



Atlanta BeltLine Master Plan

SUBAREA 7 NORTHSIDE/PEACHTREE/PIEDMONT PLAN RECOMMENDATIONS

Prepared for
Atlanta BeltLine, Inc.
by Glattig Jackson

Adopted by the Atlanta City Council on
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PLAN RECOMMENDATIONS

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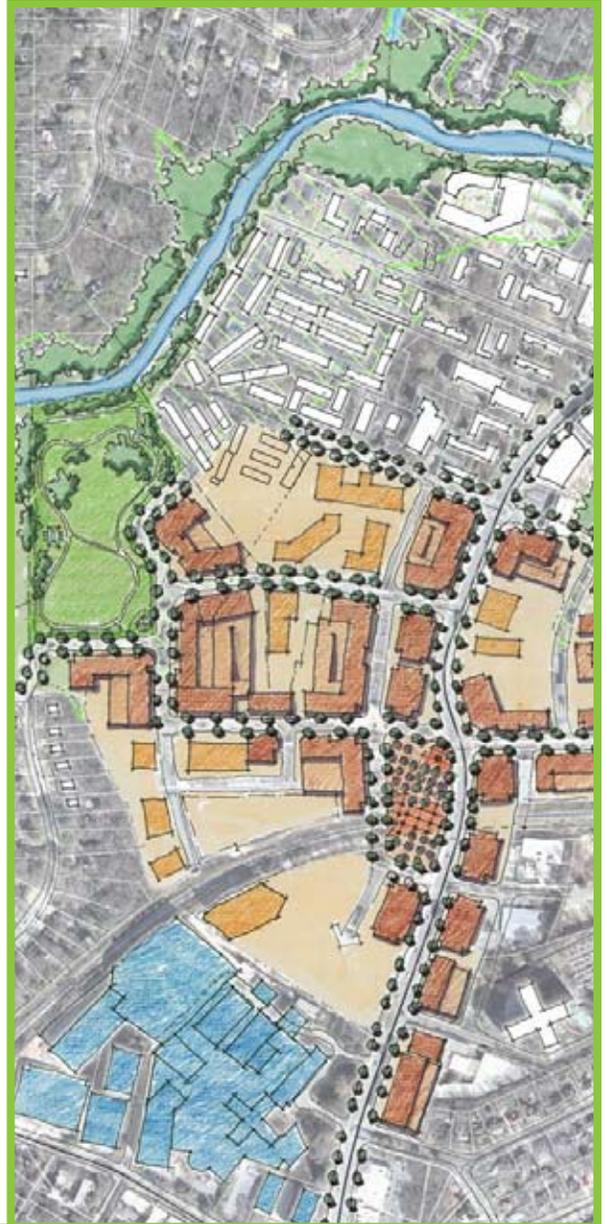
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**PLAN
RECOMMENDATION**

Executive Summary

Executive Summary

Study Overview

The BeltLine Study Area for Subarea 7 extends from Northside Drive on the west, Piedmont Road on the east, I-85 and I-75 on the south and the Lindbergh Drive/ Lindbergh Station Area to the north. The Tax Allocation District (TAD) is the focus of this study, covering a smaller area that specifically includes key corridors, parks and open spaces, the BeltLine transit and trail corridors and potential redevelopment areas.

Organization of this Report

This report is organized into the following sections:

1.0 Executive Summary – Highlights the public process and key issues and recommendations of the Master Plan.

2.0 Land Use & Circulation – Details the recommendations covering land use and development in the station areas, the BeltLine Trail and Transit alignment alternatives, and Street Framework/ circulation.

3.0 The Cultural Arts – Articulates the public and cultural arts opportunities, identifying specific projects and locations based on the Land Use and Circulation recommendations.

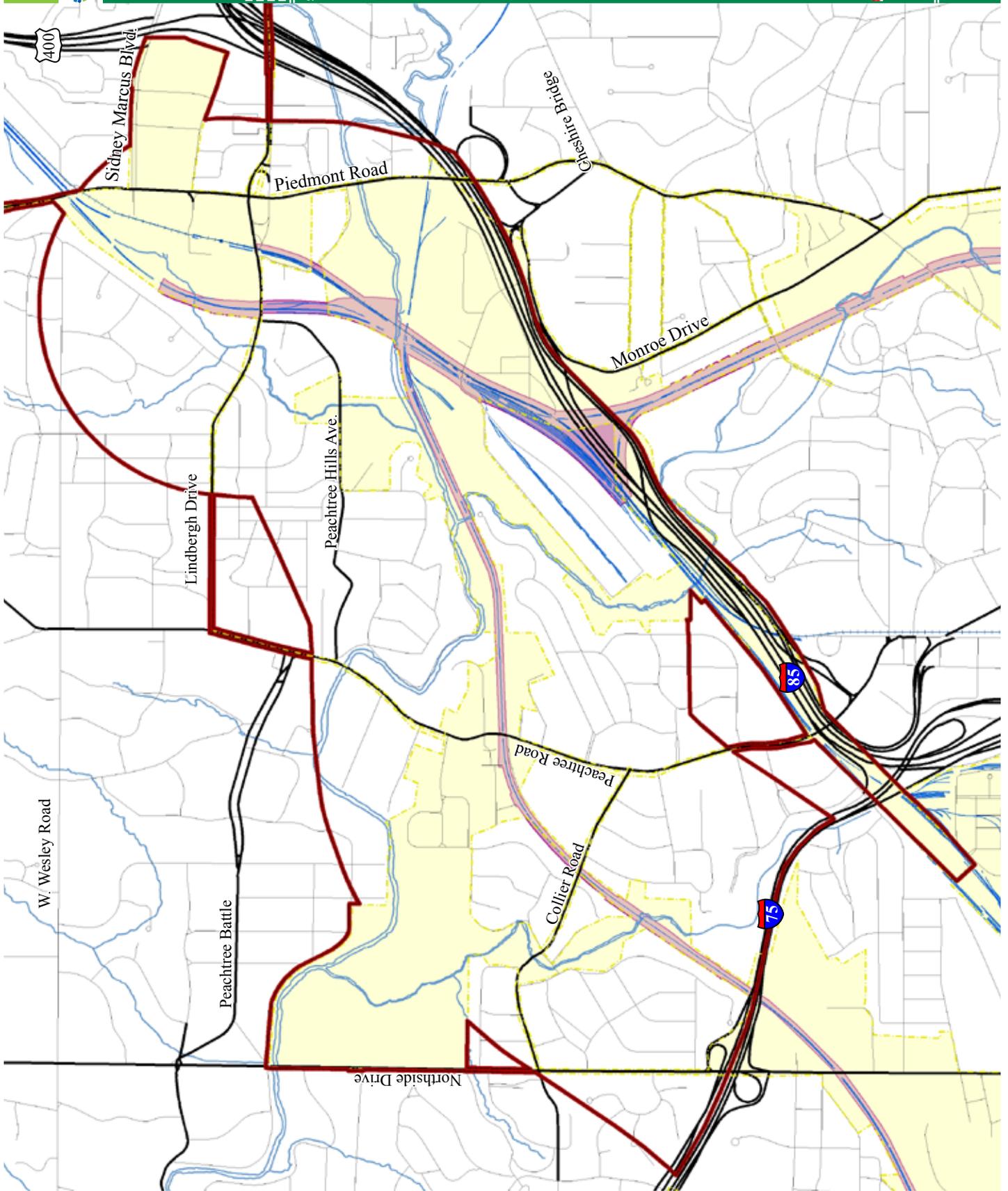
4.0 Projects – Identifies and categorizes the various projects identified in the Master Plan, providing estimated costs and responsibilities for key public projects.



- LEGEND
- TAD Boundary
 - Study Area Boundary
 - BeltLine Corridor
 - Rail Lines



SCALE IN FEET
0 500 1,000



Methodology & Community Input

Community input played an integral role in the development of the BeltLine Master Plan for Subarea 7 (Northside-Peachtree-Piedmont Subarea). The Master Plan was developed with input from the Northside BeltLine Study Group, a planning committee established exclusively to review and guide Subarea 7 planning activities, as well as small group meetings and interviews. Additionally, information regarding the planning effort was periodically presented at citywide forums including BeltLine Quarterly Briefings and the BeltLine.org website.

The BeltLine is divided into five study groups for public involvement activities: Northeast, Northside, Southeast, Southwest and Westside. These groups provide input on the planning and implementation of the project within a specific geographic area. Study group boundaries are based on recognized neighborhood boundaries and major physical dividers such as interstate highways, and include neighborhoods and business districts. The BeltLine study group meetings are public meetings and are open to all members of the community. To ensure Neighborhood Planning Unit (NPU) participation in the activities of the BeltLine study groups, each NPU was asked to designate a liaison and an alternate liaison to the BeltLine study group(s) in its area.

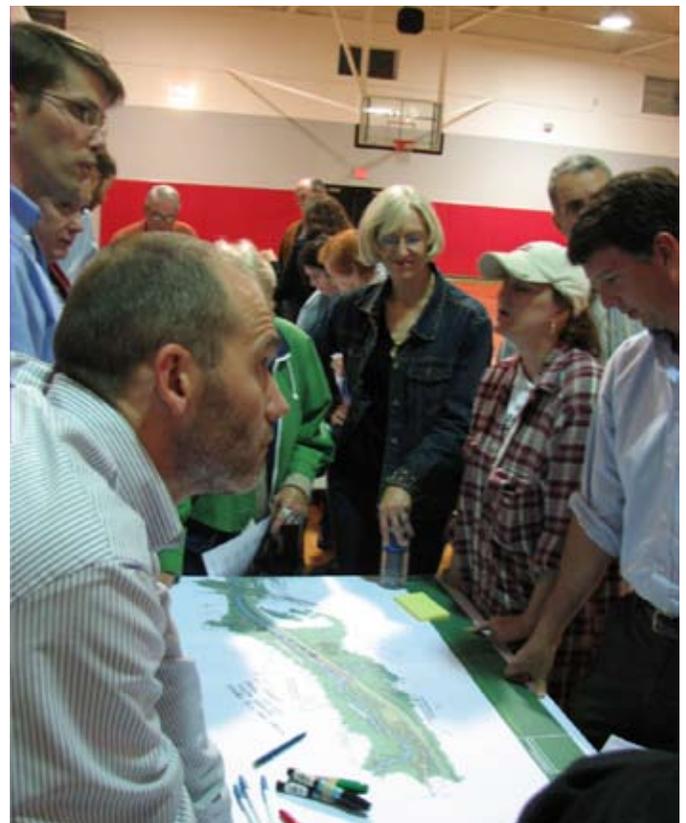
To augment the study groups, a Planning Committee was created. Originally called the Steering Committee, the Planning Committee representatives provided more detailed involvement and continual input throughout the subarea planning process. Membership included participants from the BeltLine Study Group, but was augmented to draw from multiple stakeholder groups required to inform the planning and design process. The Subarea 7 Planning Committee included neighborhood residents, arts community representatives, development community interests and other key stakeholders. A list of Planning Committee members is included at the beginning of this document.

Consultants supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council on July 2006. Specifically, consultant team members, under the direction of project managers from Atlanta BeltLine, Inc., attended both study group and planning committee meetings and led discussions of land use and circulation, mobility and park master planning. There were three planning committee meetings and five study group meetings held over the course of the Northside-Peachtree-

Piedmont Subarea 7 planning process. The agendas, meeting summaries, and presentation material for each of these meetings are included within the Appendix. The following list includes the meeting date and topic of all Northside Study Group and Planning Committee meetings held during the planning process.

Planning Committee & Study Group Meetings:

- a.) July 10, 2007: Planning Committee Meeting, Kickoff Meeting
- b.) August 28, 2007: Study Group Meeting, Existing Conditions
- c.) September 25, 2007: Study Group Meeting, Development of Goals and Objectives
- d.) September 27, 2007: Planning Committee Meeting, Review Concept Planning for the Subarea
- e.) October 30, 2007: Study Group Meeting, Review Draft Subarea Master Plan
- f.) November 27, 2007: Planning Committee Meeting, Review Draft Final Subarea Master Plan
- g.) September 8, 2008: Study Group Meeting, Final Draft Plan Review I
- h.) October 6, 2008: Study Group Meeting, Final Draft Plan Review II



Gathering public feedback

Overview of Subarea Goals

In early 2007, the Northside BeltLine Study Group developed a series of “Guiding Principles” that served to articulate the desired vision for the BeltLine in this area. These principles guided the master planning process.

Preservation

- Preservation of greenspace
- Create new greenspace and maximize new greenspace opportunities
- Linkage of greenspaces
- Preservation of historic assets
- Preservation of existing neighborhoods
- Minimize impact on single-family homes
- Development of consistency with scale and architecture of surrounding neighborhoods and zoning
- Provide transitional zoning and density to existing single-family residential neighborhoods

Trails and open space

- Minimize impact of trails on established neighborhoods
- Location of trail access points to minimize on-street parking
- Well thought-out parks and greenspace along the BeltLine
- Right-of-way wide enough to accommodate large shade trees along BeltLine

Environment

- Improve Environmental Quality
- Take care to protect sensitive environmental areas
- Offer significant stormwater management that mitigates flooding

Public safety

- Safe, integrated & convenient pedestrian access
- Safe, integrated & convenient recreation – more bikes, fewer cars

Transportation Planning

- Comprehensive traffic planning that is integrated with existing or future transit
- Well-connected street grid
- Implement traffic calming measures and streetscape improvements on existing residential streets that currently provide mobility for cut-through traffic
- Initiate “no commercial traffic” legislation and enforcement on residential streets
- BeltLine easy to navigate

Opportunities

- Creation of opportunities for innovative public art
- Opportunities for convenient retailing
- Internships and Apprenticeships to train residents for BeltLine jobs
- Mixed-use development nodes at stations that include affordable housing
- Have incentives to encourage community involvement

The BeltLine Process

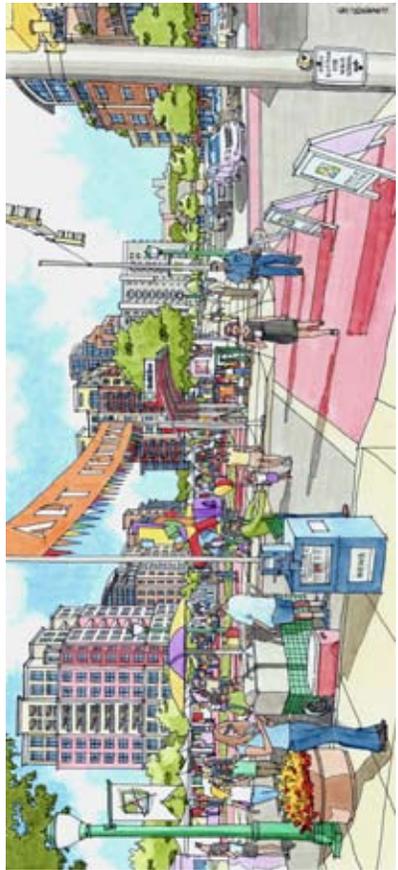
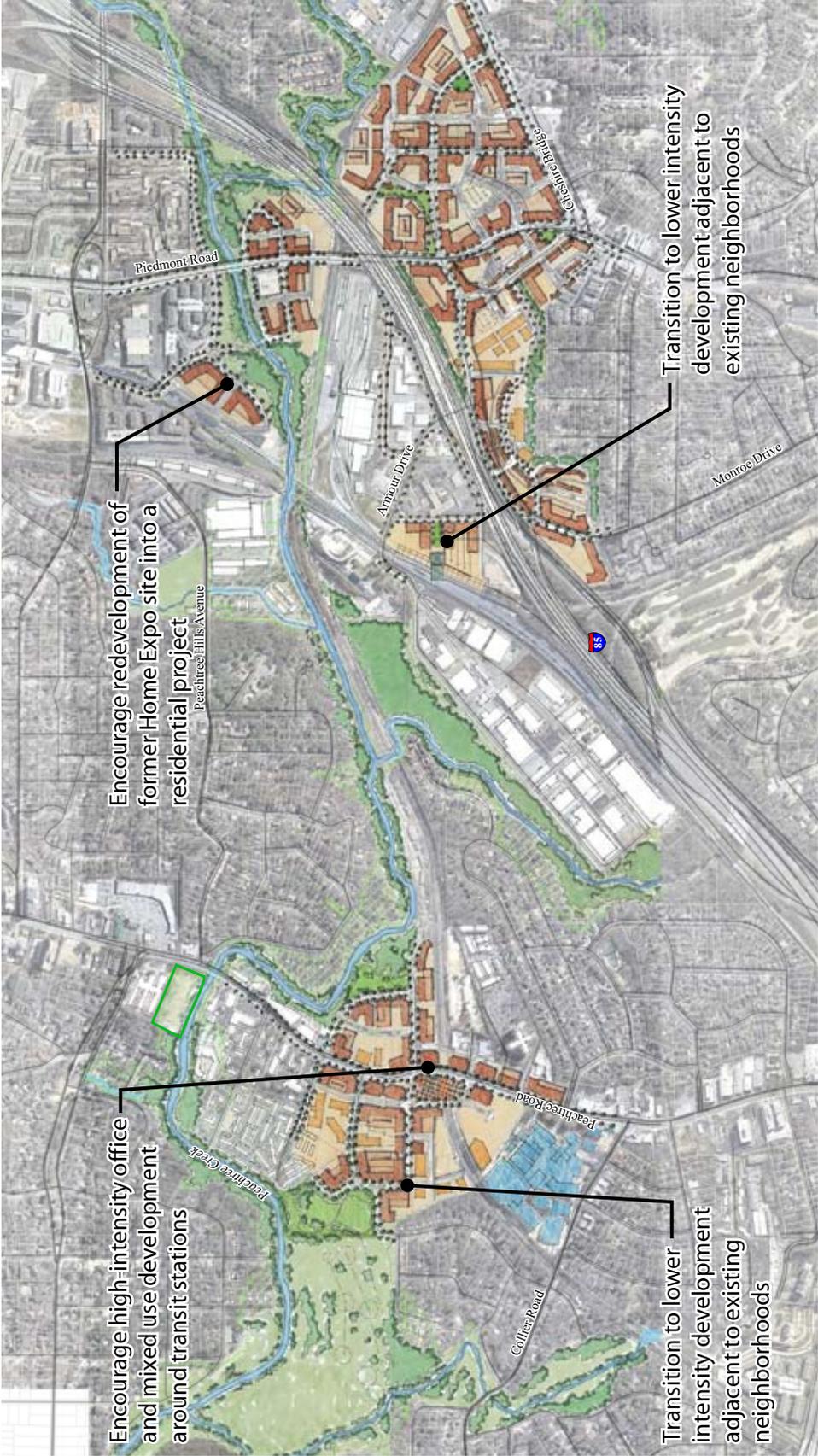
- Physical completion and continuity of BeltLine project
- Long-term maintenance & expansion of project
- Emphasis on design quality
- Encourage and implement quality development that is unique and complementary to existing/ surrounding development
- Inclusive and on-going process
- Green design with regard to recycling, carbon usage, ground cover and water quality

Plan Summary: Land Use & Design

Encouraging transit-oriented development in the BeltLine Station areas is a central part of the BeltLine vision. This new development should be walkable to the station, provide both housing and employment, and be appropriately intense to take full advantage of, and support the transit investment. The plan also recognizes the need to protect the surrounding neighborhoods from encroaching development and inappropriate scale and land use relationships.

Key Recommendations:

- The Peachtree Station area already has transit oriented land use and zoning intensity given its access to Peachtree Road and adjacency to Piedmont Hospital. The plan only proposes selected land use changes designed to protect open space opportunities and concentrate development closer to the transit station. The Street Framework recommendations and design standards will serve to shape this future redevelopment into more walkable urban form to maximize access to the station.
- The Armour Drive Station area is constrained by limited access and surrounding industrial development. Only limited development is proposed immediately adjacent to the station, and the City's industrial policy is specifically recommending protecting the surrounding industrial uses.
- The proposed transit alignment alternatives for the Armour-Ottley Industrial area are specifically designed with station area development opportunities in mind and could serve to catalyze transit oriented development along Piedmont Road. Several land use changes are proposed along Piedmont Road to allow mixed-use development along this corridor.



Transit Plaza - Proposed
View North from the Peachtree Road and Spalding Drive/Peachtree Valley Road Intersection

Plan Summary: Mobility

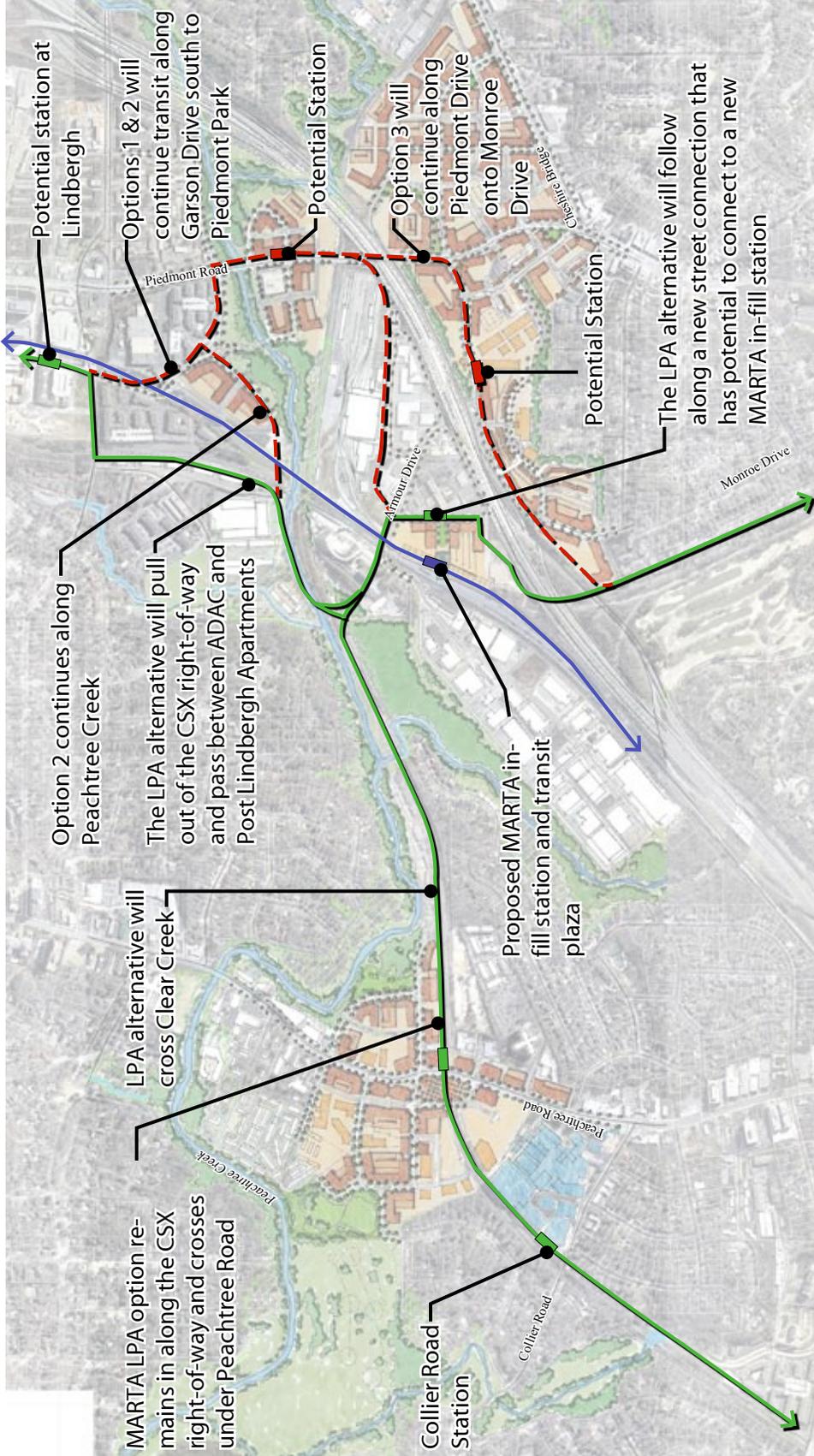
Many participants were concerned about existing and future traffic congestion and its impact on the surrounding neighborhoods. This plan looked at a wide range of solutions and mitigating improvements to manage existing and future traffic. Traffic issues in growing urban areas are not “solved” but “managed” through a wide range of strategies that include transit access, bicycle facilities, increased walkability, better connectivity, and traffic calming.

