal uses and structures and specifically includes clubhouses, pools, other recreation amenities, and parking to serve authorized residential and non-residential uses within the district, subject to the restrictions contained elsewhere in this chapter. (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.009. Transitional uses and yards.**

1. Transitional height planes: The underlying zoning requirements shall apply.
2. Transitional yards: Where this district adjoins an R-1 through R-5, RG-1, RG-2, MR-1, MR-2, RLC or PD-H district without an intervening street: a minimum of 20 feet is required which shall not be used for the purpose of parking, paving, loading, servicing or any other activity with the exception of pedestrian walkways, trails, private alleys or drives up to ten feet in width. Such yards shall otherwise be planted as approved by the city arborist and maintained as a landscaped strip.
3. Screening: The underlying zoning requirements shall apply.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.010. Open space requirements and incentives.**

Except as provided below, open space requirements are regulated per the underlying zoning.

1. Required yards and requirements for sidewalk and supplemental zone widths which are constructed on private property may be counted towards useable open space requirements (UOSR) or public space requirements. Such space may include planted areas, fountains, community gardens, parks plazas, hardscape elements related to sidewalks and plazas, and similar features which are located on private property.
2. Balconies for residential units, which are enclosed on three sides or less, may be counted towards UOSR for a maximum depth of six feet.
3. The buffer area, as required in subsections 16-36.011(2)(a) and 16-36.011(3), may be counted toward UOSR or public space requirements even if such buffer area is dedicated to the city or other governmental entity for recreation use, conveyed to a conservation group or is subject to permanent easements for public use.
4. Supplemental zone area may be counted towards UOSR or public space requirements except as specified in subsections 16-36.013(1) and 16-36.013(2).
5. Open space incentives:
  - a. New streets incentive: New public streets, or private streets which function as public streets, may be counted towards UOSR and public space requirements provided the following criteria are met:
    - i. Connects two other public streets or private streets not currently directly connected; and
    - ii. Meets the sidewalk requirements of section 16-36.012; and
    - iii. When adjacent to a park area, new streets shall meet all above

- requirements along each park edge; and
  - iv. Gates shall not be permitted across said streets.
  - b. Connectivity incentive: Developments which provide connectivity across public rights-of-way which do not provide pedestrian access, such as railroads and freeways, may be permitted by the director of the bureau of planning to be counted towards UOSR or public space requirements provided the following criteria are met:
    - i. Said connectivity shall be achieved through the use of public streets, private streets which function as public streets, pedestrian walkways or shared use paths; and
    - ii. Meets the sidewalk requirements of section 16-36.012 for new streets; or
    - iii. Shared-use paths shall be a minimum width of 15'--0"; and
    - iv. Streets and shared-use paths shall connect to other public streets and shared-use paths or parks.
  - c. On-street parking incentive: New on-street parking may be counted towards UOSR or public space requirements provided the following criteria are met:
    - i. No on-street parking currently exists in the public right-of-way adjacent to the project area for which credit is sought; and
    - ii. The new on-street parking is located where there is no existing street lane; and
    - iii. All new on-street parking shall be accessible to the general public; and
    - iv. Sidewalk extensions are provided at street intersections as applicable; and
    - v. All other sidewalk requirements of this chapter are met.
- (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.011. Site limitations.**

Except as provided below, development controls are regulated per the underlying zoning.

