

Plan	Year	Study Area	Neighborhoods, NPUs and Council Districts	Other TADs	Overlap with BeltLine TAD	BeltLine in Plan?	BeltLine Route	Other Transit	Current Plan Land Use vs. BeltLine Land Use	Redevelopment Nodes	Greenspace
Bankhead LCI	ongoing	Focused on the Bankhead MARTA but also includes area just south of Bellwood Quarry, Grove Park, Maddox Park, and area along Jefferson Street	Neighborhoods include: Howell Station, Grove Park, Bankhead, English Avenue  NPUs: G, J, K  City Council District: 3 and 9	Northwest	Overlaps significantly in area around Maddox Park and along Hollowell	NA	BeltLine trail and transit could follow multiple options in this area, running east of Maddox Park and then either along Marietta Boulevard or farther east near Lowery	NA	NA	NA	NA
Chosewood Park Master Plan (Southside Atlanta Redevelopment Plan – SARP - Subarea D)	2003	SE Atlanta; Englewood Avenue on the north, Boulevard on the east, and the Norfolk Southern rail line and Milton Avenue on the south and west; includes the entire extent of the Federal Penitentiary	NPU-Y  Chosewood Park Neighborhood; also includes the Federal Penitentiary  Council District 12	None	Overlaps the northwestern corner of the area (west of Hill Street) as well as parcels along Boulevard (Edgewood Manor) and to the west of Gault Street (roughly bounded by a northern projection of Sawtell Avenue)	No	Route outside of CPMP boundaries	MARTA bus only	Consistent in area around Edgewood; the CPMP plan specifies the future land use of Englewood Manor as multifamily residential; the BRP shows it redeveloping as low-density residential with medium-density residential on the northern edge	The north part of the study area forms the edge of the Boulevard Crossing node in the BRP	CPMP shows a new neighborhood park on the parcels west of Gault Street, with Sawtell Avenue extended to serve the park; the BRP incorporates this greenspace feature
Englewood Industrial Corridor (Southside Atlanta Redevelopment Plan – SARP - Subarea E)	2003	SE Atlanta; The BeltLine on the north, Boulevard on the east, Englewood Avenue on the south; extending to the southwest to McDonough	NPU-Y  No defined neighborhood; Chosewood Park immediately adjacent  Council District 12	None	The limits of the EIC entirely overlaps the BeltLine TAD	No	Both trail and transit on Atlanta & West Point historic ROW	None	There is an inconsistency between the SARP EIC future land use and the BRP. The SARP recommends future light industrial uses at the eastern end, with mixed-use west of Hill Street. The BRP, on the other hand, proposes a mixed-use node (Boulevard Crossing) on the EIC light industrial area, with medium-density residential west of Hill on the EIC mixed-use area. The SARP does not presume transit along the BeltLine, but instead assumes the active rail to remain – likely the rationale for the continuance of industrial uses in the corridor. Because the EIC is not a city neighborhood, the SARP does not go into detail regarding	The eastern half of the EIC contains the Boulevard Crossing node of the BRP	No greenspace proposed in the EIC area

