CITY COUNCIL
ATLANTA, GEORGIA

02-O-0050
Z-01-96

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 20L, INMAN PARK HISTORIC 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 ZONE ALL PROPERTIES LYING WITHIN THE BOUNDARIES OF SAID DISTRICT TO THE OVERLAY ZONING CATEGORY OF HISTORIC DISTRICT (HD) PURSUANT TO CHAPTER 20 OF THE ZONING ORDINANCE OF THE CITY OF ATLANTA, REZONING FROM R5 (TWO-FAMILY RESIDENTIAL), RG1 (RESIDENTIAL GENERAL SECTOR 1), RG2 (RESIDENTIAL GENERAL SECTOR 2), RG3 (RESIDENTIAL GENERAL SECTOR 3), RLC (RESIDENTIAL-LIMITED COMMERCIAL), RLC-C (RESIDENTIAL-LIMITED COMMERCIAL CONDITIONAL), C1 (COMMUNITY BUSINESS), C2 (COMMERCIAL SERVICE), C2C (COMMERCIAL SERVICE CONDITIONAL), I1 (LIGHT INDUSTRIAL), I2 (HEAVY INDUSTRIAL), AND SPI5 (INMAN PARK SPECIAL PUBLIC INTEREST), TO R5/HD (TWO-FAMILY RESIDENTIAL/HISTORIC DISTRICT), RG1/HD (RESIDENTIAL GENERAL SECTOR 1/HISTORIC DISTRICT), RG2/HD (RESIDENTIAL GENERAL SECTOR 2/HISTORIC DISTRICT), RG3/HD (RESIDENTIAL GENERAL SECTOR 3/HISTORIC DISTRICT), RLC/HD (RESIDENTIAL-LIMITED COMMERCIAL/HISTORIC DISTRICT), RLC-C/HD (RESIDENTIAL-LIMITED COMMERCIAL CONDITIONAL/HISTORIC DISTRICT), C1/HD (COMMUNITY BUSINESS/HISTORIC DISTRICT), C2/HD (COMMERCIAL SERVICE/HISTORIC DISTRICT), C2C/HD (COMMERCIAL SERVICE CONDITIONAL/HISTORIC DISTRICT), I1/HD (LIGHT INDUSTRIAL/HISTORIC DISTRICT), I2/HD (HEAVY INDUSTRIAL/HISTORIC DISTRICT), AND SPI5/HD (INMAN PARK SPECIAL PUBLIC INTEREST/ HISTORIC DISTRICT); TO REPEAL CONFLICTING LAWS; AND FOR OTHER PURPOSES

3-27-02

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, as follows:

SECTION 1. That the properties lying within the Inman Park Historic District, which properties are more fully described as shown in Attachment "A" to this ordinance, which attachment is incorporated herein, meet the criteria for Historic District as set forth in the Nomination Resolution of the Urban Design Commission attached hereto as Attachment "B" and incorporated herein, and is hereby determined to be a Historic District pursuant to Chapter 20 of the 1982 Zoning Ordinance of the City of Atlanta, as amended.

SECTION 2. That the 1982 Zoning Ordinance of the City of Atlanta, as amended, is hereby further amended by designating said properties described in Attachment "A" to the overlay zoning category "Historic District" pursuant to Section 16-20.006 of the 1982 Zoning Ordinance of the City of Atlanta, as amended.

SECTION 3. That the 1982 Zoning Ordinance of the City of Atlanta, as amended, is hereby further amended by adding a new Chapter 20L, Inman Park Historic District, the regulations for which shall read as shown in Attachment "C", which attached regulations are incorporated here.

SECTION 4. That the boundaries of the Inman Park Historic District and the boundaries of each subarea within the district shall be established as shown on the attached map marked Attachment "A", which attached map is incorporated herein.

SECTION 5. That the official zoning map of the City of Atlanta, now on file with the Office of the Municipal Clerk, be and is hereby amended so as to provide that the subject properties lying within said Inman Park Historic District bear, in addition to the existing zoning classifications of R5 (Two-Family Residential), RG1 (Residential General Sector 1), RG2 (Residential General Sector 2), RG3 (Residential General Sector 3), RLC (Residential-Limited Commercial), RLC-C (Residential-Limited Commercial Conditional), C1 (Community Business), C2 (Commercial Service), C2C (Commercial Service Conditional), I1 (Light Industrial), I2 (Heavy Industrial), and SPI5 (Inman Park Special Public Interest), which designation shall be officially abbreviated as "HD" and shall immediately follow the abbreviation for each existing zoning classification on said map. All properties lying within said Inman Park Historic District shall continue to be subject to all the existing zoning regulations of R5 (Two-Family Residential), RG1 (Residential General Sector 1), RG2 (Residential General Sector 2), RG3 (Residential General Sector 3), RLC (Residential-Limited Commercial), RLC-C (Residential-Limited Commercial Conditional), C1 (Community Business), C2 (Commercial Service), C2C (Commercial Service Conditional), I1 (Light Industrial), I2 (Heavy Industrial), and SPI5 (Inman Park Special Public Interest), contained in the current 1982 Zoning Ordinance and shall, in addition, be subject to the regulations attached hereto as Attachment "C" as well as the general regulations governing historic districts contained in Chapter 20 of the 1982 Zoning Ordinance, as amended, as well as any other applicable laws and regulations.

SECTION 6. That all ordinances or parts of ordinances in conflict with this ordinance are repealed.

A true copy,

Municipal Clerk, CMC

ADOPTED by the Council APR 10, 2002
APPROVED by the Mayor APR 10, 2002

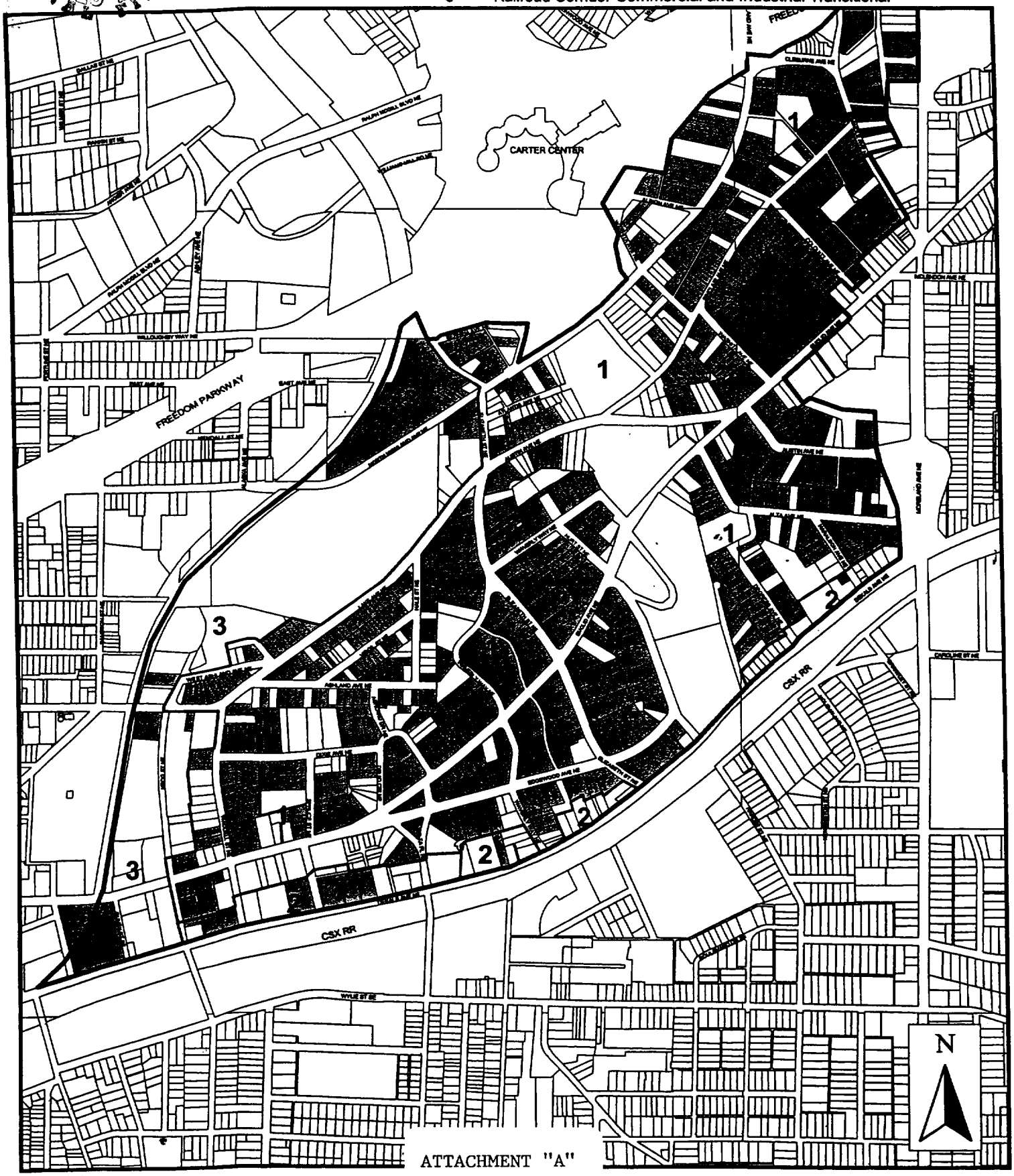
DRAFT

Proposed Inman Park Historic District (Chapter 20L)

= Contributing Bldngs. within the District

Subarea Designations

1 = Inman Park Core
2 = Dekalb Avenue Corridor Transitional
3 = Railroad Corridor Commercial and Industrial Transitional



ATTACHMENT "A"

10/22/01

3-27-02

ATLANTA
URBAN DESIGN
COMMISSION

ATLANTA CITY HALL
55 TRINITY AVENUE, SW
SUITE 3400
ATLANTA, GEORGIA 30335-0331
(404) 330-6200

N-01-01

RESOLUTION

Whereas, the Executive Director of the Atlanta Urban Design Commission initiated the nomination process by mailing the appropriate Notice of Intent to Nominate to the property owners in INMAN PARK pursuant to Subsection (b) of the City of Atlanta Code of Ordinances, Section 16-20.005 Nominations; and

Whereas, the Executive Director has caused to be conducted extensive research regarding this proposed nomination and has compiled a written report stating the findings and recommendations regarding the historic, architectural and cultural significance of said nomination pursuant to Subsection (d) of said code section, which report, Exhibit "A", is attached to this resolution and is hereby incorporated by this reference; and

Whereas, a public hearing was held by this Commission to consider said nomination after appropriate public notice was provided as required by Subsection (e) of said code section; and

Whereas, this Commission has reviewed and considered said designation report as well as all other testimony, documentation and other evidence presented to it, including the testimony of all interested members of the public and property owners pursuant to Subsection (e) of said code section; and

Now therefore be it resolved by the Urban Design Commission of the City of Atlanta as follows:

Section 1. That the designation report prepared by the Executive Director of the Urban Design Commission is hereby adopted by this Commission and shall constitute the Findings of Fact upon which this nomination is based.

Section 2. That the Commission hereby determines that Inman Park, a map of which delineating all boundaries is attached hereto as Exhibit "B", hereby incorporated by this reference, is architecturally, historically, and culturally significant and is hereby determined to be eligible for designation to the category of Historic District (HD) as meeting, at a minimum, the eligibility criteria set forth in Section 16-20.004(b)(1), specifically including subsections a., b., c., and d. of this code section. Inman Park is located in Land Lots 14, 15, 18, 19 & 20 of the 14th District of Fulton County, Atlanta, Georgia.

Section 3. That the Commission hereby further determines that said Inman Park meets the criteria set forth in Section 16-20.004(b)(2)a., specifically including those criteria in the following groups: Group I (1) (2) (3), Group II (1) (2) (3) (5) (6) (9) (11) (12) (13) (14), and Group III (2) (3).

Section 4. That the Commission, having determined that Inman Park meets or exceeds the criteria as set forth herein, hereby nominates Inman Park to the category of Historic District (HD) pursuant to Section 16-20.005(e)(3).

Section 5. That the Commission hereby directs the Executive Director to transmit this resolution including all supporting documentation to the Chair of the Zoning Committee of the Atlanta City Council, to the Commissioner of the Department of Planning, Development and Neighborhood Conservation, and to notify by first class mail the owners in Inman Park.

Approved and nominated by the Atlanta Urban Design Commission on November 14, 2001.

Spencer Tunnell, Chair
Atlanta Urban Design Commission

INMAN PARK DISTRICT
14th District, Land Lots 14,
15, 18, 19 and 20
Fulton County, City of Atlanta
Existing Zoning: RG1, RG2, RG3,
R5, SPI5, RLC, RLC-C, C1, C2, C2-C
I1 and I2

N-01-1
Proposed Designation:
Historic District

BOUNDARIES

Proposed Inman Park Historic District includes all properties within the following general boundary: Beginning at the northwest corner of the intersection of DeKalb Avenue and Moreland Avenue and proceeding northerly northwesterly and northerly approximately 785.9 feet to a point; thence northwesterly 483.8 feet; thence southwesterly 50 feet; thence northwesterly approximately 250 feet; then northeasterly 568 feet along the north R/O/W of Euclid Avenue; thence northwesterly 200 feet; thence northeasterly 150 feet; thence southeasterly approximately 75 feet along the northeastern R/O/W of Colquitt Avenue; thence northeasterly 125 feet; thence northwesterly 154 feet; thence northeasterly 420 feet to a point on the northeast R/O/W of Seminole Avenue; thence northwesterly 422.9 feet along the R/O/W of Seminole Avenue to a point; thence northeasterly 203 feet; thence northerly 414 feet; thence easterly 188.2 feet; thence northerly approximately 547 feet to a point; thence southwesterly approximately 640.1 feet; thence southerly approximately 100 feet; thence westerly 200 feet to the southwest corner of Cleburne Avenue and North Highland Avenue; then southwesterly 840 feet to a point; thence westerly approximately 200 feet; thence southwesterly approximately 400 feet; thence southeasterly approximately 200 feet; thence southerly approximately 300 feet to a point on the northwestern R/O/W of North Highland Avenue; thence southwesterly approximately 800 feet to the northeast corner of the intersection of North Highland Avenue and Copenhill Avenue; thence northeasterly along the east R/O/W of Copenhill Avenue approximately 200 feet; thence westerly approximately 590 feet along the north R/O/W of Bernina Avenue; thence northerly 200 feet; thence southwesterly 200 feet to the Southern Railroad R/O/W; thence southerly along the Southern Railroad R/O/W approximately 4,842.28 feet to a point; thence easterly approximately 6,024.15 feet along the north R/O/W of DeKalb Avenue to the point of beginning.

INMAN PARK

The proposed Inman Park Historic District is a very significant part of Atlanta's historic, architectural, and cultural heritage. The district includes much of the city's first two "garden suburbs" and several smaller subdivisions, all of which became part of the city in 1896 and continued to develop in the early twentieth century. Inman Park was, around the turn of the twentieth century, one of Atlanta's premier residential addresses. Candlers, Woodruffs, Hurts, and Winships are but a few of Atlanta's leading citizens who lived in Inman Park before World War I. In the years between the two world wars,

EXHIBIT "A"

Inman Park was in its heyday as it matured into one of the city's best middle-class neighborhoods.