1. Site plans shall conform to any proposed City of Atlanta future street plans to limit block sizes and enhance connectivity, unless granted a variation in accordance with this chapter. Said future street plans shall supplant any other block face requirements.
2. Properties adjacent to a public space such as a park space, greenway trail or railroad right-of-way (but not the BeltLine Corridor) shall meet the following requirements:
  - a. Shall have a minimum 20-foot wide buffer along the property line adjacent to said public space in existence or proposed by the city. Said buffer shall be completely landscaped excluding walkways, benches and other such recreational features as approved by the director of the bureau of planning.
  - b. Shall not locate off-street surface parking lots or loading docks between any building and said public space except in cases where meeting this would require the development to be in conflict with the requirements of section 16-36.014 or section 16-36.018.
  - c. Shall include an entrance to all adjacent uses which:
    - i. Shall face and be visible from said public space.
    - ii. Shall be directly accessible from said public space.
3. Properties adjacent to the BeltLine Corridor:
  - a. Shall have a minimum 20-foot wide buffer along any part of the property adjacent to the BeltLine Corridor. Said buffer shall be completely landscaped excluding walkways, benches and other such recreational features as approved by the director of the bureau of planning except as specified below.
  - b. Shall meet the requirements of subsections 16-36.011(2)(b) and 16-36.011(2)(c) above except as specified below.
  - c. Any property within or adjacent to the BeltLine Corridor that is being used for transportation purposes or any property that has been acquired primarily for non-transportation use prior to November 20, 2006 shall not be regulated by this section. However, any property within the BeltLine Corridor shall be governed by this section if either:

- i. Acquired in fee simple or under a long-term ground lease after November 20, 2006; or
  - ii. Ceases to be used for presently active operational transit purposes after the date of this ordinance.
4. Public or private access paths to connect to any existing or proposed greenway trails, including the BeltLine, shall be built to a minimum paved width of 15'--0" for two-directional bicycle and pedestrian use.
  5. Drive-through service windows, drive-in facilities and associated queuing areas shall not be located between a building and the street, unless otherwise prohibited by the underlying zoning. Such facilities shall also be limited to two drive-through or drive-in facilities and two queuing lanes.
  6. Gasoline fuel dispenser structures and associated vehicular services such as air pumps and car washes shall not be located between a building and the street, unless otherwise prohibited by the underlying zoning.
  7. Storage, digital industry switchboards, power generators and other relay equipment and rooms housing such equipment shall be permitted, with the exception of a minimum depth of 20 feet of the sidewalk-level street frontage beginning at any building facade along the public sidewalk.
  8. Parking within a building or structure, structures shall be permitted subject to meeting the requirements in subsection 16-36.017(3).
  9. Sidewalk and supplemental zone minimum width requirements as specified in sections 16-36.012 and 16-36.013 shall supplant any minimum setback requirements for any yards immediately adjacent to any public or private street.
  10. Properties adjacent to the BeltLine corridor or any railroad right-of-way with an existing or proposed multi-use trail shall meet the following requirements:
    - d. Shall have a minimum 20-foot wide buffer along the property

line adjacent to said public space in existence or proposed by the city. Said buffer shall be completely landscaped excluding walkways, benches and other such recreational features as approved by the director of the bureau of planning. A development may count this buffer area as part of the required open space or public space for the lot, even if such setback area is dedicated to the city or other governmental entity for recreation use or such buffer area is conveyed to a conservation group.

- e. Shall provide a new public access street (or streets) in accordance with the BeltLine Street Framework Plan, unless granted a variation in accordance with this chapter.
- f. Shall not locate off-street parking areas or loading docks between any building and said space except in cases where meeting this would require the development to be in conflict with the requirements of section 16-36.016 or section 16-36.020.
- g. Shall include an entrance to all adjacent uses which:
  - i. Shall face and be visible from the BeltLine Corridor, park space, greenway or any railroad right-of-way with an existing or proposed multi-use rail-trail.
  - ii. Shall be directly accessible from said space from the BeltLine Corridor park space, greenway, abandoned rail line or any railroad right-of-way line with an existing or proposed multi-use rail-trail. (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.012. Sidewalks.**

Public sidewalks shall be located along all public streets and shall have the minimum widths specified in the BeltLine Sidewalk and Supplemental Zone Table. Sidewalks shall consist of two zones: A street furniture and tree planting zone; and a clear zone. The following regulations shall apply to all public sidewalks:

1. Paving materials: All sidewalk paving shall be a type specified by the director of the bureau of planning in accordance with uniform design standards utilized by the director for placement of

such objects in the public right-of-way.

2. Street trees: are required as indicated in the BeltLine Sidewalk and Supplemental Zone Table. Street trees shall be planted a maximum of 30 feet on center within the street furniture and tree planting zone and spaced equal distance between street lights.