									development projects, public improvements, and other neighborhood-level recommendations. The brief narrative on the EIC notes simply that the area "represents some significant opportunities for economic development, adaptive reuse and redevelopment" - likely due to the underutilization of land, the proximity of historic neighborhoods, and the rail adjacency.		
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Lindbergh Transportation Area Development Study and SPI 15 Lindbergh Transit Station Area (Lindbergh)	2001	Study area includes the area bounded by Georgia 400, Interstate 85, Peachtree Creek and the Southern Railroad Corridor and the surrounding residential neighborhoods of Peachtree Hills, Garden Hills and Peachtree Park.	Neighborhoods include: Peachtree Hills, Garden Hills and Peachtree Park.  NPIs: B  Council Districts: 7 and 8	No	Overlaps in area around Sidney Marcus and the Lindbergh Center	No	BeltLine transit could link to Lindbergh MARTA Station; trail could run west along Peachtree Creek	Focus of plan is on transit oriented development to support MARTA	Though portions of the Lindbergh area are within the TAD boundary for purposes of achieving physical connectivity and the ability to capture tax increment, the BRP only identifies new redevelopment opportunities in the area of Armour Yard south of Lindbergh; the Lindbergh area will continue to reflect the CDP, the SPI, and proposed land uses within the Lindbergh plan.	The BRP does not propose a major redevelopment area near Lindbergh.	The Lindbergh plan and BRP do not call for major greenspace in the area.
Mechanicsville	2004	immediately south of downtown Atlanta with major boundaries that include I-20 to the north, I-75/85 to the east, and the Southern/CSX Railroad to the west and south.	Focused on Mechanicsville neighborhood  NPIs: V  Council District 4	No	Overlaps on the north by Interstate 20 and Fulton Street; on the east by Windsor and McDaniel streets and Whitehall Terrace; and on the south and east by the Norfolk Southern right-of-way	No	BeltLine trail and transit would run outside of study area to the south and west (south of University before turning west before curving northwest between White and Donnelley	No	The BeltLine future land use recommendations in this area correspond in all ways to – and were based on - the 2004 CRP future land use recommendations.	The BRP does not propose any major development nodes in the study area	The BRP does not propose any major greenspace for the study area
Northside Drive	2005	Study area runs along Northside Drive from I-75 at the north end to I-20 on the south	Focus is on the length of the Northside corridor and adjacent areas  Neighborhoods Berkeley Park, Loring Heights, Home Park, English Avenue, Vine City, Castleberry Hill  Council Districts: 8, 3, 2 and 4	Westside TAD and part of Atlantic Station TAD	The BRP and Northside overlap along the ROW of the corridor in stretches north of Jefferson Street and again just north of I-20; the Northside study organizes the corridor into five zones; the Deering Zone near Atlantic Station (from I-75 to 17 <sup>th</sup> Street) overlaps with a BRP redevelopment area.	Yes, identifies BeltLine as a transit option under study	BeltLine trail and transit would generally run west of Northside; multiple alignment options in the northwest area, but transit would cross over Northside just south of I-75	Northside recommends bus and bus rapid transit as short and medium term strategies along the corridor and light rail corridor as a long-term approach.  Northside study notes that the long-term transit on Northside Drive should allow for seamless integration with Beltline facilities; BRP identifies possible transfer point at BeltLine and I-75	BRP is generally consistent with land use recommendations for the Deering zone of the Northside plan with the following exceptions:  BRP calls for residential adjacent to Waterworks to capitalize on greenspace; Northside identifies area as mixed use; East of Northside the BRP calls for mixed use, transitioning to residential and office adjacent to I-75 to support transit	The BRP identifies a major node at Northside intersection with Beltline (Northside and Deering area)	Both Northside and the BRP recognize the Waterworks as a greenspace opportunity

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Oakland City LCI (Oakland City)	2004	Focused on the Lee Street corridor and includes two MARTA Stations (Oakland City and Lakewood-Fort McPherson)	Oakland City neighborhood  NPUs: S & X  City Council Districts 12 & 4	No	Overlaps in a portion south of Avon, west of Sylvan and east of Oakland; includes the Oakland City MARTA	Yes, Oakland City identifies BeltLine greenway and transit and propose BeltLine stop in Murphy Triangle area consistent with BRP	BeltLine trail and transit would run northeast of the study area	Focuses on MARTA at Oakland City and Fort McPherson	BRP is wholly consistent with Oakland City; land use in both plans emphasizes mixed use around the MARTA station and residential to the north and southwest of the station.	The BRP proposes a major redevelopment node at the Murphy Trainable to the northeast of the study area	No major overlap of greenspace concepts; the BRP would add substantial new greenspace at Murphy Triangle just northeast of the study area
Old Fourth Ward	1994 (update)	Area is from Boulevard on the west, Ponce on the north, Southern rail on the east, and DeKalb/Decatur on the south	Old Fourth Ward neighborhood  NPU: M  City Council Districts: 2	Eastside	Overlaps with the northeastern portion of the Old Fourth Ward between North and Ponce from Glen Iris east to the BeltLine	No	BeltLine trail and transit would run along the eastern edge of the study area in the ROW east of N Angier Ave; proposed transit stop in area south of Dallas Street	No	The Old Fourth Ward plan calls mostly for single family residential, and low and medium density residential with some open space; in the area along the rail corridor the Old Fourth Ward plan proposes a mixed commercial/ and industrial modernization category (a category of underused land adjacent to the rail slated for appropriate redevelopment)  The BRP is consistent with the intent of the commercial/industrial category proposing mixed use and medium density residential along the BeltLine; the BRP however differs from the Old Fourth Ward by proposing major greenspace between Morgan, Dallas, and Rankin Streets; this area is lined mostly by medium residential with transitions to lower density residential near neighborhoods	BRP calls for a major redevelopment center focused around Ralph McGill, connecting to the City Hall East redevelopment site	BRP would add a major new greenspace to the area