Key Recommendations:

- Prime among these strategies will be the implementation of BeltLine transit. While technical and financial hurdles exist, transit will be built in this corridor. BeltLine transit will provide a valuable link between the major employment and residential center of the Piedmont Hospital/Peachtree Road area and MARTA, via the Lindbergh Station, making this area one of the most transit accessible places in the region. Several transit alignment options are proposed in the Armour-Ottley Industrial area to potentially maximize transit accessibility. These options will be evaluated further as part of the transit EIS process currently underway.
- The new street connections planned as part of the Street Framework will serve to improve local accessibility, distribute traffic more efficiently and create more walkable urban form. Many of these streets will be built as redevelopment occurs by private development. Several key connections such as the realignment of Spalding Drive and the Bennett Street connection across the CSX rail line may get implemented through public/private partnerships.
- Neighborhood traffic calming is proposed in the neighborhoods along Collier Road, recognizing that the long-term livability of these neighborhoods is dependent on managing the behavior and speed of traffic that travels on their streets.
- The proposed sidewalk and streetscape improvements to surrounding streets will serve to increase walkability and encourage transit ridership by making it easy and comfortable to walk to transit.



TRANSIT ALTERNATIVES	
	MARTA LPA Alignment
	Transit Alignment Options
	Proposed MARTA In-fill Station
	Proposed Transit Plaza
	Open Space
	Existing Buildings
	Proposed Redevelopment
	Piedmont Hospital

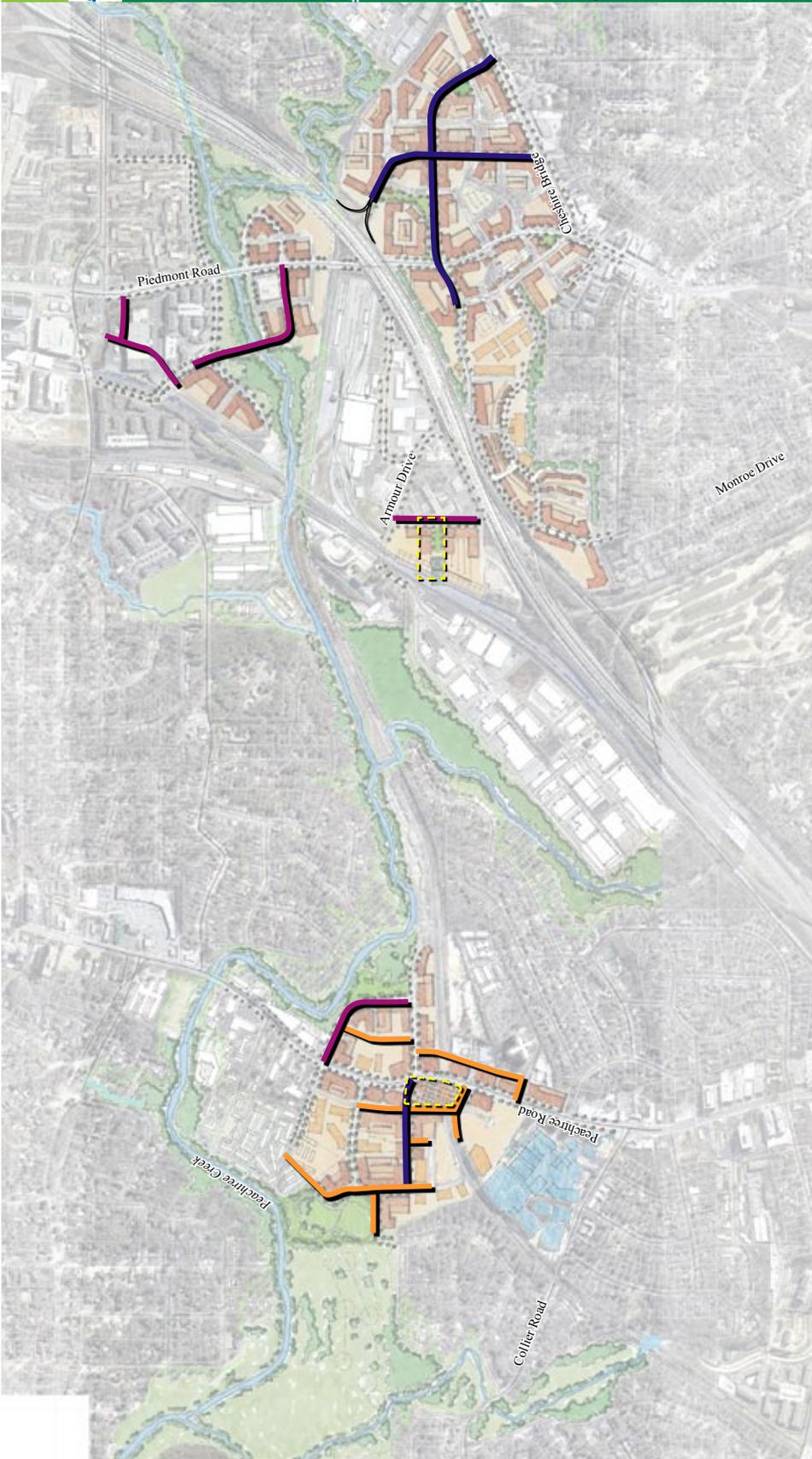




**STREET
FRAMEWORK AND
STREET TYPES**

LEGEND

- Street, Multi-Family (S1/MF-60)
- Avenue Residential (AV/R-78)
- Avenue Mixed Use (AV/MU-90)



Street/Multi-Family (ST/MF-60)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	No
Sidewalk	6'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	No
Width of Median	
Right-of-Way	60'

Avenue/Residential (AV/R-78)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	6'
On-street Parking (from face of curb)	7.5'
Median	No
Width of Median	
Right-of-Way	78'

Avenue/ Mixed-Use (AV/MU-90)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	Yes
Width of Median	12'
Right-of-Way	90'

Plan Summary: Parks & Open Space

Natural Resources and Open Space

This subarea includes the majority of creeks and streams found along the BeltLine. Clear Creek, Peachtree Creek, and Tanyard Creek and their associated floodplains and wetlands are defining features of the area's character, central to the community, and are unique in the greenway and trail opportunities they afford. Providing a balance between restoration, protection, and public access was a central theme throughout the planning process.

Key Recommendation:

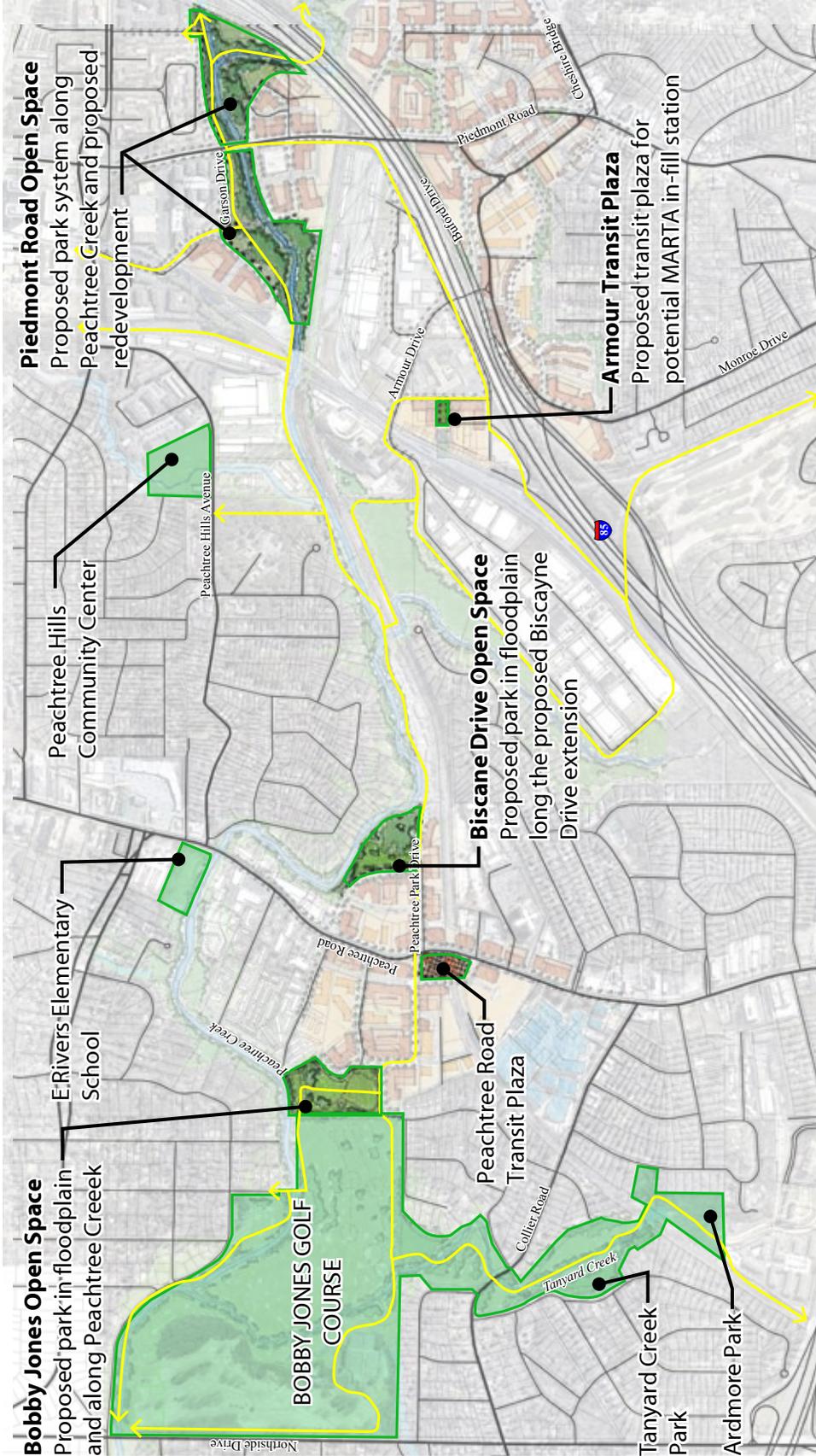
- The BeltLine trail will serve to provide public access and connectivity along these valuable natural resources. In addition, the plan proposes the protection and development of several new public open spaces along Peachtree Creek, taking advantage of floodplain areas that are restricted from future development. These open spaces can be implemented as redevelopment occurs, relocating new development out of the floodplain and establishing passive green spaces in their place. The design of these spaces can serve to reestablish natural vegetation, manage flooding and stormwater, and create sensitive public use and access.

Public & Cultural Arts

This subarea includes numerous collections of galleries and art institutions including the new home of MOCA GA, the Bennett Street galleries, and ADAC and surrounding galleries. This concentration of arts activity and resources creates a unique opportunity for collaboration and focus on arts and culture for this area of the BeltLine.

Key Recommendations:

- The proposed Peachtree Transit Plaza capitalizes on the prominent intersection of BeltLine and Peachtree Road by creating an active and public space that will serve as a venue for permanent and temporary public art installations, as well as, arts festivals and events. This highly visible location on Peachtree Road can become a signature Atlanta public space, an icon for BeltLine, and a valuable address for surrounding redevelopment.
- The plan also recommends the establishment of arts districts in key areas in order to maintain support of on-going arts activities and galleries. In addition, the plan identifies the wide range of public art opportunities that will be available in the design and implementation of the BeltLine trail, transit, and open space projects. These opportunities should be tied to the area's unique history, natural environment, and local artists.



BeltLine Trail

The BeltLine Trail is a key component of the BeltLine vision. Because, in this area, the BeltLine Trail will not be located within the same right-of-way as the transit, the alignment for the trail was frequently a topic of conversation among the adjacent neighborhoods and property owners. Balancing optimal trail routing, trail aesthetics, and route directness, with the impact to natural areas, open spaces and residential neighborhoods was the key challenge in determining the trail's alignment.

Key Recommendations:

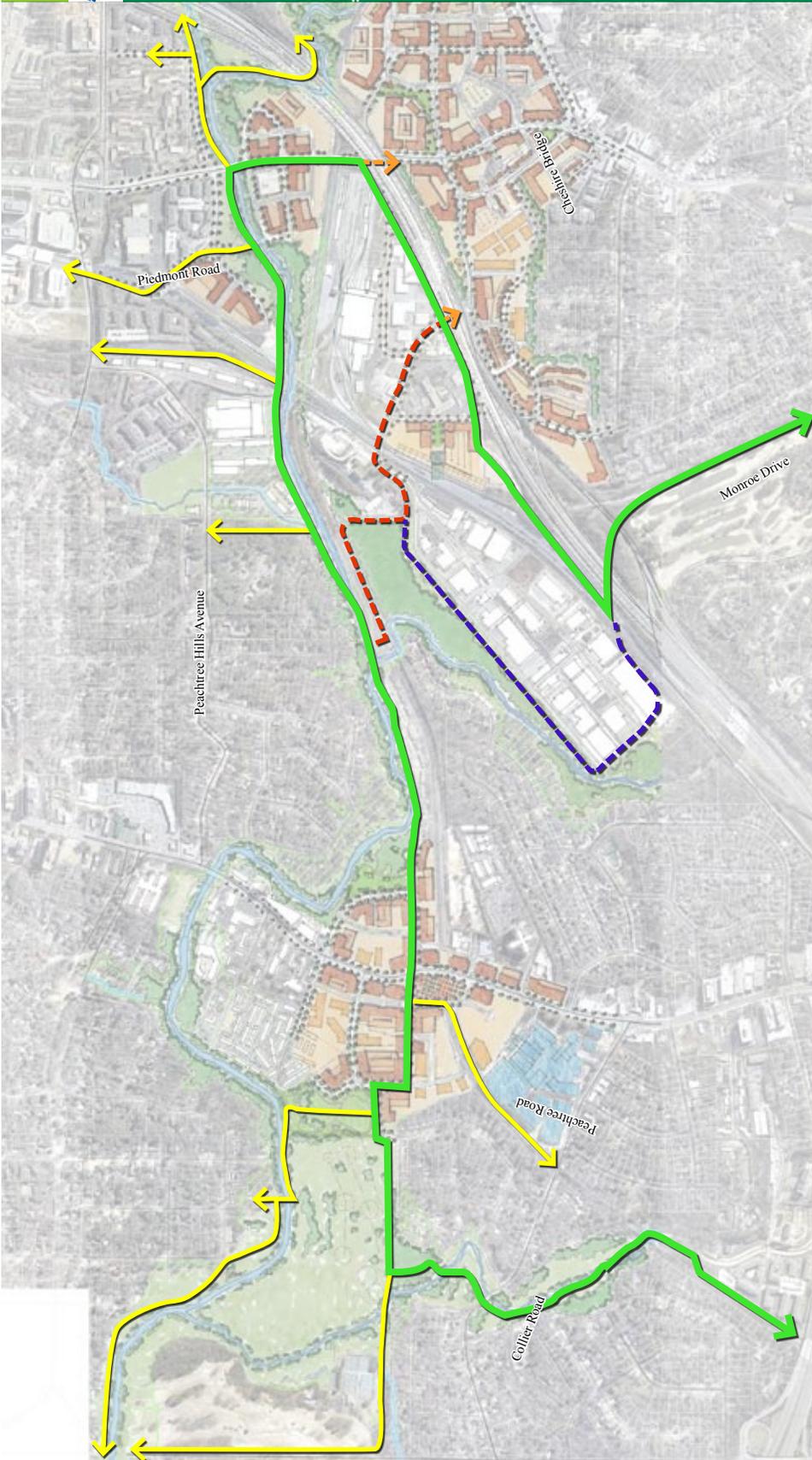
- The Atlanta Memorial Trail segment is a one-mile long section of BeltLine Trail from Ardmore Park, through Tanyard Creek Park, north to Bobby Jones Golf Course, ending at Dellwood Drive. The alignment and design of this section has been determined through a separate public involvement and design process and is currently under construction.
- Several trail alignments for the Armour-Ottley industrial area have been identified that are under further, more detailed, design evaluation as part of the transit EIS process currently underway. This area involves some of the most complicated set of physical constraints along the entire BeltLine corridor including; Peachtree Creek and Cross Creek, CSX, Norfolk Southern, and MARTA rail lines, and Interstate 85. These issues along with the alignment of BeltLine Transit, will require additional and on-going evaluation and neighborhood consultation.
- A number of "spur" trail connections have been identified that will connect adjacent neighborhoods and public parks to the BeltLine Trail. These connections will occur over time as redevelopment occurs and as funding is available. Their identification now maintains the ability to protect their alignment and future implementation.



**OVERALL TRAIL
PLAN**

LEGEND

- BeltLine Trail
- BeltLine Trail Options
- BeltLine Trail Spurs
- Proposed Transit Plaza
- Open Space
- Existing Buildings
- Proposed Redevelopment
- Piedmont Hospital



The Atlanta Regional Commission's Livable Centers Initiative (LCI)

The Subarea 7 Master Plan and process was designed to meet all of the requirements of the Atlanta Regional Commission's (ARC) Livable Centers Initiative (LCI). It is the intent of BeltLine Inc. to submit this plan for adoption by ARC as a grandfathered LCI plan in order to make many of the implementation projects identified eligible for LCI implementation funding.

The Livable Centers Initiative program encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies. The LCI program is intended to promote greater livability, mobility and development alternatives in existing employment centers, town centers and corridors. The rationale is that directing development towards areas with existing infrastructure will benefit the region and minimize sprawling land use patterns.

Key Goals for the LCI study

The LCI program was established with ten goals that can be summarized as three general concepts that encourage mixed land use, transportation options, and public involvement.

- Develop an outreach process that promotes the involvement of all stakeholders (including those not often involved in such planning efforts).
- Encourage a diversity of residential neighborhoods, employment, shopping and recreation choices at the activity center and town center level; housing should be given strong focus to create mixed-income neighborhoods and support the concept of "aging in place"
- Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area

Every LCI study is expected to address these three key concepts as a part of the planning process and eventually identify projects for implementation which can be funded under the LCI program with matching contributions from local jurisdictions. Since 2000, ARC has awarded \$132 million in implementation grants to LCI areas.

Here is a summary of how the Plan meets the 10 goals of the LCI Program:

1. Encourage a diversity of medium to high-density, mixed income neighborhoods, employment, shopping and recreation choices.

- The Subarea Master Plan targets two key nodes, Peachtree Road and Piedmont Road, around the future BeltLine Transit stations for transit supportive mixed-use development.
- The plan establishes an appropriate form, street typology, land use mix and multi-modal connections to connect these growing commercial and employment nodes.

2. Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area.

- The plan builds on the proposed BeltLine trail alignment by identifying new trail connections that will link to the surround residential areas, schools, parks, and commercial centers.
- The plan also identifies a recommended Street Framework for future development. Standards for these streets include sidewalks and bike lanes.

3. Encourage integration of uses and land use policy/regulation with transportation investments to maximize the use of alternate modes.

- The plan recommends a number of land use changes that promote mixed-use development.
- The BeltLine Overlay Zoning District regulates new street connectivity and pedestrian design standards.
- The transportation recommendations include new street connections and future transit that will maximize accessibility to transit.

4. Through transportation investments increase the desirability of redevelopment of land served by existing infrastructure.

- The Street Framework Plan identifies a future network of streets and blocks for the subarea
- These key street connections work to leverage previously underutilized and/or vacant properties to become catalyst sites for desired development.

5. Preserve the historical characteristics and create a community identity.

- The plan strives to maintain and preserve historical characteristics along its corridor which include Tanyard Creek Park and the Bennett Street Arts District. The proposed development scenario highlights and builds on these important cultural resources.

6. Develop a community-based transportation investment program that will identify capital projects, which can be funded in the annual TIP.

- The plan identifies a range of new street and trail projects that will enhance connectivity and mobility in the area and can be publically funded and programmed.

7. Provide transportation infrastructure incentives for jurisdictions to take local actions to implement the resulting study goals.

- The overall BeltLine Plan and this Subarea Plan is focused on funding and providing new transit, trail, and street infrastructure to support connectivity and redevelopment. The City of Atlanta is committed to supporting this transportation investment with associated land use changes and capital improvements.

8. Provide for the implementation of the RDP policies, quality growth initiatives and Best Development Practices in the study area and at the regional level.

- The plan specifically recommends the kind of mixed-use (jobs and housing), walkable and transit supportive developments that ARC is intending to promote. The physical infrastructure projects (pedestrian enhancements, trails, new streets, etc.) along with the land use and design policy will serve to begin implementation.