All plantings, planting replacement and planting removal shall be approved by the city arborist. The area between required plantings shall either be planted with evergreen ground cover such as mondo grass or *liriope spicata* or shall be paved as approved by the director of the bureau of planning.

3. Decorative pedestrian lights: Where appropriate, shall be placed at a maximum of 60 feet on center and spaced equidistant between required street trees within the street furniture and tree planting zone. All said lights shall be Atlanta Type "C" or other as approved by the director of the bureau of planning.

4. Objects in the street furniture and tree planting zone: Trash receptacles, benches, bike racks or other similar elements shall be placed within the street furniture and tree planting zone and be a type specified by the director of the bureau of planning in accordance with uniform design standards utilized by the director for placement of such objects in the public right-of-way. Awning, canopies or similar elements shall be prohibited within the street furniture and tree planting zone.

5. Visibility at intersections: Nothing shall be erected, placed, planted or allowed to grow in such a manner as to impede visibility within visibility triangles at street intersections, as measured from the curb, between the heights of two and one-half feet and eight feet above grade. See subsection 16-28.008(9): Visibility at intersections.

6. Overhead utilities: Upon redevelopment of a parcel reasonable efforts shall be made to place utilities underground or to the rear of structures.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

### **Sec. 16-36.013. Supplemental zone.**

The supplemental zone shall have the minimum widths specified in the BeltLine Sidewalk and Supplemental Zone Table.

1. The supplemental zone shall be no more than 30 inches above the adjacent public sidewalk for a minimum linear distance of 15 feet from the nearest edge of the adjacent sidewalk or BeltLine Corridor unless existing topographical considerations render this requirement unreasonable.

2. Plazas, terraces, porches and stoops within the supplemental zone shall have a maximum finished floor height of 30 inches above finished-grade unless existing topographical considerations render this requirement unreasonable.

3. Requirements for supplemental zones:

a. Adjacent to all uses: Shall provide a pedestrian walkway with a minimum width of four feet through said supplemental zone to connect to the adjacent required sidewalk. Said walkway shall be perpendicular to the street unless topography prohibits.

b. Adjacent to sidewalk-level residential uses:

i. Said zone shall be landscaped except for terraces, porches, stoops and walkways.

ii. For all such buildings with more than four residential units: Shall be permitted to share said required pedestrian walkway with one adjacent unit.

4. Fences and walls: shall only be allowed in the supplemental zone when meeting the following regulations:

a. For all sidewalk-level residential and outdoor dining uses (including adjacent to the BeltLine Corridor):

i. Fences shall not exceed 42 inches in height.

ii. Walls shall not exceed 24 inches in height unless existing topography requires a retaining wall of greater height.

iii. Outdoor dining may be separated from the sidewalk only with movable planters, fencing, or similar barriers provided they do not exceed a height of 36 inches including any plant material.

- b. For all other non-residential sidewalk-level uses: fencing is prohibited.
- 5. Supplemental zones providing a depth of 15 feet or less shall not be counted towards UOSR or public space requirements unless all sidewalk-level non-residential uses are visible and accessible from the adjacent sidewalk by the general public.
- 6. Supplemental zones providing a depth greater than 15 feet shall be counted towards UOSR or public space requirements only when the following additional requirements are met:
  - a. Shall permit and allow pedestrians to walk on a minimum of 80 percent of the surface of the supplemental zone excluding fountains, pedestrian furniture, public art and similar elements.
  - b. When adjacent non-residential sidewalk-level uses are provided, all sides of buildings fronting said zone meet the requirements of subsection 16-36.014(7).

BeltLine: Sidewalk and Supplemental Zone Table  
TABLE INSET:

Sidewalks*		Supplemental Zone	
Street Furniture and Tree Planting Zone Minimum Width	Sidewalk Clear Zone Minimum Width	Minimum Width	Street Trees in Street Furniture and Tree Planting Zone
5 feet	10 feet	0 or 5 feet**	Required 30' apart on-center

\* Within 20 feet of an abutting an R, R-G, MR, PD-H, or LW District without an intervening street or railroad right-of-way, the sidewalk

area shall taper as necessary to provide a smooth transition to the existing R, R-G, MR, PD-H, LW District sidewalk. In the event that the abutting district has no existing sidewalk, the sidewalk shall taper to a width of six feet.