Inman Park contains one of the city's richest collections of late nineteenth century and early twentieth century architecture, ranging from high-style Italianate, Queen Anne, and Romanesque mansions to vernacular four-squares, bungalows, and shotguns. In addition, Hurt's original Inman Park subdivision (1889), with its connection downtown via the city's first electric streetcar line, followed by Copenhill (1890) and the city's second electric line, were the city's first successful "garden suburbs." Inspired by the pioneering work of Frederick Law Olmsted at Riverside near Chicago in 1869, the "streetcar" suburb that developed around Inman Park would be the model for much of the city's suburban development throughout the first half of the twentieth century.

With its long and well-documented history and the rich diversity of its architecture, Inman Park is a very significant part of the city's cultural heritage. With relatively few intrusions into the historic fabric of the district, the tree-shaded streets and parks and the intact blocks of historic structures in the neighborhood convey a strong sense of time and place. Because of this and the ease with which the significant features of the district can be interpreted, the Atlanta Preservation Center has conducted regular walking tours of the western end of the district for many years. The annual Inman Park Festival and Tour of Homes is one of the oldest in the city (1971) and has showcased the historic architecture throughout the district.

HISTORY

James V. Jones and his wife Mary Elizabeth Hurt were some of the earliest settlers in the area encompassed by today's Inman Park. They moved into Blackhall's District of what was then DeKalb County in the 1840s and were followed by three of her brothers, Augustus, Henry, and George Troup Hurt, in the 1850s. Among them, they owned most of land lots (LL) 14 and 15 along the Georgia Railroad two miles east of Atlanta, today roughly bounded by DeKalb Avenue, the DeKalb/Fulton county line, North Avenue, and a north-south line running through the intersection of Delta Place and DeKalb Avenue. The first roads in the area were the Decatur Road, which paralleled the Georgia Railroad across the south side of the Jones/Hurt property. Northeasterly through the middle of their property was the Turnpike Road, following the present route of Lake Avenue to Euclid and then northeasterly toward Decatur.

On July 22, 1864, the Jones and Hurt farms became the site of some of the fiercest fighting in the Battle of Atlanta. Several historical markers in the district, including one in Springvale Park and one in Delta Park, outline the battle. The entire district is depicted in the Cyclorama (1885); with Troup Hurt's brick house the most prominent landmark. Heavily damaged in the fighting, it was burned five days later. Augustus Hurt's house was Sherman's headquarters that day, but was destroyed for its lumber shortly after the battle. The site is now occupied by the Carter Center.

Augustus and Troup Hurt were both prominent cotton brokers in Atlanta after the Civil War; but neither of them appears to have rebuilt their houses. James and Elizabeth Hurt Jones did rebuild in the late 1860s and lived in their house on the Decatur Road for the rest of their lives. The Jones' house was less than a mile west of Edgewood, one of several communities that developed along the railroads all around Atlanta in the 1870s and 1880s. With regular commuter service by train downtown, Edgewood, nearby Kirkwood, and similar communities offered an attractive suburban alternative to the growing congestion downtown. Several prominent citizens, including General John B. Gordon and Senator Alfred H. Colquitt—two of the state's most important politicians in the 1870s and 1880s—built large houses along the railroad just east of Edgewood. In 1878, a post office was established to serve the growing population.

In the early 1870s as demand grew for more residences in the area, Augustus Hurt subdivided his holdings in LL 15 into at least twenty-two parcels. Deeds refer to Hurt Avenue (possibly present-day Moreland Avenue, although it was more usually designated County Line Road), King Street, and First Avenue along the old Turnpike Road to Decatur. Parts of present-day Washita, Colquitt, and Austin Avenues were originally laid out as Augustus Hurt subdivided his old farm in the 1870s. Their brother Henry died in 1872 and, by 1880, both Augustus and Troup Hurt had moved away from Atlanta.

In 1872, Major Asbury Fletcher Moreland, a Hurt cousin from Russell County, Alabama, bought land along County Line Road (now Moreland Avenue) and built a house. Burned and rebuilt at the turn of the century, Major Moreland's house is now the Bass Community Center at 326 Moreland Avenue. During the 1880s, Moreland developed Moreland Park, which became a popular summer resort. Constructed in the triangle formed by Moreland, Euclid, and Austin Avenues, Moreland Park featured a pond for boating and various animals and plants for the amusement of visitors.

In 1886, Major Moreland persuaded Professor Charles Mallory Neel to relocate his "select classical school" from Kirkwood to Moreland Park. The Moreland Park Military Academy was constructed that same year on land donated by Major Moreland just north of his house. By the 1890s, the Academy was attracting students from all over Georgia and from surrounding states. The building was converted into a Masonic lodge in the early twentieth century but remains today, though much altered, on its original location on the eastern edge of Inman Park.

A few other structures dating from the 1880s are scattered through the district. The houses at 463 Sinclair, 863 Lake, 117 Elizabeth, and 158 Hale all date from the 1880s and there are probably others that have not been identified. With the possible exception of the Hale Street house, which is reported to have been moved to its current location in the 1890s, these houses date from the time when the area was still more rural countryside than suburban development.

Joel Hurt's extraordinary career has been documented elsewhere and includes a list of firsts that is quite long. In addition to developing Atlanta's first "garden" suburb, Inman Park (1889), Joel Hurt built the city's first skyscraper, the old Equitable Building (1891, demolished 1971); its first electric streetcar line, which made its first run to Inman Park in 1889; and the South's first fireproof theater, the Atlanta Theater (1911, demolished 1954). A charter member of the Atlanta Athletic Club and the Piedmont Driving Club, Hurt was also first president of the Trust Company of Georgia (1893-1904) and the developer of Druid Hills (1904). He also built the Hurt Building (1913-1926), which capped off a remarkable career of over fifty years that left an indelible mark on the city. Downtown's Hurt Park was dedicated in his honor in 1939.

Born in 1850 in Russell County, Alabama, and trained as a civil engineer, Joel Hurt began his career surveying railroads in the West before coming to Atlanta around 1872. Elizabeth Hurt Jones and her brothers were cousins of his father; so Joel made his home with them at Edgewood until his marriage to Brightie Woodruff in 1876. After their marriage, they moved into a house on Spring Street that her father, George Waldo Woodruff, gave her as a wedding present; ten years later, they returned to create Inman Park.

Joel Hurt appears to have acquired some land in the district as early as 1872, when he first moved to Atlanta. The deaths of James Vickers Jones in 1879 and his wife Elizabeth Hurt Jones in 1882, however, gave Hurt the opportunity to acquire their house and what remained of their farm along the Georgia Railroad in LL 14. By the mid-1880s, Hurt had begun planning his first foray into suburban real estate development. By 1887, his plans were in place and he moved the Jones' old house and turned it to face a new street that he named in honor of his cousin; Elizabeth Street would become the heart of his new subdivision. After remodeling the house in the fashionable Queen Anne style, Hurt and his family moved from their old house on Spring Street so that he could more closely supervise the development of Inman Park.

In the spring of 1887, Hurt chartered the East Atlanta Land Company, through which most of Inman Park's development occurred. With 60% of its shares owned by Hurt and his wife, the company had gained title to more than 138 acres of the old Jones/Hurt farm by July 1887. By then, too, Hurt had developed a grand scheme that included construction of Atlanta's first skyscraper (the old Equitable Building, completed in 1891) and development of the city's first garden suburb, Inman Park. Connecting the two would be a grand boulevard, Edgewood Avenue, that would run straight as an arrow from Five Points to Inman Park and on which would run the city's first electric streetcar line.

The first street cars in the city were mule-drawn and began operation in the downtown area in 1871. These were later replaced by steam-powered "dummies" that extended lines as far as West End and Grant Park and began to spur some suburban development. In December 1886, Joel Hurt and Edgewood residents Major A. F. Moreland, Judge H.E.W. Palmer, Philip H. Harralson and several others incorporated

the Atlanta and Edgewood Street Railway Company. In the meantime, Joel Hurt was working to create his "grand boulevard," Edgewood Avenue, on which the new electric car line would run. Requiring condemnation and demolition of dozens of houses and other buildings, Edgewood Avenue was opened in September 1888 to great fanfare and speeches by Gen. John B. Gordon, Henry Grady, and Hurt himself. An observer described the new avenue in 1891: "Standing in the heart of the city . . . the eye sweeps eastward in an arrow line to the very brow of the fair suburban queen, Inman Park . . . The whole avenue from end to end has been planted in the choicest shade trees." In August 1889, the city's first electric streetcars began their run out the double tracks on Edgewood Avenue. Taking fifteen minutes to make the two-mile trip from Five Points to the Trolley Barn in Inman Park, the electric cars were an instant success.

A short time later, the Fulton County Railroad Company opened the city's second electric streetcar line, which traversed the northern edge of the district. Called the "Nine-Mile Circle," the line ran out North Highland Avenue to Virginia Avenue, then west to Boulevard and back downtown via Houston Street. Providing convenient access to Piedmont Park, it was a popular route and spurred early development all along the northern side of the district, including Copenhill (1890).

The electric streetcar lines, more than anything else, made possible the development of Atlanta's residential suburbs in the years before World War I. In 1891, having pioneered the city's first electric car line, Joel Hurt organized the Atlanta Consolidated Street Car Railway Company which acquired all of the competing horse, steam dummy, and electric lines except for a single electric line to the Chattahoochee River at Bolton and another to West End and Fort McPherson. By 1894, Atlanta Consolidated had electrified its entire system. In 1902, after a bitter battle for control of the city's street car systems, Hurt's company was bought out by H.Y. Atkinson's Atlanta Rapid Transit Company, which owned the River and West End lines. Reorganized as the Atlanta Railway and Power Company, Atkinson's company was a predecessor of the Georgia Power Company.

Although Hurt's Inman Park is sometimes referred to as Atlanta's "first suburb," that is not quite correct, especially given the long history of West End and the early efforts of Richard Peters with his failed Peters Park (1884) project, which became the site of Georgia Tech. Inman Park was, however, the city's first successful planned garden suburb. It did not develop, as did Grant Park and Midtown, along a grid street pattern with new streets added to the grid, as there was a demand for houses. Rather, Hurt planned and laid out Inman Park as a unit, modeling it after the "ideal" suburban development that had been pioneered by Frederick Law Olmsted at Riverside near Chicago in 1869. Characterized by parks and other open space, a system of curvilinear streets, and covenants that restricted development, these "garden suburbs" contrasted sharply with the dense older neighborhoods of the old city. Joel Hurt pioneered these concepts in Inman Park in the late 1880s. The 1892 "bird's eye" map of Atlanta shows clearly how different Hurt's Inman Park was from the older gridiron of streets; a comparison with succeeding maps confirms the pattern that it set for the city's future

development, including Ansley Park and Druid Hills, which were developed in the early 1900s.

In September 1887, Hurt hired Joseph Forsyth Johnson to help lay out Inman Park and deal with a landscape that had been ravaged by war just twenty-three years earlier. Born in England and reported to have "developed many large estates both in [Britain] and in Ireland and Russia," Johnson spent a busy year or two in Atlanta. In addition to Hurt's plans for Inman Park, Johnson also designed the grounds of the Piedmont Exposition and of the new State Capitol, both of them in 1887.

Hurt, a civil engineer, worked closely with Johnson on the original plan for Inman Park, which is dated June 1, 1888. Surveyor and draftsman for the plan was Lyman Hall, a professor at the nearby Moreland Academy and descendent of one of Georgia's signers of the Declaration of Independence. A second plat of the subdivision was completed in 1891 after Hurt had acquired an additional fifty acres that extended Inman Park to the east to join Moreland Park and other property in that area. These plats document the streets, parks, and building lot lines and show clearly one of the most significant feature of Hurt's Inman Park: the large majority of the lots faced a park.

As for the landscaping itself, Joel Hurt was well known for his horticultural interests and is credited with personally planting many of the trees and shrubs in Inman Park. Early photographs from the 1890s show a decidedly barren terrain when compared with the almost uniform tree canopy over the neighborhood today. Hurt introduced many then-exotic trees and shrubs to the city in Inman Park and Druid Hills and was known particularly for his interest in evergreens. The most notable of these early Hurt specimens to survive today are the live oaks (Quercus virginiana), which he imported from south Georgia and planted throughout the neighborhood, and the single coast redwood (Sequoia sempervirens), planted in his own front yard at 117 Elizabeth Street.

Joel Hurt named his development Inman Park, in honor of Samuel M. Inman (1843-1915), the man Henry Grady called "the first citizen of Atlanta" and who was also the largest cotton broker in the South. In addition, Inman was one of Hurt's major financial backers along with his uncle Walker P. Inman, who owned more shares in the East Atlanta Land Company than anyone but Joel and Brightie Hurt. Auction of lots in Inman Park began in May 1889; by 1890, eight houses were either finished or under construction, four of them built on speculation by the East Atlanta Land Company. By the end of 1891, a dozen more had been built.

At the same time, Hurt developed plans for "the Mesa," the large triangle bounded by Euclid, Edgewood, and Waverly Way. In 1889, he announced plans for construction of a $50,000 hotel on the block. When those plans failed to materialize, Hurt attempted to drum up interest in construction of a museum and conservatory there in 1892. That project, too, never materialized and, after the Panic of 1893 left the country "standing on its head, wild with terror," Hurt apparently abandoned his more grandiose plans for Inman Park as he struggled, successfully, to remain solvent.

Plans for churches and schools in the neighborhood did materialize, however, with the Inman Park Elementary School opening in 1892. In 1897, the Edgewood Methodist Church's building committee, which included Asa Candler and Robert Winship, elected to relocate the church to a new building on Edgewood Avenue in Inman Park. Designed by the noted architect Willis F. Denny, the Inman Park Methodist-Episcopal Church was dedicated in 1898.

As the "Nine-Mile Circle" streetcar line had followed the lead of Hurt's Edgewood line, so Copenhill Land Company's development of the northwestern side of Augustus Hurt's old estate was modeled after Hurt's Inman Park. Incorporated in 1888, with Oscar Davis as president and Charles A. Davis secretary/treasurer, the Copenhill Land Company laid out the city's second "garden suburb" north and west of Lake and Sinclair Avenues.

Copenhill's centerpiece was Madeira Park, which, like Springvale in Inman Park, was created out of a natural ravine near the center of the development. Intersections of the curving streets were often defined by small circular or triangular parks similar to those found in Ansley Park today. Other open spaces were also included in the original design, most notably the small lake near the intersection of Layal (now Colquitt) Avenue and Highland Avenue, which was fed by a small branch that formed part of the headwaters of Clear Creek.

There is some evidence of cooperation between the East Atlanta Land Company and the Copenhill Land Company to insure that both developments were finished to the greatest advantage. The twenty-foot protective reserves that Hurt included on the east and west sides of his development were not included in the boundaries with Copenhill. The western reserve was, in fact, extended through to Highland and formed the western boundary of Copenhill as well. In addition, early plats of subdivisions in the district show Waverly Way extended through to Lake Avenue at the foot of Sinclair Avenue, but that connection was apparently never constructed.