9. Develop a local planning outreach process that promotes the involvement of all stakeholders particularly low income, minority and traditionally underserved populations.

- The public planning process included a week long design workshop, regular Steering Committee meetings, one-on-one stakeholder interviews with citizens and landowners, broader public meetings, and an informational website run by the BeltLine that contained information updates and plan documents.

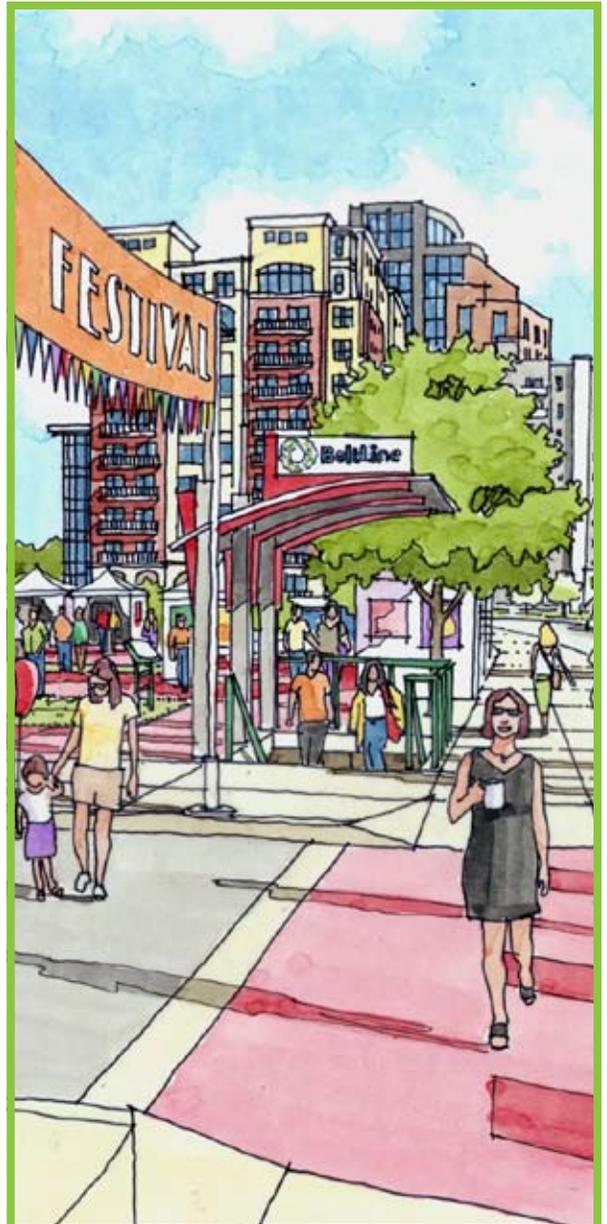
10. Provide planning funds for development of the corridor that showcase the integration of land use policies/regulations and transportation investments with urban design tools.

- The overall BeltLine Master Plan and this Subarea Plan articulate exactly the type of integrated land use and transportation planning that the LCI process is intended to promote. The integrated planning of transit, trails and redevelopment will serve to maximize our transportation resources and support multi-modal redevelopment.

Description of BeltLine Project Implementation

After the adoption of all subarea master plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in the individual subareas. This phased approach will help ensure a uniform approach to implementing projects and an equitable distribution of development opportunities across all geographies of the BeltLine over time – regardless of the sequencing of subarea master plans.

Master plans by their nature are subject to periodic review and at times changes to reflect changing conditions in the local area, refined neighborhood visions and city policies, demographic shifts and other factors. This plan has been developed for the Year 2030 based on a variety of data including projections of population and employment growth, economic conditions and travel patterns and behaviors; and physical constraints and opportunities that exist within the subarea at this time. Accordingly, from time to time with the appropriate community and technical inputs, this plan may be revisited and adjusted to reflect updated new data and policies.

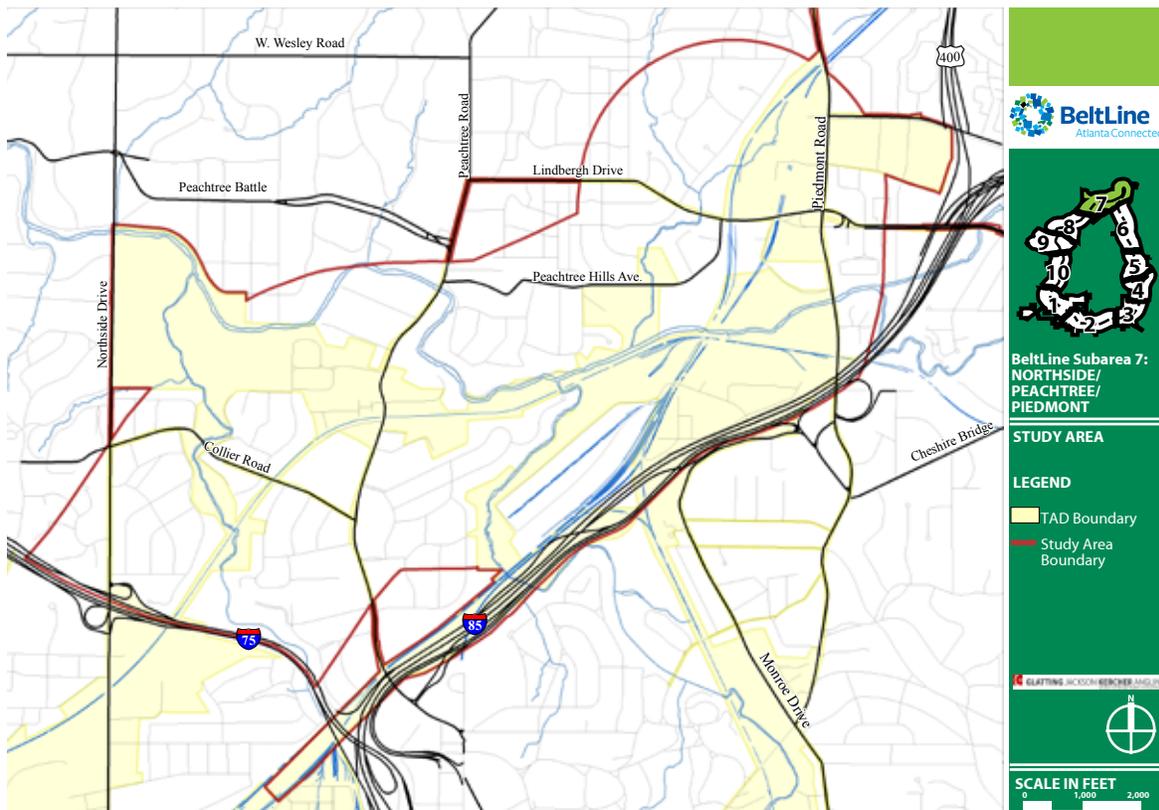


PLAN RECOMMENDATION

1.0 Overview

1.1 Background

The BeltLine Study Area for Subarea 7 extends from Northside Drive on the west, Piedmont Road on the east, I-85 and I-75 on the south and the Lindbergh Drive/Lindbergh Station Area to the north. The Tax Allocation District (TAD) is the focus of this study, covering a smaller area that specifically includes key corridors, parks and open spaces, the BeltLine transit and trail corridors and potential redevelopment areas.



1.2 Acknowledgements

The Honorable Mayor **Shirley Franklin**

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1.3 Guiding Principles

In early 2007, the Northside BeltLine Study Group developed a series of “Guiding Principles” that served to articulate the desired vision for the BeltLine in this area. These principles guided the master planning process.

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Public safety

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Transportation Planning

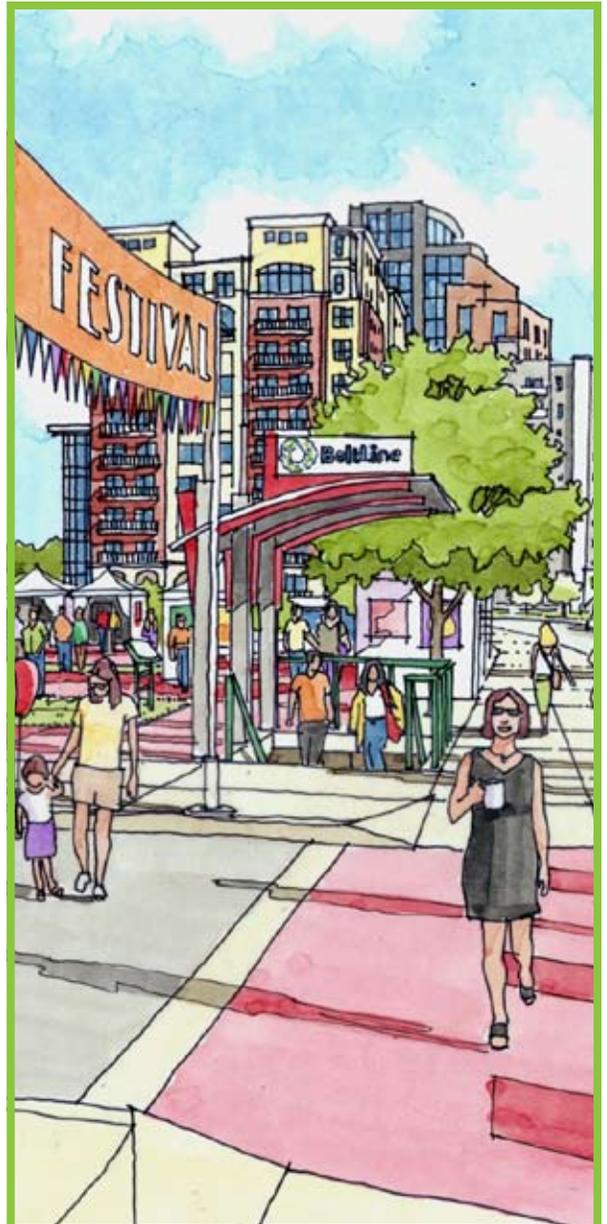
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- Internships and Apprenticeships to train residents for BeltLine jobs
- Mixed-use development nodes at stations that include affordable housing
- Have incentives to encourage community involvement

The BeltLine Process

- Physical completion and continuity of BeltLine project
- Long-term maintenance & expansion of project
- Emphasis on design quality
- Encourage and implement quality development that is unique and complementary to existing/ surrounding development
- Inclusive and on-going process
- Green design with regard to recycling, carbon usage, ground cover and water quality



**PLAN
RECOMMENDATION**

**2.0
Land Use &
Design**

2.1 Illustrative Urban Design Plan

The redevelopment opportunities in Subarea 7 are concentrated at two “focus areas” around BeltLine station locations: the Peachtree Road Area between Piedmont Hospital and Biscayne Drive, and the Piedmont Road Area between Garson Drive and Cheshire Bridge Road. The Illustrative Urban Design Plan demonstrates how this redevelopment should occur, focusing primarily on redevelopment within the TAD boundary and adjacent areas likely to be influenced by redevelopment.

Summary:

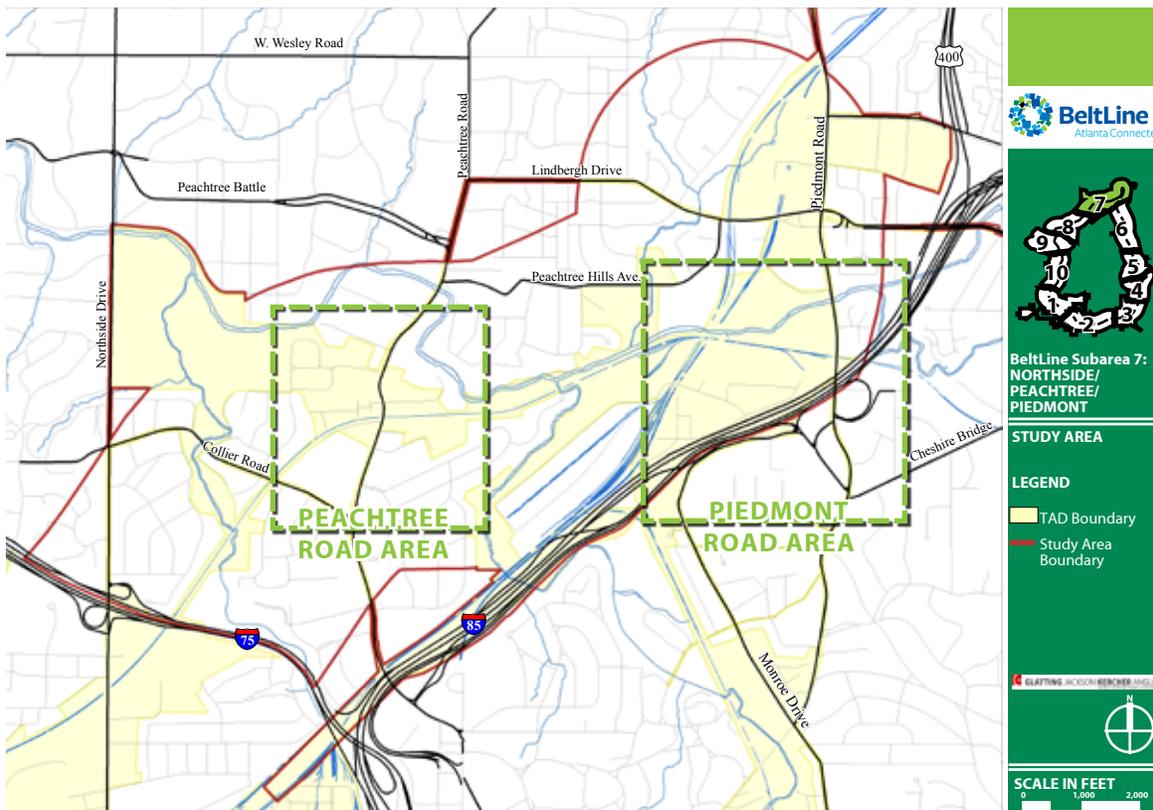
Peachtree Road Area

- Redevelopment is focused on underutilized commercial and residential uses just north of the CSX rail line and within a ¼ mile of the future BeltLine transit station.
- The proposed redevelopment intensity is consistent with the area’s future land use and existing zoning but should have a strong mixed use component, new open spaces, and street connectivity.
- Opportunity exists to convert floodplain areas to open space as redevelopment occurs.

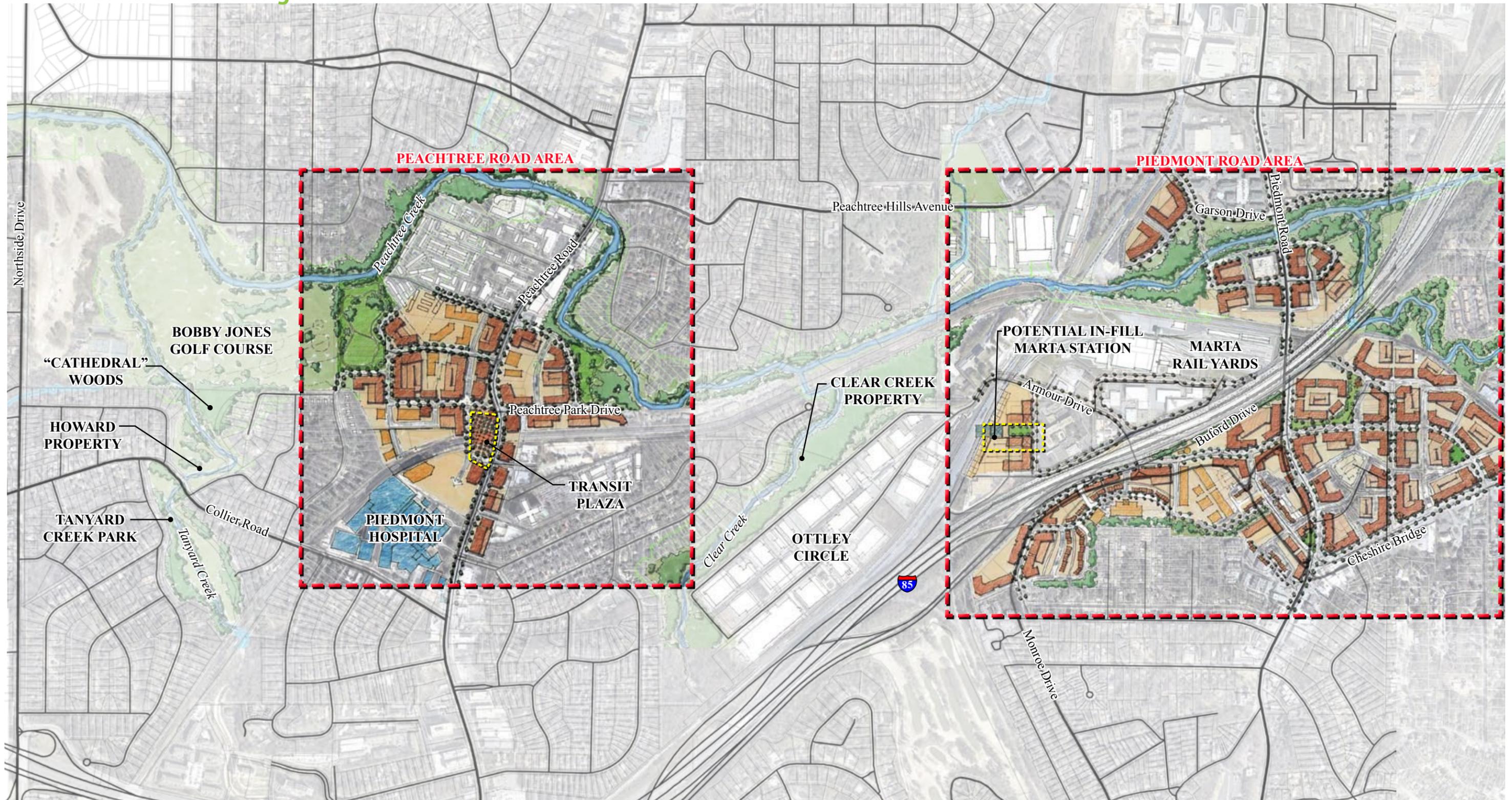
- A Peachtree Transit Plaza is proposed as a significant public space built over the CSX rail line at Peachtree Road, serving as an identifiable transit and public space icon for the area.

Piedmont Road Area

- Reconfiguration of the Buford Highway/I-85 Interchange to eliminate “weave” conditions, clarify access to Buford Highway/I-85, distribute area traffic, and catalyze redevelopment.
- Extension of Monroe Drive east across Piedmont Road to Cheshire Bridge Road.
- BeltLine transit station and potential in-fill MARTA station off of Armour Drive.
- Targeted redevelopment sites at: Armour Drive area adjacent to the future transit station, along Garson Drive and Peachtree Parkway, and along Piedmont Road.
- Additional redevelopment potential in Subarea 6 (south of Buford Highway/I-85) along Monroe Drive and north of Cheshire Bridge Road related to the interchange reconfiguration and associated street framework plan.



2.1 Illustrative Urban Design Plan



BeltLine Subarea 7: NORTHSIDE/PEACHTREE/PIEDMONT
THE URBAN DESIGN PLAN

LEGEND

- Proposed Transit Plaza
- Open Space
- Existing Buildings
- Proposed Redevelopment
- Piedmont Hospital

NOTE: Current City regulations prohibit redevelopment within the floodplain; new development adjacent to Peachtree Creek is configured to protect the floodplain for parks and open space.

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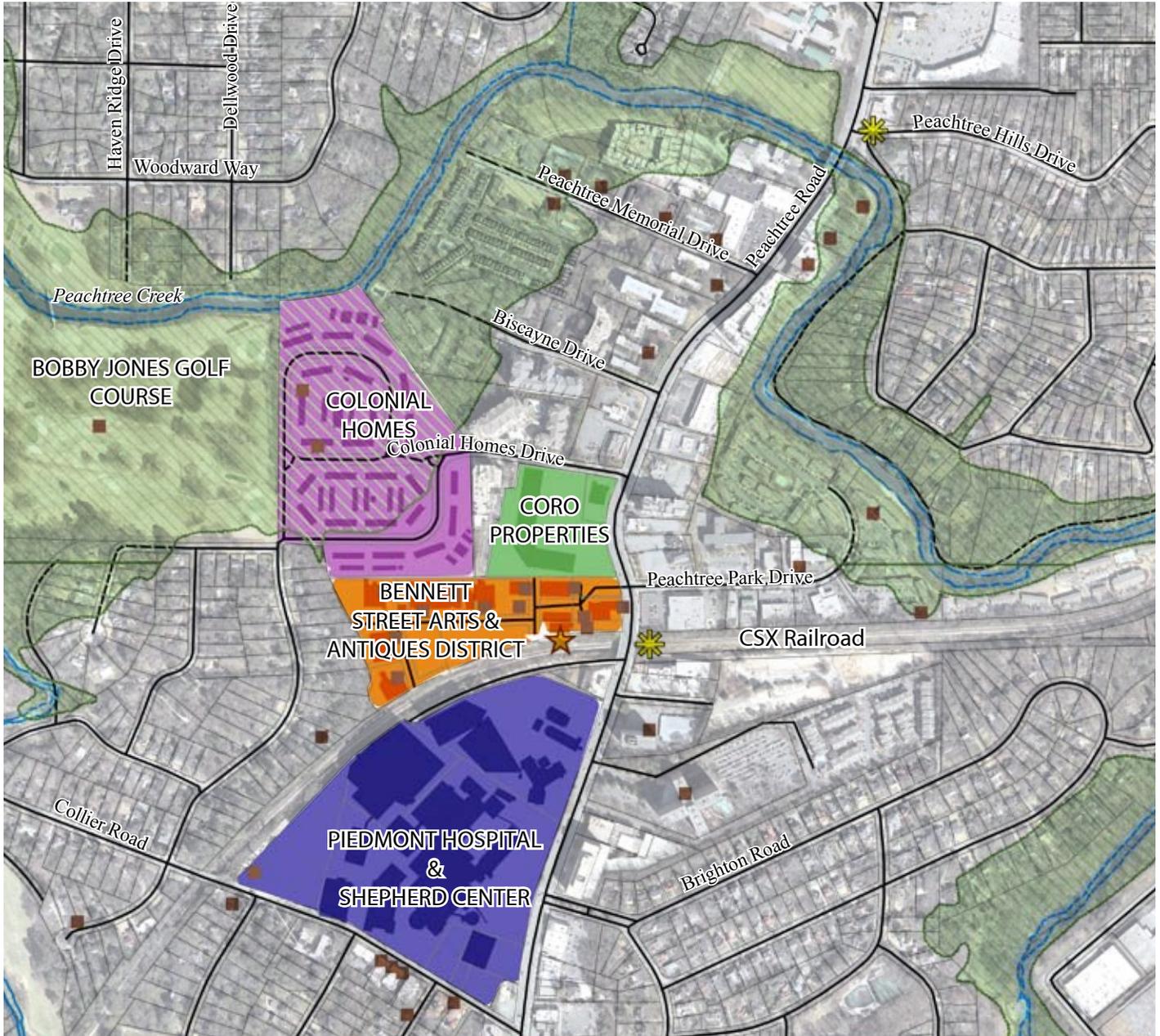
2.2 Peachtree Road Area

2.2.1 Context

The Peachtree Road Focus Area is a major medical employment center anchored by Piedmont Hospital and the Shepherd Center. Surrounding this employment center are a collection of older and redeveloping multi-family properties, commercial strip uses, and established neighborhoods.