\*\* Five feet minimum required when located adjacent to sidewalk-level residential uses or located along streets which function as an arterial or collector; otherwise no supplemental zone requirement. (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.014. Relationship of building to street.**

The regulations contained in this section apply to all buildings and structures, including parking structures.

1. Building floors shall be delineated to, and including, the third story above the sidewalk-level executed through windows, belt courses, cornice lines or similar architectural detailing.
2. The primary pedestrian entrance to all sidewalk-level uses with public street, private street or BeltLine Corridor frontage shall be architecturally articulated, face, be visible from, and be directly accessible from said required sidewalk along such street or BeltLine Corridor. The use of fire-escape, entrance-only and exit-only doors as primary entrances is explicitly prohibited.
  - a. For residential uses:
    - i. All such buildings, except assisted living, with more than four residential units shall have individual entrances to such units directly accessible from the sidewalk and shall open directly onto the adjacent sidewalk, supplemental zone, terrace, porch, plaza, or park adjacent to the sidewalk.
    - ii. Said buildings shall have porches, stoops or wheelchair access at each sidewalk-level entrance.
  - b. For non-residential uses:
    - i. Shall remain unlocked during business hours.
    - ii. Shall be at-grade with the closest portion of the adjacent required sidewalk.

3. All residential uses not located at sidewalk-level shall have pedestrian access to the required public sidewalk via a lobby fronting and accessible from said sidewalk.
4. A street address number shall be located directly above or beside the primary building and business establishment entrances, shall be clearly visible from the sidewalk, and shall have a minimum height of six inches.
5. No walls, except retaining walls, shall be located between a public street, private street or BeltLine Corridor and any building, with the exception of screening for authorized off-street loading areas. Retaining walls shall be finished poured concrete or shall be faced with stone, brick or smooth stucco. See subsection 16-29.001(25).
6. Fences and walls shall meet the following regulations.
  - a. For all uses not adjacent to a street or BeltLine Corridor: Fences and walls not exceeding six feet in height may be erected.
  - b. No barbed wire, razor wire, uncoated chain link fence or similar elements shall be visible from any public plaza, sidewalk-level outdoor dining area, the BeltLine Corridor or any other public right-of-way.
7. Fenestration: Shall be provided at the minimum percent as specified herein and in the beltline: fenestration table. fenestration shall not utilize painted glass, reflective glass or other similarly treated or opaque windows. tinted glass shall have a transmittance factor of 50 percent or greater and shall have a visible light reflectance factor of ten or less. (for additional parking deck requirements see subsection 16-36.017(3)):
  - a. Street-fronting non-residential uses along the BeltLine Corridor and along streets that function as arterial streets and collector streets shall meet the following sidewalk-level requirements, with the exception of churches and fire stations:
    - i. The length of facade without intervening fenestration or entryway shall not exceed 20 feet.

- ii. Fenestration and entrances shall be provided for a minimum of 65 percent of the length of all street frontages:
  - a) Beginning at a point not more than three feet above the sidewalk, to a height no less than ten feet above the sidewalk; or
  - b) Beginning at the finished floor elevation to a height no less than ten feet above the finished floor elevation when the finished floor elevation is three or more feet above the sidewalk; or
  - c) Beginning at a point not more than sidewalk level, to a height no less than ten feet above the finished floor elevation when the finished floor elevation is below the sidewalk.
- b. Street and BeltLine Corridor fronting residential uses and non-residential uses along local streets, with the exception of churches and fire stations: Fenestration and entrances shall be provided for a minimum of 30 percent of the length of all street frontages.
- c. Such buildings shall have windows at sidewalk level on each street frontage facade which are substantially similar in size to the sidewalk level front facade windows.

BeltLine: Fenestration Table  
TABLE INSET:

Street or Corridor Classification			
USE	Arterial or Collector	Local	BeltLine Corridor
Residential	30% minimum length	30% minimum length	30% minimum length
Non-Residential*	65% minimum length	30% minimum length	65% minimum length

\* No minimum fenestration requirement for churches and fire-stations.