Cashing in on the success of Moreland Park, Inman Park, and Copenhill were several smaller landholders in the area whose projects helped complete the historical development of the neighborhood. Parts of Augustus Hurt's 1870s subdivision were developed early; but, for the most part, it was not until the streetcars started running in the 1890s that there was widespread development around the northern end of the district. Walter T. Colquitt, son of Gov. Colquitt, was one of the larger property owners north of the street bearing his name and his family developed or sold off much of the land west and northwest of Little Five Points.

In 1895, the Harralsons, who had been among the original incorporators of the Atlanta and Edgewood Street Railway Company, subdivided "The Oaks," their family home in the southeast part of the district. A new street, called Alta after their mother, was cut through the old orchard behind the Harralson house, which stood just east of another

new street that bore the family's surname. Lots were laid out along these streets and on contiguous property that they owned along the south side of the Turnpike Road (now Austin Avenue) west of Euclid.

Another incorporator of Hurt's electric car line was J. G. Reynolds who owned a large tract between the Harralson and Hurt developments. Encompassing the sites of Troup Hurt's house and of the famous Degress Battery in the Battle of Atlanta, this property was subdivided through construction of two streets. Battery Place was opened along the twenty-foot reserve on the eastern side of Hurt's Inman Park while Degress Avenue paralleled it further to the east. The rather awkward connection of the Reynolds and Harralson developments via Degress Avenue to Alta dates from the early twentieth century.

Northwest of Hurt's development, the Hale Investment Company's holdings were clearly defined by another twenty-foot reserve that Hurt laid out between the Hale property and his own. Organized about 1890 by Moses A., William C. and Dayton Hale, the Hale Investment Company's development included Hale Street (which the Hales originally named Hurt Street), Ashland Avenue (originally General Gordon Street), Virgil Street, and the portion of Lake Avenue between Hale and Ashland. The two fine Queen Anne houses at 840 and 846 Ashland pre-date the Hales' subdivision of their property and appear to have been constructed with an eye on their view toward Druid Circle, which bordered one of Hurt's original parks in Inman Park.

The development of Inman Park, Copenhill and surrounding areas was slowed by the Panic of 1893 and the severe depression that followed. Construction of the Equitable Building took much of Hurt's time and resources, as did Druid Hills, which he began planning in the early 1890s. By 1895, economic woes forced Hurt to subdivide some of his original parks, leaving only The Mesa and Springvale, Delta, and Triangle parks from his original plan. Still, by the end of 1895, fifty-eight houses had been built in Hurt's development, with a few more elsewhere in the district, especially along County Line Road (now Moreland Avenue) and west of Little Five Points. As a result, on December 13, 1895, the state legislature authorized the first extension of Atlanta's city limits since the 1850s. Effective the first day of 1896, the city limits were extended from near Krog Street eastward to Moreland Avenue, incorporating Moreland Park, Inman Park, Copenhill, and the other subdivisions north of DeKalb Avenue and the Georgia Railroad.

As economic conditions improved in the late 1890s, home building resumed in the neighborhood and, in the early 1900s, a number of Atlanta's most notable citizens built homes in the area. One of the most prominent was Ernest Woodruff, Mrs. Joel Hurt's younger brother. He moved to Inman Park from Columbus in 1893, went to work for Hurt's Atlanta Consolidated Street Railway Company and helped Hurt organize the Trust Company of Georgia, which he served as president for eighteen years in the early twentieth century. In 1919, Woodruff put together the syndicate of investors that bought Coca-Cola from the Candlers for $25,000,000, beginning a chain of events that would

significantly influence the history and development of Atlanta. Several members of the Candler family lived in Inman Park, too, including Asa, who had acquired the formula for Coca-Cola in 1889 and built it into a nationally famous beverage in the 1890s and 1900s. Asa's brother Warren Candler was an influential bishop in the Methodist Church and he, too, lived in Inman Park for many years. The establishment of Emory University in Atlanta in 1914 was due largely to the efforts (and money) of Warren and Asa Candler along with several other members of the Inman Park Methodist Church. Another neighborhood resident, Dr. Charles Davis Hurt, Joel's brother, helped found Wesley Memorial Hospital, the predecessor of Emory University Hospital. Dr. Hurt's son-in-law, Dr. Luther Fischer, was co-founder of the Davis-Fischer Sanitarium, which eventually became Crawford Long Hospital. Other well-known Inman Park residents in the early 1900s were Judge Benjamin Harvey Hill, Jr., son of the famous Georgia politician; Robert Winship, founder of the Winship Machine Co.; Rev. Wilbur Fiske Glenn, another prominent Methodist minister; ex-Governor Allen D. Candler; Victor H. Kriegshaber, a prominent figure in construction and building supply; and long-time Fulton County Court Judge Howard E.W. Palmer, who is thought to have constructed his fine house on Seminole Avenue utilizing convict labor.

The original lots in Hurt's development were sold with three restrictions: (1) lots were for residential use only; (2) new houses had to cost a minimum of $3,000; and (3) the required building setback was thirty feet from the front street and twenty feet from any side street. Violation of any of these restrictions would void the sale. Modest though they were, these covenants were a great step in the 1890s when there was no zoning and very little building regulation at all. In 1910 the restrictions in Inman Park were allowed to lapse, which opened the door to more-or-less unrestricted development in the neighborhood, although by World War I some zoning and building codes were beginning to prevent the worst excesses of development. The neighborhood maintained something of its original appeal to Atlanta's elite up to World War I and fine residences continued to be built in the neighborhood. The only house in the district that was designed by the famed Neel Reid, for instance, was built in 1914, the same year that the outstanding Romanesque Revival house was constructed on Hurt Street. In addition, as a young man in 1916, the famed Robert Woodruff built his first house on Waverly Way behind his father's house in Inman Park. By then, however, Ansley Park and Druid Hills more nearly offered "the perfect place of residence" that Hurt had promised for Inman Park in 1889. By the end of World War I, many of the early residents had moved away, including Ernest Woodruff and Asa Candler who both moved to Druid Hills during the war. Joel Hurt, almost alone of the original residents, remained in Inman Park until his death in 1927. Hurt's Inman Park may have lost its appeal to Atlanta's movers and shakers after 1910; but it and the surrounding developments coalesced into a stable, highly desirable, middle-class neighborhood in the 1910s and 1920s as a variety of single-family houses, duplexes, and apartment buildings were built in the neighborhood.

Several new churches were built in the neighborhood in the 1910s and 1920s, including Inman Park Presbyterian and Inman Park Baptist, both of which were razed in the

1960s. Mount Sinai Baptist Church on Euclid Avenue and Saint John Melkite Catholic Church on Seminole, both of which are still standing, also date to the 1920s. In addition, two schools—Bass High School and Moreland Elementary School—were constructed in the early 1920s to serve the growing population in the neighborhood.

In addition, industrial development began in the 1890s along the now-abandoned railroad corridor that bounds the district on the west. Parts of the Atlanta Stove Works complex at Krog and Austin date to the turn of the twentieth century as do parts of the industrial development along North Highland Avenue near the railroad. Industrial development continued until after World War II when Mead Products, Inc. opened its present plant on Austin Avenue.

After 1910, commercial activity increased in the neighborhood as downtown traffic and rapid suburban growth impelled grocers, druggists, bakers, and others to relocate closer to their customers. As early as 1911, storefronts were built at the corner of Edgewood and Elizabeth and at Hurt and DeKalb and, by the 1920s, the entire block surrounding the Inman Park Methodist Church had been transformed from a primarily residential block to one that was primarily commercial. Most of the original houses around Little Five Points had either been converted to commercial use or else been moved or demolished by the end of World War I. In their place came a series of buildings that formed one of the city's most important commercial districts in the first half of the twentieth century. In addition to these, commercial nodes developed all around the neighborhood. Most of these included a small grocery, some of which continued to function in the 1970s. Notable are the storefronts along Highland at Elizabeth and at Colquitt (where there was an A&P in the 1920s), along Edgewood near Waddell and Krog, and at Austin and Elizabeth, all of which date to the 1920s.

Very little building activity occurred in the district during the Great Depression and World War II. After 1929, construction ceased entirely and, not until the late 1930s, did some building begin again, most of its commercial construction around Little Five Points and Dekalb Avenue. In spite of hard economic times, the neighborhood had relatively new schools, several streetcar lines, three theaters, several grocery stores and assorted shopping around Little Five Points and elsewhere. Inman Park remained an attractive neighborhood and, in many ways, typified the best of urban living in Atlanta in the years between the world wars.

The general decline of Inman Park after World War II paralleled that of many other older neighborhoods in Atlanta and elsewhere. As automobiles fueled the suburbanization of the city in the 1940s and 1950s, the large old houses in Inman Park were subdivided into apartments or turned into rooming houses. Neglect, a by-product of the Depression, and thoughtless remodeling after World War II began to destroy the old character of the neighborhood. And even before Euclid Avenue was run through Springvale Park in the 1950s, the park had been vandalized and its lake filled in. By the 1960s, the old houses were being torn down for new apartment buildings and the commercial district around Little Five Points was on its last legs. The sounds of gunfire

should be heard in the neighborhood as the crime rate soared. While the neighborhood did not undergo the wrenching changes associated with "white flight," it was still, in the minds of many, little better than a slum. Thus, despite the outcries of some long-time residents, including Fulton County Court Judge Durwood T. Pye, plans were laid for routing two major freeways through the neighborhood, a project that would include a major interchange on the site of the present Carter Center. In the late 1960s, over one hundred houses, two churches, and a number of apartment and commercial buildings were razed for the proposed road in Inman Park alone. Most of Copenhill was destroyed in the process along with all of Hurt's Inman Park east of Hurt Street.

In 1971, a small group of residents formed the neighborhood's first civic association, Inman Park Restoration (IPR), which signaled the beginnings of Inman Park's resurgence as an attractive residential neighborhood. The annual Inman Park Spring Festival, begun in 1971 as a way of promoting awareness of the neighborhood, continues its original mission showcasing the historic neighborhood and its architecture, while at the same time funding a number of important projects both in the neighborhood and across the city. In 1973, the western half of the neighborhood was placed on the National Register of Historic Places and, in 1976, the eastern part was also designated.

ARCHITECTURE

The proposed Inman Park Historic District includes one of the city's finest collections of late nineteenth and early twentieth century architecture. The district exhibits an outstanding diversity of structural types, ranging from residences, churches, and schools to commercial and industrial buildings. Architectural styles include the ornate Italianate, Queen Anne and Romanesque houses of the 1880s and '90s to the Colonial Revival, Craftsman, Tudor Revival and other styles that were popular until World War II. Although some of the oldest buildings in the district were considerably altered, particularly after World War II, a number of these have now been restored, some to quite high standards of authenticity. Most of the district's structures retain their original character-defining elements and still exhibit the quality of materials and craftsmanship that was typical of the period.

The abortive freeway projects of the 1960s destroyed dozens of buildings in the heart of the neighborhood. Other areas, particularly along DeKalb and Moreland Avenues, were radically redeveloped over the years. Nevertheless, the district still possesses strong visual integrity and has relatively few non-contributing intrusions. With its original nineteenth century street pattern, sidewalks, and parks intact and set under a canopy of century-old trees, Inman Park is strongly evocative of the years before World War II when streetcar lines and not automobiles helped define everyday life.

Primarily residential but including some commercial and industrial structures as well as four churches and three schools, the district is best known for the high-style houses from the 1890s and early 1900s that are found throughout the neighborhood. Some of these are exceptional examples from an era from which few examples have survived in

Atlanta. The 1917 fire destroyed hundreds of nineteenth-century houses along Boulevard and Jackson Street. Urban renewal and freeway construction in the 1950s and 1960s accomplished the same thing with a significant part of Grant Park, much of West End, and nearly all of the old neighborhood along Washington Street and Capitol Avenue. Commercialization of Peachtree Street, the other great residential thoroughfare of the nineteenth and early twentieth centuries, has destroyed all but five of the hundreds of residences that once lined the city's most famous street. As a result, Inman Park has been left with one of the city's best collections of late nineteenth and early twentieth century architecture.

ARCHITECTS AND BUILDERS

Most, if not all, of the major architects and builders of the late nineteenth and early twentieth century contributed to the development of Inman Park. Although there were probably others who worked earlier, **Gottfried Norrman** (1846-1909) is the first architect whose work can be documented in the neighborhood. A native of Sweden, Norrman moved to Atlanta about 1880 and designed several buildings for the city's International Cotton Exposition of 1881 and for the Piedmont Exposition of 1887. The best known of his extensive buildings are Atlanta University's Stone Hall (1882) and the Edward Peters residence (1883) on Ponce de Leon Avenue. In 1889, Norrman designed two houses for the East Atlanta Land Company. Located at 897 Edgewood Avenue and 882 Euclid Avenue, these houses are among the best of the early houses in the district. Normann also designed the Inman Park School (1892) on Edgewood Avenue, one of the city's few surviving Romanesque buildings.

Younger than Norrman, **Walter Thomas Downing** (1865-1918) was one of the city's foremost architects in the late nineteenth and early twentieth centuries. A native of Boston, Downing grew up in Atlanta and trained under the noted Atlanta architect L. B. Wheeler. Best known for his residential designs, Downing also designed the Sacred Heart Church (1897), the Third National Bank (1911, refaced 1962), and the Eiseman Building (1901, demolished 1976, with part of the facade being incorporated into the Five Points MARTA station). Downing designed at least two residences in the district: Ernest Woodruff's great house (1902) at Edgewood and Waverly and Joel Hurt's mansion (1904) on Elizabeth at Euclid.

The most prolific architect in Inman Park was probably **Willis Franklin Denny II** (1877-1905). A native of Louisville, Georgia, Denny designed several of Atlanta's most important buildings before his untimely death at the age of 28. All of his large-scale buildings in the city, including the Majestic and the Piedmont Hotels, have been demolished; but Rhodes Hall (1902-1904), Saint Marks Methodist Church (1902) and First Methodist Church (1904) are surviving examples of his work. A graduate of the Moreland Park Academy, Denny married Gertrude Moreland, daughter of the Academy's founder Major Asbury Moreland. In 1898, Denny built a house for himself and Gertrude next door to her father's house on Moreland Avenue. Demolished in the 1940s, Denny's house was the first of several houses that he designed and built on

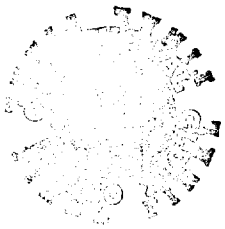
Austin, Moreland, and Euclid near Moreland Park between 1896 and 1904. Six of these remain, including the V.H. Kriegshaber House (1900), which was individually listed as a city landmark in 1990. In addition, Denny designed the Inman Park Methodist Church (1896), the neighborhood's first and oldest church.

