

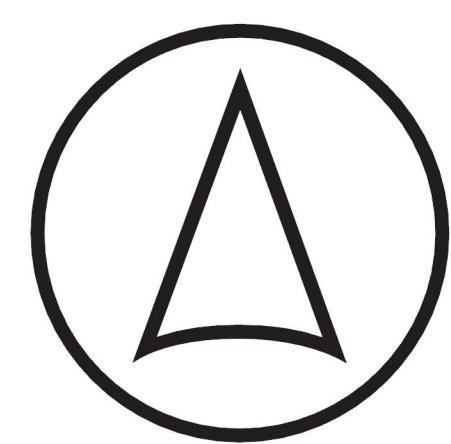
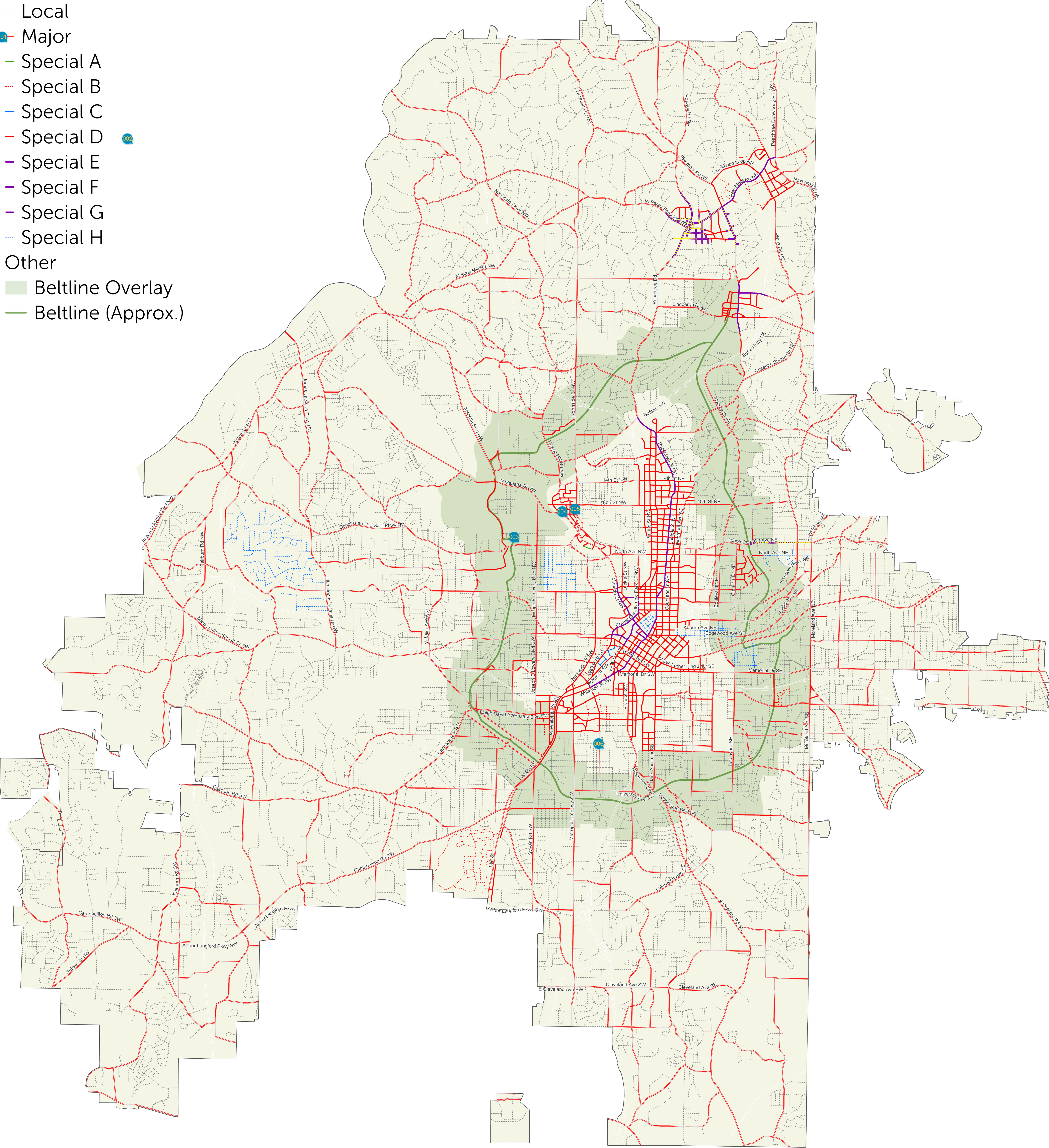
# ATL Zoning 2.0 Street Type Map