(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.015. Signage.**

Refer to section 16-28A. Sign Ordinance for regulations pertaining to the underlying zoning category.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16.36.016. Loading areas, loading dock entrances and building mechanical and accessory features.**

1. Dumpsters and loading areas: Shall be paved with impervious materials and shall be screened so as not to be visible from any public plaza, sidewalk-level outdoor dining area, public sidewalk, public right-of-way or BeltLine Corridor. In addition, dumpsters and loading areas serving residential uses shall be enclosed with opaque walls not less than six feet in height.
2. Loading dock entrances for nonresidential uses. Loading dock entrances for nonresidential uses shall be screened so that loading docks and related activity are not visible from the public right-of-way or BeltLine Corridor.
3. Building mechanical and accessory features.
  - a. Shall be located to the side, rear, or roof of the principal structure and shall be in the location of least visibility from the public right-of-way. Screening with plant or fence materials shall be required if the equipment is otherwise visible from the public right-of-way.
  - b. When located on rooftops shall be incorporated in the design of the building and screened with building materials similar to the building.
  - c. Shall not be permitted between the building and any public street.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.017. Driveway curb cuts, driveways and parking**

**structures.**

1. Driveway curb cuts:
  - a. Shall be a maximum of 24 feet for two-way entrances and 12 feet for one-way entrances, unless otherwise permitted by the commissioner of public works.
  - b. Shall not be permitted on any street that functions at the location on the right-of-way in question as an arterial street or collector street when access may be provided from a local street with the exception of hotels and hospitals.
  - c. All sidewalk paving materials shall be continued across any intervening driveway curb cut at the same prevailing grade and cross slope as the adjacent sidewalk clear zone.
  - d. Shall have a band of textured concrete adjacent to the street which is in-line and equal in width to the street furniture zone and shall have a textured band of concrete adjacent to the sidewalk which is in-line with the supplemental zone with a minimum width of five feet from the sidewalk or such standard as developed by the department of public works.
  - e. Maximum permitted number of driveway curb cuts for each development, subject to the provisions of subsection 16-25.002(3):
    - i. Developments with only one street frontage, which is less than 300 feet in length: One;
    - ii. Developments with only one street frontage, which is greater than or equal to 300 feet in length: Two;
    - iii. Developments with more than one street frontage: One located on each street frontage;
    - iv. For the purposes of this section, two curb cuts serving two one-way driveways shall only be counted as one curb cut.
2. Driveways:
  - a. Driveways or circular drives, except to reach the side yard or rear yard or an on-site parking facility, are not permitted between the sidewalk and a building, and shall be perpendicular to any adjacent street with the exception of hotels, hospitals, childcare

centers, kindergartens and special schools, subject to provisions in subsection 16-25.002(3).

b. All contiguous sidewalk-level residential units shall share one common drive, located in rear yards or side yards without street frontage, to serve garages and parking areas.

c. Independent driveways are not required for single- and two-family dwellings or when access is provided by a private alley.

d. Notwithstanding the provisions of subsection 16-28.006(10), the director of the bureau of planning may authorize a common or joint driveway when adjacent lots have direct vehicular access to a street or a driveway from a private street which functions as a public street based on traffic considerations when a perpetual easement agreement is agreed upon by all affected property owners and a copy of such agreement is provided to the bureau of planning.

3. Parking structures either principal or accessory use: In addition to Section 16-28.028 the following regulations shall apply:

a. When located immediately adjacent to the BeltLine Corridor, any public right-of-way, public park, private street or adjacent R-1 through R-5, RLC, R-G, MR, PD-H District:

i. Shall be delineated to, and including, the third story above the sidewalk-level executed through windows, belt courses, cornice lines or similar architectural detailing and shall conceal automobiles from view. Said structure shall have an appearance similar to that of the adjoining or attached residential, commercial or mixed-use structure.

ii. Parking structure facades shall have openings screened with mesh or decorative panels, tinted or sandblasted glass, or similar screening elements so as to prevent views into the parking structure.