Neel Reid (1885-1926), founder of Atlanta's most prestigious Beaux Arts firm, trained under Willis Denny after moving to Atlanta in 1904. With his future partner Hal Hentz, Reid later studied at Columbia University's School of Architecture and at the Ecole des Beaux-Arts in Paris before returning to the city in 1909 and setting up practice with Gottfried Norrman. Following Norrman's death late that year, the firm of Hentz and Reid—later Hentz, Reid and Adler—was born. In 1914, Reid designed E. R. Haas's residence at 140 Waverly Way, his only known work in Inman Park.

Leila Ross Wilburn (1885-1967), one of Atlanta's first female architects, opened her practice in the city in 1908. Exclusively a residential architect, she is best known perhaps for her early apartment buildings, including the Rosslyn and the Piedmont Park Apartments in Midtown. She had designed at least eighty houses by the time she published her first pattern book in 1914. At the same time, she designed at least twenty apartment buildings and twenty-four duplexes. An unconventional woman who never joined the AIA, Wilburn continued her work in styles ranging from the Colonial Revival of the early twentieth century to the Ranch style of the post-War era. Her only known house in Inman Park was built in 1913 at 132 Elizabeth Street and is one of the earlier examples from her prolific career.

George Murphy, who with George Stewart designed and built the Candler Building (1906), designed Asa Candler's house at the corner of Euclid and Elizabeth. Called Callan Castle, the spectacular Beaux Arts mansion was completed in 1903. Among its more unusual features is its rare steel tile roof. Other architects are also known to have worked in Inman Park in the 1890s, including the noted Atlanta architectural firm of **Bruce and Morgan** (1882-1904) who designed Wilbur F. Glenn's house at 883 Edgewood in 1890. Also in 1890, **E.G. Lind**, best known for the design of Central Presbyterian Church, designed at least one house for the East Atlanta Land Company. Little is known of the career of **A. McC. Nixon** but he was responsible for two of Inman Park's most spectacular houses, the Beath-Dickey-Griggs house at 866 Euclid and the Harralson house that once stood at 907 Edgewood.

Many, if not most, of the houses and other buildings in the neighborhood were built without an architect. Using widely available plan books, even construction companies and contractors could build in a variety of styles, freely adapting the plans as needed. In addition to Joel Hurt's East Atlanta Land Company, some of Atlanta's largest construction firms operated in Inman Park. Knox Construction Company and W. H. Howell and Company were both active in the district in the late nineteenth and early twentieth centuries as was the Pittman Construction Company, which was heavily involved in the development of Copenhill. That company's owner, Frank A. Pittman, also served with Joel Hurt on the city's first planning commission in the early 1920s.



STRUCTURES

The historic structures in Inman Park represent a wide range of late nineteenth and early twentieth century architectural styles. The district is best known for the eclectic Victorian designs of its oldest buildings. Mostly built during the late 1880s and early 1890s, there are perhaps three dozen of these structures left in the district; but they include some fine examples of the Shingle Style (Trolley Barn, 1889), Stick Style (158 Hale Street), and Romanesque (Inman Park School, 1889), all of which are now quite rare in Atlanta. Several spectacular high-style Queen Anne mansions remain in the district as well. The best of these may be 866 Euclid Avenue (1890), but excellent examples can also be found at 80 Spruce Street (1892), 889 Edgewood Avenue (1890), 897 Edgewood Avenue (1889), 882 Euclid Avenue (1889), 137 Elizabeth Street (c. 1892), 840 Ashland Avenue (1894), 185 Elizabeth Street (1896), 804 Edgewood Avenue (1892) and elsewhere.

Building in Inman Park virtually ceased after the panic of 1893 and, when it resumed after 1896, the old Victorian styles were considered passé. It was in this period that Willis Denny designed several Classical and Colonial Revival houses that remain in the area, including the landmark Kriegshaber House (1900) on Moreland Avenue; the houses at 1131, 1139, 1149 Austin; and the house at the corner of Euclid and Washita. W. T. Downing also produced some of his best work in the early 1900s with his designs for Ernest Woodruff's Tudor Revival mansion on Edgewood and Joel Hurt's Renaissance Revival mansion on Elizabeth. Asa Candler's great Beaux-Arts house on Elizabeth Street also dates to the early 1900s. Somewhat less pretentious but still very fine residences continued to be built until World War I. Judge Palmer's house at 482 Seminole (1915), the Haas House at 140 Waverly (1915), and Robert Woodruff's first house (1916) at 100 Waverly are good examples from this period.

After the turn of the century, the entire district rapidly became one of the city's most desirable new neighborhoods for the city's middle class. The Copenhill Land Company's development of the northeastern side of the district was in full swing by the early 1900s and, throughout the district, vacant lots were developed with Craftsman, Colonial Revival, and American Four-square houses that predominate in many parts of the district. The Craftsman-style bungalow, which by definition was only one-story, was one of the most popular building styles of the early twentieth century and Inman Park has some particularly fine examples, especially along Sinclair and Colquitt, on Hurt near Waverly, and elsewhere. Like the Craftsman style, the early Colonial Revival houses were considered high-style architecture in 1900 but were quickly adapted to more modest residences. Two of the best examples of the Colonial Revival in the neighborhood are the houses at 501 Seminole and 132 Elizabeth. American Four-Square houses, which are technically a building type rather than a building style, are common in the district. Built mostly during the first two decades of the twentieth century, these houses are two-story, hipped-roof structures, with full front porches. The type, which could be finished in a variety of stylistic details, was extremely popular for

the relatively low cost per square foot that was necessary for their construction. The five houses at 933-951 Edgewood and several on Colquitt and Sinclair are excellent examples of the type.

Interspersed in what is predominantly a residential district are significant examples of other kinds of early twentieth century architecture. In addition to the Inman Park Methodist Church noted above, there were other churches in the neighborhood. The first Inman Park Presbyterian Church, located at Druid Circle and Euclid, burned in the 1920s and was replaced by a new building on Euclid Avenue. That building was razed for I-485. The Inman Park Baptist Church originally met in the old Trolley Barn before eventually constructing a building on Hurt Street. That building, too, was razed for I-485. Three other churches survive. Saint Joseph's Melkite Catholic Church (1922) on Seminole Avenue and Mt. Sinai Baptist Church (1929) are good examples of early twentieth century ecclesiastical architecture and both remain a vital presence in the neighborhood. The former East Atlanta Primitive Baptist Church (1907) on Degress Avenue was built on the site of the Troup Hurt house; and, although its congregation of so-called "Hardshell" Baptists no longer exists, the building remains and has been adapted for residential use.

Three historic school buildings are also located within the district. The Inman Park School on Edgewood Avenue was constructed in the early 1890s to serve the new suburb. The Moreland Elementary School and Bass High School were both constructed in the early 1920s as full development of the neighborhood was nearing an end.

As noted earlier, commercial activity was evident in Inman Park as early as 1911 and probably several years earlier. The commercial blocks at Hurt and Edgewood, Colquitt and Highland, and Austin and Elizabeth were all built to serve the surrounding neighborhood and are good examples of early twentieth century commercial architecture. In addition, there are also several early twentieth century commercial buildings on DeKalb Avenue, particularly near its intersection with Waddell and in the block between Elizabeth and Hurt. Industrial buildings characterize the buildings along the railroad corridor, which bounds the district on the west. Some of these, including the red brick building on North Highland Avenue near the railroad overpass and parts of the old Atlanta Stove Works complex at Krog Street and Lake Avenue, date to the late nineteenth and early twentieth centuries and are good examples of industrial architecture during the period.

PARKS AND STREETSCAPE

In the original plans for Inman Park, most of the lots faced open space or parks. Copenhill, though somewhat less ambitious, also included parks and open space. However, as others have noted, Hurt's commitment to parks gave way to financial expediency early on. In 1888, Druid Springs is noted in the open block within Druid Circle that, though unnamed, appears to be a park. By 1896, it was subdivided into several large lots. The block bounded by Waverly, Hurt, and Euclid was similarly

subdivided at about the same time as was the block inside Poplar Circle. The Mesa, which was to have been the sight of Hurt's commercial or cultural center for Inman Park, was sold to Ernest Woodruff in 1901 but, except for the two Woodruff houses on the block, was not fully developed until the 1920s.

Triangle and Delta Park, both of which have remained intact, have been the target of significant restoration efforts by the neighborhood association. The iron "lockbox" in Delta Park is a very significant part of the streetscape in the district. One of four such boxes located in the city in the 1890s, it was used to temporarily incarcerate individual until transport to the jail downtown could be arranged. Originally located at the Trolley Barn and displayed for many years at the Cyclorama, the lock box was placed in Delta Park in the early 1970s.

As for Springvale Park (or simply "Spring Vale" as it was noted on early plats), it was the "scenic jewel" of Hurt's system of parks. At the southern end of the park were Hurt Springs, "one of the finest chalybeate springs in the country," which fed Crystal Lake, a half-acre pond that had been completed in the spring of 1889 and stocked with goldfish. Bounded along the east by Park Lane, Spring Vale was heavily landscaped and included a series of terraced walkways, including the one that remains along the northwest side of the park. In January 1893, Spring Vale was deeded to the City of Atlanta, subject to the conditions that the city "improve and maintain" it as a park, "for the use and enjoyment of white people only"; that no alcohol be sold on the premises; and that a sixty foot wide strip through its center be reserved for the possible extension of Euclid Avenue "across or through" the park.

In 1903, Hurt hired Olmsted Brothers to redesign Springvale although it is unclear how much of that plan was actually implemented. The stone entrance pillars at each end of Park Lane and the steps from Waverly and Euclid were probably installed at that time. In February 1906, Fourth Ward Councilman F. O. Foster, a resident of Inman Park, introduced a resolution for the city's purchase of the reserved land between Park Lane and Elizabeth Street, saying that to develop it would "ruin both the appearance and the usefulness" of Springvale itself. The city was reluctant to spend $20,000 on parkland and the resolution died in committee. By the end of the year, the property had been sold to Asa Candler for $25,000 and he subsequently subdivided and sold ten lots in the block.

The park itself was well maintained as long as Hurt lived; after his death in 1927, it began a slow decline. The exotic plantings were vandalized or died from neglect and Crystal Lake itself became such a nuisance that it was finally filled. Then, in the late 1950s, Euclid Avenue was finally completed through the park. By the 1970s, much of the park was overrun with kudzu and undergrowth. IPR and the City of Atlanta completed the first phase of the park's restoration by recreating Crystal Lake in the 1980s. Other work has followed, seeking to reconstruct part of the Olmsted Brothers' plan for Springvale and to restore Inman Park's "scenic jewel."

As noted previously, Moreland Park was the focus of development at the eastern end of the neighborhood. After Major Moreland's death, the lake at Moreland Park was filled and the property eventually subdivided and developed. The lake site, however, has remained a significant if often unkempt open space between the district and the commercial district around Little Five Points.

In addition to these more public open spaces, there are a number of areas in the neighborhood where the historic development of the neighborhood included significant amounts of open space that is semi-private. The "Hollow," located in the block bounded by Elizabeth, Euclid, Hurt, and Waverly Way, is the best known of these. Similar areas can also be noted in the block bounded by Colquitt, Euclid, Seminole, and Sinclair and in the block bounded by Sinclair, Seminole, Rugby, and Highland.

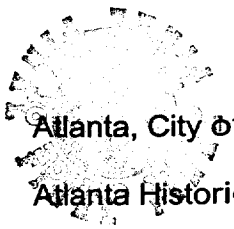
Despite the disappearance of many of its parks even before 1910, the district has retained most of its original streetscape since that time. The existing configuration of streets and alleyways throughout the district was largely in place by 1900 and is one of the most important features of the district. Streets like Sinclair, Colquitt, and Alta, with intact blocks of bungalows and American foursquare houses, represent some of the best examples of residential development from the period around World War I. Houses throughout the district are typically set relatively close to each other and are serviced by rear alleys. The structures are also set relatively close to the street with sidewalks of hexagonal concrete pavers or occasionally, as along Lake Avenue, brick. Few of Atlanta's neighborhoods can compete with the fine pedestrian orientation of Inman Park's streetscape.

CRITERIA

GROUP 1: (1) (2) (3)
GROUP 2: (1) (2) (3) (5) (6) (9) (11) (12) (13) (14)
GROUP 3: (2) (3)

FINDINGS

The proposed nomination of Inman Park meets the above referenced specific criteria as well as the minimum criteria for Historic District as set out in Section 16-20.004 of the Code of Ordinances of the City of Atlanta.



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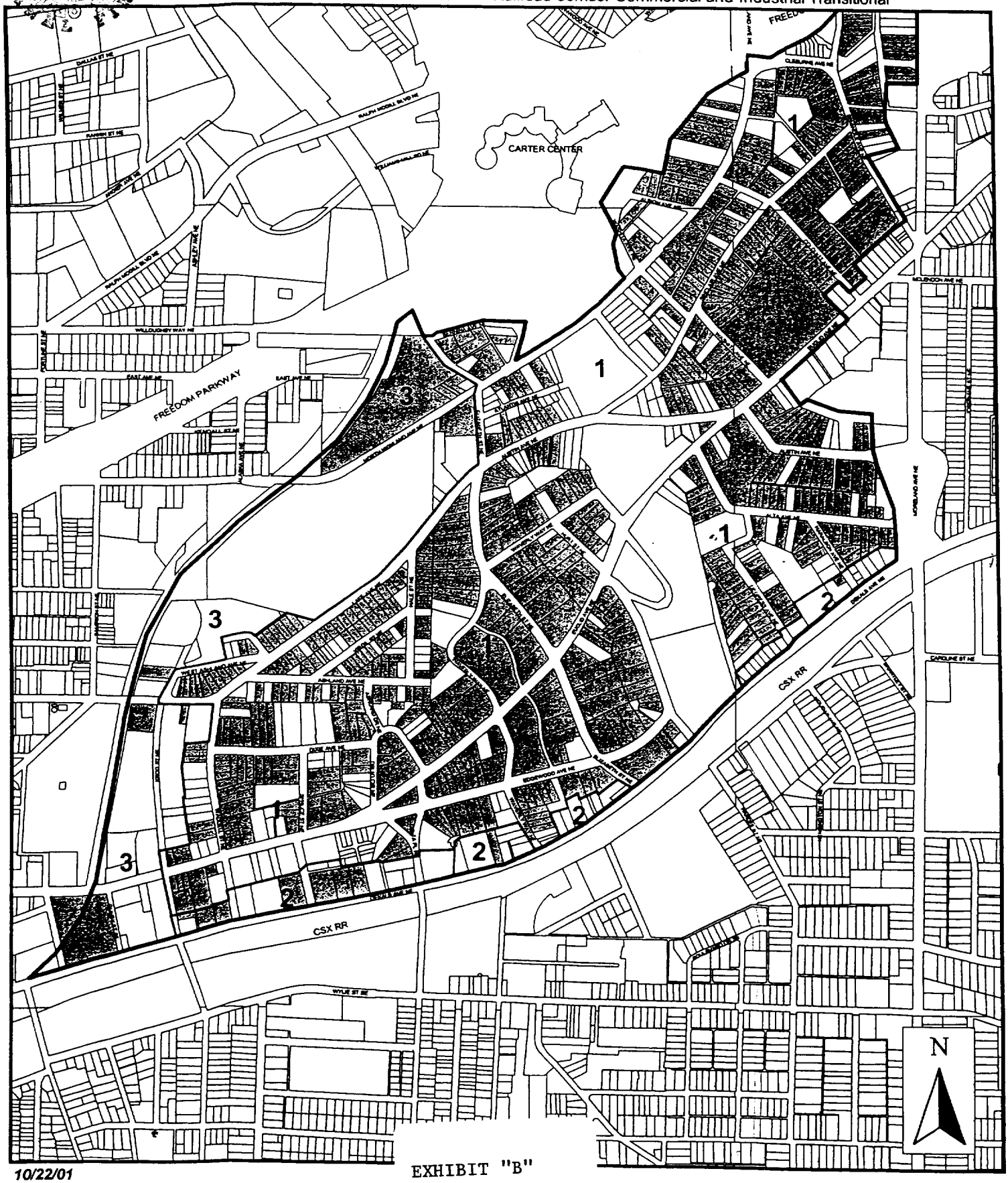
DRAFT

Proposed Inman Park Historic District (Chapter 20L)

= Contributing Bldngs. within the District

Subarea Designations

1 = Inman Park Core
2 = Dekalb Avenue Corridor Transitional
3 = Railroad Corridor Commercial and Industrial Transitional



10/22/01

EXHIBIT "B"

INMAN PARK HISTORIC DISTRICT REGULATIONS
(Chapter 20L)

Section 16-20L.001. Statement of Intent.