Key features:

- **Piedmont Hospital & Shepherd Center** – occupying the block between the CSX rail line, Peachtree Road and Collier Road.
- **The CSX rail line** - runs through the area east-west and creates a barrier for connections north-south.
- **Colonial Homes Apartments** – a 1940's era garden apartment complex currently owned by Pope & Land and is a potential redevelopment site.
- **The Bennett Street Arts and Antiques area** – a collection of 1940-1950s warehouse buildings that house a range of antiques and art galleries.
- **The Museum of Contemporary Art of Georgia (MOCA GA) at the Tula Arts Center** – opened in the fall of 2007, this museum will initially include over 5,000 square feet of space to house a permanent art collection, historical archives, and a library.
- **Brookwood Square** – a 70,000 square foot retail center owned by Coro Realty Advisors with the potential for long term redevelopment.
- **Peachtree Creek and floodplain** – the creek runs along the north end of the area and includes a significant area of floodplain that impacts development potential on the south side of the creek.
- **Bobby Jones Golf Course** – Public 18-hole course owned by the City of Atlanta and built in 1932.



**BeltLine Subarea 7:
NORTHSIDE/PEACHTREE/
PIEDMONT**

**PEACHTREE FOCUS AREA:
CONTEXT**

LEGEND

- Colonial Homes Apartments
- Piedmont Hospital
- Bennett Street Arts & Antique District
- Coro Property
- Floodplain
- Historic Buildings of Potential Significance (AUDC)*
- Historic Structures of Potential Significance (AUDC)*
- Historic Objects of Potential Significance (AUDC)*

* A more detailed description of historic properties can be found in the Inventory & Assessment Report

SCALE IN FEET

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2-5

SUBAREA 7

2.2.2 Redevelopment Approach

The Illustrative Urban Design Plan envisions the transformation of this area into a more intense mixed-use district that builds upon its employment and residential base and takes advantage of its future transit accessibility.

Summary:

- A transit plaza and public space built over the CSX rail line that serves as a signature public space on Peachtree Road, a location for the BeltLine transit stop, and a unique address for surrounding development.
- Higher intensity residential development (10 + stories) with supporting ground floor retail services along Peachtree Road (consistent with the area's future land use and existing zoning).
- New office and mixed use development around the transit plaza with ground floor retail use.
- New residential development adjacent to Peachtree Creek reconfigured to protect significant portions of the floodplain for parks and open space.
- Incorporation of the MOCA GA and portions of the Bennett Street district into the redevelopment with a new address on the future Peachtree Parkway.
- New street connections across the CSX rail line that create better north-south connectivity along Peachtree Road and provide more accessibility to the hospital and adjacent redevelopment.

Protect significant portions of the floodplain for parks and open space



	BeltLine Subarea 7: NORTHSIDE/PEACHTREE/PIEDMONT PEACHTREE FOCUS AREA: REDEVELOPMENT APPROACH	LEGEND Proposed Transit Plaza Open Space Existing Buildings	Proposed Redevelopment Piedmont Hospital	SCALE IN FEET 0 250 500

2.2.3 Street Framework & BeltLine Trail

An increasing amount of traffic pressure has been placed on Peachtree Road because of the lack of alternative north-south and east-west connections. This pressure, coupled with the continued growth of Piedmont Hospital and future redevelopment, will need to be supported by a street framework that increases connectivity, supports a pedestrian-friendly environment, and promotes accessibility to transit. The Illustrative Urban Design Plan is structured on a series of new street connections that create walkable streets and blocks and provide new connectivity parallel to Peachtree Road.

Bennett Street Connector

The construction of a new transit plaza over the existing CSX rail line will include a parallel connection west of Peachtree Road that will connect the hospital campus to Peachtree Park Drive providing an alternative means of access to Piedmont Hospital/Shepherd Center and helping distribute traffic in the area. This connection is proposed to connect north to Colonial Homes Drive and Biscayne Drive.

Spalding Drive Realignment

The realignment of Spalding Drive to the adjacent signal at Peachtree Valley Road will provide a valuable new access point for both Piedmont Hospital and the Shepherd Center off of Peachtree Road. Coupled with the Bennett Street Connector across the CSX rail line, this connection will provide a valuable new access to the hospital campus.

Park Frontage Streets

The proposed parks and open spaces are fronted with new streets to create an active and public edge to the proposed parks.

Brookwood Valley Circle Connector

On the east side of Peachtree Road, a parallel connection from Peachtree Park Drive, south to Brookwood Valley Circle will provide additional access for future redevelopment east of Peachtree Road and create parallel connectivity.

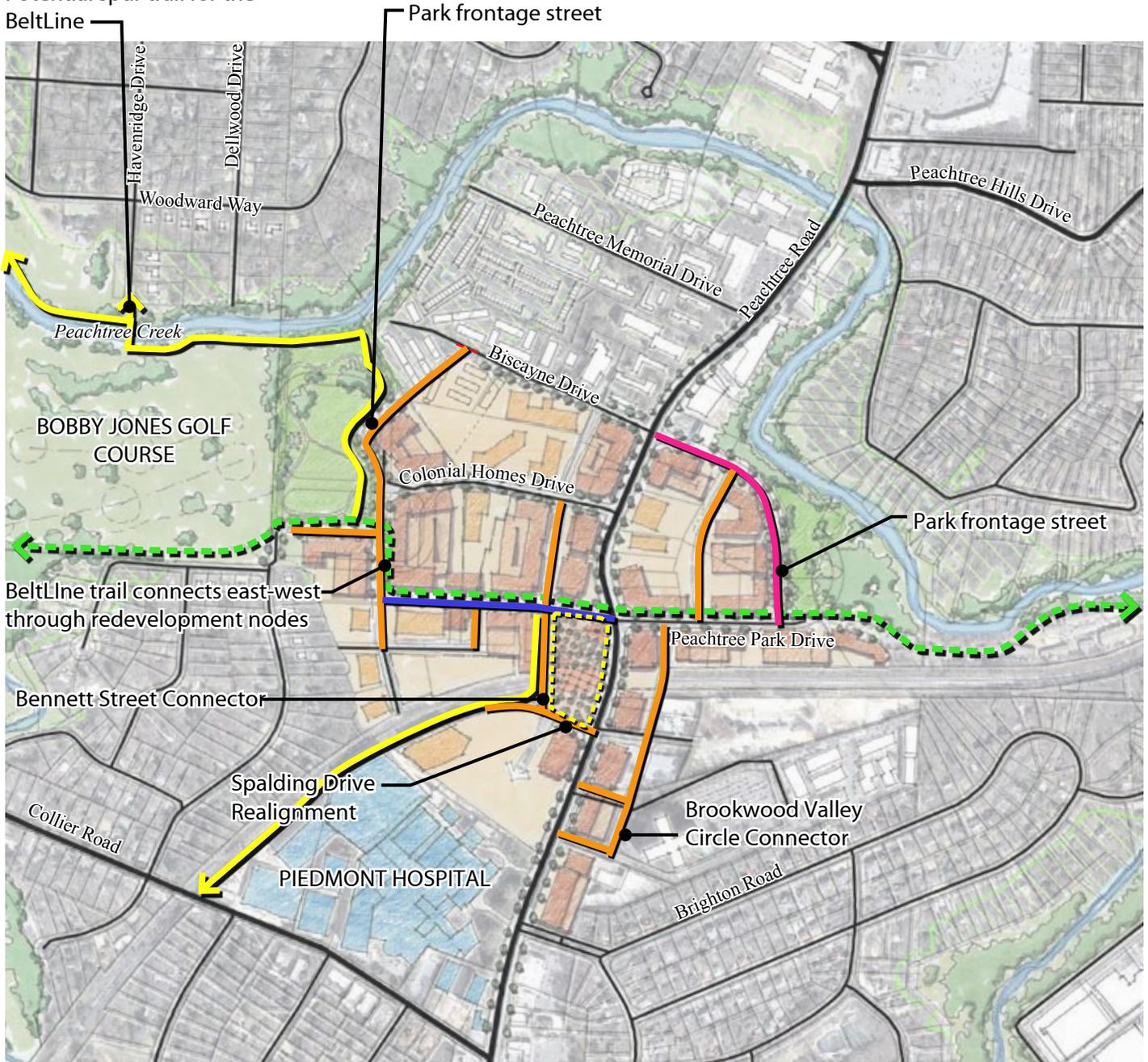
BeltLine Trail

The main BeltLine Trail connects east-west through the redeveloped node from the southern edge of Bobby Jones Golf Course, through the new "Colonial Homes" open space and on to Peachtree Road via Peachtree Park Drive extension with the trail continuing on along Peachtree Creek.

Spur Trails

Spur trail connections are proposed along the southern edge of Peachtree Creek, creating a future loop that bypasses the redeveloped node and crosses under Peachtree Road at Peachtree Creek. This future spur trail can only be implemented as/when redevelopment occurs along the creek with its required 75-foot setback. This connection can ultimately continue west along the Peachtree Creek connecting to the PATH trail on Northside Drive and to Memorial Park. An additional spur trail is proposed along the western boundary of Piedmont Hospital to connect to Collier Road and its future BeltLine transit station.

Potential spur trail for the BeltLine



	BeltLine Subarea 7: NORTHSIDE/PEACHTREE/PIEDMONT PEACHTREE ROAD AREA: STREET FRAMEWORK & TRAIL DIAGRAM	LEGEND Proposed Transit Plaza Street Multi Family (ST/SF-60) Avenue Residential (AV/R-80) Avenue Mixed Use (AV/MU-90)	Open Space Existing Buildings Proposed Redev. Piedmont Hospital	BeltLine Trail System BeltLine Trail Spurs	<p>SCALE IN FEET 0 250 500</p>

Peachtree Creek Parkway

The idea of a “Peachtree Creek Parkway” creating a new roadway connection between Piedmont Road and Peachtree Road existed prior to this study, but this study conducted the most rigorous evaluation of its costs and merits known to date. The connection is of interest to many around the City as it would provide some relief to the congestion on Peachtree Road, Collier Road, and Peachtree Hills Avenue. While this study considered the project, it ended up not including it in the plan due to cost and environmental concerns.

Community input on the project was mixed and because the project was removed from consideration relatively early in the process, it is unclear which way public opinion leaned. Some participants were concerned about environmental impacts the road would cause to the Peachtree Creek corridor. Others were concerned about any noise or visual impacts on nearby residences in either Brookwood Hills or Peachtree Hills neighborhoods. Many participants, however, were supportive of the parkway, at least as an idea that merited serious consideration. Many supported the prospect of relieving Collier Road and Peachtree Road, as well as reducing traffic on Peachtree Hills Avenue. Several in-depth meetings were conducted with leaders from the Peachtree Hills neighborhood to discuss specific questions about the alignment’s design.

Peachtree Hills neighborhood worked extensively among their neighbors to come to consensus on a position paper on the Parkway and other BeltLine issues. Some of the key concerns and recommendations from Peachtree Hills include:

- Heading east, the parkway should remain on the south side of Peachtree Creek for as long as possible, to avoid being constructed behind residential back yards that back up to the creek.
- The parkway should avoid connections to Peachtree Hills residential streets.
- If the parkway is built, the transit should travel in mixed traffic on the parkway.

Early in the study, however, it became clear that the project was too expensive, and the environmental costs too significant, to carry forward as a “BeltLine” project. The findings from this study were forwarded on to BeltLine Environmental Impact Statement (EIS) study team at Atlanta BeltLine, Inc and MARTA, and the Connect Atlanta Plan study team at the City of Atlanta.

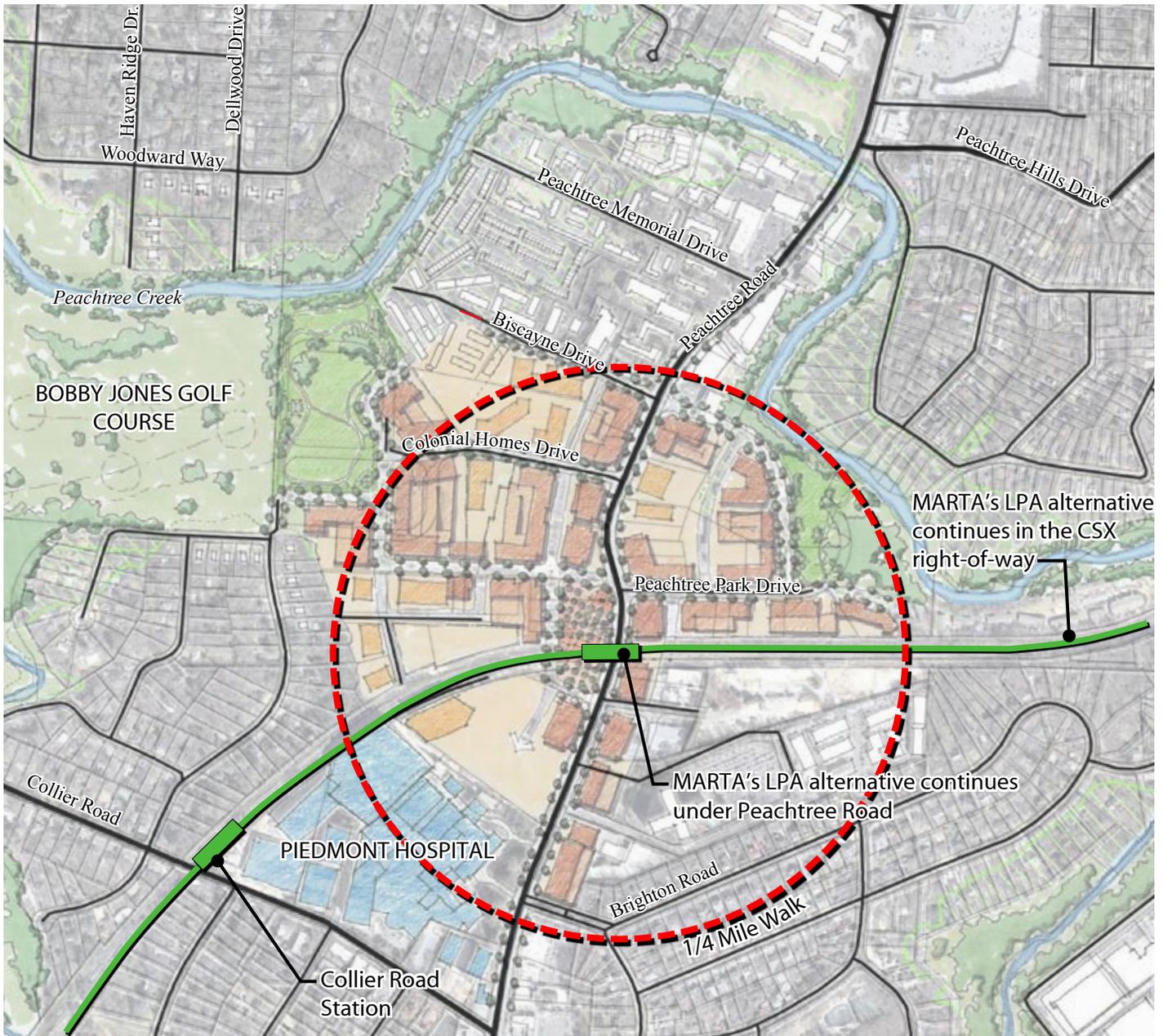
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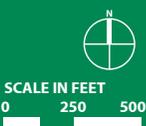
2.2.4 Transit Alignment & Station Location

The Illustrative Urban Design Plan demonstrates how the LPA alignment (south of the CSX rail line) could influence development. This alignment and its options, will need to be evaluated further as part of an Environmental Impact Study for the BeltLine Transit Corridor.

MARTA Locally Preferred Alternative (LPA) (South of CSX rail line)

In the Peachtree Road Focus Area the LPA alignment is located in the CSX rail corridor on the south side of the freight line from the I-75 underpass to Piedmont Hospital and continues eastward to Armour Drive. Stations in this area are located at Collier Road, at Peachtree Road under the transit plaza.



 <p>BeltLine Subarea 7: NORTHSIDE/PEACHTREE/ PIEDMONT</p> <p>PEACHTREE ROAD AREA: TRANSIT ALIGNMENT & STATION LOCATION</p> 	<p>LEGEND</p> <ul style="list-style-type: none">  MARTA LPA  Proposed Transit Plaza  Open Space  Existing Buildings  Proposed Redevelopment  Piedmont Hospital 	<p>SCALE IN FEET</p> <p>0 250 500</p>  <p>2-13</p> <p>SUBAREA 7</p>
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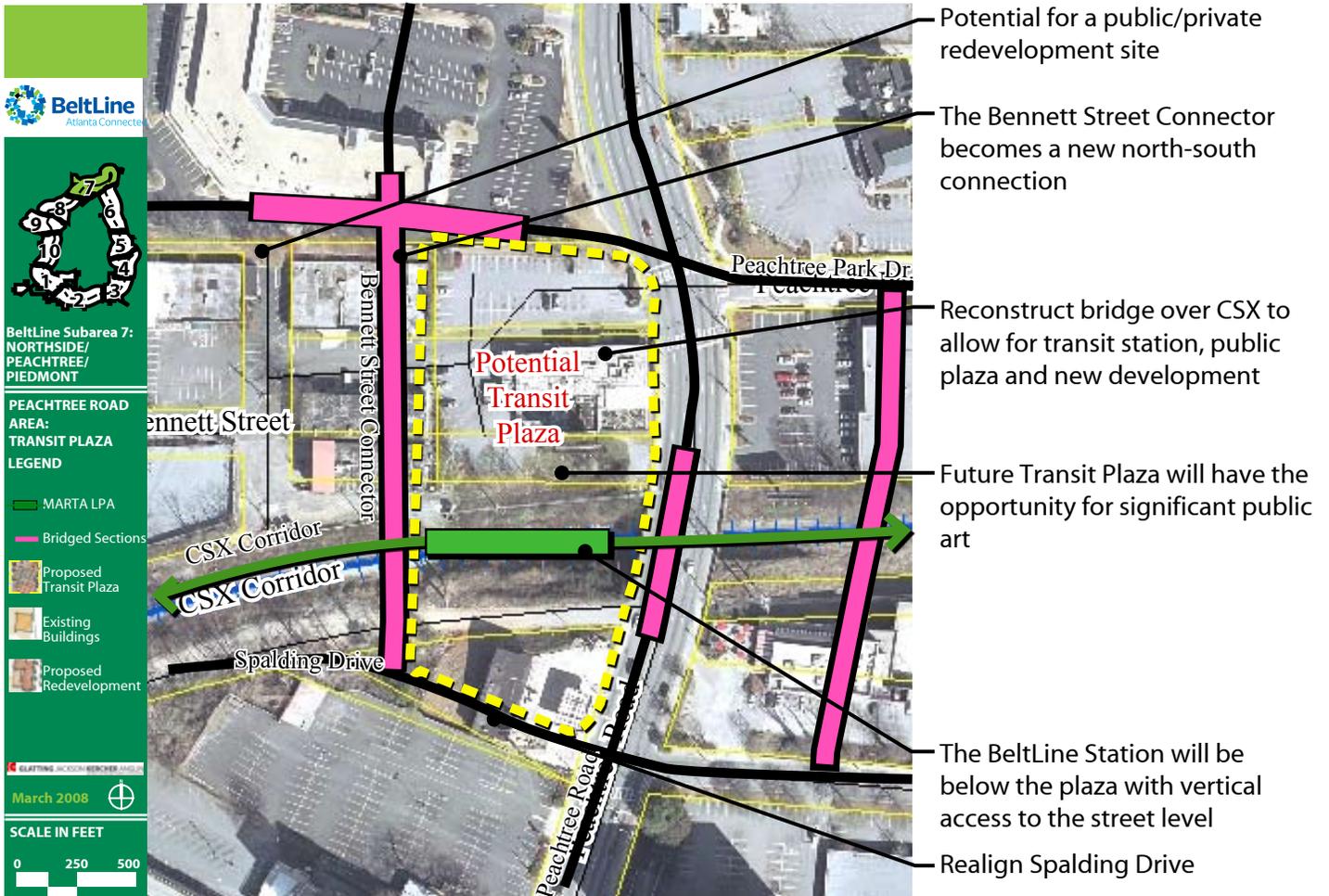
Transit Plaza

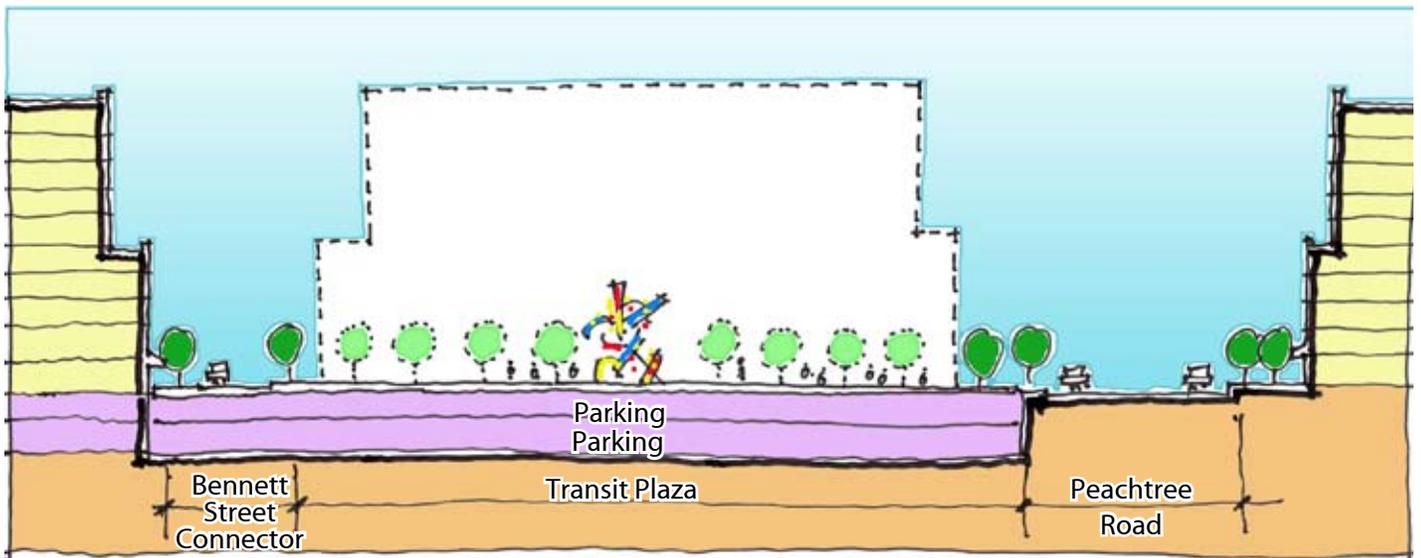
The transit plaza is conceived as the signature public space in the Peachtree Road Focus Area and as a unique opportunity to celebrate the “crossroads” of the BeltLine and Peachtree Road, two of what will be Atlanta’s most important transportation and development corridors in the 21st Century.

