1. Increase park space west and south of Maddox Park to be consistent with the Proctor Creek Greenway.
2. Convert industrial properties east of Maddox Park to medium density mixed-use (MU 5-9) with proper transitions to single-family.
3. Increase the number of low-density multi-family and medium density mixed-use properties to the southwest of Maddox Park.
4. Incorporate medium-density and low-density mixed-use development (MU 5-9 stories and MU 1-4 stories) along Boone Blvd. between Chappel Rd. and the future BeltLine corridor.
1. Add ADA curb ramps to intersections with sidewalks that are non-compliant
2. Improve pedestrian at-grade rail crossings on J.E. Boone Blvd., Mayson Turner Rd. and Chappel Rd. (prior to streets upgrades)
3. Evaluate adding sidewalks on Chicamauga Ave. to provide improved pedestrian access
4. Repair/replace portions of sidewalk
5. Continue Proctor Creek Trail south under D.L. Hollowell Pkwy, to and through Maddox Park
6. Evaluate connecting North Ave. east of the BeltLine and North Ave. west of the BeltLine
7. Complete bike route along J.E. Boone Blvd.
8. Improve bike and pedestrian connections along Lena St., at the Ashby MARTA station, the BeltLine, and the Lionel Hampton Trail
2. Evaluate Street Retrofit: J.E. Lowery Blvd. from D.L. Hollowell Pkwy. to Mayson Turner Rd. - convert from 3 lanes to 2 lanes with 5 ft. bike lanes
3. Evaluate continuing Street Retrofit: J.E. Boone Blvd. - convert from 3 lanes to 2 lanes with bike lanes in ROW from J.E. Lowery Blvd. to railroad crossing
5. Evaluate various intersection improvements
6. Add all-way pedestrian phase to signal at J.E. Lowery Blvd. and MLK Jr. Dr.
7. Add pedestrian lead time to phasing of signal at Boone Blvd. and J.E. Lowery Blvd.
8. Evaluate the need for traffic calming measures on Westview Dr. in the vicinity of Lawton Drive
1. Street Framework Plan is consistent with the original Subarea Master Plan as modified for D3 Plan where applicable

2. Evaluate connecting North Ave. east of the BeltLine and North Ave. west of the BeltLine