



A SUBSTITUTE ORDINANCE BY:
ZONING COMMITTEE

AN ORDINANCE TO AMEND THE 1982 ZONING ORDINANCE OF THE CITY OF ATLANTA, AS AMENDED, SO AS TO CREATE A NEW CHAPTER TO BE ENTITLED CHAPTER 36. BELTLINE OVERLAY DISTRICT; TO ESTABLISH OVERLAY REGULATIONS FOR SAID DISTRICT; TO ENACT, BY REFERENCE AND INCORPORATION, A MAP ESTABLISHING THE BOUNDARIES OF SAID DISTRICT; AND TO DESIGNATE AND INCLUDE IN THE OVERLAY CERTAIN PROPERTIES, EXCLUSIVE OF CERTAIN PROPERTY ZONED R-1 (SINGLE-FAMILY RESIDENTIAL) THROUGH R-5 (TWO-FAMILY RESIDENTIAL) AND PROPERTY ZONED AS A SPECIAL PUBLIC INTEREST DISTRICT THAT ARE RECOGNIZED LOTS OF RECORD AT THE ENACTMENT OF THIS PART, SO AS TO SUPPORT THE FUTURE IMPLEMENTATION OF THE ATLANTA BELTLINE; AND FOR OTHER PURPOSES.

WHEREAS, the BeltLine is a historic rail corridor having the potential to transform the City of Atlanta by attracting and organizing future growth in the region around parks, green spaces, trails, transit and economic development encircling the urban core of the City; and

WHEREAS, an optimal implementation of the BeltLine concept combines new green spaces, trails, transit, and development along 22 miles of historic rail segments that encircle the urban core; and

WHEREAS, the implementation of the BeltLine concept would serve to revitalize certain areas of the City dominated by an underutilized industrial landscape and become a unique and innovative solution to the City's scattered pattern of growth by providing a connected network of parks, green spaces, trails and pedestrian-friendly streetscapes linking existing neighborhoods previously severed by rail and industry, in addition to providing a 22-mile transit loop to reduce dependence on the automobile; and

WHEREAS, the enhancement of single-family neighborhoods, the preservation of cultural, historic and natural resources, the strengthening of the downtown urban core and the encouragement of pedestrian, bicycle and mass transit are among the current policy goals expressed in Urban Design and Transportation Elements of the Comprehensive Development Plan; and

WHEREAS, new residential and commercial development along the BeltLine should promote the transit accessibility and neighborhood connectivity via pedestrian, bicycle and mass transit opportunities; and