The intent of the regulations for the Inman Park Historic District is as follows:

1. to preserve the historic physical pattern of the district, including curvilinear streets and parks, the spatial relationships between buildings, and the spatial relationship between buildings and the street;
2. to preserve the architectural history of the district including residential, institutional, commercial, and industrial buildings that were constructed from the 1860's to 1945, including the largest concentration of High Victorian residences in the City;
3. to preserve the diversity of housing types that exists within the district and preserve the historic platting pattern of the residential areas as it existed in 1945;
4. to ensure that new development is compatible with present architectural and spatial characteristics that are characteristic of the district;
5. to ensure that new construction is consistent with the character of the subarea of the district within which it is to be built and that such new construction blends harmoniously with the historic character of the entire district;
6. to preserve the residential character of the district and to ensure that new construction reflects and reinforces the exceptional design features that were established in the original plan for Inman Park;
7. to ensure that new construction observes the general setbacks and height restrictions of the original development and is in harmony with the historic character of the district;
8. to recognize the importance of parks, open space, and institutional buildings in the development of one of Atlanta's earliest garden suburbs;
9. to ensure that new development that uses contemporary design and materials is compatible with and sensitive to the historic character of the Inman Park Historic District;
10. to encourage containment of existing commercial areas and discourage encroachment of the commercial areas into the historic residential area;
11. to ensure that the original design characteristics of commercial and industrial buildings serve as the basis on which plans for new construction, additions and rehabilitation of commercial and industrial buildings will be judged by the Urban Design Commission for harmony, compatibility and appropriateness to the Inman Park Historic District; and
12. to preserve and enhance the historic and architectural appearance of the district so as to substantially promote the public health, safety and general welfare.

Section 16-20L.002. Scope of Regulations.

The scope of these regulations for the Inman Park Historic District is as follows:

1. The existing zoning map and all regulations governing all properties within the Inman Park Historic District shall remain in full force and effect. The regulations

contained within this Chapter 20L shall be overlaid upon, and shall be imposed in addition to, said existing zoning regulations. ***Whenever the following overlay regulations are at variance with said existing zoning regulations, the following regulations of Chapter 20L shall apply.***

2. Except where it is otherwise explicitly provided, the provisions of Chapter 20 of this part shall apply to this district. Whenever the regulations of Chapter 20L conflict with the provisions of Chapter 20, the regulations of Chapter 20L shall apply.
3. All other statutes, rules, regulations, ordinances, or other governmentally adopted regulations pertaining to properties within this Inman Park Historic District shall continue to apply. In the event of any conflict between said other regulations and the following regulations of this Chapter 20L, the interpretation provision set forth in Section 16-20.011 of the Code of Ordinances shall govern.

Section 16-20L.003. Boundaries.

The boundaries of the Inman Park Historic District constitute an overlay Historic District (HD) zoning district, which district shall be as shown on the official zoning map adopted herewith entitled "Inman Park Historic District." The district is divided into three (3) subareas, as follows:

1. Inman Park Core District, Subarea 1.
2. DeKalb Avenue Corridor Transitional District, Subarea 2.
3. Railroad Corridor Commercial and Industrial Transitional District, Subarea 3.

Section 16-20L.004. Organization.

The overlay zoning regulations for the Inman Park Historic District consist of two (2) parts. The first part consists of general regulations that apply to all properties located within this district. The second part consists of specific regulations that apply to the identified subareas.

Section 16-20L.005 General Regulations.

The following general regulations shall apply to all properties located within the Inman Park Historic District.

1. General Criteria.
   a. Except as otherwise provided herein, the procedures for determining the appropriate type of Certificate of Appropriateness shall be those specified in Section 16-20.008 of the Zoning Code.
   b. In the Inman Park Historic District, the Commission shall apply the standards referenced below only if the standards set forth elsewhere in this Chapter 20L do not specifically address the application including ~~the~~ ***multifamily residential,*** institutional, commercial, industrial and mixed use structures in Subarea 1:
      i. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

ii. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.

iii. Each property shall be recognized as a physical record of its time, place, and use. Changes shall not be undertaken that create a false sense of historical development, such as adding conjectural features or elements from other historic properties.

iv. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.

v. Distinctive materials, features, finishes, and construction techniques, or examples of craftsmanship that characterize a property, shall be preserved.

vi. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, texture, and, where possible, materials.

vii. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

viii. Archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

ix. New additions, exterior alterations, or related new construction, shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work may be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

x. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

c. ***New construction in Subarea 2 and in Subarea 3: Contemporary design for new construction and for additions to existing properties shall not be discouraged when such new construction and additions do not destroy significant historical, architectural, or cultural material, and such construction or additions satisfy Section 16-20L.007 or Section 16-20L.008, as applicable.***

d. ***Compatibility Rule: The intent of the Mayor and Council in establishing the regulations of the Inman Park Historic District is to ensure that alterations to existing structures, and new construction, in Subarea 1 and alterations to existing contributing structures in Subarea 2 and Subarea 3 are compatible with the historic design, scale, and general character of the entire district as it existed in 1945, of the contributing structures in each subarea, and of the contributing structures in the immediately adjacent environment of a particular block face, and further, to ensure that lot platting in Subarea 1 is compatible with the historic platting pattern of Subarea 1 and of a particular block face as it existed in 1945. To further that intent and simultaneously permit flexibility in design, the regulations provide a Compatibility Rule which is as follows: Where quantifiable (i.e. building height, setback, etc.), the element or building***

characteristic in question shall be no less than the smallest such element or building characteristic of buildings or site layouts in that block face that characterizes such like contributing buildings and shall be internally consistent with the historic design of the structure and shall be no greater than the greatest such element or building characteristic of buildings or site layouts in that block face that characterizes such like contributing buildings or site layouts and shall be internally consistent with the historic design of the structure. Where not quantifiable (roof form, architectural trim, etc.) it shall be compatible with that which predominates in contributing structures on that block face and shall be internally consistent with the historic design of the structure.

e. ***Initial plan review for proposed improvements in Subareas 2 and 3. Prior to submission of any development plans involving new construction including any addition to any existing building that otherwise requires review by the Commission, such plans shall first be submitted to and reviewed by the Bureau of Planning for conformance with the zoning requirements of Subarea 2 or 3 as applies. The Director of the Bureau of Planning shall review said plans and shall transmit to the director of the Urban Design Commission in writing within thirty days of receipt of such plans a written statement as to whether or not in the Planning Director's opinion, such plans are in conformance with the zoning requirements imposed within Subarea 2 or within Subarea 3, as is applicable.***

2. Certificates of Appropriateness.
   a. Notwithstanding any other provision herein, no Certificate of Appropriateness shall be required unless, at a minimum, the work would otherwise require a building permit.
   b. Type I Certificates of Appropriateness for ordinary repairs and maintenance shall not be required in this District. Painting or repainting of any structure or portion thereof does not require a Certificate of Appropriateness.
   c. ***Type II Certificates of Appropriateness. Unless Certificates of Appropriateness are specifically exempted in the Subarea regulations, Type II Certificates of Appropriateness shall be required for any of the following to the extend they are visible from a public street or park: any minor alteration to any façade of any principal structure, fences, walls, accessory structures, and decks, and paving. If a Type II Certificate of Appropriateness is required and the proposed alteration meets the requirements of Section 16-20L.006, Section 16-20L.007, or Section 16-20L.008, as applicable, the Director of the Commission shall issue Type II Certificate within 14 days of the application. If a Type II Certificate of Appropriateness is required and the proposed alteration does not meet the requirements of Section 16-20L.006, Section 16-20L.007, or Section 16-20L.008, as applicable, the Director of the Commission shall deny the application with notice to the applicant within 14 days of the application. Appeals from any such decision of the Director regarding the approval and/or denial of Type II Certificates may be taken by any aggrieved person by filing an appeal in the manner prescribed in the appeals section of Chapter 16-20.008(a) for Type I Certificates.***
   d. Type III Certificates of Appropriateness shall be required for:

i. All new principal structures.
ii. All major alterations and additions to existing structures where visible from a public street or park, ***unless such alterations or additions are specifically exempted from Certificates of Appropriateness in the Subarea regulations.***

e. Type IV Certificates of Appropriateness shall be required for demolition or moving of any contributing principal structure. A partial demolition of a contributing principal structure shall require a Type IV Certificate of Appropriateness only when said partial demolition will result in the loss of significant architectural features that destroys the structure's historic interpretability or importance.

3. Variances, Special Exceptions, and Appeals.

Variance applications, applications for Special Exceptions, and appeals from these Regulations shall be heard by the Commission. The Commission shall have the authority to grant or deny variances from the provisions of this Chapter when, due to special conditions, a literal enforcement of its provisions in a particular case will result in unnecessary hardship. The procedures, standards, and criteria for decisions regarding such variances shall be the same as those specified in Chapter 26 of this Part 16. The Commission shall have the authority to grant or deny applications for Special Exceptions pursuant to the standards in Chapter 25. The Commission shall have the authority to grant or deny applications for appeal pursuant to the standards in Section 16-30.010 and the appeal provisions for said decision, set forth in Section 16-30.010(e), shall also apply to the Commission's decision.

4. Financial Hardship Exemptions.

a. These Regulations set forth a minimum standard of architectural compatibility with the rest of the District. However, in order to balance other equally important objectives of economic development, neighborhood revitalization, and prevention of displacement of residents, the Commission may allow reasonable exemptions from these regulations for Type II Certificates of Appropriateness for repair only to a property owner's principal residence on the ground of economic hardship to the property owner.

b. The burden of proving economic hardship by a preponderance of the evidence shall be on the applicant.

c. The Commission shall consider the following factors in determining whether an economic hardship exemption in whole or in part will be granted:
i. The present income of the property owner(s) and those occupying the property;
ii. The age of the property owner;
iii. The length of time the property owner has resided in the neighborhood or in the residence for which the exemption is sought;
iv. The availability of other sources of funds that are appropriate to the circumstances of the applicant, including loans, grants, and tax abatements;
v. The costs associated with adherence to these regulations;

vi. The degree of existing architectural significance and integrity of the structure; and

vii. The purpose and intent of this Chapter.

d. The Commission shall consider these factors. If it finds that the applicant's economic hardship outweighs the need for strict adherence to these regulations it shall grant an exemption, in whole or in part, as appropriate.

5. Subdivisions or Aggregation.
The platting pattern of the Inman Park historic District is an integral part of the historic character of the District. No subdivision shall be approved unless it can be shown that the proposed subdivision is substantially consistent with the historic character of the District. In addition to the requirements of the subdivision and zoning ordinances, including but not limited to Sections 15-08.002(a)(2) and 15-08.005(d)(6), all subdivisions of lots shall conform to the historic platting pattern in the Inman Park Historic District with regard to lot size, dimensions, and configurations. The Compatibility Rule shall apply, and no subdivision shall be approved unless and until the Urban Design Commission has made a finding that it is consistent with this provision or with the platting pattern of the neighborhood, as it existed in 1945.

6. Tree Preservation and Replacement.
The provisions of the City of Atlanta Tree Ordinance, Atlanta City Code Section 158-26, shall apply to this District.

7.Any time the provision 16-20.011(b) of this part is enforced in this District, the Director of the Commission shall notify the Inman Park Neighborhood Association within 10 days and a 30-day period for comment be allowed for the Association. Further, the Director shall regularly send to the Inman Park Neighborhood Association the agenda for each regular meeting and for any special meeting of the Commission in which there is any agenda item for property located within the Inman Park Historic District.

Section 16-20L.006. Specific Regulations for Inman Park Core District, Subarea 1.

