

NPU POLICIES

M-12: Discourage the visual blight, underutilization of land and loss of historic resources caused by the proliferation of surface parking lots by regulating independent park-for-hire surface parking facilities.

M-13: Do not support street re-namings.

NPU-N Policies

N-1: General Policies - NPU-N is made up the following neighborhoods:

- Cabbagetown
- Candler Park
- Druid Hills
- Inman Park
- Lake Claire
- Poncey-Highland
- Reynoldstown

These primarily residential neighborhoods are bounded by major transportation corridors and interspersed with commercial nodes and large and small parks. The following policies shall apply throughout NPU-N.

- The character of each of the neighborhoods shall be preserved. Specific objectives are detailed in the sections that follow.
- The renovation of existing structures shall be the preferred option over demolition and new construction where feasible.
- Infill development within the neighborhoods of NPU-N shall be compatible with and complementary to the structures in the immediate vicinity.
- Limit development of mixed-use project to parcels zoned for such use.
- Encourage the use of existing neighborhood alleys for parking access to private homes, trash pickup and utility lines. Where and when appropriate, encourage and support such expanded use.
- Afford equal importance to watershed and drainage impacts in land use and development decisions and other planning functions, such as transportation. Request this consideration take place well before the construction permit stage.
- Preservation of the existing tree canopy is encouraged as is the planting of new trees.
- Maintain the integrity of the designated Landmark and Historic Neighborhood Districts by improving enforcement of District regulations and promoting education about these and all City historic resources.
- Encourage new development to have pedestrian- and bicycle-friendly street frontages.
- Support the development of a master plan for Hulseley Yards located within the Reynoldstown and Cabbagetown neighborhoods.
- Encourage the implementation of transit along the Beltline.

N-2: Cabbagetown

- Encourage development in Cabbagetown consistent with and in support of the specific guidelines established by the Cabbagetown Landmark Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20A, Cabbagetown Landmark District.
- Encourage the continued development of vacant infill lots in Cabbagetown as single-family and duplex



residences compatible in scale and character with the existing fabric of the neighborhood.

- Encourage the development of the Memorial Drive edge of Cabbagetown in keeping with the commercial nature of the area and in conjunction with the overall vision of the Memorial Drive/MLK Drive Revitalization Plan adopted by City Council 10/1/01 (01-R-0921).
- Encourage development on Memorial Drive between Boulevard and Pearl Street in a mixed-use urban pattern with housing and retail uses and with a maximum building height of 2-3 stories in keeping with the scale of adjacent residences.
- Encourage development along Carroll Street in Cabbagetown with shops at street level and residential above through the continued renovation of mixed-use buildings, the construction of new infill buildings and the development of the parking area immediately west of Carroll Street, currently owned by Fulton Bag and Mill Lofts.
- Encourage redevelopment of the block containing the existing truck yard (Memorial, Estoria, Tye, Pearl and Gaskill Streets) in accordance with the adopted Memorial Drive/MLK Drive Revitalization Plan with particular attention to the context of new development with the adjacent residential structures and the possibility of extending Chastain Street to provide additional access and sites for residential development.
- Encourage the redevelopment of Pearl Street as an internal neighborhood street of single-family and duplex housing. New development should be accomplished with sensitivity to both the scale and character of existing single family and duplex structures.

N-3: Candler Park

- All recommendations of Candler Park Master Plan should be implemented.
- Support funding for a feasibility study to examine the appropriateness of roundabouts at the Dekalb/Austin/Dekalb Avenue Ramp Intersections and reconstruction of the Off Ramps connecting DeKalb Avenue with Moreland Avenue.
- Preserve the single-family residential character of the Candler Park neighborhood
- Promote the rezoning of non-residential properties fronting on DeKalb Avenue from Moreland Avenue to Clifton to Neighborhood Commercial or a quality of life zoning district in order to encourage destination oriented and pedestrian friendly activity through mixed use development.
- Support funding for a study of the impact of a road diet on DeKalb Avenue turning the reversible lane into a left turn lane.
- Support greater density around the Candler Park MARTA Station
- Maintain and improve existing green space in Candler, Iverson and Freedom Parks.
- Support the current RG-2 zoning and low density residential land use for properties located at the intersection of Euclid Avenue and Goldsboro Road.
- Support the continued naturalization of the creek in Candler Park.
- Support the continued construction of walking/bike trails with emphasis on connecting Candler Park Neighborhood with the Atlanta BeltLine.
- Support the continued development of NC-1 properties that would promote pedestrian safety.
- Support traffic calming measures that create safe bicycle lanes.



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- Support reinstatement of funding for the L5P Police mini-precinct.
- Support funding for the rehabilitation of Atlanta Fire Station #12 on DeKalb Avenue.
- Support funding for public art in Freedom Park.
- Support findings and recommendations from the DeKalb Avenue Corridor Study created in 1990 and the Little 5 Points Study created in 1992.
- Support the recommendations of the Ponce de Leon Moreland Avenue North LCI study as approved by the City.

N-4: Druid Hills

- Encourage development in Druid Hills consistent with and in support of the specific guidelines established by the Druid Hills Landmark Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20B, Druid Hills Landmark District.