Summary:

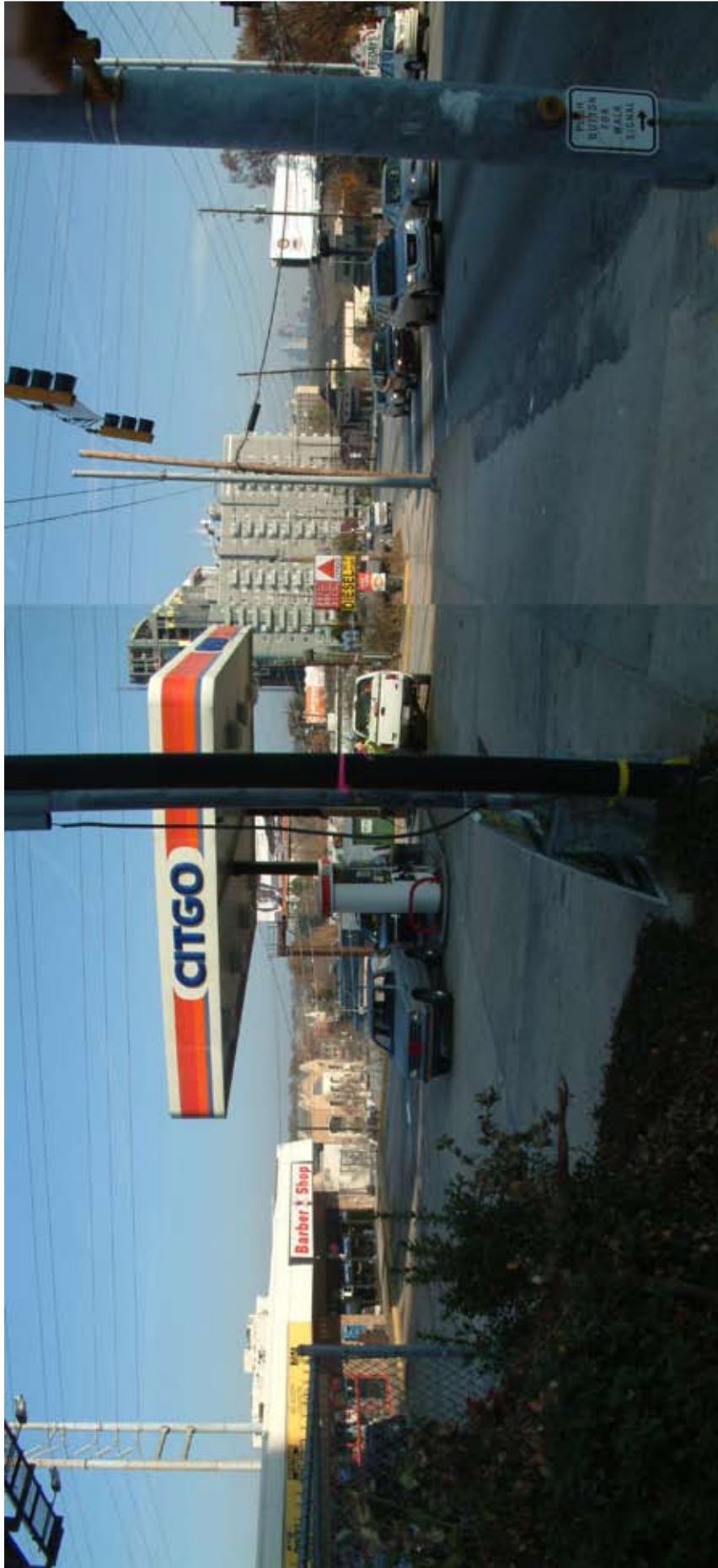
- The Plaza is framed by Peachtree Road, Peachtree Park Drive, the Bennett Street Connector across the CSX rail line, and a realigned Spalding Drive. These new connections link the area for vehicles and pedestrians and provide maximum access to the plaza.
- Accommodates a potential station below the plaza with vertical access to the plaza level.

- Could be incorporated as a public/private redevelopment project on the north side of the CSX rail line with structured parking designed below the plaza and connected to adjacent development sites.
- The Plaza creates an opportunity to become a feature of the BeltLine’s cultural arts strategy. The design of the plaza itself will have significant public art opportunities related to its physical design and transit station infrastructure. The plaza can be an ideal location for temporary or permanent art exhibitions and sculptures. Finally, its size allows it to be programmed with cultural events and activities such as concerts and festivals.

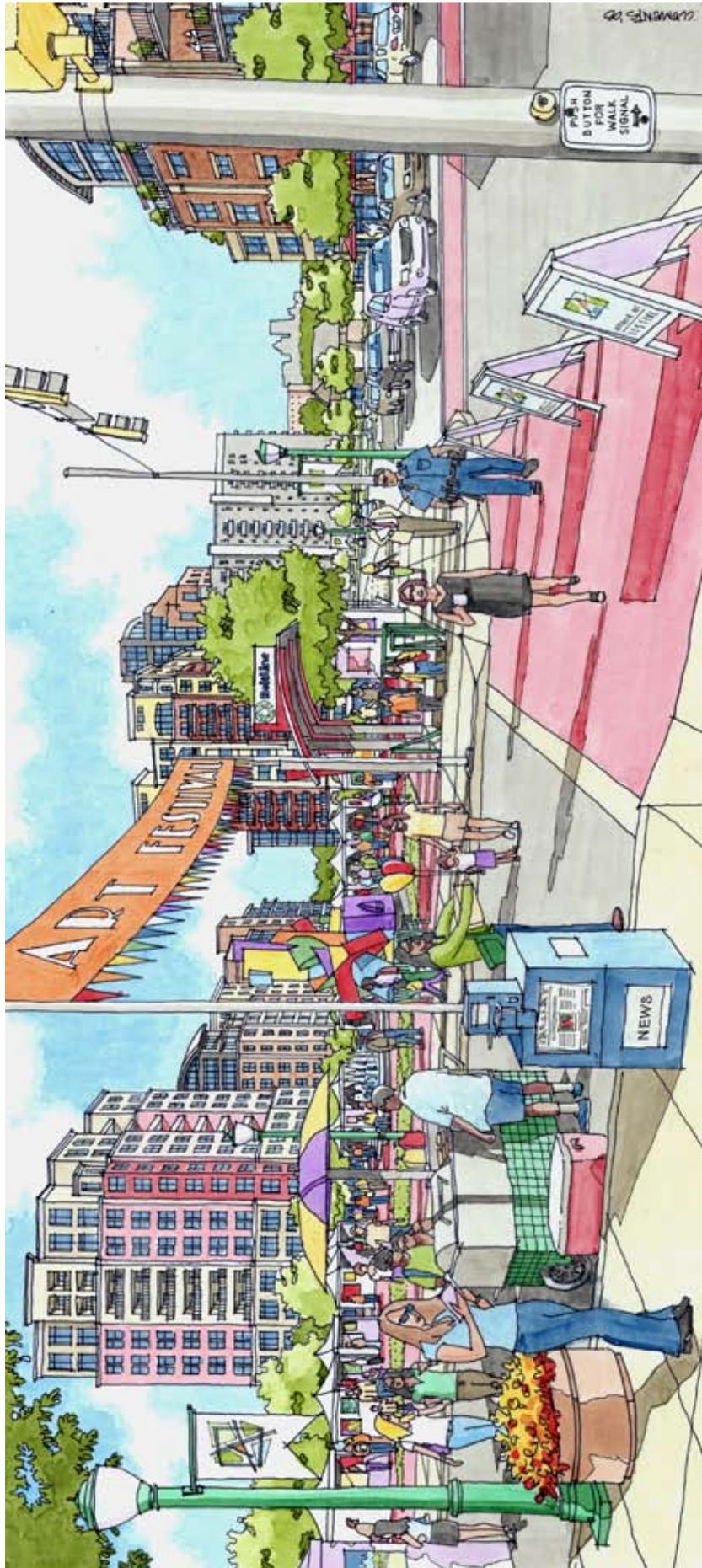




Transit Plaza Cross-section
N.T.S



Transit Plaza- Existing
View North from the Peachtree Road and Peachtree Valley Road Intersection



Transit Plaza - Proposed
View North from the Peachtree Road and Spalding Drive/Peachtree Valley Road Intersection

2.2.5 Redevelopment Program

Based on the Illustrative Urban Design Plan, a conceptual redevelopment program has been developed for the Peachtree Road Focus Area in order to understand its relationship to potential market demand, trip generation and traffic analysis, and any land use/zoning changes that may be necessary.

Market Analysis

In January 2008, Robert Charles Lesser & Co. (RCLCO) prepared "An Update of Market Forecasts for the Atlanta BeltLine Study Area". This study provided an update of the 2004 market forecasts for residential, commercial and industrial developments within the BeltLine study area and allocated the overall growth potential to the 10 subareas.

Provided here is a summary of the redevelopment program relative to the net demand projected by RCLCO by the year 2020 in Subarea 7.

Key assumptions:

- **Commercial Development** – The focus area development program accounts for 10% of the net demand with the assumption that commercial uses will occur primarily as ground floor uses within office and residential development. This assumes that the bulk of major commercial development will occur in the Lindbergh area and within other projects up and down Peachtree Road.
- **Office Development** - The focus area accounts for 72% of the net demand with the assumption that Piedmont Hospital and Shepherd Center will promote additional medical office opportunities and that this area's transit accessibility will make this an attractive employment location relative to the overall study area.
- **Residential Development** – The focus area accounts for 50% of the net demand. This assumes that a significant amount of new residential development will occur in the focus area supported by its enhanced transit accessibility provided by the BeltLine and the Peachtree Streetcar.

Area A	Existing to be Redeveloped			New Development			Net Gain		
	Commercial Sq. Ft.	Office Sq. Ft.	Residential Unit	Commercial Sq. Ft.	Office Sq. Ft.	Residential Units	Commercial Sq. Ft.	Office Sq. Ft.	Residential Units
①	9,600	7,000		39,200		353	+29,600	-7,000	+353
②			332	18,200		732	+18,200		+400
③	78,635			43,600	436,800		-35,035	+436,800	
④	113,120			104,750		892	-8,370		+892
⑨				21,600	194,400		+21,600	+194,400	
Total							+25,995	624,200	+1,645

Area A Development Program

Area B	Existing to be Redeveloped			New Development			Net Gain		
	Commercial Sq. Ft.	Office Sq. Ft.	Residential Unit	Commercial Sq. Ft.	Office Sq. Ft.	Residential Units	Commercial Sq. Ft.	Office Sq. Ft.	Residential Units
⑤	39,870			21,600		194	-18,270		+194
⑥	34,700	39,560		95,500	185,500	755	+60,800	+145,940	+755
⑦		81,750	308			368		-81,750	+60
⑧	5,700			21,600		194	+15,900		+194
Total							+58,430	+64,190	+1,203

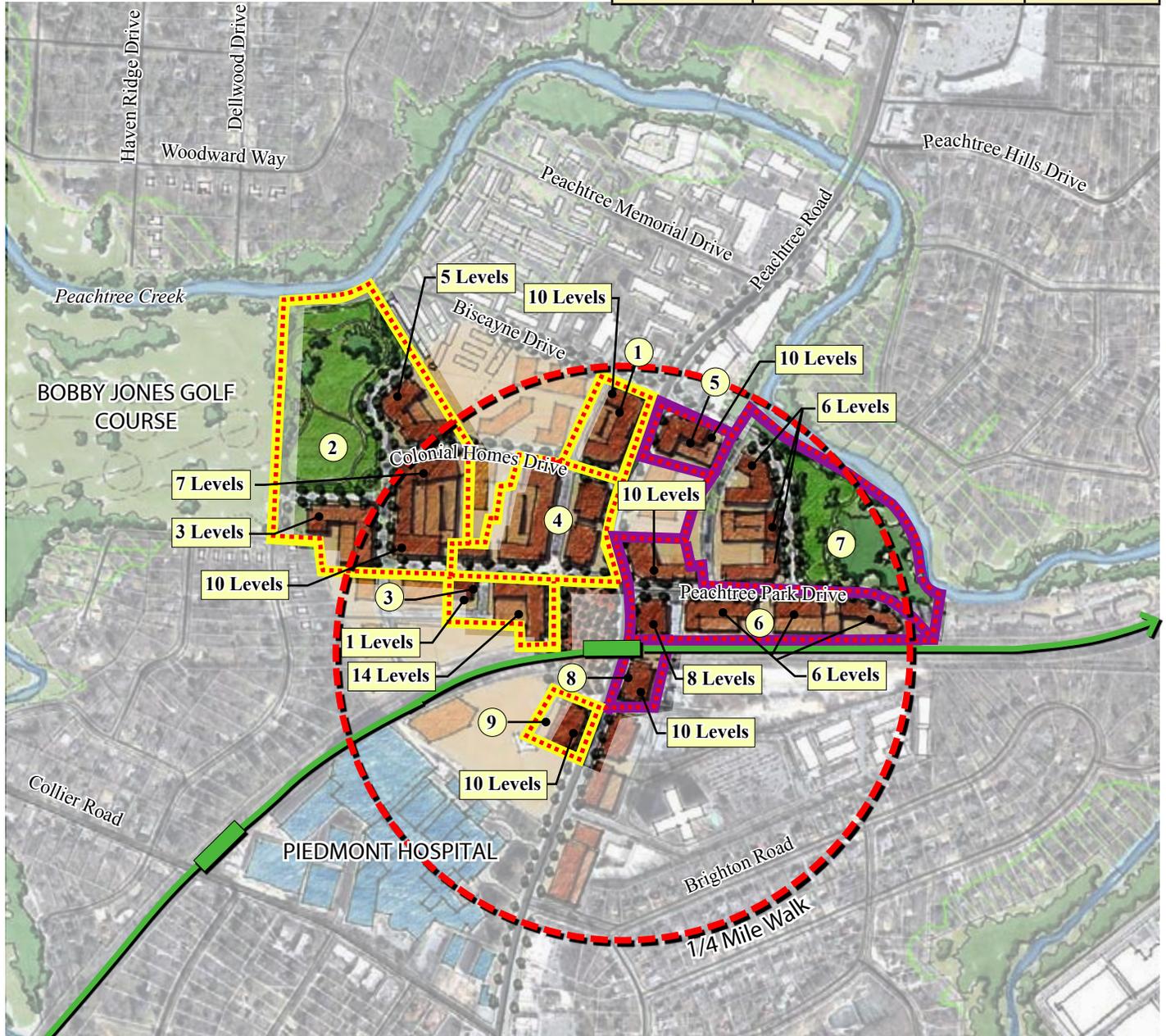
Area B Development Program

Transit Supportive

Overall this creates a future transit node that within a ¼ mile of the BeltLine Station will include:

New Growth	
Jobs Created	2,473
New Residents	4,357
30-40 units per gross acre (1/4 mile north of the CSX rail corridor)	

Conceptual Development Program			
Use	Proposed Program	% of Demand	Net Demand 2020
Commercial (square feet)	84,425	10%	854,211
Office (square feet)	688,390	72%	945,292
Residential (units)	2,848	50%	5,647





BeltLine
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BeltLine Subarea 7: NORTHSIDE/PEACHTREE/PIEDMONT

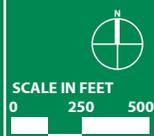
PEACHTREE ROAD AREA: REDEVELOPMENT PROGRAM

LEGEND

- Area A-Development Program
- Area B-Development Program
- Proposed Transit Plaza
- Open Space
- Existing Buildings
- Proposed Redevelopment
- Piedmont Hospital

SCALE IN FEET

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2.2.6 Land Use Recommendations

Development Potential

The Peachtree Road Focus Area today is a mix of mid-rise office and residential development with retail in mostly strip commercial development, with Piedmont Hospital serving as a significant employment anchor. The Future Land Use designations in this area include a range from High Density Commercial to High - Medium Density Residential. The Future Land Use coupled with the existing zoning entitles this area with an amount of development potential that is far greater than the proposed development program or the forecasted market demand.

- The resulting development program represents 2.8% of the non-residential entitlement and 19% of the residential entitlement.
- The proposed land use changes and recommendations do not seek to increase existing allowable intensity, but rather adjust key areas to reflect the open space and urban design intentions of the plan.

Recommendations

- **Open Space** - Identify open space opportunities along Peachtree Creek within the floodplain by designation future open space areas. The Quality of Life (QOL) zoning districts (if implemented in this area) require open space at a rate of 30% of lot

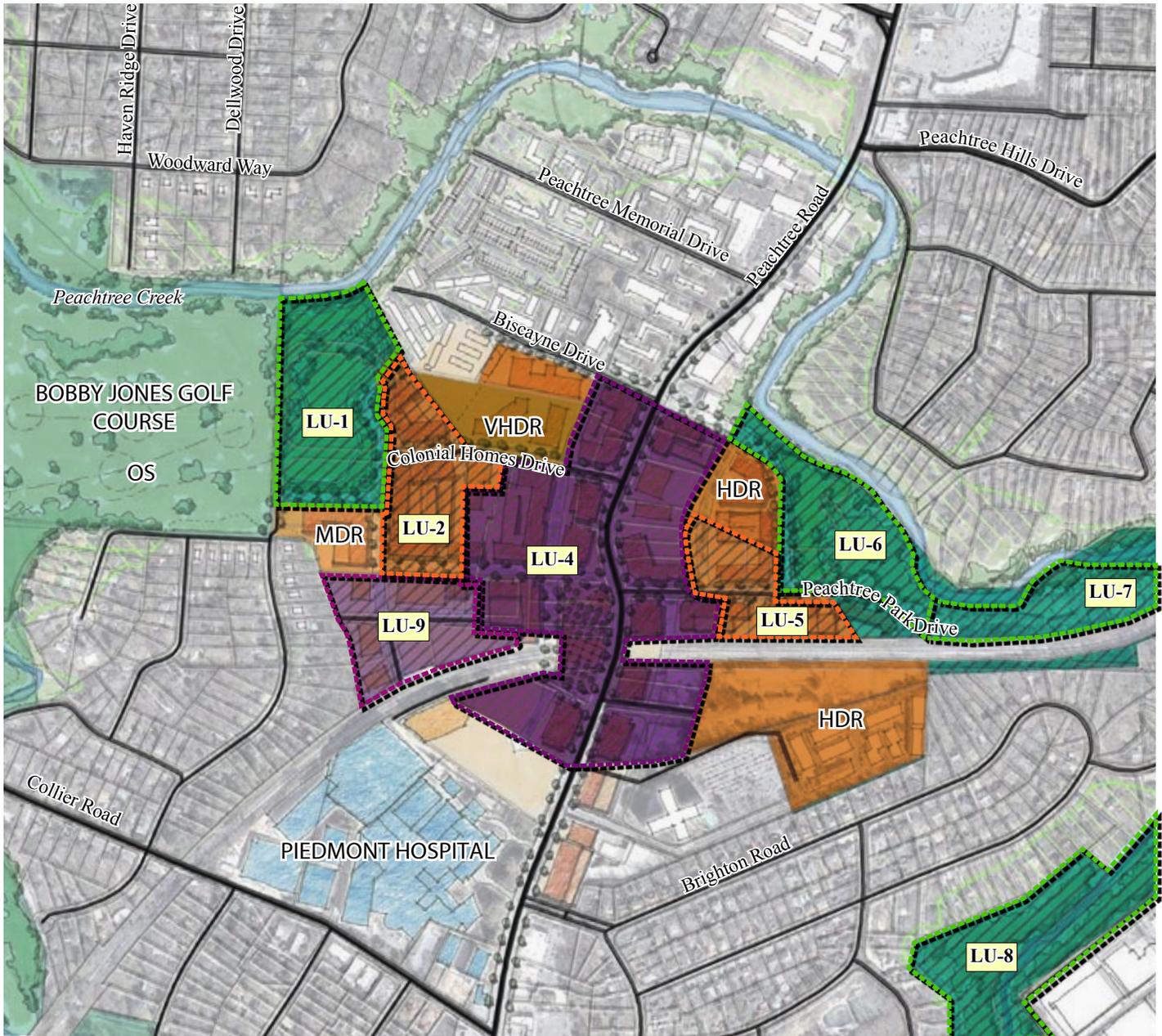
area for residential projects and 20% of lot area for non-residential projects. For the ¼ mile around the BeltLine Station this would conservatively equate to 20 to 15 acres of required open space (presuming +/- 70 acres of redevelopment) that could be allocated to the transit plaza, streets, and open spaces along Peachtree Creek. BeltLine Inc. could seek to purchase some of these open spaces as a way to both protect open space and incentivize redevelopment.

- **High Density Residential** - Allow for high density residential (HDR) through redevelopment along proposed open spaces.
- **Mixed Use** - Promote mixed use development along Peachtree Road by changing the corridor's High Density Commercial category to Mixed Use to encourage a mix of office, residential and commercial development.
- **Zoning** - While existing entitlements are adequate for the proposed development, the current conventional zoning districts should be replaced by the newer Quality of Life (QOL) districts to ensure the urban design treatments and open space requirements are in place for future development.