iii. Parking decks shall be illuminated with uplighting or shall contain shielded internal light bulbs to eliminate light spillage outside the structure. See section 16-36.018 for additional lighting

requirements.

b. Along all facades not along the BeltLine Corridor, any public right-of-way, public park, or private street: Shall provide a continuous landscaped strip between the structure and property line to be planted as indicated in subsection 16-36.017(3)(c)(i) below.

c. Facades along the BeltLine Corridor, any public right-of-way, public park, or private street:

i. Shall meet the facade treatment requirements as applicable in subsection 16-36.012(5) unless topographic considerations render this requirement unreasonable. In such case, a continuous minimum five feet wide landscaped strip shall be provided between the structure and the public sidewalk, except at ingress and egress points into the structure. Said landscaped strip shall be planted with street trees spaced a maximum distance of 20 feet on center, as defined in section 16-36.007. The landscape strip shall also be planted with evergreen ground cover such as mondo grass, liriope spicata, ivy or evergreen shrubs with a maximum mature height of 24 inches. All plantings, planting replacement and planting removal shall be approved by the city arborist.

ii. Shall meet an active-use depth requirement from said parking structure facade at sidewalk-level, except at ingress and egress points into said parking structures. When two or more floors meeting the definition of sidewalk-level exist within the same building, this requirement shall only apply to the frontage of each floor located within five vertical feet above or below the grade of the adjacent sidewalk. For the purposes of this chapter active uses shall be serviced by plumbing, heating, and electricity and are limited to residential, retail, eating and drinking establishments, museum, gallery, office, institutional, auditorium, library, hotel lobby, or cultural facility uses, and shall not include parking, non-residential storage areas, driveway or queuing lanes parallel to the adjacent street. Minimum active-use depths shall be provided as

follows:

- 1) Residential uses: Minimum depth of ten feet.
- 2) All other uses (as specified above): Minimum depth of 20 feet.
4. All developments, including parking decks, shall have walkways a minimum width of four feet connecting ground level parking to the public sidewalks and to all building entrances.
5. Entrances to garages and carports that serve a single residential unit, and which are located less than 20 feet behind the facade of the principal structure, shall face the rear yard or a side yard which has no street frontage.
6. Drop-off lanes: Where on-street parking is provided, certain parking spaces may be utilized as drop-off spaces, when permitted by the commissioner of public works. Drop-off spaces or lanes are otherwise prohibited.  
(Ord. No. 2007-09, § 1(Att. A), 2-28-07; Ord. No. 2008-67(08-O-0196), § 23, 7-21-08)

**Sec. 16-36.018. Lighting, security, and maintenance requirements.**

1. All lighting, including all parking decks and lots, loading areas, and lit canopies, shall reduce light spillage onto adjacent residentially used properties by providing cutoff luminaries that have a maximum 90 degree illumination.
2. All lighting that up-lights trees, buildings or other elements, shall be located a minimum height of eight feet above the sidewalk, driveway or pedestrian area when not located within completely landscaped areas.  
(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.019. Minimum landscaping requirements for surface parking lots.**

The requirements of City of Atlanta Code of Ordinances, chapter 158 vegetation, article II, tree protection, section 30, parking lot

requirements shall apply to this district in addition to the street tree planting requirements, with additional requirements as follows:

1. Said surface parking lot requirements shall apply to all lots regardless of size;
2. Existing parking lots shall not be required to reduce the number of parking spaces by more than three percent as a result of implementing the following surface parking lot landscaping regulations:
  - a. All parking bays shall be terminated with a landscape strip a minimum width of five feet and equal to the length of the parking bay.
  - b. All required landscaped areas shall be planted with evergreen groundcover or shrubs with a maximum mature height of 30 inches; and
  - c. All required landscaped buffer strips, regardless of length, shall have a minimum of one tree planted per 30 feet of length with a minimum caliper of two and one-half inches.  
(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.020. Off-street parking and loading requirements.**

In addition to the provisions of subsection 16-28.008(7), which shall apply and are incorporated herein the following parking requirements shall apply to all permitted uses. (See also sections 16-28.013 and 16-28.014.)