N-5: Inman Park

- Encourage development in Inman Park consistent with and in support of the specific guidelines established by the Inman Park Historic Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20J, Inman Park Historical District, and the applicable policy statements contained in the District 2 Railroad Corridor Study.
- Prohibit the expansion of industrial and commercial uses along DeKalb Avenue through Inman Park and prohibit the expansion of commercial uses at Hurt & Edgewood, at Austin & Elizabeth, at N. Highland & Copenhill, at Highland & Colquitt and at Waddell & Edgewood into the existing surrounding residentially zoned areas.
- Encourage mixed use, development and/or re-development of formerly industrial and commercial property along the DeKalb Avenue corridor through Inman Park, enhancing and encouraging compatibility with the “small-town/downtown” character of the neighborhood.
- Discourage “park for hire” surface parking lots within the Inman Park Historic District to insure against unsightly and incompatible development. This is not meant to discourage shared parking with existing surface parking lots and parking garages.
- Per the Atlanta Beltline District Overlay, encourage the mixed-use development at the Inman Park MARTA station with commercial uses fronting DeKalb Avenue.

N-6: Lake Claire

- Promote the re-zoning of commercial properties along DeKalb Avenue (from Clifton Road east to Ridgecrest) to Neighborhood Commercial in order to encourage destination-oriented and pedestrian-friendly activity through mixed-use development.

N-7: Poncey-Highland

- Encourage development and planning consistent with and in support of the specific guidelines established by the Poncey-Highland Master Plan (dated April 29, 2009, adopted June 21, 2010 by Atlanta City Council as ordinance 10-O-0933).

N-8: Reynoldstown

- Encourage and facilitate development within Reynoldstown that is consistent with principals and policies outlined in the Reynoldstown Master Plan, adopted by City Council January 16, 2001.
- Encourage the development of affordable housing as a high priority in Reynoldstown.



- Limit Commercial Zoning to the C-1 classification to eliminate commercial development out of scale with the Reynoldstown neighborhood.
- Encourage buffering of existing and new residential developments in the Reynoldstown area from more intensive non-residential development.
- Support mixed-income developments in Reynoldstown.
- Encourage the redevelopment of Pearl Street as an internal neighborhood street of single-family and duplex housing. New development should be accomplished with sensitivity to both the scale and character of existing single family and duplex structures.

N-9: Transportation Corridors – The neighborhoods in NPU-N are connected to each other and to other parts of Atlanta by the following transportation corridors:

- Atlanta Beltline
- Memorial Drive
- Moreland Avenue
- Ponce de Leon Avenue
- N. Highland Avenue
- DeKalb Avenue and the East-West MARTA rail line
- Freedom Parkway
- Clifton Road
- Oakdale Road
- McLendon Avenue
- North Avenue

The following shall be considered to ensure that development along these corridors is compatible with the surrounding neighborhoods.

- North Avenue – The recommendation in Poncey-Highland Master Plan for a road diet for North Avenue (April 29, 2009).
- Moreland Avenue – The recommendations of the “South Moreland Avenue LCI Study: Final Plan Document” (dated March 31, 2008), approved by the Atlanta City Council July 7, 2008) should be implemented.
- Ponce de Leon/Moreland Avenue – The recommendations of the “Ponce/Moreland Corridors Study” (2005), especially with respect to the intersection of Ponce de Leon, Moreland Avenue and Briarcliff Road, should be implemented.
- Memorial Drive – The recommendations of the “Memorial Drive/MLK Drive Revitalization Plan” (October 1, 2001, adopted by City Council per 01-R-0921) should be implemented.
- Support the recommendations and implementations of the “North Highland Avenue Transportation and Parking Study” (December 1999).
- The recommendations of the applicable Atlanta BeltLine Subarea Plans should be implemented.
- The recommendations of Atlanta BeltLine Redevelopment Plan and Subarea Plan should be implemented.

N-10: Commercial Nodes – At major intersections throughout NPU-N are commercial nodes that provide shopping, services, entertainment, and eating and drinking establishments:



NPU POLICIES

- Little 5 Points
- Clifton-McLendon
- Clifton-DeKalb
- North-North Highland
- Moreland-Ponce de Leon
- North Highland-Ponce de Leon
- Oakdale-McLendon
- Moreland-Memorial/I-20
- Hurt-DeKalb
- North Highland-Elizabeth

The following shall be considered to ensure that these areas remain compatible with the surrounding neighborhoods:

- Maintain the Little Five Points Neighborhood Commercial District (NC-1) boundaries to prevent the encroachment of non-residential uses into surrounding residentially zoned areas.
- Evaluate, promote and support development of a neighborhood sensitive parking garage within the boundaries of Little Five Points, NC-1, complying with the design guidelines established and included in the NC-1 Ordinance.

N-11: Parks – The neighborhoods of NPU-N benefit from large parks that draw people from throughout Atlanta and small parks used by those who live nearby:

- Freedom Park (Candler Park, Inman Park, Poncey-Highland, Druid Hills)
- Candler Park (Candler Park, Druid Hills)
- Lake Claire Park (Lake Claire)
- Iverson Park (Candler Park)
- Springvale Park (Inman Park)
- Carter Center (Poncey-Highland, Inman Park)
- Bass Recreation Center/Bass Fields (Inman Park, Little 5 Points, Candler Park)
- Esther Peachey Lefevre Park (Cabbagetown)
- Cabbagetown Park (Cabbagetown)
- Lang-Carson Park (Reynoldstown)
- Manigault Park (Reynoldstown)
- Olmsted Linear Parks (Druid Hills, Candler Park, Lake Claire)
- Land Trust (Lake Claire)
- Goldsboro (Candler Park)

The following shall be considered to ensure that these areas remain compatible with the surrounding neighborhoods:

- Encourage the development of a master plan for the Bass Playing Field that balances open space used for community recreation with the development along the Moreland Corridor and in Little Five Points.
- Support the rehabilitation/restoration of the Olmsted Linear Parks
- Implement the Springvale Park Master Plan.