	Existing Future Land Use	Proposed Future Land Use	Reason
LU-1	(MDR)- Mid Density Residential	(OS)- Open Space	Increases open space; conserves land already within the existing floodplain
LU-2	(MDR)- Mid Density Residential	(HDR)- High Density Residential	Increases land use intensity along the proposed open space
LU-4	(HDC)- High Density Commercial	(MU10)- Mixed Use 10+ Levels	Maintains land use intensity with a required 20% residential mix
LU-5	(LDC)- Low Density Commercial	(HDR)- High Density Residential	Increases land use intensity along the proposed open space; aligns land use with adjacent parcel's future land use
LU-6	(LDC)- Low Density Commercial	(OS)- Open Space (TCU)- Transportation, Communications, Utility	Increases open space and conserves land already within the existing floodplain
LU-7	(HDR)- High Density Residential	(OS)- Open Space (TCU)- Transportation, Communications, Utility	Accommodates new transit, trail and street connections; provides a buffer to existing single family neighborhoods
LU-8	(SFR)- Single Family Residential	(OS)- Open Space	Aligns future land use with this existing preserve area
LU-9	(HDC)- High Density Commercial	(MU 5-9)- Mixed Use 5-9 Levels	Decreases intensity in property adjacent to an existing single family neighborhood; supports adjacent mixed use designation; allows for mixed use as Bennett Street redevelops

- Parking** - The design and accommodation of parking drives the scale and character of urban development. The amount of parking that will be required for the proposed development will be significant. The use of the QOL districts allow for shared parking mechanisms to be utilized. In addition, opportunities for centralized, shared public parking facilities (such as under the transit plaza) should be pursued to reduce the parking burden on individual sites and encourage redevelopment.

Conceptual Development Program			
Use	Proposed Program	% of Entitlement	Entitlement (based on existing F.A.R)
Commercial/ Office	780,000 square feet	2.8%	27 million square feet
Residential	4.2 million square feet	19%	22 million square feet





BeltLine
Atlanta Connected

BeltLine Subarea 7: NORTHSIDE/PEACHTREE/PIEDMONT

PEACHTREE ROAD AREA: LAND USE RECOMMENDATIONS

	Proposed Future Land Use Change		VHDR- (Very High-Density Residential)
	MU 10+ (Mixed Use 10+ Levels)		MDR- (Mid-Density Residential)
	MU 5-9 (Mixed Use 5 to 9 Levels)		OS- (Proposed Open Space)
	HDR- (High Density Residential)		

SLATTING: WOODRUMBER AND ASSOCIATES



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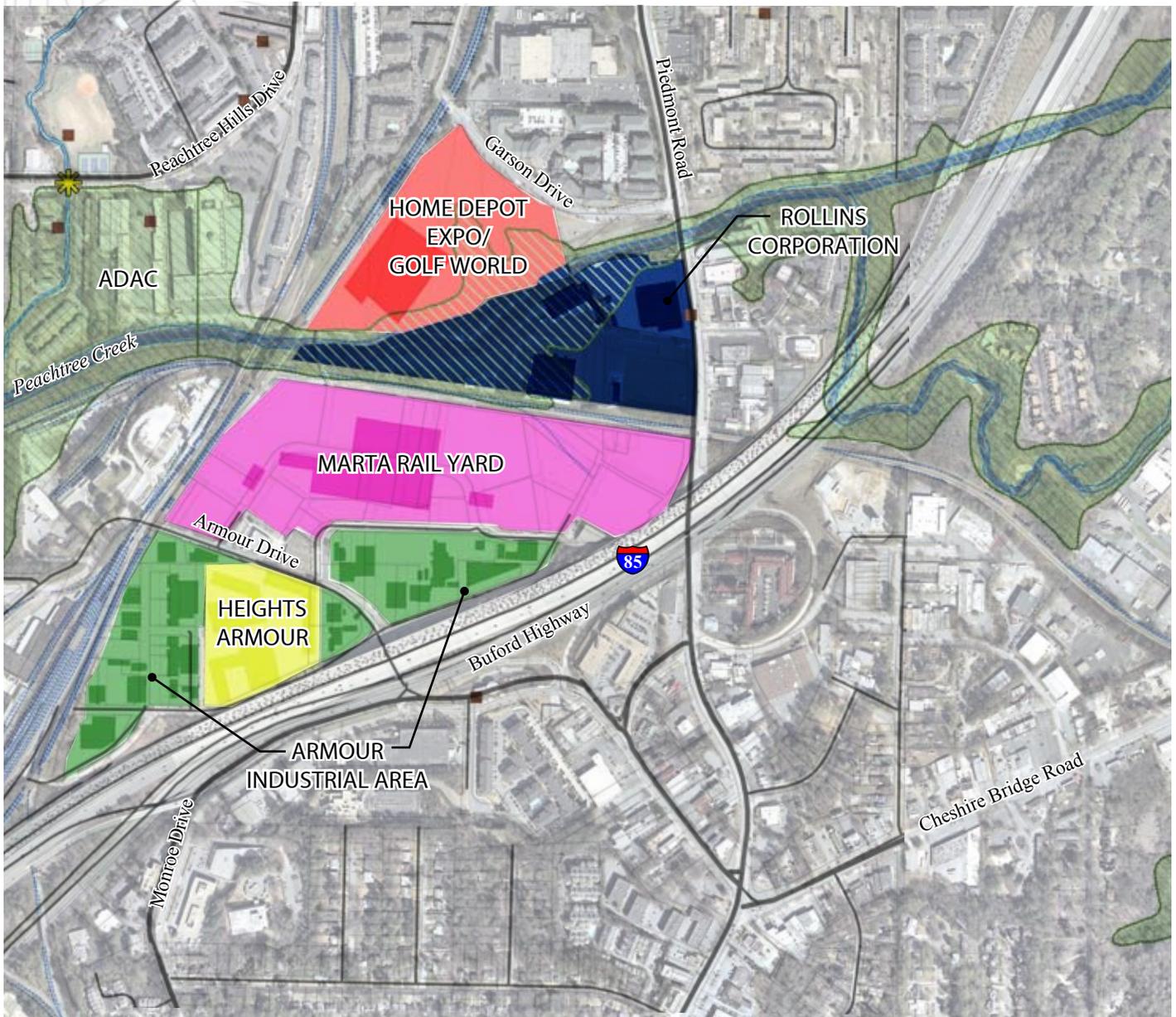
2.3 Piedmont Road Area

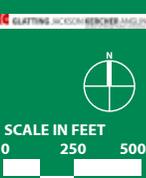
2.3.1 Context

The redevelopment potential of the Piedmont Road Focus Area is constrained by: the existing and active rail corridors, existing industrial uses such as the MARTA Rail Yard, the lack of connectivity created by the I-85 and Buford Highway corridor, and Peachtree Creek.

Key features:

- **Armour Drive Industrial Uses** – a mix of warehouse, back office and commercial/industrial uses located in the “triangle” formed by the Norfolk Southern/MARTA rail lines, the CSX rail line, and I-85.
- **MARTA Rail Yard** – The recently completed MARTA maintenance facility which takes up a large portion of the Armour Drive area south of the CSX rail line.
- **The Heights Armour** – a 372 unit multi-family redevelopment project developed on a former motel site in the Armour Drive area off of the I-85 exit.
- **The Rollins Property** – the office headquarters for the Rollins Corporation that includes office and warehouse/industrial uses, located off of Piedmont Road. The site includes a 1960s era office building that has been identified by the Atlanta Urban Design Commission as having local historical significance related to the Rollins family’s role in Atlanta’s commerce and industry.
- **The Home Depot Expo Property** – The former Home Expo big box commercial site located off of Garson Drive. Currently being leased by the PGA Store.



	BeltLine Subarea 7: NORTHSIDE/PEACHTREE/ PIEDMONT	LEGEND		
	PIEDMONT ROAD AREA: CONTEXT	 Home Expo/Golf World	 Heights Armour	
		 MARTA Rail Yard	 Floodplain	 Historic Objects of Potential Significance (AUDC)*
		 Rollins Corporation	 Armour Industrial Area	<i>* A more detailed description of historic properties can be found in the Inventory & Assessment Report</i>

2.3.2 Redevelopment Approach

The Illustrative Urban Design Plan envisions the potential for focused redevelopment in the Armour Drive area, off of Garson Drive and along Piedmont Road.

The plan focuses on:

- **Redevelopment along Garson Drive** – The connection of Piedmont Road at Garson Drive creates an opportunity to redevelop the former Home Depot Expo site into a residential project that is oriented to Peachtree Creek and takes advantage of its close proximity of Lindbergh City Center.
- **Rollins Property Redevelopment** – This property, along with the property on the eastside of Piedmont Road, represent underutilized parcels along Piedmont Road that are likely long-term redevelopment sites. Both sites include significant floodplain constraints along Peachtree Creek that can be converted to an open space amenity for new residential and mixed-used development.
- **Armour Drive BeltLine Station** – The area between Armour Place and the MARTA rail line is proposed as a transit plaza that is framed by adjacent redevelopment allowed by the existing industrial zoning and creates a pedestrian connection between the potential infill MARTA Station and a BeltLine Station at Armour Place.
- **Buford Highway Interchange** – The reconfiguration of the Buford Highway Interchange creates a series of valuable street connections including the extension of Monroe Drive across Piedmont Road to Cheshire Bridge Road. These connections open up access in the Piedmont Road and Cheshire Bridge area with more direct access to Buford Highway/I-85 and provide a catalyst for redevelopment.
- **Armour-Ottley Industrial Area** – While Atlanta BeltLine, Inc was preparing the Subarea 7 plan, the City of Atlanta and the Atlanta Development Authority were revising the City’s industrial policy. During recent years, the City has seen a dramatic decline in its industrially zoned property and the property with an industrial designation on the Future Land Use Plan. The City began revisiting its industrial policy to investigate which areas made sense to retain as long-term industrial areas and which made sense to redevelop. With clear implications for the BeltLine, city planners from the City of Atlanta’s Bureau of Planning and Atlanta BeltLine Inc. evaluated every industrially-zoned property around the BeltLine. The evaluation looked at a dozen factors including industrial viability, rail and interstate accessibility, adjacency to single-family neighborhoods, and surrounding redevelopment pressures. The results recommended several locations around the BeltLine that were well-suited to long-term industrial retention, including the Armour–Ottley industrial area. This recommendation affected about 29 acres that were recommended for redevelopment in the BeltLine Redevelopment Plan (2005). As a result, this master plan recommends industrial for the Armour-Ottley Industrial area including the Armour Circle area.

In the event of a major infrastructure investment in future, the long term industrial future of the area should be revisited. This could include a regional intermodal facility or a MARTA infill heavy rail station.

Community feedback on the land use recommendation in the Armour Ottley area was generally supportive of redevelopment, but also understanding of the decision to retain industrial zoning in this location. The primary community concern about the industrial users today is the heavy vehicle traffic (e.g. trucks and concrete mixers) on Monroe Drive, which north of Montgomery Ferry, is a two-lane road.

Existing Rollins Building to remain

Encourage redevelopment of former Home Expo site into a residential project

Potential for the long-term redevelopment of the Rollins Corporation site and the site on the eastside of Piedmont Road



	<p>BeltLine Subarea 7: NORTHSIDE/PEACHTREE/ PIEDMONT</p> <p>PIEDMONT ROAD AREA: URBAN DESIGN PLAN</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Proposed Transit Plaza Open Space Existing Buildings Proposed Redevelopment 	<p><small>GLATTING ARCHITECTURE AND PLANNING</small></p> <p style="text-align: center;">N</p> <p>SCALE IN FEET</p> <p>0 250 500</p>
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2.3.3 Street Framework & BeltLine Trail

There are a number of new network opportunities available in the Piedmont Road Focus Area. The reconfigured Buford Highway Interchange has potential to dramatically redefine the area south of I-85. The street framework plan builds upon these new connections to structure future redevelopment on new pedestrian-oriented streets and blocks.

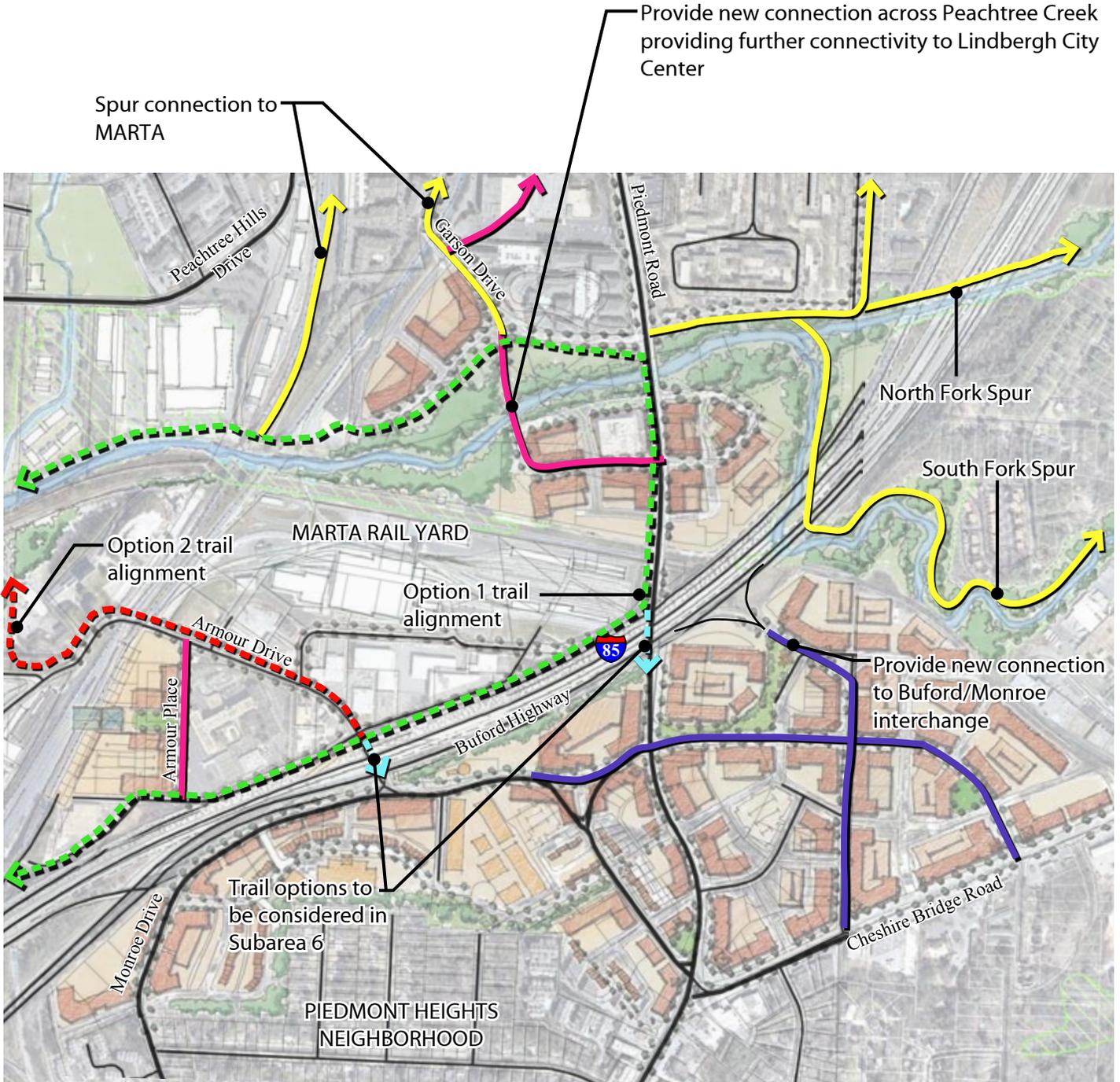
Key components:

- **Garson Drive Connector** – The plan proposes connecting Garson Drive south, parallel to Piedmont Road, across Peachtree Creek through the Rollins site and connecting back to Piedmont Road. This provides further connectivity and access for future redevelopment and connections to Lindbergh.
- **Buford Highway Interchange Reconfiguration** – The reconfiguration of this interchange eliminates existing dangerous “weave” conditions on the exit and entrance ramps, relocates the Buford Highway east-bound exit and entrance ramps to a location east of Piedmont Road, and extends Monroe Drive across Piedmont Road.

- **BeltLine Trail** – The BeltLine Trail alignment in this area includes two options.

Option 1 brings the trail along the north side of Peachtree Creek. The trail then extends south along the west side of Piedmont Road crossing over Peachtree Creek and the CSX rail line before turning west and connecting to the Armour Drive BeltLine Station via Plasters Avenue. This option provides more direct access to the northern neighborhoods and Lindbergh, creates public access and exposure to Peachtree Creek, and results in a more visible overall trail alignment, but is longer and will require bridges over Peachtree Creek and the CSX rail line.

- **Option 2** brings the trail along the north and east boundary of the Clear Creek Property to connect it to Armour Drive, continuing to the Armour Drive BeltLine Station, and then back west to the rail tunnel under I-85/Buford Highway to connect south to Piedmont Park. This option is the most direct connection south to Piedmont Park but has limited access to the neighborhoods north of Peachtree Creek and the Lindbergh Station area.
- **Spur Trails** – planned spur trails include north extensions to Peachtree Hill Avenue and Lindbergh MARTA Station, and long term extensions east along the North and South Forks of Peachtree Creek.
- **Additional trail options are discussed on page 4-3**



**BeltLine Subarea 7:
NORTHSIDE/PEACHTREE/
PIEDMONT**
**PIEDMONT ROAD AREA:
STREET FRAMEWORK &
TRAIL DIAGRAM**

LEGEND

- Avenue Residential (AV/R-80)
- BeltLine Trail Spurs
- Avenue Mixed Use (AV/MU-90)
- BeltLine Trail Options
- Transit Plaza
- Open Space
- BeltLine Trail

- Existing Buildings
- Proposed Redevelopment

SCALE IN FEET
0 250 500

2.3.4 Buford Highway Interchange Concept

Context

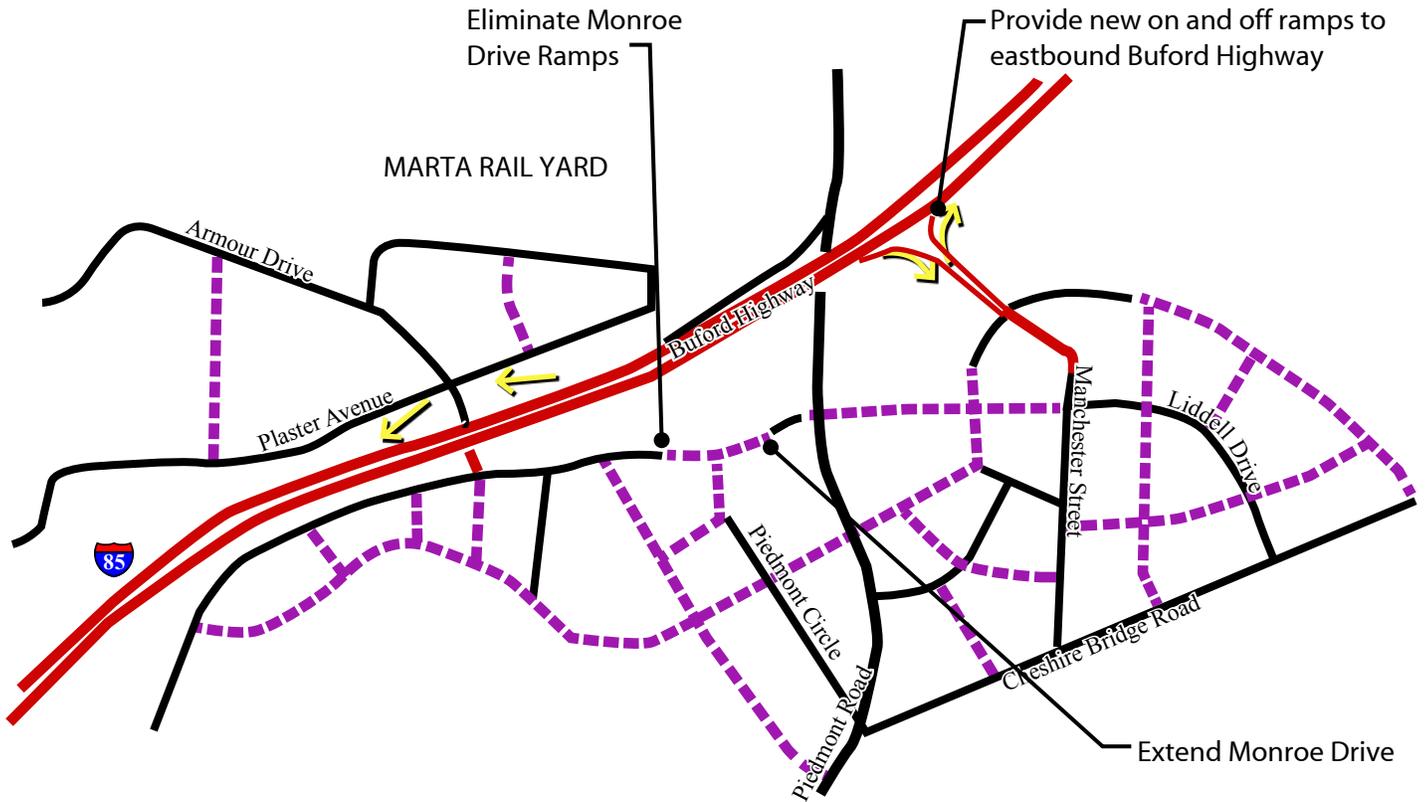
The unique configuration of the Buford Highway/I-85 interchange is a remnant of Buford Highway's former role as I-85 and its constrained access to Piedmont Road. This interchange wants to be a direct connection to Piedmont Road but is constrained by the existing I-85 structure and CSX rail line. This configuration creates a number of issues:

- Three sets of dangerous "weave" conditions are created on Buford Highway where exiting and entering highway traffic must cross paths in a short distance at high speeds. This creates a safety issue and current interchange design practice would avoid these types of conditions.
- The variety of ramps in different locations creates a confusing interchange overall with ramps on three different roads to the same highway (Armour Drive, Monroe Drive, and Piedmont Road).
- This fractured pattern of ramps forces traffic out of their desired direction putting pressure on local streets such as Monroe Drive. Example: traffic south bound to Piedmont Road or Cheshire Bridge Road must exit on Monroe Drive, travel to Piedmont Circle and make a right turn on Piedmont Road.