DRAFT - 12/4/24

Streets Type (for Streetscapes)

- Local
- Major
- Special A
- Special B
- Special C
- Special D
- Special E
- Special F
- Special G
- Special H
- Other
  - Beltline Overlay
  - Beltline (Approx.)



0 1 2 3 4 Miles



#001

Posted by **haney8604** on **12/17/2024** at **5:11pm** [Comment ID: 773] - [Link](#)

Suggestion

Agree: 0, Disagree: 0

This line type is graphically unclear as a double line - even on this page's largest zoom. Consider enlarging all of the line types within this key.

Reply by **SiteAdmin** on **12/18/2024** at **1:25pm** [Comment ID: 782] - [Link](#)

Answer

Agree: 0, Disagree: 0

Understood. This is why we encourage you to leave map comments on the interactive map website link shown at the top of this page in red, and available below:  
<https://atizoning.com/review-and-comment/>

#002

Posted by **Louis Prevosti** on **01/22/2025** at **12:33pm** [Comment ID: 934] - [Link](#)

Question

Agree: 0, Disagree: 0

Where do we find the definitions and other parameters for the different categories of street?

Reply by **SiteAdmin** on **01/23/2025** at **5:53pm** [Comment ID: 953] - [Link](#)

Answer

Agree: 0, Disagree: 0

Streetscape standards can be found started on page 3-16 here: <https://www.atizoning.konveio.com/discussion-draft-chapter-3-rules-zoning-districts>. The classifications generally reflect current requirements.

#003

Posted by **haney8604** on **12/17/2024** at **5:13pm** [Comment ID: 774] - [Link](#)

Question

Agree: 0, Disagree: 0

Is there a mechanism for "spur trails" of the beltline to be included in the beltline overlay district? An application/variance process, for instance, that requires public comment/approval? This would be an excellent addition to the zoning code.

Reply by **SiteAdmin** on **12/18/2024** at **1:23pm** [Comment ID: 781] - [Link](#)

Answer

Agree: 0, Disagree: 0

Not currently. This would require an overlay map amendment by City Council.

#004

Posted by **haney8604** on **12/17/2024** at **5:08pm** [Comment ID: 771] - [Link](#)

Suggestion

Agree: 0, Disagree: 0

\*8th between Howell Mill and Brady is not a major street and is not design/setup as one.

Reply by **SiteAdmin** on **12/18/2024** at **1:21pm** [Comment ID: 780] - [Link](#)

Answer

Agree: 0, Disagree: 0

This section 8th Street already requires the Type D streetscape standards due to the Marietta Street Artery Overlay. The overlay requires a 5 ft tree/amenity zone and a 10 ft pedestrian zone/sidewalk for all new development.

#005

Posted by **haney8604** on **12/17/2024** at **5:10pm** [Comment ID: 772] - [Link](#)

Question

Agree: 0, Disagree: 0

Is there anything in the development code preventing new developments from blocking existing unpaved street connections - as has been done on 9th street between Fielder and Northside Dr? This shouldn't even be allowed via variance.

Reply by **SiteAdmin** on **12/18/2024** at **1:31pm** [Comment ID: 783] - [Link](#)

Answer

Agree: 0, Disagree: 0

That section of 9th Street was abandoned by the City and is no longer public right-of-way. It \*appears\* to be part of the lot that includes this self storage facility. This said, The block size requirements of this new code could require reopening the street if the self storage site is ever redeveloped in the future.

#006

Posted by **zperry** on **05/21/2025** at **10:38am** [Comment ID: 1237] - [Link](#)

Suggestion

Agree: 0, Disagree: 0

Rockwell between Mcdaniel and Metropolitan should be a major road. It extremely wide with little to no tree canopy right now. Requiring increased amenity and pedestrian spaces would fit development patterns in the area, make the street safer, and because of the current width of the right of way, would not cut into the property along the street.