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Peopletown	1996	Neighborhood is east of I-75/85, west of Hill Street and north of the rail ROW	Focused on the Peopletown neighborhood  NPIs: V  City Council District: 1	No	Overlaps on the north by D. L. Stanton Park, Boynton Avenue, Haygood Avenue, Weyman Avenue, and Ridge Avenue; on the west by Interstate 75 / 85; and on the south by the BeltLine and Norfolk Southern rights-of-way	No	BeltLine trail and transit would run just south of Peopletown in the rail ROW	NA	<p>The BeltLine future land use recommendations are consistent with the Peopletown Plan related to industrial uses south of Ridge Avenue next to Norfolk Southern, but otherwise differs as follows:</p> <p>The BRP calls for a change from future industrial uses (and a small portion targeted as low-density residential) to open space along Milton Street and Stanton Park to form a new greenspace link between Stanton and Four Corners Parks</p> <p>The BRP calls for parcels between Milton Street and Hank Aaron Boulevard to change from future industrial uses to medium-density residential and high-density mixed-use at the Hank Aaron / BeltLine intersection to support transit and reinforce major redevelopment node at the convergence of Hank Aaron Boulevard, McDonough Boulevard and Ridge Avenue</p> <p>BRP calls for parcels south of Weyman Avenue between Hank Aaron Boulevard and Ridge Avenue to change from low-density commercial to medium-density residential and medium-density mixed-use at the Hank Aaron / Ridge intersection to support transit</p>	The BRP proposes a major employment center in the area of Pryor and University, as well as major primarily mixed use redevelopment node at the convergence of Hank Aaron, Ridge and McDonough.	BRP adds major new greenspace between Four Corners and Stanton Parks

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Pittsburgh	2001	Extents of the neighborhood are Wells Street to the North, the Norfolk Southern Railroad to the East and Pryor Road, University Avenue to the South, and Metropolitan Avenue to the West	Focused on the Pittsburgh neighborhood  NPIs: V  Council District: 4	No	Overlaps on the north by a one- to two-parcel depth north of the north frontage of University Avenue; on the east by Interstate 75 / 85; on the south by the BeltLine right-of-way; and on the west by Metropolitan Parkway	No	BeltLine trail and transit would run south of Pittsburgh in the rail ROW	Does not include any additional transit concepts	Generally consistent with the following exceptions:  BRP calls for current industrial parcels south of University to be a combination of medium-density residential, medium-density mixed-use, office, and open space. University is a major node on the BeltLine with strong interstate access; the BRP land use would support transit use and give the Pittsburgh neighborhood a strong entry to the BeltLine and an open space connection to a new park south of the BeltLine, which links into the greater Southside open space network.  BRP calls for some of the parcels along the north frontage of University to change from single-family residential and low-density commercial (in the Pittsburgh CRP designated commercial / retail / office) to medium-density residential and low- to medium-density mixed-use; the land use would reinforce the University node and increase residential density along portions of University to support the new commercial and frame the edge of the neighborhood.	The BRP proposes a major node at University/Metropolitan and University/Pryor with an emphasis on mixed use, office, and new residential	BRP adds new greenspace concept along University as part of mixed use development