Transportation Approach

The reconfiguration concept eliminates the eastbound on and off ramps on Monroe Drive and consolidates them on the east side of Piedmont Road with a new entrance ramp connected to local street network for increased access.

- By eliminating the Monroe Drive ramps, two of the weave conditions on the west bound lanes of Buford Highway are removed.
- The redesigned east bound exit and entrance ramps on the east side of Piedmont Road are designed to be reconnected into a network of streets that provide direct access to both Piedmont Road and Cheshire Bridge Road. This new access to Buford Highway can serve to catalyze development in the Cheshire Bridge Road area on underutilized parcels that can be supported by increased access.
- The extension of Monroe Drive across Piedmont Road to Cheshire Bridge Road creates a needed east-west connection in this area and takes pressure off of the Piedmont/Cheshire Bridge Road intersection.
- The future street framework of new streets and blocks will serve to distribute traffic and create more access to the interchange in the long term.



Proposed Re-configuration of the Buford Highway Interchange

Legend

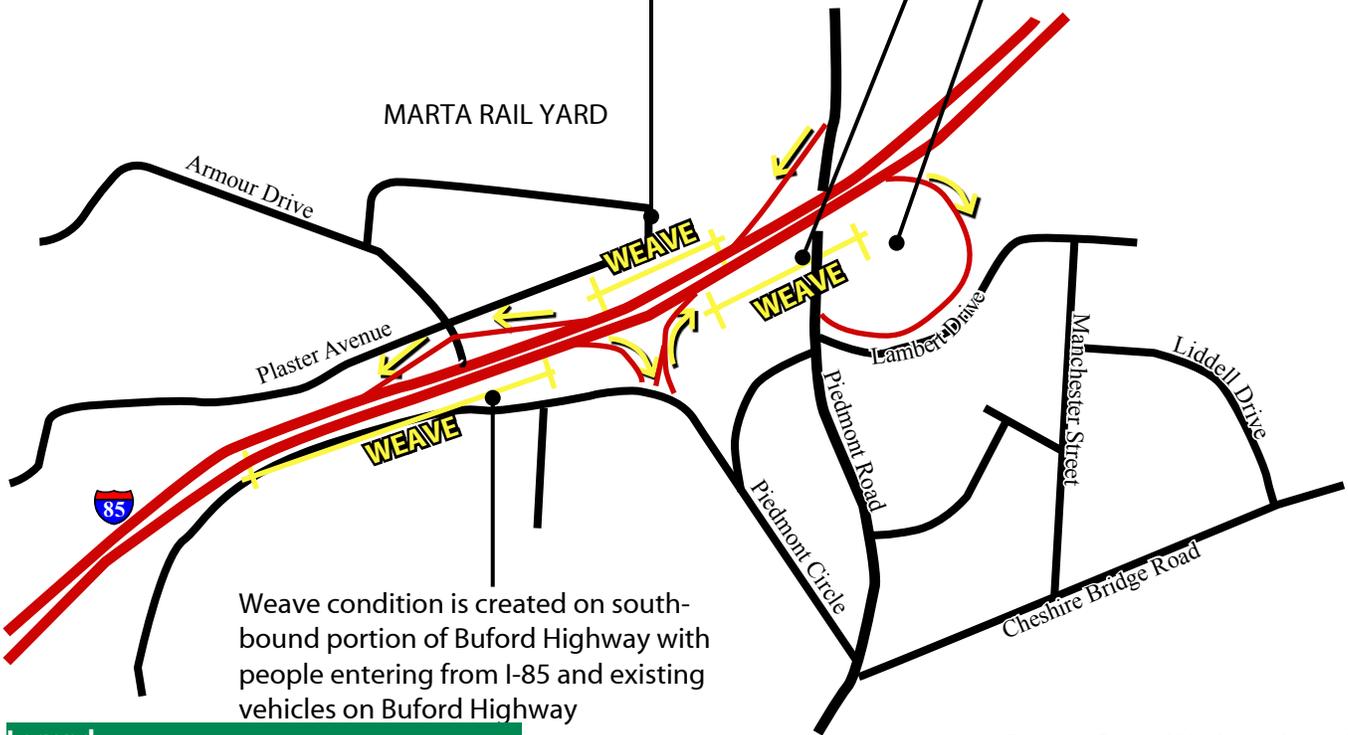
- Buford Highway
- Existing Streets
- Proposed Streets

0 250 500

Weave condition is created on southbound portion of Buford Highway between Piedmont Road and Armour Drive

Weave condition is created on northbound Buford Highway

Existing northbound exit ramp isolates redevelopment



Existing Buford Highway Interchange

Legend

- Buford Highway
- Existing Streets

0 250 500

Weave condition is created on southbound portion of Buford Highway with people entering from I-85 and existing vehicles on Buford Highway

Design Considerations and Assumptions

Project Length:

- New exit and entrance ramps: .5 miles
- Monroe Drive Extension and Liddell Drive reconstruction: .65 miles
- Manchester Street reconstruction: .3 miles

Typical Sections: 2-lane (section varies based on context)

Key Structures: (for cost estimation purposes)

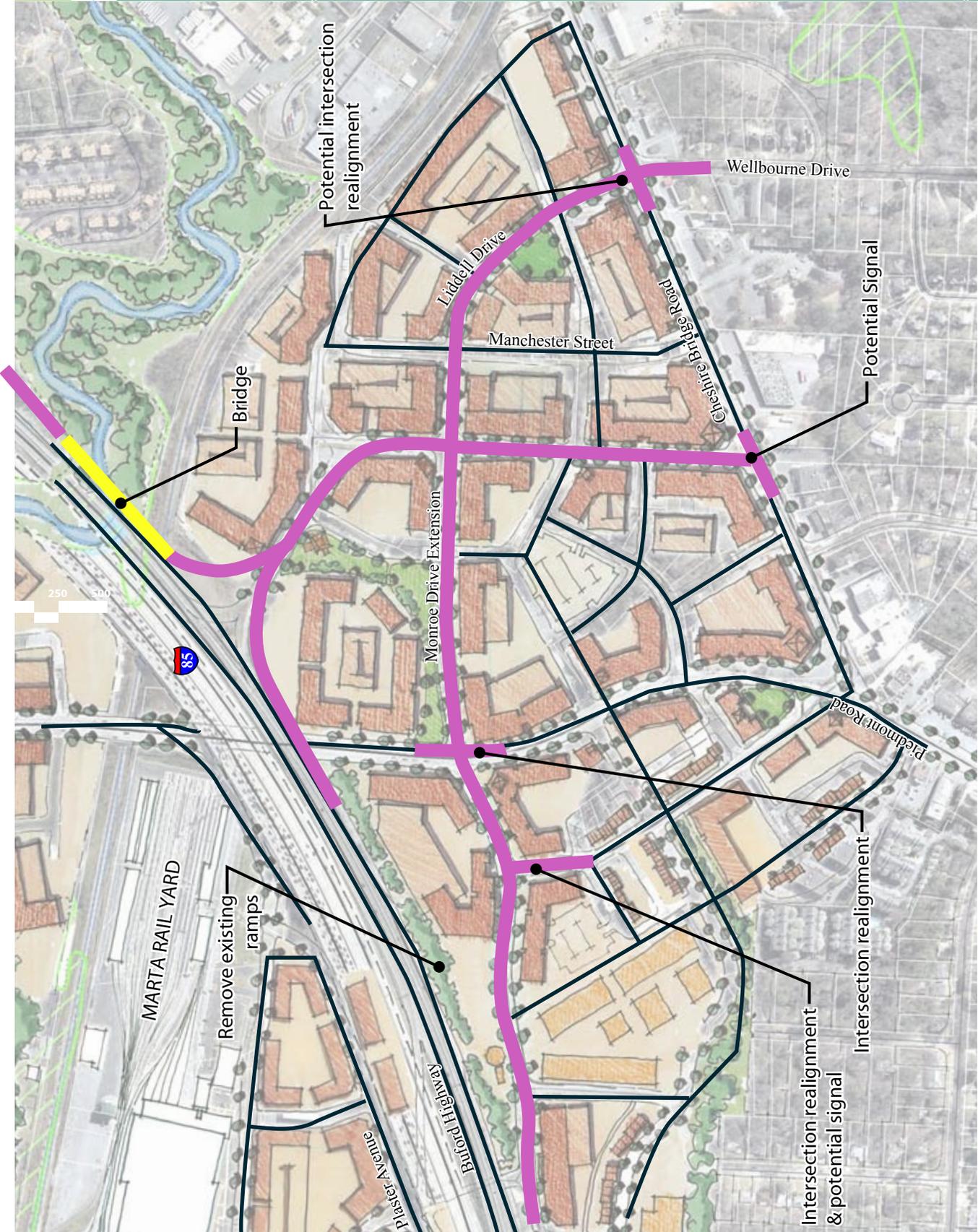
- Bridge over CSX rail line and South Fork of Peachtree Creek (550 feet)
- Misc. retaining walls to minimize property impacts/costs

Design Issues & Assumptions:

- Assumes the reconstruction of Liddell Drive and Manchester Street to reflect their new role in connecting to the reconfigured interchange.
- New bridge required for the northbound ramp to Buford Highway/I-85 in order to cross the CSX rail line and the South Fork of Peachtree Creek.
- Potential realignment of the Liddell Drive/Welborne Drive intersection with Cheshire Bridge Road.
- Potential signalization of the Manchester Street intersection with Cheshire Bridge Road.
- Realignment of the existing Piedmont Road intersection of Piedmont Circle and Lambert Drive to allow for the extension of Monroe Drive.
- Realignment and potential signalization of the Monroe Drive and Piedmont Circle intersection.
- Removal of the existing Buford Highway ramps at Monroe Drive.

Project Cost: (Planning level) \$20 million

- Not including right-of-way
- Not including utility relocation

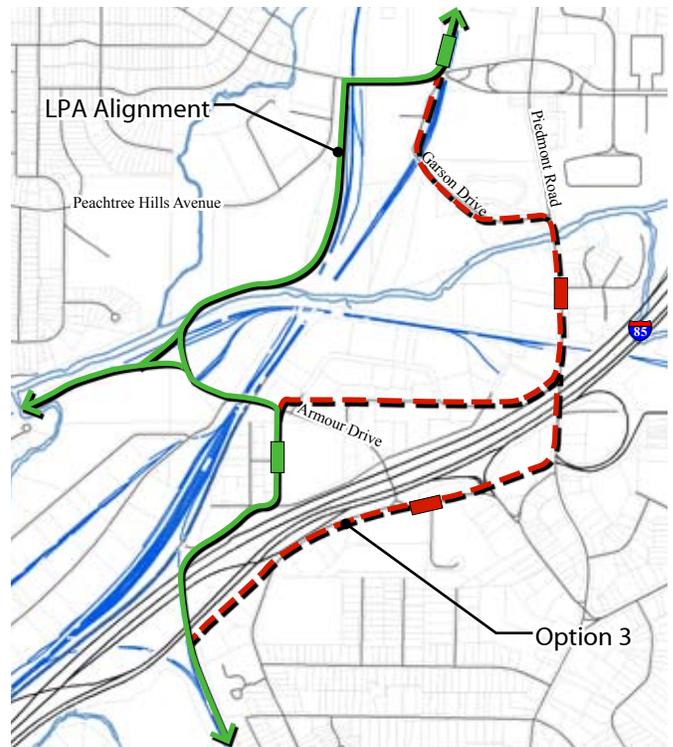


2.3.5 Transit Alignment & Station Location

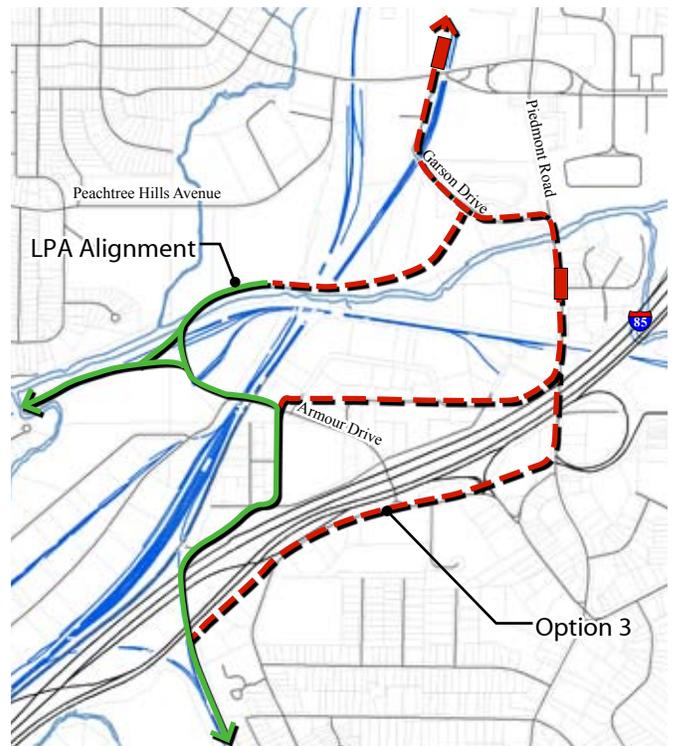
A series of options have been developed for the eastern portion of the MARTA LPA that suggests alternative ways to connect to the Lindbergh MARTA Station and continue south along the BeltLine right-of-way. These options utilize Garson Drive, Piedmont Road, and Monroe Drive to; 1) serve potential redevelopment along these corridors, 2) provide alternatives to crossing Peachtree Creek and the Norfolk rail lines in the Armour Drive area, and 3) provide valuable exposure for BeltLine transit in the Piedmont Road area. These alignment will need to be evaluated further as part of the additional Environmental Impact Statement (EIS) study process for the BeltLine Transit Corridor and are presented here to illustrate their urban design potential.

- Option 1: Garson to Piedmont-** This option connects south from Lindbergh Station via Garson Drive and Piedmont Road and connects to the Armour Drive BeltLine Station via Plasamour Drive adjacent to the MARTA rail yards. This option allows for a Piedmont Road BeltLine Station that serves potential redevelopment along this corridor and provides valuable BeltLine transit visibility.
- Option 2: Peachtree Creek to Garson-** This option runs transit along the north side of Peachtree Creek under the MARTA rail line and up to Garson Drive to get to Lindbergh Station (alternative to Peachtree Hills Drive/Lindbergh Drive). It then follows the Option 1 alignment south to the Armour Drive BeltLine Station via Piedmont Road. This provides an alternative to the Peachtree Hills Drive/Lindbergh Drive segment of the MARTA LPA, avoiding neighborhood impacts.
- Option 3: Monroe Drive-** As an alternative to the Plasamour Drive segment of Options 1 and 2, Option 3 extends the transit alignment south along Piedmont Road to Monroe Drive. Once on Monroe Drive, the alignment extends west to intersect with the BeltLine right-of-way just south of I-85. This alternative provides additional transit access, with a potential station, along Monroe Drive which includes existing and redeveloping multi-family development and more direct access to the Piedmont Heights neighborhood.

- MARTA Infill Station** – A potential infill station is being considered by MARTA at Armour Drive. If this station occurs, it eliminates the need for the BeltLine alignment to connect to the Lindbergh Station by providing a direct connection from the MARTA system to the BeltLine system at Armour Drive.



Option 1

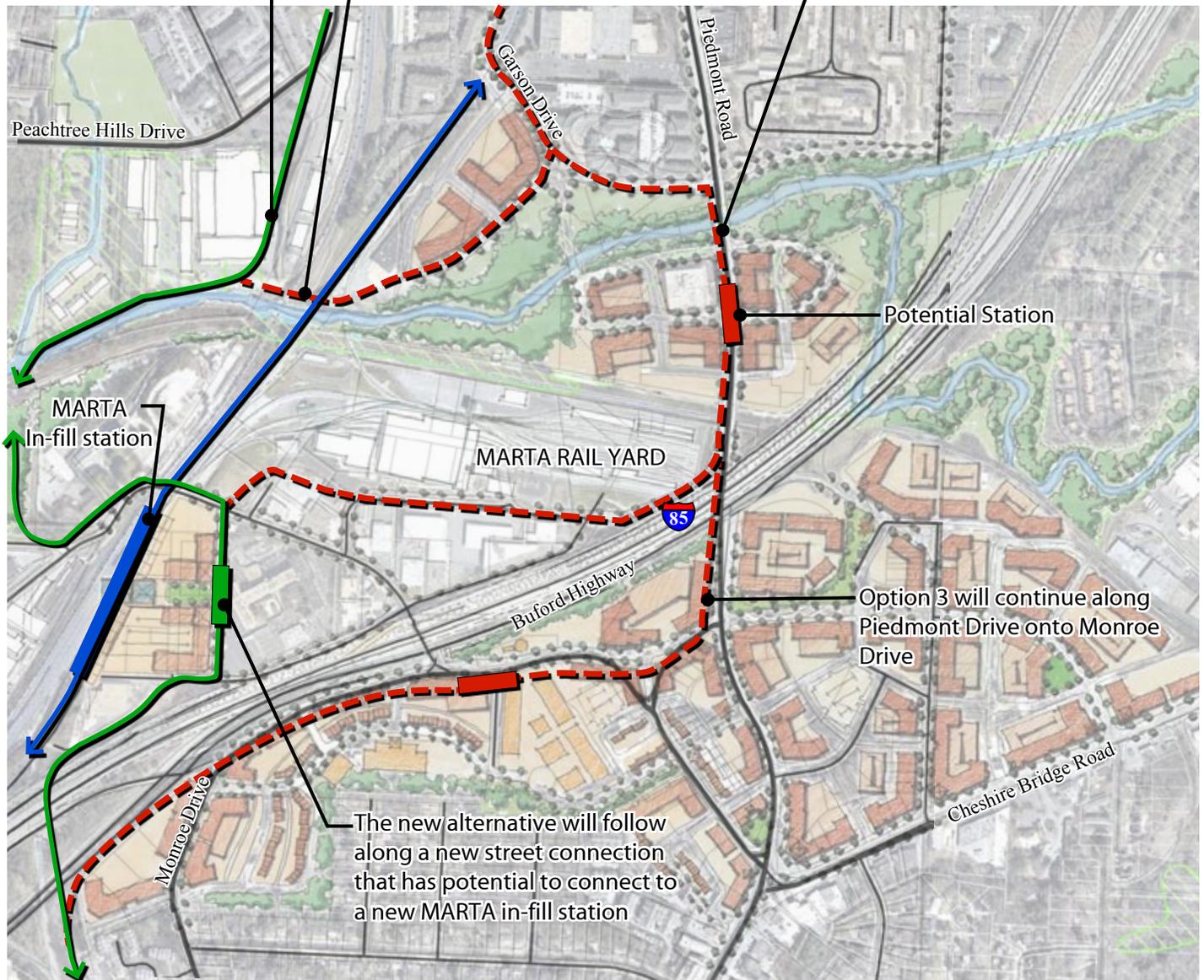


Option 2

The LPA alternative will pull out of the CSX right-of-way and pass between ADAC and Post Lindbergh Apartments

Option 2 will continue transit along Peachtree Creek to Lindbergh via Garson Drive

Option 1 and 2 will continue transit along Garson Drive south to Piedmont Road



The new alternative will follow along a new street connection that has potential to connect to a new MARTA in-fill station

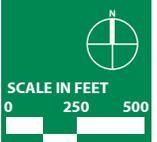


**BeltLine Subarea 7:
NORTHSIDE/PEACHTREE/
PIEDMONT**
**PIEDMONT ROAD AREA:
TRANSIT ALIGNMENT &
STATION LOCATION**

LEGEND

-  MARTA LPA
-  Options to MARTA LPA
-  Proposed MARTA In-fill Station
-  Existing MARTA Alignment
-  Proposed Transit Plaza
-  Open Space
-  Existing Buildings
-  Proposed Redevelopment

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2.3.6 Redevelopment Program

Based on the Illustrative Urban Design Plan, a conceptual redevelopment program has been developed for key redevelopment sites in the Piedmont Road Focus Area in order to identify any land use/zoning changes that may be necessary. While the plan illustrates the potential redevelopment south of the I-85 corridor, the potential development program and land use changes for that area will be explored further as part of the Sub-area 6 BeltLine Master Plan.

	Area	EXLU	FLU	Zoning	Commercial Sq. Ft.	Office Sq. Ft.	Residential Units
⑩	Garson Drive	LDC	MU	SPI 15			582
⑪	Piedmont Road	LDC/I	I	I1	69,300		457
					69,300 Sq. Ft.		1,039 Units

Development Program



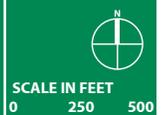
**BeltLine Subarea 7:
NORTHSIDE/PEACHTREE/
PIEDMONT**
PIEDMONT ROAD AREA:
LAND USE
RECOMMENDATIONS

LEGEND

-  Development Area
-  Proposed Transit Plaza
-  Open Space

-  Existing Buildings
-  Proposed Redevelopment

GLATTING WOODRUMBER ASSOCIATES



2.3.7 Land Use Recommendations

The Piedmont Road Focus Area today is generally light industrial uses with new mixed use residential entering into the area. The Future Land Use designations will support this new mixed use development along Piedmont Road while promoting the creation of greenways and open space along Peachtree Creek.

Summary

- **Open Space** – Promote the creation of a greenway and open space along Peachtree Creek by designating key areas along the Parkway and within the floodplain as open space. Identify ways to encourage redevelopment out of the floodplain through allowing appropriate adjacent development that protects and enhances significant areas of floodplain and/or consider purchasing key open space areas to incentivize redevelopment.
- **Mixed Use** - Designate the industrial area on Piedmont Road north of I-85 as mixed use to encourage redevelopment and new public access to Peachtree Creek, with potential access to BeltLine Transit.
- **Zoning** – The current conventional zoning districts in the areas identified for redevelopment should be replaced by the newer Quality of Life (QOL) districts to ensure the urban design treatments and open space requirements are in place for future development.

