LAND USE & URBAN DESIGN

- Protect single-family areas from commercial and multi-family encroachment by focusing development in the BeltLine TAD area.
- Use existing zoning tools to create a height transition between primarily single-family areas and redevelopment areas.
- Place townhouses, live/work units, or small lot single-family homes where development abuts primarily single-family areas.
- Expand neighborhood commercial uses.
- Encourage developers to provide space for local businesses, not just chain stores.
- Provide land uses that support job creation for a range of skill levels.
- Utilize new buildings to define streets and parks in the way that walls define a room.
- Encourage developers to use basic elements of good design in buildings.

OVERALL SUBAREA 2 GUIDING PRINCIPLES

- ENCOURAGE THE ECONOMIC DEVELOPMENT OF THE HERITAGE COMMUNITIES.
- IDENTIFY AND PRESERVE HISTORIC RESOURCES AND THE LOCAL SENSE OF PLACE.
- UTILIZE REDEVELOPMENT TO MEND THE URBAN FABRIC.
- PROVIDE A SAFE AND BALANCED TRANSPORTATION SYSTEM.
- PROVIDE CONNECTIVITY, CONTINUITY, AND REDUNDANCY AMONG VARIOUS MODES OF TRANSPORTATION.
- CONNECT NEIGHBORHOODS AND PUBLIC FACILITIES WITH TRANSPORTATION.
- PROVIDE ADEQUATE PARKING FACILITIES.
- PROVIDE A BALANCED MIX OF COMPATIBLE LAND USES.
- EXPAND HOUSING OPTIONS.
- PROVIDE A RANGE OF SAFE PARKS AND OPEN SPACE.

MOBILITY

- Utilize complete streets principles to ensure network for all users, ages, and abilities.
- Promote shared parking, reduce street widths, and maximized sidewalks.
- Incorporate the recommended thoroughfare typologies.

HISTORIC RESOURCES

- Preserve resources already identified in the BeltLine Historic Resource Survey.
- Preserve other resources not identified in the BeltLine Historic Resource Survey.
- Reflect local history in public art, parks, and new developments.
- Encourage partnerships with schools and colleges to catalog subarea history.
- Encourage developers to use basic elements of good design in buildings.
- Utilize contextual materials where new buildings adjoin existing neighborhoods.
- Place parking decks underground or in the middle of blocks where not visible from parks, the BeltLine, or existing or new streets.
- Support vending opportunities.
- Exclude retail from I-1 and I-2 zoning.
- Encourage alleys in new development.
- Support the conversion of some State Farmers Market structures into business incubator space.
- Allow MR-4B zoning to be compatible with a "Medium Density Residential" land use.

Preserve resources already identified in the BeltLine Historic Resource Survey.
Preserve other resources not identified in the BeltLine Historic Resource Survey.
Reflect local history in public art, parks, and new developments.
Encourage partnerships with schools and colleges to catalog subarea history.
» Locate public art across the subarea.
» Encourage affordable artist space.
» Local public art at transit stops.
» Design both bus and rail transit facilities as public art.
» Engage schools in public space design.
» Landscape features and public art should include themes or subject matter that will support the BeltLine Arboretum.

» Design BeltLine parks to provide a range of activities.
» Recognize that "open space" does not just mean "green space."
» Provide playgrounds in new parks.
» Surround new open spaces with streets and buildings to the maximum extent possible.
» Encourage new development to concentrate green space into usable pocket parks rather than buffers, berms, landscape islands, or other unusable areas.

» Local private swimming pools and amenity areas in courtyards, rooftops, or sides, rather than adjacent to the street.
» Incorporate the recommendations of the Atlanta BeltLine Arboretum Concept Plan.
» Provide space for vendors in existing and proposed parks, including around transit stops.
» Investigate incorporating stormwater ponds into new parks.
**MURPHY TRIANGLE NODE**: A mixed-use district featuring employment and light industrial uses, new parks, restored historic structures, and a range of housing options, including affordable loft housing in existing structures and new infill buildings.

**UNIVERSITY AVENUE NODE**: A less intense mixed-use node focused on a linear park and an extension of University Avenue across the Atlanta BeltLine.

**MC DANIEL STREET NODE**: A mixed-use node south of University Avenue focused on innovative development planned by the Annie E. Casey Foundation.

**PRIOR ROAD NODE**: A major employment center featuring offices, retail, and some housing adjacent to the Atlanta BeltLine.

**HANK AARON/MCDONOUGH NODE**: An intense mixed-use node at the historic intersection of the South Atlanta and Peoplestown neighborhoods.

**HILL STREET NODE**: A primarily multifamily residential node.

ARE THESE STILL THE CORRECT NODES FOR REDEVELOPMENT OPPORTUNITIES?*

**Nodes Definitions**

1. Write your thoughts about the nodes on a post-it note, and place on the map.
2. Place a dot on the nodes with the potential for the biggest impact.

Circle are approximate representations of the node locations.
SHOULD THESE STILL BE THE PROPOSED MOBILITY AND GREEN SPACE RECOMMENDATIONS?