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Ponce de Leon /Moreland Avenue Corridors Study (Ponce-Moreland)	2005	Ponce de Leon Avenue And the properties fronting the corridor from Peachtree Street to Moreland Avenue; and Moreland Avenue and the properties fronting the corridor from Ponce to I-20.	Portions of NPU's: F, E, W, O, N, M  Neighborhoods include: Midtown, St Charles/Greenwood, Poncey Highland, Old Fourth Ward, Inman Park Reynoldstown, Ormewood Park  Districts 6, 2, 5 and 1	No	Overlaps a section on Ponce in the City Hall East area from Charles Allen to Frederica Street; overlaps with Moreland Avenue only along the right-of-way from Dekalb to Glenwood	Yes	BeltLine trail and transit would run west of Moreland but could connect to corridor with streetscapes; trail and transit would intersect Ponce at City Hall East and would service the area with a proposed stop  Ponce-Moreland supports a transit stop at City Hall East	MARTA Alternatives Analysis and Streetcar Study identify option of streetcar along Ponce; BeltLine could complement these systems with a connection	BRP is generally very consistent with Ponce-Moreland.  Both plans call for mixed use at City Hall East site and adjacent areas to the east.  Ponce-Moreland calls for low and medium residential west of City Hall East and farther east of the site; the BRP calls for mixed use in these areas.  Recommended building heights around City Hall East are also consistent with BRP.  No issues regarding land use consistency along Moreland because BRP only includes ROW	The BRP does not propose any additional major development nodes in the study area. Though City Hall East is proceeding as a major redevelopment opportunity. A major redevelopment node at Ralph McGill would connect to the City Hall east site.	BRP would add major greenspace just south of Ponce to connect to greenspace proposed as part of City Hall East redevelopment.
Pryor Road Corridor (Southside Atlanta Redevelopment Plan Subarea A)	2000-2003	SE Atlanta; Primarily the Pryor Road corridor from the BeltLine on the north to Hipp Street on the south; includes the entire extent of Carver Homes, Carver High School and residential areas west of Pryor	NPU-Y  neighborhoods include High Point, Joyland and The Villages At Carver  Council District 12	None	Slight overlap - west frontage of Pryor Road from Joyland Place to Hipp Street, one parcel deep; both sides of Joyland and Lincoln Street from Pryor to Bowen Circle, one parcel deep; all of Carver High; and the wooded areas north of Joyland near I-75/85	As greenway only	Both trail and transit on Atlanta & West Point historic ROW	MARTA bus only	Consistent, with the following exception:  PRC identifies the parcels south of the BeltLine, west of Pryor and north of Manford Road as future neighborhood commercial. Given its adjacency to the BeltLine, the BRP proposes medium-density residential (5-8 stories) stepping down to low-density residential (2-4 stories) along Manford Road. Mixed-use buildings are proposed just north of the BeltLine along Pryor, compensating for the displaced neighborhood commercial.	The northernmost part of the study area includes the southernmost part of the University / Pryor redevelopment node in the BRP.	PRC proposes a greenway following the South River tributary with expansion / improvement of Langford Park; and a greenway along the A&WP ROW.  The BRP is consistent with these greenspace concepts.

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Reynoldstown Neighborhood Master Plan	2000	Reynoldstown neighborhood south of DeKalb, west of Moreland, north of I-20, and east of Pearl	Focus is on Reynoldstown neighborhood  NPU's: N  Council Districts: 5	No	Overlaps along Moreland (ROW only), the Hulsey Yard area, along Wylie Street, Holtzclaw and areas between Memorial and I-20 from Pearl to Moreland	No	BeltLine trail and transit would run just west of Holtzclaw through Reynoldstown; BRP also identifies a possible rail "spur" along Wylie Street to connect to the Inman MARTA Station	Transit concepts include MARTA bus extensions and better pedestrian access to MARTA	BRP calls for the retention of industrial south of Memorial and east of BeltLine; Reynoldstown identifies open space and single family residential.  BRP calls for new industrial space southeast of Old Flat Shoals and north of I-20 to capitalize on the site's interstate access and create an additional job base; this area can accommodate industrial without conflicting with neighborhoods; the Reynoldstown plan identifies the area for residential.  BRP also proposes office along the east side of Pearl to reinforce the employment; Reynoldstown identifies the area as medium density and single family residential  North of Memorial and west of the BeltLine corridor the BRP calls for mixed use and residential to reinforce existing adaptive re-use along the corridor and create a transition to neighborhoods; Reynoldstown calls for residential only.  The BRP is otherwise consistent with the Reynoldstown plan, proposing mixed use along Memorial and commercial and mixed use at Memorial and Moreland.	The BRP identifies a major node with office, industrial, mixed use and new residential at Memorial and Bill Kennedy Way.	BRP calls for new greenspace south of I-20; no major greenspace identified in BRP for the Reynoldstown area.