In the Inman Park Core District, Subarea 1, the Commission shall apply the standards referenced in Section 16-20L.005(1)(b) only if the standards set forth below in this Chapter 20L do not specifically address the application:

1. Design Standards and other criteria for construction of and for additions to one- and two-family residential structures.

a. No individual house design shall be substantially repeated on the same side of a street block.

b. An unpaved planting strip adjacent and parallel to the public street shall be provided. The Compatibility Rule shall apply to the dimensions and location of planting strips.

c. A sidewalk between the planting strip and the required front yard and parallel to the public street shall be provided. The Compatibility Rule shall apply to sidewalks. The sidewalk shall be the same width as the sidewalk on abutting properties or it shall be the width required by law, whichever is greater. If no sidewalk exists in the block, the new sidewalk shall not be less than six feet wide. If no sidewalk paving material predominates in the block, the sidewalk shall be constructed of the historically accurate material for that block, either hexagonal

pavers, concrete inlaid with hexagonal imprint, or brick.

d. A paved walkway from the front sidewalk to the front entry of the principal structure shall be provided. ~~***subject to the Compatibility Rule***~~.

e. All front facades, front porches, front steps, and front doors of the principal structure shall face and be parallel to the street, except in those blocks in which the historic pattern is such that houses are situated at an angle to the street, in which case the Compatibility Rule shall apply.

f. The Compatibility Rule shall apply to the form and pitch of the primary roof of the principal structure.

g. The Compatibility Rule shall apply to the height, scale, and massing of the principal structure. In no case shall the height of a structure exceed 35 feet. (See Section 16-28.022 for excluded portions of structure.)

h. ~~The first floor of the principal structure shall be on foundations and elevated above grade at the front façade a minimum of two entrance step risers, each of which shall be not less than 7 inches in height. Height of the first floor above grade shall be subject to the Compatibility Rule. Slab-on-grade construction is not permitted~~. ***Height of the first floor of the front façade above grade shall be subject to the Compatibility Rule. The first floor of the principal structure shall be on foundations and shall be elevated above grade at the front façade a minimum of two entrance risers each of which shall be not less than 7 inches in height. Slab-on-grade construction is not permitted.***

i. Front porches on principal structures shall be required. The Compatibility Rule shall apply to the design and size of said front porches, provided that such porches shall be a minimum of 12 feet wide or one-half of the width of the front façade, whichever is greater, and a minimum of 8 feet deep. Front porches shall contain roofs, balustrades, columns, steps, and other features compatible with porches in the existing block. Front porches may extend up to 10 feet into the required front yard. All front porch steps shall have closed risers and ends.

j. Decks are permitted only when located to the rear of the principal structure and such decks shall be no wider than the width of the house.

k. The use of chimneys with new principal structures is encouraged. When any portion of a chimney is visible from a public street or park as a façade element, the chimney shall originate at grade.

l. Fences and walls, excluding retaining walls, visible from a public street or park upon completion, subject to the provisions of Section 16-28.008(5) and the following limitations, may occupy required yards:

   i. Fences not exceeding 4 feet in height may be erected in the front yard ***or half-depth front yard***. Walls, excluding retaining walls, are not permitted in the front yard or in other yards adjacent to public streets.

   ii. Fences and walls not exceeding 6 feet in height may be erected in side or rear yards.

   iii. The Compatibility Rule shall apply to all fences located in a required front yard adjacent to a street. Such fences shall be constructed of brick, stone, ornamental iron, or wood pickets. Chain link fencing is not permitted in front yards or in other yards adjacent to public streets.

m. The Compatibility Rule shall apply to portions of retaining walls located in a required front yard or in a required yard adjacent to a public street that are visible from a public street or park. Such retaining walls shall be ~~constructed of~~ ***faced with*** stone, brick, or smooth stucco. ***The Compatibility Rule notwithstanding, no*** ~~No~~ single section of such retaining wall shall exceed 4 feet in height.

n. The compatibility rule shall apply to the following aspects of fenestration, if visible from a public street or park upon completion:
   i. The style of the individual window.
      (1) Windows in the front façade shall be predominantly vertical in proportion.
      (2) If muntins and/or mullions are used, such muntins and/or mullions shall be either true divided lights or simulated divided lights with muntins integral to the sash and permanently affixed to the exterior face of glass.
      (3) Window and door casings widths and depths are subject to the Compatibility Rule.
   ii. The size and shape of individual window openings.
   iii. The overall pattern of fenestration as it relates to the building façade.

o. Mechanical equipment shall be located to the side and rear of the principal structure and where possible in the ~~least visible~~ location ***least visible from a public street or park***. Screening with appropriate plant material or fencing is required if the equipment is visible from a public street or park.

p. Wood lap siding, cementitious lap siding, brick, stone, external insulating finishing system ("EIFS"), and true stucco systems are permissible building materials for the façade of the principal structure. Corrugated metal, aluminum siding, and vinyl siding are not permitted.

q. The Compatibility Rule shall apply to building materials and design elements, if visible from a public street or park upon completion, and in addition to all other applicable regulations, as follows:
   i. The dimensions of the exposed face of lap siding and wood shingles.
   ii. The type of brick and pattern of brickwork.
   iii. The type of stone and pattern of stonework.
   iv. The material and texture of stucco.
   v. The size and type of doors.
      (1) Exterior doors shall be wood panel or fixed glass panel in wood frame.
   vi. The materials and pattern of roofing.
   vii. Paving materials for walks and drives.
      (1) Asphalt is not permitted.
   viii. Visible foundation materials.
      (1) Foundations shall constitute a distinct building design element and shall contrast with the primary façade siding material. Exposed concrete or CMU foundation walls are prohibited as a finished surface.
   ix. Visible portions of chimneys.
      (1) Chimneys shall be faced with masonry. Siding on chimneys is not

permitted.

x. Skylights are permitted where not visible from a public street or park wherever possible. Protruding bubble skylights are prohibited.

2. Minimum Yard Requirements. The following minimum yard requirements and maximum floor area ratio shall apply to all permitted uses of new construction and to additions to existing structures: Front, side, and rear setbacks shall be subject to the Compatibility Rule.

3. Off-street parking and driveways. In addition to the provisions of Section 16-28.008(7), which shall apply and are incorporated herein, the following parking requirements shall apply to all permitted uses:
   a. Off-street parking shall not be permitted between the principal structure and any public street.
   b. Parking shall not be permitted on walkways that are located between the street and the façade of the principal structure.
   c. The use of alleys for access to such parking is both permitted and encouraged. No variance is required for driveways coming off of an alley.
   d. ***Driveways shall not exceed a width of 10 feet not including the flare at the street.***
   e. Side by side driveways are not permitted except upon approval of the Urban Design Commission.

4. Principal uses and structures:
   a. ***Properties that have an underlying zoning designation of R-5 shall be used only for the following principal purposes subject to the following provisions:***
      i. Single-family detached dwelling.
      ii. Two-family dwelling, subject to the limitations and requirements set forth herein.
      iii. In no case shall there be more than one principal building and one principal use on a lot.
      iv. A lot shall not be used for more than two dwelling units.
      v. Floor area ratio shall not exceed 0.50.
   b. ***Properties that have an underlying zoning designation of RG-1 shall be used as is otherwise permitted pursuant to the provisions of Chapter 8 of this Part and shall comply with all applicable provisions of this Chapter 20L.***
   c. ***Properties that have an underlying zoning designation of RG-2 shall be used as is otherwise permitted pursuant to the provisions of Chapter 8 of this Part and shall comply with all applicable provisions of this Chapter 20L.***
   d. ***Properties that have an underlying zoning designation of RG-3 (Residential General, Sector 3) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 8 of this Part and shall comply with all applicable provisions of this Chapter 20L.***
   e. ***Properties that have an underlying zoning designation of RG-3-C (Residential General, Sector 3-Conditional) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 8 of this Part and to the conditions imposed by the City Council and Mayor and shall comply with all applicable provisions of this Chapter 20L.***
   f. ***Properties that have an underlying zoning designation of NC-1 (Neighborhood***

Commercial-1) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 32 of this Part and shall comply with all applicable provisions of this Chapter 20L.

g. ***Properties that have an underlying zoning designation of R-LC (Residential-Limited Commercial) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 9 of this Part and shall comply with all applicable provisions of this Chapter 20L.***

h. ***Properties that have an underlying zoning designation of R-LC-C (Residential-Limited Commercial-Conditional) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 9 of this Part and to the conditions imposed by the City Council and Mayor and with all applicable provisions of this Chapter 20L.***

i. ***Properties that have an underlying zoning designation of C-1 (Commercial) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 11 of this Part and shall comply with all applicable provisions of this Chapter 20L.***

j. ***Properties that have an underlying zoning designation of C-2 (Commercial Service) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 12 of this Part and shall comply with all applicable provisions of this Chapter 20L.***

k. ***Properties that have an underlying zoning designation of C-2-C (Commercial Service-Conditional) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 12 of this Part and to the conditions imposed by the City Council and Mayor and shall comply with all applicable provisions of this Chapter 20L.***

l. ***Properties that have an underlying zoning designation of I-1 (Light Industrial) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 16 of this Part and shall comply with all applicable provisions of this Chapter 20L.***

m. ***Properties that have an underlying zoning designation of SPI-5 (Inman Park Special Public Interest) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 18E of this Part and shall comply with all applicable provisions of this Chapter 20L.***

n. ***Properties that have an underlying zoning designation of PD-MU (Planned Development-Mixed Use) District shall be used as is otherwise permitted pursuant to the provisions of Chapter 19B of this Part and to the conditions imposed by the City Council and Mayor and shall comply with all applicable provisions of this Chapter 20L.***

5. Limits on two-family development.

In order to preserve the character of single-family pattern of development and to preserve the historic pattern of development in which accessory buildings are visually subordinate to principal residential buildings, the following regulations shall apply:

a. Principal buildings that are designed as two-family dwellings shall conform to the historic pattern in which the two dwelling units are attached and are either side by side or one unit is located above the ground floor unit. The Compatibility Rule shall apply to the configuration of the duplex structure.

b. Where an accessory building is used as a detached single-family dwelling, the following limits shall apply:
   i. The accessory dwelling unit shall not exceed 1,200 square feet or 40 percent of the area of the principal building, whichever is less.
   ii. For the purposes of Subsection 6.g.v below, which limits the total allowable area of the accessory building to 30 percent of the principal building, the square footage of the accessory dwelling unit shall not be included when calculating the total area of the accessory building.

6. Permitted accessory uses and structures:
These regulations permit uses and structures that are customarily incidental and subordinate to permitted principal uses and structures. These include but are not limited to the following, subject to limitations and requirements set forth herein or elsewhere in this part:
   a. Greenhouses, garden sheds, private garages, and similar structures. When a private garage is part of a principal structure, the garage door may not be located on the front façade of the principal structure, nor the side façade if visible from a public street or park.
   b. Swimming pools, tennis courts, and similar ***active*** recreation facilities subject to the following limitations:
      i. Such active recreation facilities in any yard, required or other, adjacent to a street shall require a Special Exception from the Urban Design Commission, which special exception shall be granted only upon finding that:
         (1) The location will not be objectionable to occupants of neighboring property, or the neighborhood in general, by reason of noise, lights, or concentrations of persons or vehicular traffic, and
         (2) The area for such activity could not reasonably be located elsewhere on the lot.
      ii. The Urban Design Commission may condition any Special Exception for such facilities based on concerns regarding fencing, screening or other buffering, existence and/or location of lighting, hours of use, and such other matters as are reasonably required to ameliorate any potential negative impacts of the proposed facility on adjoining property owners.
   c. Home occupations, subject to limitation set forth in Section 16-29.001(17).
   d. Structures necessary for active construction projects.
   e. Devices for the generation of energy, such as solar panels, wind generators and similar devices, but not located in or to the front of the principal structure.
   f. The following regulations shall apply to all permitted accessory uses and structures:
      i. Except in the case of home occupation, no accessory use shall be of a commercial nature.
      ii. No accessory structure shall be constructed until construction of the principal structure has actually begun, and no accessory structure shall be used or occupied until the principal structure is completed and in use.
      iii. Accessory structures shall not cover more than 25 percent of the rear yard.

iv. Accessory structures shall be placed behind the principal structure within the buildable area of the lot.

v. Accessory structures shall not exceed 25 feet in height or the height of the principal structure, whichever is less, and shall not contain a total floor area greater than 30 percent of the floor area of the principal structure.

Section 16-20L.007. Specific Regulations for Subarea 2, DeKalb Avenue Corridor Transitional District.

The DeKalb Avenue Corridor Transitional District, Subarea 2, consists of properties that are zoned C-1, C-2, C-2-C, I-1, and other zoning classifications. The following regulations shall apply to all properties located within this Subarea 2.

1. The intent of the regulations for the DeKalb Avenue Corridor Transitional District, Subarea 2, is as follows:
   a. To mitigate any negative effects that existing and proposed commercial properties may have on adjoining residential properties in the Inman Park Historic District.
   b. To ensure harmony between existing and future uses of the properties in this subarea and the overall residential character of the district.
   c. To discourage displacement of residents, to allow for a variety of housing opportunities compatible with and complementary to the architectural character of the neighborhood, and to ensure the health, safety, and welfare of the neighborhood residents.
2. Single and Two-family Residential Uses.
   For single and two-family residential uses the regulations set forth in Section 16-20L.006 shall apply.
3. Multifamily Residential Uses.
   For multifamily uses the following controls and requirements shall apply:
   a. Development Controls:
      i. Setbacks: The front yard setback shall not be less than five (5) feet nor greater than fifteen (15) feet. Other setbacks shall be regulated by the applicable commercial district regulations.
      ii. Bulk Limitations: Floor area ratio shall not exceed an amount equal to 0.696 times (69.6%) net lot area.
   b. Height:
      i. Maximum building heights: Buildings located within one-hundred-fifty (150) feet of a single-family or a two-family residential district boundary shall have a maximum height of thirty-five (35) feet. Buildings located between one hundred-fifty (150) feet and three hundred (300) feet from a single-family or a two-family residential district boundary shall have a maximum height of fifty-two (52) feet.
      ii. Transitional height planes: Where this use adjoins a district in R-1 through RG, PD-H, or any other exclusively residential zoning classification without an intervening street, height within the subarea shall be limited as follows: No portion of any structure shall protrude through a height-limiting plane beginning thirty-five (35) feet above the buildable area boundary nearest to the common residential district boundary and

extending inward over the commercial subarea at an angle of forty-five (45) degrees.

c. Off-street parking requirements: Off-street parking shall not be permitted between the principal structure and any public street.

d. Architectural Standards: The standards contained in Section 16-20L.005(1)(b) and Section 16-20L.005(1)(c) shall apply.

4. ~~Commercial Uses~~. ***Nonresidential Uses.***

For ~~commercial~~ ***nonresidential*** uses the following controls and requirements shall apply:

a. Development Controls:

i. Setbacks: The front yard setback shall not be less than five (5) feet nor greater than fifteen (15) feet. Other setbacks shall be regulated by the applicable commercial district regulations.

ii. Bulk Limitations: Floor area ratio shall not exceed an amount equal to one (1.0) times (100%) net lot area.

b. Height:

i. Maximum building heights: Buildings located within one-hundred and fifty (150) feet of a single-family or a two-family residential district boundary shall have a maximum height of thirty-five (35) feet. Buildings located between one hundred-fifty (150) feet and three hundred (300) feet from a single-family or a two-family residential district boundary shall have a maximum height of fifty-two (52) feet.

ii. Transitional height planes: Where this use adjoins a district in R-1 through RG, PD-H, or any other exclusively residential zoning classification without an intervening street, height within the subarea shall be limited as follows: No portion of any structure shall protrude through a height-limiting plane beginning thirty-five (35) feet above the buildable area boundary nearest to the common residential district boundary and extending inward over the commercial subarea at an angle of forty-five (45) degrees.

c. Off-street parking requirements: Off-street parking shall not be permitted between the principal structure and any public street.

d. Architectural Standards: The standards contained in Section 16-20L.005(1)(b) and Section 16-20L.005(1)(c) shall apply.

5. ***Zoning variances granted prior to enactment of this chapter. Any owner of property who obtained, on or after January 1, 1982, and prior to the effective date of this Chapter, a variance from the city board of zoning adjustment to construct all or a portion of a project within the boundaries of this district, shall be entitled to construct said project in accordance with the plans presented in said application, the provisions of Section 16-20L.007 notwithstanding.***

Section 16-20L.008. Specific Regulations for Subarea 3, Railroad Corridor Commercial and Industrial District, Subarea 3.

~~The following regulations shall apply to all~~ ***P***~~p~~roperties located within Railroad Corridor Commercial and Industrial District, Subarea 3 shall be used for uses permitted within the underlying zoning classification, shall be subject to the requirements of Section 16-20L.005, and

shall be subject to Certificates of Appropriateness pursuant to the criteria in Section 16-20L.005(1)(b).