1. Minimum parking: The number of off-street parking spaces required shall be as follows:
  - a. For residential uses: One space per dwelling unit.
  - b. For non-residential uses: Determined by the underlying zoning except in such cases where the underlying zoning has no minimum parking requirement whereas the minimum parking required shall be one space per 300 square feet of floor area.
2. Maximum parking: No development, unless granted a special exception by the board of zoning adjustment, shall have parking in

excess of:

- a. For residential uses:
  - i. 1.25 spaces per each one-bedroom unit.
  - ii. 2.00 spaces per each two or greater bedroom unit.
- b. For non-residential uses: The greater of the following either:
  - i. Ten spaces greater than the minimum parking required; or
  - ii. 25 percent of the minimum parking required.
- 3. Minimum loading: The number and size of off-street loading spaces required shall be determined by the underlying zoning.
- 4. Shared parking and loading:
  - a. Reduction of on-site parking required may be granted by administrative variation subject to evidence of a shared parking arrangement within 600 feet of the property and not located either:
    - i. Within districts R-1 through R-5, RLC or PDH; and
    - ii. Immediately adjacent to single family dwellings in districts RG-1, RG-2, MR-1 and MR-2.
  - iii. Said evidence of a shared parking arrangement shall include the following:
    - a) A to-scale map indicating location of proposed parking spaces; and
    - b) Written consent of property owners agreeing to the shared parking arrangement; and
    - c) Copies of parking leases. Renewed leases shall be filed with the bureau of planning. Failure to file or lapse of such required lease agreement with the bureau of planning shall terminate said shared parking arrangement.
  - b. Reduction of on-site loading required may be granted by administrative variation subject to evidence of a shared loading arrangement that avoids conflicting loading demands and not located either:
    - i. Within districts R-1 through R-5, RLC or PDH; and
    - ii. Immediately adjacent to single family dwellings in districts RG-1, RG-2, MR-1 and MR-2.

5. Off-street surface parking lots:

- a. Shall be accessory to a permitted principal use only, provided that parking spaces serving another principal permitted use may use such facility for shared parking during non-normal business hours by compliance with the parking requirements of the underlying zoning.
  - b. Shall not be located between a building and the street without an intervening building.
  - c. No portion of any parcel on which a building has been demolished, destroyed, or otherwise removed shall be utilized for an independent primary park-for-hire surface parking lot.
  - 6. For office uses:
    - a. All developments shall reserve and designate at least five percent of the employee parking spaces "Carpool Only." Such spaces shall be located near the building's employee entrance or other preferable locations within the employee parking areas as approved by the director of the bureau of traffic and transportation.
    - b. All new parking structures shall be built to accommodate vanpool access at entry level. The minimum ceiling height for vanpools is eight feet two inches.
- (Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.021. Off-street bicycle parking.**

Bicycle/moped parking: All spaces provided shall include a metal anchor sufficient to secure the bicycle/moped frame when used in conjunction with a user-supplied lock and shall be a type specified by the director of the bureau of planning as applicable.

- 1. No development, except a one- or two-family development, shall have fewer than two bicycle/moped parking spaces nor be required to exceed a maximum of 50 spaces.
- 2. Non-residential developments shall provide bicycle/moped parking facilities at a ratio of at least one bicycle/moped parking space for every 4,000 square feet of non-residential floor area.

Each space shall be located within the street furniture zone or supplemental zone a maximum horizontal distance of 100 feet from the building entrance.

3. Multi-family developments shall provide said facilities at a ratio of at least one bicycle/moped parking space for every five multi-family units.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)

**Sec. 16-36.022. Pedestrian bridges and tunnels.**

1. Bridges, tunnels, buildings, and parking structures are prohibited when located above or below the BeltLine Corridor, public streets, private streets which function as public streets, or other public rights-of-way unless granted an administrative variation subject to the following:

- a. There are extraordinary and exceptional conditions pertaining to the particular property in question because of its size, shape, topography, subsurface conditions, or overhead structures; and
- b. Such conditions are peculiar to the property in question; and
- c. Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of the Zoning Ordinance of the City of Atlanta.

(Ord. No. 2007-09, § 1(Att. A), 2-28-07)





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