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South Atlanta Master Plan (Southside Atlanta Redevelopment Plan – SARP - Subarea C)	2000	SE Atlanta; Roughly the Norfolk Southern rail line on the east, Lethea and Thurman streets on the south, Bickers Drive on the west, and Marcy and Grape streets on the north	NPU-Y South Atlanta Neighborhood Council District 12	None	Slight overlap - A small area that includes the Norfolk Southern railroad corridor between Milton Avenue, McDonough Boulevard and Grape Street; and also includes the South Atlanta neighborhood commercial node at the McDonough / Jonesboro Road intersection	No	Route outside of SAMP boundaries	MARTA bus only	Consistent, with the exception that a larger mixed-use area is proposed in the BRP for the Jonesboro / McDonough area, basically enlarging the boundary of the neighborhood commercial center	The BRP does not propose any major development nodes in the study area	No proposed greenspace within the SAMP / BRP overlap area, although the South Atlanta greenway through The Villages At Carver intersects McDonough just north of the Jonesboro / McDonough node. This greenway is included in the BRP and is connected directly to the BeltLine trail
Upper Westside LCI (UWS)	2005	NW Atlanta; north to the Atlanta Waterworks; south to the Georgia World Congress Center, east to Georgia Tech; and west to include the neighborhood of Howell Station	Portions of five Neighborhood Planning Units: D, E, K, L and M Neighborhoods, include Howell Station, Home Park, Blandtown, and Underwood Hills Council Districts 2, 3, 8 and 9	Westside TAD	Significant overlap <b>except</b> for the following areas:  Extreme northwest portion along Marietta Boulevard; Howell Station, area south of Jefferson Street and east of Lowery; and along Marietta Street south of Means Street	Yes	Multiple route options exist in the area.  Redevelopment Plan options consistent with UWS options.  The UWS plan identifies two preferred transit routes:  <ul style="list-style-type: none"> <li>▪ Herndon alignment along the western edge Howell Station</li> <li>▪ Marietta Boulevard along Marietta Boulevard and then turn east along Huff Road</li> </ul> Plan also identifies a greenway along Lowery.	UWS identifies an in-street trolley line that would loop along Northside Drive, Marietta Street, and Howell Mill Road and Hollowell Parkway as multi-modal corridor  Both the streetcar and a Hollowell multi-modal corridor can be consistent with and complement the BeltLine	Generally BRP is very consistent with UWS plan with the following exception:  UWS plan identifies area east of Maddox Park and south of Hollowell Parkway as industrial; the BRP identifies this area as mixed use and medium density residential to support Maddox expansion and proposed transit stop	The BRP does not propose any major development nodes in the study area.	UWS proposes greenspace at Waterworks and in Proctor Creek area west of Maddox Park.  The BRP is consistent with and in fact expands on these greenspace concepts.

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West End LCI (West End)	2001	SW Atlanta; begins just north of I-20, west to Peoples, south to White Street and east to encompass the Candler Warehouse District	NPIs T and V  The West End and Adair Park neighborhoods  Districts: 4	No	Overlaps a section on the west by the CSX / Norfolk Southern rail line, and generally runs to a single parcel depth along Murphy Street - with the exception of the Candler Warehouse.	No	BeltLine runs between White and Donnelly to the southwest of the study area and then continues northwest	Focus on transit-oriented development around the West End MARTA Station  BRP facilitates links through possible transfer from/to Peachtree streetcar alignment, serving the West End and Oakland City stations in Murphy Triangle area; facilitates links through streetscapes and along RDA, W. Whitehall and Murphy	The BeltLine future land use recommendations in this area adhere to the CDP and LCI recommendations in their entirety.  BRP reflects mixed use along RDA and along the West End MARTA Station to support transit use	Murphy Triangle site is just south of the West End LCI	No overlap of greenspace concepts.