~~1. Statement of intent: The intent of the regulations for the Railroad Commercial and Industrial Corridor, Subarea 3, is as follows:~~

~~a. Create a diversified urban environment where people can live, work, and play.~~

~~b. Assure that uses and building forms are compatible with the scale and character of Subarea 1.~~

~~c. Create new commercial nodes in areas so indicated in the Comprehensive Development Plan that are pedestrian-oriented and provide uses that primarily serve adjacent neighborhoods.~~

~~d. Promote a balance of retail, service, office, dining, and residential uses that serve the subarea and adjacent neighborhoods.~~

~~e. Prohibit the development of larger scale highway-oriented retail, service, office, and dining uses intended to serve larger areas of the City than a single neighborhood or a small group of neighborhoods.~~

~~f. Encourage a grid of connected streets to improve access and reduce congestion.~~

~~g. Facilitate safe, attractive, and convenient pedestrian circulation and minimize conflicts between pedestrians and vehicles.~~

~~h. Encourage pedestrian flow through the design of buildings with sidewalk-level uses opening directly onto sidewalks adjacent to public streets.~~

~~i. Improve pedestrian access within the subarea and to and from the surrounding neighborhoods.~~

~~j. Establish building façade lines and sidewalk requirements and reserve the space between buildings and the street for pedestrian functions.~~

~~k. Provide sufficient, safe and accessible open space for active and passive enjoyment by residents and workers.~~

~~l. Encourage the rehabilitation or development of industrial areas to include proportionately significant residential uses.~~

~~m. Minimize the use of adjacent neighborhood streets for commercial area parking by establishing adequate parking requirements and encouraging shared parking arrangements.~~

~~2. Open space.~~

~~a. For residential uses: *If residential use is 20% or more of the floor area of the development of a lot, the residential component of the development shall provide the amount of open space required by Table 1, Section 16-08.007(3). No open space requirement shall apply to residential use in a development if less than 20% of the floor area of the development is residential use.*~~

~~b. For nonresidential uses: *For developments of less than 40,000 square feet of nonresidential development, no open space or public space is required per this Section (although the sidewalk requirements in Section 16-20L.008(6) shall be applicable). For developments of at least 40,000 square feet of nonresidential development and no more than 75,000 square feet of nonresidential development, a minimum of 5% of the lot must be reserved for public space. For developments of at least 75,000 square feet of nonresidential development and no more than 125,000 square feet of nonresidential development, a*~~

~~***minimum of 10% of the lot must be reserved for public space. Public space shall have the meaning set forth in Section 16-28.012.***~~

~~c. For mixed uses: The sum of minimum open space requirements specified for non-residential and residential above shall be met; ***provided, however, that no open space or public space requirements shall apply to either the residential or the nonresidential component of a development if such component comprises less than 20% of the floor area developed on the lot.***~~

~~d. New streets: May be counted towards Total Open Space, Usable Open Space, or public space requirements provided the following criteria are met:~~

~~i. Connects two other public streets.~~

~~ii. All other sidewalk requirements are met.~~

~~iii. Has a maximum width of 40 feet, ***measured from back of curb to back of curb,*** including two on-street parallel parking lanes, two travel lanes, and sidewalk extensions at intersections and granite curbs.~~

~~iv. When adjacent to a park, new streets shall meet all of the above requirements along each park edge.~~

~~3. New on-street parking: Parallel parking may be counted towards Total Open Space, Usable Open Space, or public space requirements provided the following criteria are met:~~

~~a. No on-street parking currently exists in the public right-of-way.~~

~~b. The new on-street parking is located where there is no existing street lane.~~

~~c. The on-street parking occupies an entire block face or a minimum distance of 200 ***100*** feet.~~

~~d. Sidewalk extensions are provided at street intersections.~~

~~e. All other sidewalk requirements are met.~~

~~4. Relocation of minimum open space requirements: A maximum of 50% of a development's required Total Open Space, Usable Open Space, or public space may be relocated to an offsite parcel within ¼ mile of the principal site, provided that the following criteria are met:~~

~~a. The receiving parcel is identified in the City of Atlanta Comprehensive Development Plan as being a designated recipient parcel.~~

~~b. The receiving parcel contains the required amount of open space and said open space in the receiving parcel is located adjacent to and visible from a public street and is accessible to the public during normal city park hours.~~

~~c. All of the open space in the receiving parcel meets the definition of Usable Open Space except that no portion of any public right-of-way shall be included.~~

~~d. The open space in the receiving parcel provides active or passive recreational amenities.~~

~~e. The applicant submits a plan, acceptable to the Commission, that provides for the permanent protection of and maintenance of the open space.~~

~~5. Properties adjacent to the railroad: Shall have a minimum of a 20 feet continuous buffer adjacent to the railroad corridor. Said buffer may not be required to exceed 20% of the total property area and shall be completely landscaped except for trails, ***paved walkways,*** benches and other such recreational features as approved by the Director of the Bureau of Planning. ***A development may count this buffer area as part of the required open space or public space for the lot, even if such buffer area is dedicated to the City or other***~~

~~***governmental entity for recreation use or such buffer area is conveyed to a conservation group.***~~

~~6. Sidewalk regulations:~~

~~a. Public sidewalks shall be located along all public streets and shall have minimum width of 12 feet.~~

~~b. Sidewalks consist of two zones:~~

~~i. a street furniture and tree planting zone;~~

~~ii. a clear zone.~~

~~c. The street furniture and tree planting zone shall have a minimum width of 5 feet. Said zone shall be located immediately adjacent to the curb and shall be continuous. Trees are required, and this zone may also be used for the placement of street furniture including utility poles, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.~~

~~d. Street trees are required and shall be planted in the ground a maximum of 40 feet on center within the street furniture and tree planting zone and spaced an equal distance between street lights. All newly planted trees shall be a minimum of 4 inches in caliper measured 36 inches above ground, shall be a minimum of 12 feet in height, shall have a minimum mature height of 40 feet, and shall be limbed up to a minimum height of 7 feet. Trees shall have a minimum planting area of 25 square feet. All plantings, planting replacement, and planting removal must be approved by the City Arborist. The area between required plantings shall be planted with evergreen ground cover such as mondo grass or liriope spicata.~~

~~e. Tree grates are not required where all sidewalk width requirements are met. Where tree grates are installed, they shall be a minimum of 4 feet by 8 feet, shall be a type specified by the Director of Planning in accordance with uniform design standards utilized by the Director ***of Planning*** for placement of such objects in the public right of way, and shall be placed within the street furniture and tree planting zone.~~

~~f. Nothing may be erected, placed, planted, or allowed to grow in such a manner as to impede visibility within visibility triangles at street intersections between the heights of 2.5 feet and 8 feet above grade.~~

~~g. No awning or canopy may encroach more than 5 feet over the required sidewalk.~~

~~h. Where property within this District abuts an R, RG, or PD H district without an intervening street, the sidewalk area within 20 feet of such districts shall taper as necessary to provide a smooth transition to the existing R, RG, or PD H districts sidewalk. In the event that the abutting R, RG, or PD H district has no existing sidewalk, the sidewalk shall taper to a width of 6 feet.~~

~~i. Decorative pedestrian lights, where installed, shall be placed a maximum of 40 feet on center and spaced equal distance between required trees along all streets. Where installed, said lights shall be located within either the street furniture and tree planting zone or the supplemental zone. All said lights shall be Atlanta Type "C" as approved by the Planning Bureau.~~

~~j. Every commercially reasonable effort shall be made to place utilities underground or to the rear of structures to allow for unobstructed use of sidewalks.~~

k. Trash receptacles, where installed, shall be a type specified by the Director of Planning in accordance with uniform design standards utilized by the Director ***of Planning*** for placement of such objects in the public right-of-way and shall be placed within the street furniture and tree planting zone.

l. The clear zone shall be a minimum width of 7 feet along all streets. Said zone shall be located adjacent to the street furniture and tree-planting zone and shall be continuous. Said zone shall be hardscape and shall be unobstructed for a minimum width of 7 feet and a minimum height of 8 feet by any permanent or nonpermanent element.

7. Block Sizes:

a. New development proposing to contain an entire block face greater than 600 feet in length shall be traversed by streets which create block faces no more than 400 feet in length. Such streets shall function as public streets and shall connect two other public streets.

8. Building Heights:

a. Transitional height planes: Where this District adjoins ***any*** R-1 through ***R-5*** residential district boundary without an intervening street, height is limited as follows: No portion of any structure may protrude through a height-limiting plane beginning 35 feet above the buildable area boundary nearest to the common residential district boundary and extending inward over this District at an angle of 45 degrees.

b. Minimum building facade heights: Buildings shall have a minimum facade height of 18 feet along each façade visible from any public street or park.

c. Maximum building heights: Structures within 150 feet of the boundary of any R-1 through ***R-5*** residential district shall not exceed a maximum height of 35 feet. Structures that are located 150 feet or more from the boundary of any R-1 through ***R-5*** residential district shall not exceed a maximum height of 52 feet. The Commission may approve by variance a building height not exceeding 76 feet where the building is located 300 feet or more from the boundary of any R-1 through ***R-5*** residential district and where there are unusual topographic conditions and where the height of any such building does not exceed 52 feet above the grade of the street on which said building faces.

9. Building Setbacks:

a. Side or rear yard:

i. For residential uses: A minimum 20 feet side and rear yard setback is required.

ii. For nonresidential uses: No requirement.

b. Front yard: ***for residential uses,*** a minimum 10 foot front yard, ***measured from the front property line,*** is required. ***For nonresidential uses, no front yard is required.***

10. Parking, Curb Cuts, and Parking Structures:

a. Sidewalk paving materials shall be continued across intervening driveways.

b. Driveways shall have a band of textured concrete adjacent to the street in line with and equal in width to the street furniture zone and shall have a textured band of concrete adjacent to the sidewalk in line with the supplemental zone and a minimum width of 5 feet from the sidewalk. No more than one curb cut is

permitted for each ***frontage of a lot, provided that lots with more than 300 feet of frontage on any single street may have two curb cuts on such street in addition to one curb cut for each other street frontage.***

c. One-way driveways and curb cuts are limited to a maximum width of 12 feet and two-way driveways and curb cuts are limited to a maximum width of 24 feet.

d. No circular drives may be located between any building and any public street.

e. Curb cuts and driveways are not permitted on any arterial street when access may be provided from a side or rear street or from an alley.

f. Parking areas or driveways ***are not permitted between the sidewalk and a building, except as follows: Driveways to reach the side yard or rear yard of a lot are permitted; driveways to reach an on-site parking facility are permitted, and, for lots with three or more frontages, parking spaces and/or loading areas may be located between a building and the street on one side of the building.***

g. Entrances to garages that serve residential units shall be located in a side or rear yard that is not visible from a public street or park.

h. All contiguous ground-floor residential units shall share one common drive, located in rear yards or side yards without street frontage, to serve garages and parking areas.

i. Parking deck facades shall conceal automobiles from visibility from any public right-of-way or private drive or street that is open to the general public, and shall have the appearance of a horizontal storied building.

j. Parking decks along the street frontage shall have:

i. ***Ground floor*** storefronts or

ii. Ground floor residential uses.

k. A common or joint driveway may be authorized by the Director of the Bureau of Planning when adjacent lots have direct vehicular access to a street. A driveway from a private street that functions as a public street may be authorized by the Director of the Bureau of Planning when a perpetual easement agreement is agreed upon by all affected property owners and a copy of such recorded agreement is provided to the Bureau of Planning.

l. All developments shall have sidewalks a minimum width of 4 feet connecting ground level parking to the public sidewalks and to all building entrances.

m. No drop-off lanes are permitted along public streets.

11. Lighting, Security, and Maintenance Requirements for Parking Structures and Surface Parking Lots:

a. Lighting shall be provided throughout all parking facilities at a minimum of 0.5 foot candle of light.

b. Parking deck lighting fixtures may not be visible from any public street or park or from any private street.

c. Parking facilities shall be maintained in a clean, safe, and sanitary condition. Parking spaces and driving lanes shall be clearly defined and maintained.

12. Minimum landscaping requirements for surface parking lots: All parking lots containing five or more parking spaces shall comply with all of the requirements of Section 16-14.012.

13. Permitted Uses.

~~**The regulations of C-2, I-1, and I-2 notwithstanding, within the Railroad Commercial and Industrial Corridor, Subarea 3, a building or premises shall be used only for the following principal purposes, except that only properties that (1) are zoned I-1 or I-2 or (2) that are used as legal nonconforming uses on the date of enactment of this Chapter, may be used for 13.i below:**~~

~~The regulations of C-2, I-1, and I-2 notwithstanding, within the Railroad Commercial and Industrial Corridor, Subarea 3, a building or premises shall be used only for the following principal purposes, except that only properties zoned I-2 may be used for 13.i below:~~

~~a. Bakeries and catering establishments not exceeding ***5,000*** 2,000 square feet of floor area.~~

~~b. Banks and similar financial institutions not exceeding 8,000 square feet of floor area and having a footprint no greater than 4,000 square feet.~~

~~c. Barber shops, beauty shops, and similar personal service establishments not exceeding 4,000 square feet.~~

~~d. Child care centers, kindergartens, and special schools not exceeding 8,000 square feet.~~

~~e. Commercial greenhouses not exceeding 12,000 square feet.~~

~~f. Commercial recreation establishments including theaters and similar uses, all within fully enclosed buildings, and not exceeding 8,000 square feet of floor area.~~

~~g. Eating and drinking establishments not exceeding ***12,000*** 8,000 square feet of floor area.~~

~~h. Laundry and dry cleaning collection stations not exceeding 2,000 square feet and laundry and dry cleaning establishments where equipment is operated by customers, not exceeding 2,000 square feet of floor area.~~

~~i. Manufacturing, wholesaling, repairing, compounding, assembly, processing, preparation, packaging or treatment of articles, foods, components, products, clothing, machine, and appliances, where floor area does not exceed 15,000 square feet and subject to Noise Limitation Standards set forth in ***paragraph 19*** below.~~

~~j. One and two-family dwellings, subject to the requirements of Section 16-20L.006 for new construction.~~

~~k. Multifamily dwellings, not to exceed Residential General, Sector 3.~~

~~l. Museums, art galleries, and studios, and similar cultural facilities.~~

~~m. Nursing homes and convalescent centers.~~

~~n. Offices and clinics, including veterinary clinics, laboratories, studios, and similar uses. Veterinary clinics shall be located within soundproof buildings when located within 300 feet of any residential use.~~

~~o. Printing establishments not exceeding 8,000 ***13,000*** square feet of floor area.~~

~~p. Professional services establishments not exceeding 8,000 ***12,000*** square feet of floor area.~~

~~q. Repair garages.~~

~~r. Retail establishments not exceeding 8,000 ***12,000*** square feet of floor area.~~

~~s. Service and repair establishments not exceeding 8,000 square feet of floor area.~~

~~t. Structures and uses required for operation of Marta or a public utility but not including uses involving storage, parking, train yards, warehousing, switching, or maintenance shops as the primary use.~~

u. Supermarkets not exceeding 15,000 ***20,000*** square feet of floor area.
v. Tailoring and similar establishments not exceeding 2,000 square feet of floor area.