DIRECTIONS
1. Place a Green, Blue, or Red dot on the adjacent boards next to the project name to note whether to KEEP, CHANGE, or REMOVE the recommendation.
2. Write new ideas, what to change or remove, on a post-it note, and place on the map.
<table>
<thead>
<tr>
<th>MAP KEY</th>
<th>PROJECT DESCRIPTION</th>
<th>KEEP AS-IS</th>
<th>CHANGE (PLACE DOT THEN NOTE CHANGES ON MAP)</th>
<th>REMOVE (PLACE DOT THEN NOTE CHANGES ON MAP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS.1</td>
<td><strong>STREETSCAPES</strong>: University Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SS.2</td>
<td><strong>STREETSCAPES</strong>: Name</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SS.3</td>
<td><strong>STREETSCAPES</strong>: Boynton Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.1</td>
<td><strong>MULTI-USE TRAILS</strong>: Pryor Road East (Atlanta BeltLine to Pryor Road @ Thornton Street)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.2</td>
<td><strong>MULTI-USE TRAIL</strong>: Pryor Road West (Atlanta BeltLine to Pryor Road @ Thornton Street)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.3</td>
<td><strong>MULTI-USE TRAIL</strong>: Southtown Trail Connector (Pryor Road @ Thornton Street to Lakewood Fairground)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.4</td>
<td><strong>MULTI-USE TRAIL</strong>: Capitol View Manor Trail (Atlanta BeltLine to Metropolitan Avenue)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.5</td>
<td><strong>MULTI-USE TRAIL</strong>: AMC Connector (Capitol View Manor to AMC)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.6</td>
<td><strong>MULTI-USE TRAIL</strong>: Capitol View Trail (Metropolitan Avenue to Oakland City MARTA east entry)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.7</td>
<td><strong>MULTI-USE TRAIL</strong>: Allene Avenue Trail (Perkerson Park to Atlanta BeltLine)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.8</td>
<td><strong>MULTI-USE TRAIL</strong>: Murphy Triangle Trail Spur South (Oakland City MARTA to Atlanta BeltLine)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.9</td>
<td><strong>MULTI-USE TRAIL</strong>: Murphy Triangle Trail Spur North (Allene Avenue to Murphy Avenue)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.10</td>
<td><strong>MULTI-USE TRAIL</strong>: Ridge Avenue Trail and Bridge (Bridge Avenue to Atlanta BeltLine)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M.11</td>
<td><strong>MULTI-USE TRAIL</strong>: Boynton Avenue Trail</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>STREET FRAMEWORK MASTER PLAN</strong>:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>» New Streets and extensions as shown on the map</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAP KEY</td>
<td>PROJECT DESCRIPTION</td>
<td>KEEP AS-IS</td>
<td>CHANGE (PLACE DOT THEN NOTE CHANGES ON MAP)</td>
<td>REMOVE (PLACE DOT THEN NOTE CHANGES ON MAP)</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>------------</td>
<td>---------------------------------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>P.1</td>
<td>PARK SPACE: MURPHY CROSSING PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.2</td>
<td>GREEN STREET: CATHERINE STREET</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.3</td>
<td>PARK SPACE: ALLENE AVENUE PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.4</td>
<td>PARK SPACE: HILLSIDE PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.5</td>
<td>PARK SPACE: HIGH POINT PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.6</td>
<td>PARK SPACE: SOUTH RIVER PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.7</td>
<td>PARK SPACE: MCDONOUGH / JONESBORO TRIANGLE PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.8</td>
<td>PARK SPACE: BOYNTON AVENUE LINEAR PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.9</td>
<td>PARK SPACE: FOUR CORNERS PARK EXPANSION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.10</td>
<td>PARK SPACE: PITTMAN PARK EXPANSION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.11</td>
<td>PARK SPACE: MURPHY LINEAR PARK SOUTH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.12</td>
<td>PARK SPACE: MURPHY LINEAR PARK NORTH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.13</td>
<td>PARK SPACE: SOUTH ATLANTA PARK EXPANSION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.14</td>
<td>PARK SPACE: UNIVERSITY PARK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.15</td>
<td>PARK SPACE: MULTIPLE PROPOSED PRIVATE PARKS</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

P.1 - P.15 refer to various locations and their descriptions as follows:

- **PARK SPACE: MURPHY CROSSING PARK**: State Farmers’ Market
- **GREEN STREET: CATHERINE STREET**: Connection to Adair Park I within existing ROW
- **PARK SPACE: ALLENE AVENUE PARK**: Existing industrial site between the Beltline & Allene Avenue
- **PARK SPACE: HILLSIDE PARK**: City-owned Dept. of Watershed Management Site
- **PARK SPACE: HIGH POINT PARK**: Vacant parcel adjacent to the creek
- **PARK SPACE: SOUTH RIVER PARK**: Expansion of Arthur Langford, Jr. Park as a link to the South River tributary
- **PARK SPACE: MCDONOUGH / JONESBORO TRIANGLE PARK**: South side of Boynton Avenue to connect D.H. Stanton & Four Corners Parks.
- **PARK SPACE: BOYNTON AVENUE LINEAR PARK**: South side of Boynton Avenue to connect D.H. Stanton & Four Corners Parks.
- **PARK SPACE: FOUR CORNERS PARK EXPANSION**: Acquire remaining parcels on the block
- **PARK SPACE: PITTMAN PARK EXPANSION**: Acquire parcels southeast of the park between Delevan Street and the railroad yard
- **PARK SPACE: MURPHY LINEAR PARK SOUTH**: To occur with development, built as amenities for the development & surrounding neighborhoods