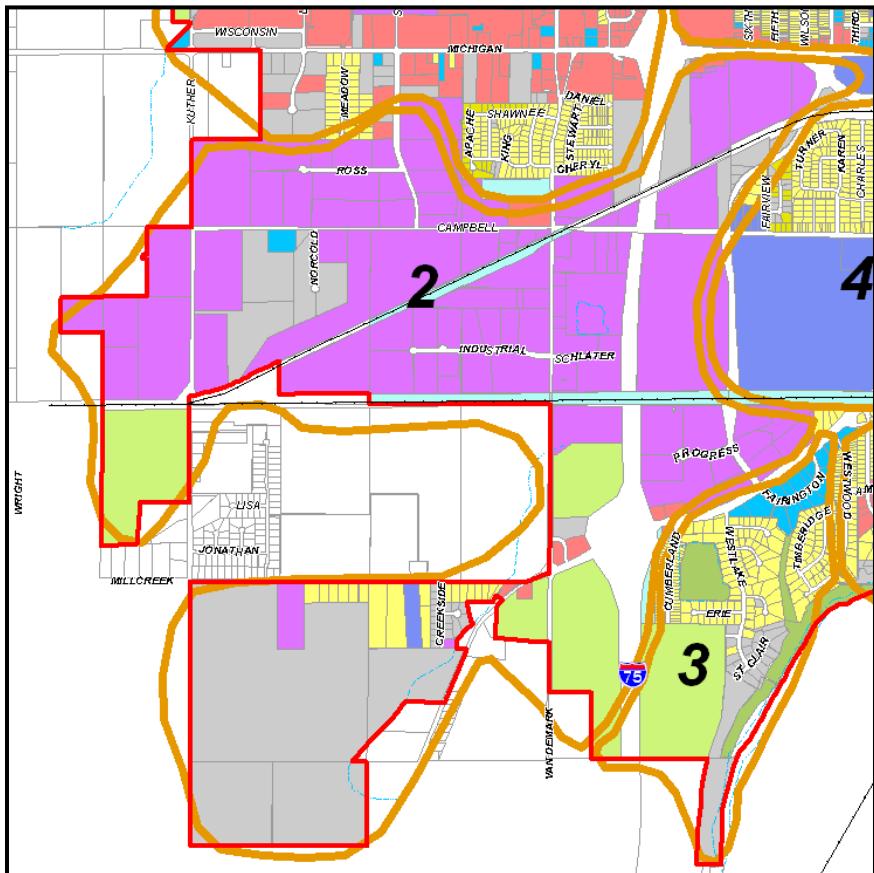


## Policy Area 2



### Existing Character

Comprised of the largest concentration of industrial uses in the City, Policy Area 2 is highly visible from I-75 and contains varying sized medium to light industrial and manufacturing uses as well as warehouse facilities. The area is bisected by two active rail lines which are utilized by select industrial facilities in the area.

A full complement of newly upgraded utilities is available for existing uses and future development including sewer, water and high speed internet access. While many developed parcels are fully built out providing no room for significant expansion, properties are available for development in this area, in particular at Norcold Drive and Campbell Road and a 280 acre site, ready for industrial or commercial use, south of Millcreek Road.

### Recommendations

1. Pedestrian connectivity and lighting in this area could be improved. Although the area is primarily utilized for industrial uses, it shouldn't be isolated from the rest of the community. Improved connectivity and aesthetic elements would support both healthy lifestyles of employees located here but also possibly encourage pedestrian traffic from easterly neighborhoods without driving. These amenities could be paid for through the use and deployment of a special improvement district.
2. A strong industrial base is vital to a healthy economy. Continue to promote and permit a mix of industrial, commercial and office uses. The City should investigate the potential application of

design guidelines to improve building design, site design and landscaping. However, because of the nature of this existing area as a manufacturing and industrial base, design guidelines should be relatively minimal in nature.

3. Landscape and buffering requirements should be reviewed and modified in the Zoning Code in order to provide a better set of standards and regulations to soften the built environment, promote green spaces on private property in order to reduce stormwater run-off.
4. This zoning should be amended to minimize potentially incompatible land uses, or additional buffering techniques should be adopted to promote more aesthetic land use transitions.
5. A portion of this Policy Area east of I-75 and north of the railroad tracks is LMI-eligible for use of CDBG resources.

### Appropriate Land Uses

- Industrial
- Commercial
- Office
- Public and semi-public uses