14. Development Controls.
a. Bulk limitations: For purposes of this Chapter, and notwithstanding the provisions of Code Section 16-29.001(24), mixed-use development is defined as any development which contains as principle uses both residential and non-residential uses on the same development site, and in which both of such uses are at least twenty (20%) percent of the total floor area, excluding accessory uses.
b. Maximum permitted floor area ratios without bonuses:
i. For nonresidential uses, floor area shall not exceed an amount equal to 0.5 ***1.0*** times net lot area.
ii. For residential uses, floor area shall not exceed an amount equal to .696 times gross lot area.
iii. For mixed use, floor area ratio shall not exceed 1.196 times net lot area [the sum of the non-residential (i) and residential (ii) above], but not greater than the maximum ratios permitted for each ***and not greater than a total of 1.196*** (See section 16-29.001(24)).
c. Maximum permitted floor area with bonuses: Under no circumstances shall the floor area of any development with bonuses exceed an amount equal to 1.49 ***times net lot area. Floor area bonuses are as follows:***
i. For residential uses (Open space and streets bonus): ***Subject to the maximum permitted floor area with bonuses of 1.49 set forth above, a development shall be entitled to a floor area bonus such that for every one (1) square foot of non-required open space or non-required public space provided on the lot (including new streets that satisfy the standards of 16-20L.008(2)(d), up to two (2) additional square feet of residential floor area is permitted.***
ii. Affordable housing bonus: Residential uses shall be permitted a floor area bonus of ***.500*** times gross lot area, provided that ***thirty (30%)*** twenty (20%) percent or more affordable sales housing units or rental housing units are provided for that portion of residential units resulting from the bonus.
iii. Ground-floor commercial ***office or retail*** bonus: Developments which provide street-fronting, sidewalk-level retail ***office or retail*** establishments or eating and drinking establishments which ***together*** comprise a minimum of twenty (20%) percent of the building foot print and meet all of the requirements of Section 16-18X. 012(7) shall ***entitle the development a floor area bonus equal to the square footage of such establishments, which bonus may be used for residential or nonresidential development subject to the maximum floor area ratio with bonuses of 1.49.***
iv. Civic bonus: Developments which provide recreational centers, community centers and community service facilities which are available to the general public during normal city recreational center, community center or community service hours shall be permitted a floor area bonus

~~equal to the total recreational center, community center or community service facility floor area.~~

~~v. Affordable new sales housing units or rental housing units requirements:~~

~~(1) Affordable housing shall have the meaning set forth in the Live-Work Chapter ***Section 19-1006***.~~

~~d. Affordable housing requirements shall be in place for a minimum of ***twenty (20)*** forty (40) years.~~

~~e. No housing unit associated with a development project for which bonus FAR calculations were applied shall be issued an occupancy permit until such time as documentation is provided to the Bureau of Buildings establishing that the affordable housing requirements have been met and have been instituted as part of the warranty deed as an allowable exception to title for each affordable unit that is a part of said development project.~~

~~15. Off-street Parking Requirements:~~

~~a. Off-street parking shall not be located between the principal structure and the street ***except that one parking area between the street and one side of a building shall be allowed for lots with three or more frontages. Off-street parking*** shall be accessory to a permitted principal use only, provided that parking spaces serving another principal permitted use may use such facility for shared parking during non-normal business hours.~~

~~b. Electric vehicle charging stations: All automobile parking facilities shall include electric vehicle charging stations in a ratio of at least 1 station for every 100 automobile parking spaces. No development is required to exceed a maximum of 12 electric vehicle charging stations.~~

~~c. For residential uses: As required by Section 16-08.010(4).~~

~~d. All other uses shall provide parking as is required by the underlying zoning classification.~~

~~e. Variations in parking requirements. The Director of the Bureau of Planning may reduce parking requirements, provided the character or use of the building is such as to make unnecessary the full provisions of parking facilities, or where such regulations would impose an unreasonable hardship on the use of the lot; or provided there is a shared parking arrangement. Said shared parking arrangement shall avoid conflicting parking demands and provide for safe pedestrian circulation and access. Additionally, all shared parking spaces shall be clearly marked and signed as reserved during specified hours. An applicant shall submit the following:~~

~~i. A to-scale map indicating location of all proposed parking spaces;~~

~~ii. Hours of business operation(s);~~

~~iii. Written consent of all property owners agreeing to the shared parking arrangement;~~

~~iv. Copies of parking leases.~~

~~f. Notwithstanding any provision of the City of Atlanta Code of Ordinances to the contrary, Park-For-Hire surface parking lots ***and parking decks*** are ***permitted only as an accessory use.*** prohibited. Park-For-Hire parking decks are permitted only as an accessory use. Said accessory spaces in Park-For-Hire decks may be~~

~~authorized to be used only as part of a shared parking arrangement after normal business hours.~~

~~16. Minimum Bicycle Parking Requirements.~~

~~a. All non-residential developments that provide automobile parking facilities shall provide bicycle/moped parking facilities at a ratio of at least one bicycle/moped parking space per 20 automobile parking spaces. Multi-family developments shall provide said facilities at a ratio of a minimum one bicycle/moped parking space per 5 multi-family units. No development, except a one or two-family development, may have fewer than three bicycle/moped parking spaces nor be required to exceed a maximum of 50 spaces. Bicycle/moped spaces shall be located within the street furniture zone a maximum distance of 100 feet of the building entrance, or located at least as close as the closest automobile space, except for handicapped parking spaces. Each space shall include a metal anchor sufficient to secure the bicycle/moped frame when used in conjunction with a user-supplied lock.~~

~~17. Other general requirements for uses permitted within Subarea 3:~~

~~a. Repair garages shall not have entrances to service bays and/or vehicle storage areas that are open to and visible from a public street or park.~~

~~b. One and two-family residences shall comply with the requirements of Section 16-20L.006.~~

~~18. The standards contained in Section 16-20L.005(1)(b) and Section 16-20L.005(1)(c) shall apply.~~

~~19. Noise Limitation Standards. *The Atlanta Noise Ordinance, Atlanta Code Section 74-129 et seq., as it may be amended from time to time, shall apply to this District.* Table 1 below establishes the maximum permissible noise levels for all uses permitted within the C-2 and I-2 zones, which comprise Subarea 3. Measurements shall be taken at the boundary line of the lot on which the use is located, and, as indicated, the maximum permissible noise levels vary according to the zoning of the lot adjacent to the lot on which the C-2 or I-2 use is located.~~

~~A decibel measures a unit of sound pressure. Since sound waves having the same decibel level sound louder or softer to the human ear depending upon the frequency of the sound wave in cycles per second (i.e., whether the pitch of the sound is high or low) an A-weighted filter constructed in accordance with the specifications of the American National Standards Institute, which automatically takes account of the varying effect of different pitches on the human ear, shall be used on any sound level meter taking measurements required by this Section. Accordingly, all measurements are expressed in dB(A) to reflect the use of this A-weighted filter. The standards established in the Table set forth in Table 1 below are expressed in terms of the Equivalent Sound Level (Leq), which must be calculated by taking 100 instantaneous A-weighted sound levels at 10-second intervals and computing the Leq, both in accordance with a noise measurement data sheet and a computational work sheet which shall be promulgated by the Director of the Bureau of Buildings. Table 1, the Table of Maximum Permitted Sound Levels, dB(A), is as follows:~~

~~TABLE 1~~

~~ZONING~~	~~ADJ. TO RES. 7:00 a.m. 7:00 p.m.~~	~~ADJ. TO RES. 7:00 a.m.. 7:00 p.m.~~	~~ADJ. TO C-2~~	~~ADJ. TO I-1~~	~~ADJ. TO I-2~~
~~L-1 USE~~	~~50~~	~~45~~	~~55~~	~~55~~	~~55~~
~~L-2 USE~~	~~50~~	~~45~~	~~55~~	~~55~~	~~55~~
~~C-2 USE~~	~~50~~	~~45~~	~~55~~	~~55~~	~~55~~

~~Impact noises generated by sources that do not operate more than one minute in any one-hour period are permissible up to a level of 10 dB(A) in excess of the figures listed in Table 1 above, except that this higher level of permissible noise shall not apply from 7 p.m. to 7 a.m. when the adjacent lot is zoned residential. The impact noise shall be measured using the fast response of the sound level meter. Noise resulting from emergency signaling devices, refuse collection vehicles, and other public service operations shall be exempt from the requirements of this Section. Sound level shall be measured with a sound meter and associated octave band filter manufactured according to standards prescribed by the American Standards Association.~~

20. ~~***Zoning variances granted prior to enactment of this chapter. Any owner of property who obtained, on or after January 1, 1982, and prior to the effective date of this Chapter, a variance from the city board of zoning adjustment to construct all or a portion of a project within the boundaries of this district, shall be entitled to construct said project in accordance with the plans presented in said application, the provisions of Section 16-20L.008 notwithstanding.***~~

21. ~~***Any building existing at the time of enactment of this Chapter that is subsequently destroyed either in whole or in part by fire, other act of nature, or by other casualty that is not the fault of the owner, shall be permitted to be rebuilt as it previously existed except, and without any requirement for a Certificate of Appropriateness, provided that the owner in the process of rebuilding remedies any nonconforming characteristics of the structure that were nonconforming due to the underlying zoning classification (e.g. C-2 or I-1, and provided that any such rebuilding commences no later than 24 months from the date on which said fire, act of nature, or other casualty occurred.***~~

22. ~~***Minor alterations may be made to structures and improvements existing at the time of enactment of this Chapter and additions may be made to structures existing at the time of enactment of this Chapter in the amount of 30 percent of the floor area of such existing structure or 5,000 square feet, whichever is greater, all without the need of obtaining a Certificate of Appropriateness from the Urban Design Commission, so long as such alterations and additions meet the requirements of the underlying zoning classification (e.g., C-2 or I-2).***~~

RCS# 3685
4/10/02
12:12 PM

Atlanta City Council

Regular Session

02-O-0050 Z-01-96; Create New Chapter 20L, Inman Park Historic District
ADOPT ON SUB

YEAS:	10
NAYS:	0
ABSTENTIONS:	0
NOT VOTING:	1
EXCUSED:	0
ABSENT	5

Y Smith	B Archibong	Y Moore	B Mitchell
Y Starnes	Y Fauver	Y Martin	B Norwood
Y Young	Y Shook	Y Maddox	Y Willis
Y Winslow	B Muller	B Boazman	NV Woolard

RCS# 3679
4/01/02
5:55 PM

Atlanta City Council

Regular Session

02-O-0050 Z-01-96; Create New Chapter 20L Inman Park Historic District
REFER

YEAS:	12
NAYS:	0
ABSTENTIONS:	0
NOT VOTING:	3
EXCUSED:	0
ABSENT	1

NV Smith	NV Archibong	Y Moore	Y Mitchell
Y Starnes	Y Fauver	Y Martin	Y Norwood
Y Young	Y Shook	Y Maddox	Y Willis
Y Winslow	NV Muller	Y Boazman	B Woolard

02-O-0050
(Do Not Write Above This Line)

AN ORDINANCE
BY: ZONING COMMITTEE

Z-01-96

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 20J, INMAN PARK HISTORIC 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 ZONE ALL PROPERTIES LYING WITHIN THE BOUNDARIES OF SAID DISTRICT TO THE OVERLAY ZONING CATEGORY OF HISTORIC DISTRICT (HD) PURSUANT TO CHAPTER 20 OF THE ZONING ORDINANCE OF THE CITY OF ATLANTA, REZONING FROM R5 (TWO-FAMILY RESIDENTIAL), RG1 (RESIDENTIAL GENERAL SECTOR 1), RG2 (RESIDENTIAL GENERAL SECTOR 2), RG3 (RESIDENTIAL GENERAL SECTOR 3), RLC (RESIDENTIAL-LIMITED COMMERCIAL), RLC-C (RESIDENTIAL-LIMITED COMMERCIAL CONDITIONAL), C1 (COMMUNITY BUSINESS),, C2 (COMMERCIAL SERVICE), C2C (COMMERCIAL SERVICE CONDITIONAL), I1 (LIGHT INDUSTRIAL), I2 (HEAVY INDUSTRIAL), AND SPI5 (INMAN PARK SPECIAL PUBLIC INTEREST), TO R5/HD (TWO-FAMILY RESIDENTIAL/HISTORIC DISTRICT), RG1/HD (RESIDENTIAL GENERAL SECTOR 1/HISTORIC DISTRICT), RG2/HD (RESIDENTIAL GENERAL SECTOR 2/HISTORIC DISTRICT), RG3/HD (RESIDENTIAL GENERAL SECTOR 3/HISTORIC DISTRICT), RLC/HD (RESIDENTIAL-LIMITED COMMERCIAL/HISTORIC DISTRICT), RLC-C/HD (RESIDENTIAL-LIMITED COMMERCIAL CONDITIONAL/HISTORIC DISTRICT), C1/HD (COMMUNITY BUSINESS/HISTORIC DISTRICT),, C2/HD (COMMERCIAL SERVICE/HISTORIC DISTRICT), C2C/HD (COMMERCIAL SERVICE CONDITIONAL/HISTORIC DISTRICT), I1/HD (LIGHT INDUSTRIAL/HISTORIC DISTRICT), I2/HD (HEAVY INDUSTRIAL/HISTORIC DISTRICT), AND SPI5/HD (INMAN PARK SPECIAL PUBLIC INTEREST/HISTORIC DISTRICT); TO REPEAL CONFLICTING LAWS; AND FOR OTHER PURPOSES

☐ CONSENT REFER
☐ REGULAR REPORT REFER
☐ ADVERTISE & REFER
☐ 1st ADOPT 2nd READ & REFER

☑ Perpaper
ADOPTED BY
APR 10 2002
COUNCIL

Date Referred 1/7/02

Referred To: BRB & Zoning

4-1-02 Zoning

First Reading
Committee
Date
Chair

Committee	Committee
Zoning	Zoning
Date: Feb. 27, 2002	Date: April 10, 2002
Chair	Chair: Debbie Starnes
Action: Fav, Adv, Held (see rev. side)	Action: Fav, Adv, Held (see rev. side)
Other: On Substitute	Other: On Substitute
Members	Members: [signature], [signature], Carla Smith, [signature], Mary Norwood
Refer To	Refer To

Committee	Committee
Zoning	
Date: March 27, 2002	Date
Chair: Debbie Starnes	Chair
Action: Fav, Adv, Held (see rev. side)	Action: Fav, Adv, Held (see rev. side)
Other: On Substitute	Other:
Members: Natalie Archibald, Mary Norwood, [signature], Carla Smith, [signature]	Members
Refer To	Refer To

COUNCIL ACTION

☑ 2nd ☐ 1st & 2nd ☐ 3rd
Readings
☐ Consent ☐ V Vote ☑ RC Vote

CERTIFIED
CERTIFIED
APR 10 2002
ATLANTA CITY COUNCIL PRESIDENT
Catherine M. Woolard

CERTIFIED
APR 10 2002
Rhonda Daughtie Johnson
MUNICIPAL CLERK

MAYOR'S ACTION

APPROVED
Shirley Franklin
APR 10 2002
MAYOR