	Existing Future Land Use	Proposed Future Land Use	Reason
LU-11	(MU)- Mixed Use	(OS)- Open Space	Increases open space in existing floodplain areas adjacent to higher intensity land uses
LU-12	(I)- Industrial	(OS)- Open Space	Increases open space in existing floodplain areas adjacent to higher intensity land uses
LU-13	(I)- Industrial	(MU10)- Mixed Use 10+ Levels	Increases intensity along the Piedmont Road corridor



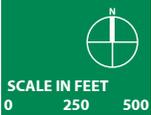
**BeltLine Subarea 7:
NORTHSIDE/PEACHTREE/
PIEDMONT**

**PIEDMONT ROAD AREA:
LAND USE
RECOMMENDATIONS**

LEGEND

-  Proposed Transit Plaza
-  Proposed Future Land Use Change
-  Mixed Use
-  OS- (Proposed Open Space)

GLATTING ARCHITECTURE AND PLANNING





**PLAN
RECOMMENDATION**

**3.0
Mobility**

3.1 Street Framework Plan

The Street Framework Plan represents those new street connections that are critical to providing adjacent connectivity and organizing redevelopment on walkable and connected blocks. The design of new streets is regulated through the following Thoroughfare Types that have been adapted from the definitions and types from the SmartCode Version 9.0.

Thoroughfares are defined as a way for use by vehicular, pedestrian and bicycle traffic that also provides access to development lots and open spaces, consisting of vehicular lanes and public right of way.

3.1.1 Thoroughfare Types:

Boulevard (BL): A long distance, moderate speed, free movement thoroughfare, flanked by parking and side parkways.

Avenue (AV): A limited distance, low to moderate speed thoroughfare, acting as a short distance connector, usually including a landscaped median.

Street (ST): A small scale, slow or yield movement, local thoroughfare suitable for neighborhoods and centers.

Alley (AL): Narrow paved access way located to the rear of denser neighborhood center buildings.

Nomenclature:

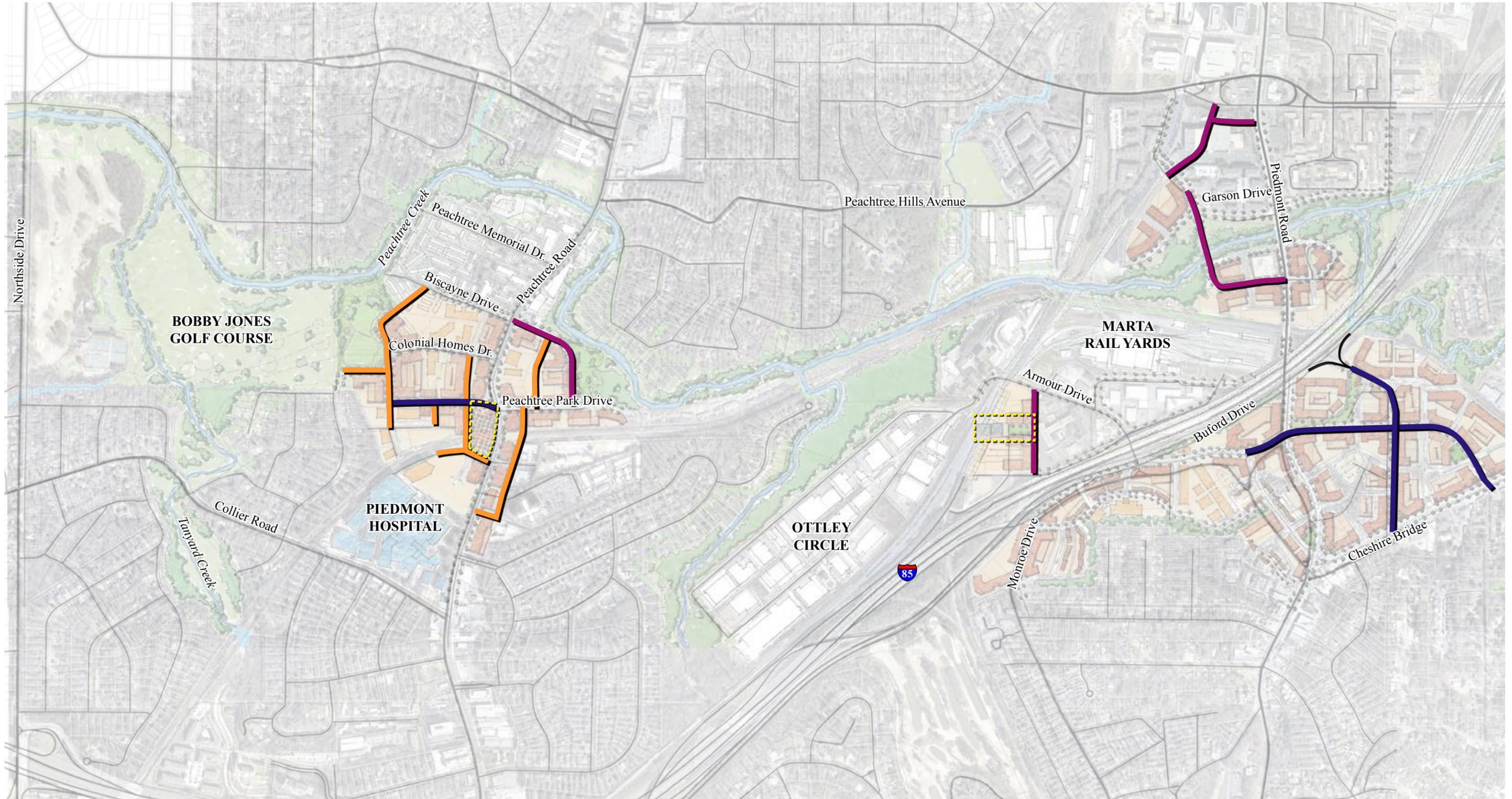
(Type/Land Use – ROW)

Example: Street /Single Family – 50 (ST/SF – 50)

	Street Single Family (ST/SF-50)	Street Multi Family (ST/MF-60)	Avenue Residential (AV/R-78)	Avenue Mixed-Use (AV/MU-90)	Boulevard Single Family (BL/SF-112)	Boulevard Mixed-Use (BL/MU-112)	Alley (AL-20)
Number of Lanes	2	2	2	2	2	4	1
Width of Lanes	10'	11'	11'	11'	11'	11'	12'
Bike Lanes	No	No	5'	5'	5'	5'	No
Sidewalk	6'	6'	10'	10'	10'	10'	No
Planting Strip/ Amenity Zone	5'	5'	6'	5'	5'	5'	4'
On-street Parking (from face of curb)	7.5' only one side	7.5'	7.5'	7.5'	7.5'	7.5'	No
Median	No	No	No	Yes	Yes	Yes	No
Width of Median				12'	34'	12'	5'
Right-of-Way	50'	60'	80'	90'	112'	112'	20'

Utility: To be located underground or in easement behind buildings.

3.1 Street Framework Plan



<p>BeltLine Subarea 7: NORTHSIDE/PEACHTREE/ PIEDMONT</p> <p>STREET FRAMEWORK & STREET TYPES</p>	<p>LEGEND</p>	
	Proposed Transit Plaza Open Space Existing Buildings	Proposed Redevelopment Piedmont Hospital Street Multi-Family (ST/MF-60)

Street/Single Family (ST/SF-50)

Number of Lanes	2
Width of Lanes	10'
Bike Lanes	No
Sidewalk	6'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5' only one side
Median	No
Width of Median	
Right-of-Way	50'

Utility: To be located underground or in easement behind buildings.



Street/Multi-Family (ST/MF-60)

Number of Lanes	2
Width of Lanes	11'
Bike Lanes	No
Sidewalk	6'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	No
Width of Median	
Right-of-Way	60'

Utility: To be located underground or in easement behind buildings.



Avenue/Residential (AV/R-78)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	6'
On-street Parking (from face of curb)	7.5'
Median	No
Width of Median	
Right-of-Way	78'

Utility: To be located underground or in easement behind buildings.

Avenue/ Mixed-Use (AV/MU-90)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	Yes
Width of Median	12'
Right-of-Way	90'

Utility: To be located underground or in easement behind buildings.

Boulevard/Single Family (BL/SF-112)

Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	6'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	Yes
Width of Median	34'
Right-of-Way	112'

Utility: To be located underground or in easement behind buildings.



Boulevard/Mixed Use (BL/MU-112)

Number of Lanes	4
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	Yes
Width of Median	12'
Right-of-Way	112'

Utility: To be located underground or in easement behind buildings.



Alley (AL-20)



Number of Lanes	1
Width of Lanes	12'
Bike Lanes	No
Sidewalk	No
Planting Strip/ Amenity Zone	4'
On-street Parking (from face of curb)	No
Median	No
Width of Median	No
Setback	5'
Right-of-Way	20'

Utility: To be located underground or in easement behind buildings.

3.2 Transit Alternatives

Through the master planning process several transit alignment alternatives were identified for further evaluation during the Environmental Impact Statement (EIS).

3.2.1 MARTA Locally Preferred Alignment (south of CSX rail line)

As part of the Inner Core BeltLine Alternatives Analysis prepared by MARTA in 2007, a Locally Preferred Alternative Alignment (LPA) has been selected. For this area, the LPA runs:

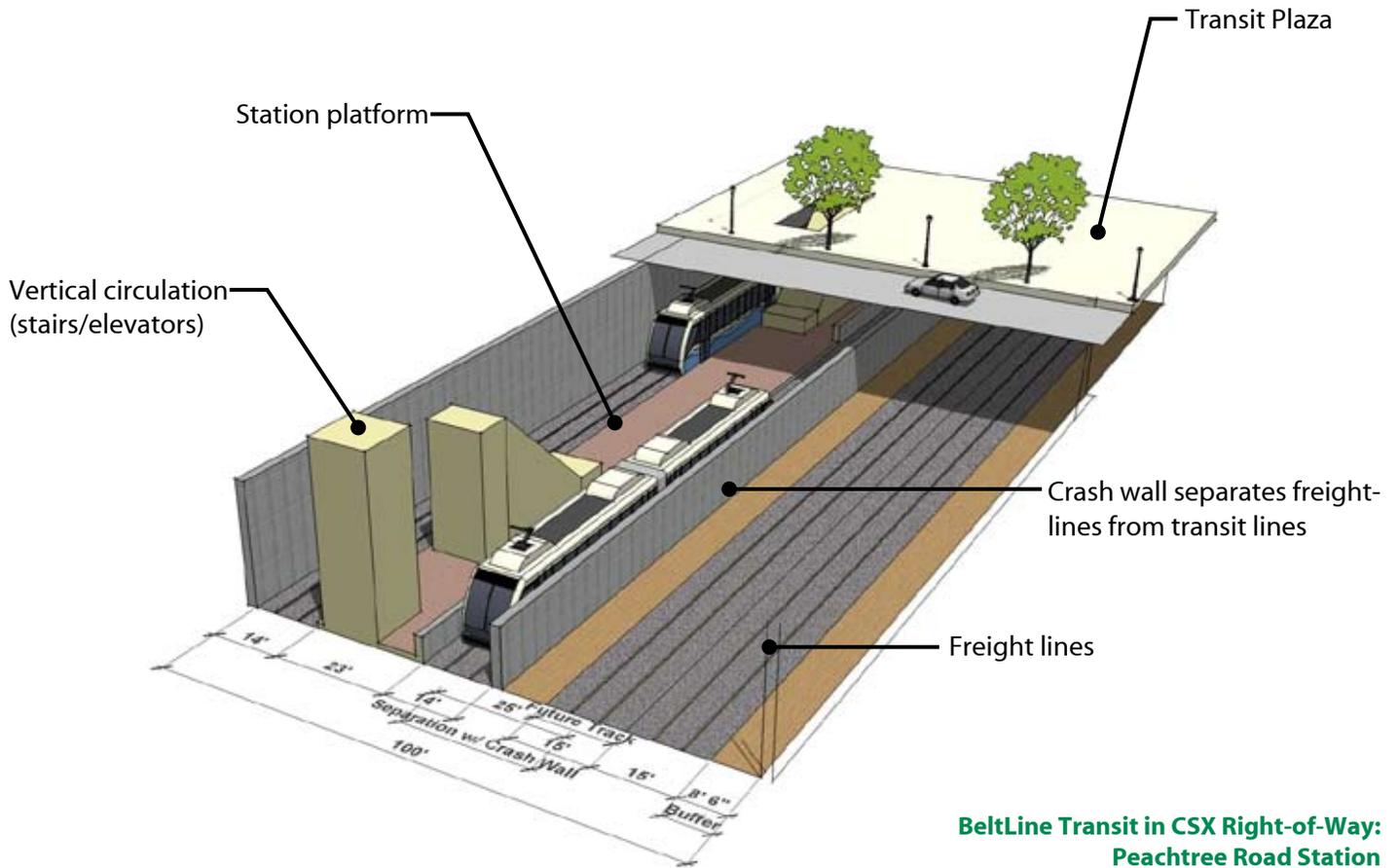
- On the south side of the CSX rail line under I-75.
- Continues to Piedmont Hospital and under Peachtree Road.
- Splits just west of Armour Drive with a leg running over Peachtree Creek to Peachtree Hill Avenue/Lindbergh Drive to the Lindbergh MARTA Station.
- The south leg connects to Armour Drive and then under I-85 toward Piedmont Park.

3.2.2 BeltLine Transit in CSX Right-of-Way

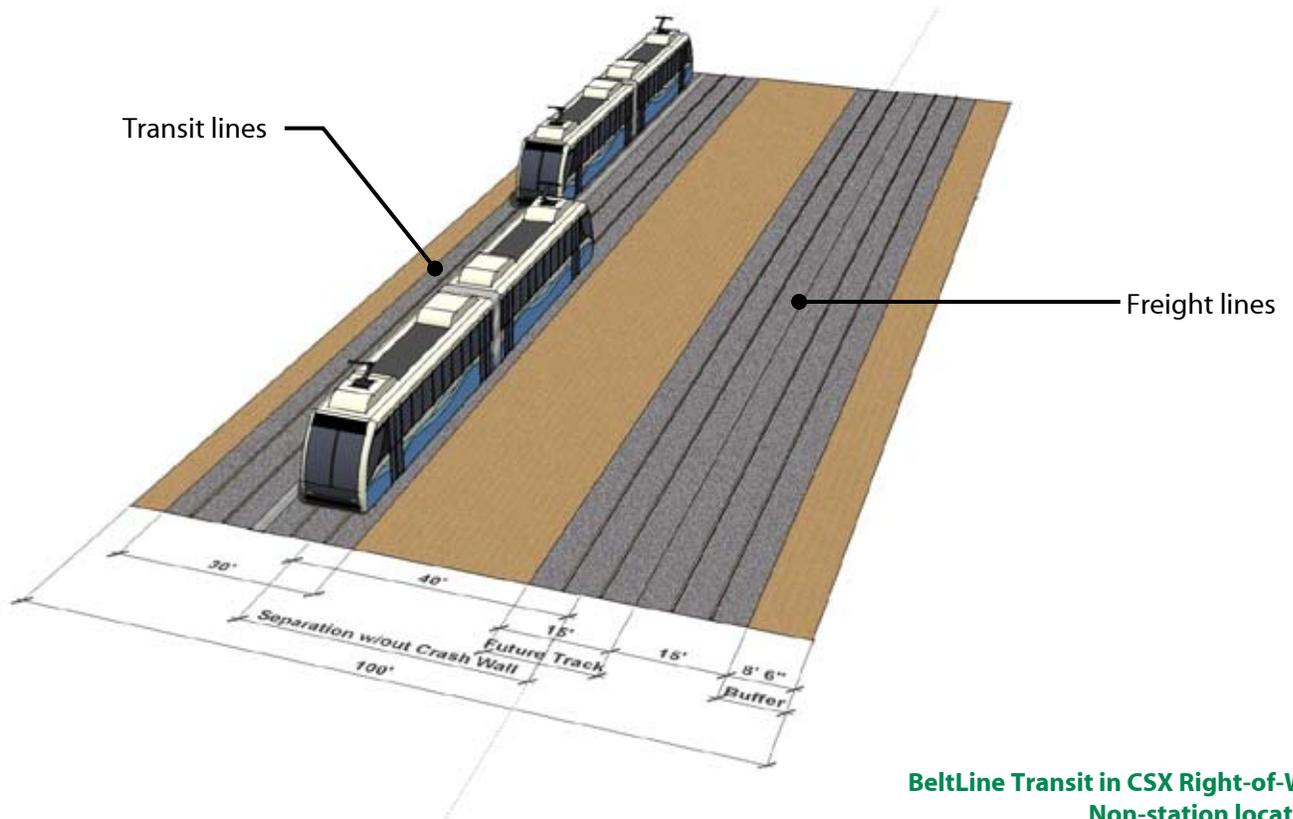
This portion of the BeltLine Transit corridor is proposed within an active freight rail corridor. The design sections conceptually illustrate how BeltLine Transit could be designed within the CSX right-of-way. These designs are based on general design assumptions that will need further refinement and negotiation with CSX as part of additional EIS study of the corridor and various transit alignment alternatives.

Some key assumptions/conclusions:

- BeltLine Transit can fit within the 100-foot CSX right-of-way (assuming the design considerations can be agreed upon by CSX), but will require the full use of the right-of-way and may need retaining walls along adjacent properties.
- The BeltLine trail will need to be located outside of the rail right-of-way.
- The design sections assume the development of an additional freight line where there is currently one.
- At Peachtree Road, station design assumes a center platform (separated from the freight lines by a "crash wall") with vertical circulation up to the proposed transit plaza.



**BeltLine Transit in CSX Right-of-Way:
Peachtree Road Station**



**BeltLine Transit in CSX Right-of-Way:
Non-station locations**

3.2.3 Transit Options

A series of options have been developed for the eastern portion of the MARTA LPA that suggests alternative ways to connect to the Lindbergh MARTA Station and continue south along the BeltLine right-of-way. These options utilize Garson Drive, Piedmont Road, and Monroe Drive to; 1) serve potential redevelopment along these corridors, 2) provide alternatives to crossing Peachtree Creek and the Norfolk rail lines in the Armour Drive area, and 3) provide valuable exposure for BeltLine transit in the Piedmont Road area. These alignments will need to be evaluated further as part of the additional Environmental Impact Statement (EIS) study process for the BeltLine Transit Corridor and are presented here to illustrate their urban design potential.

Option 1: Garson to Piedmont

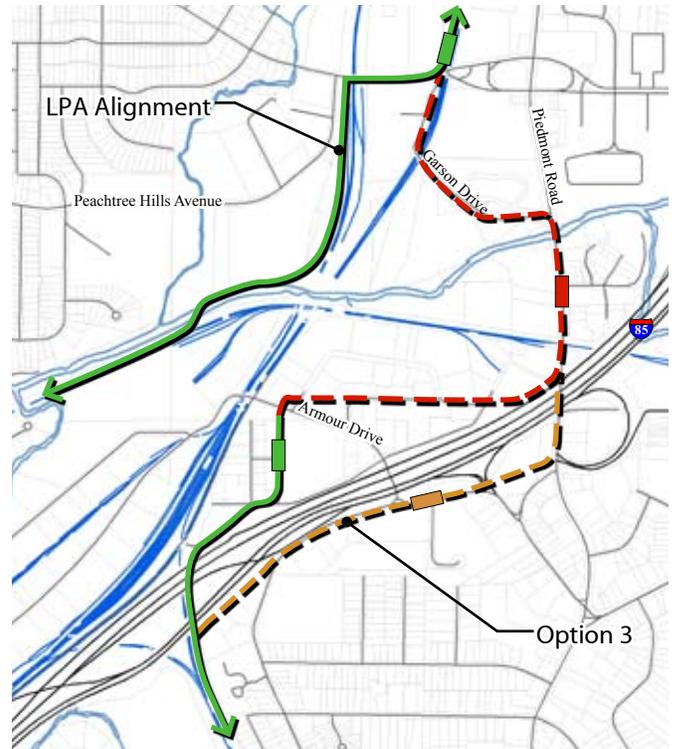
This option connects south from Lindbergh Station via Garson Drive and Piedmont Road and connects to the Armour Drive BeltLine Station via Plasamour Drive adjacent to the MARTA rail yards. This option allows for a Piedmont Road BeltLine Station that serves potential redevelopment along this corridor and provides valuable BeltLine transit visibility.

Option 2: Peachtree Creek to Garson

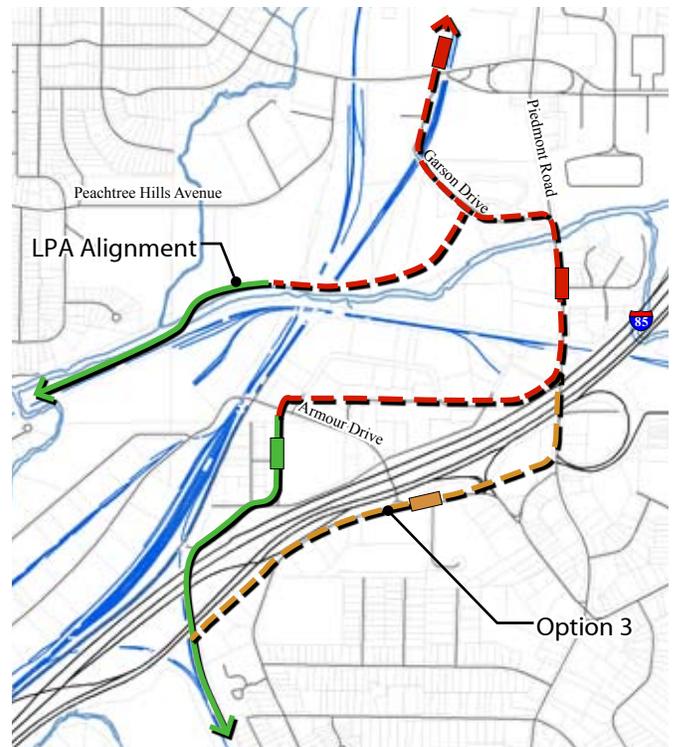
This option runs transit along the north side of Peachtree Creek under the MARTA rail line and up to Garson Drive to get to Lindbergh Station (alternative to Peachtree Hills Drive/Lindbergh Drive). It then follows the Option 1 alignment south to the Armour Drive BeltLine Station via Piedmont Road. This provides an alternative to the Peachtree Hills Drive/Lindbergh Drive segment of the MARTA LPA, avoiding neighborhood impacts.

Option 3: Monroe Drive

As an alternative to the Plasamour Drive segment of Options 1 and 2, Option 3 extends the transit alignment south along Piedmont Road to Monroe Drive. Once on Monroe Drive, the alignment extends west to intersect with the BeltLine right-of-way just south of I-85. This alternative provides additional transit access, with a potential station, along Monroe Drive which includes existing and redeveloping multi-family development and more direct access to the Piedmont Heights neighborhood.

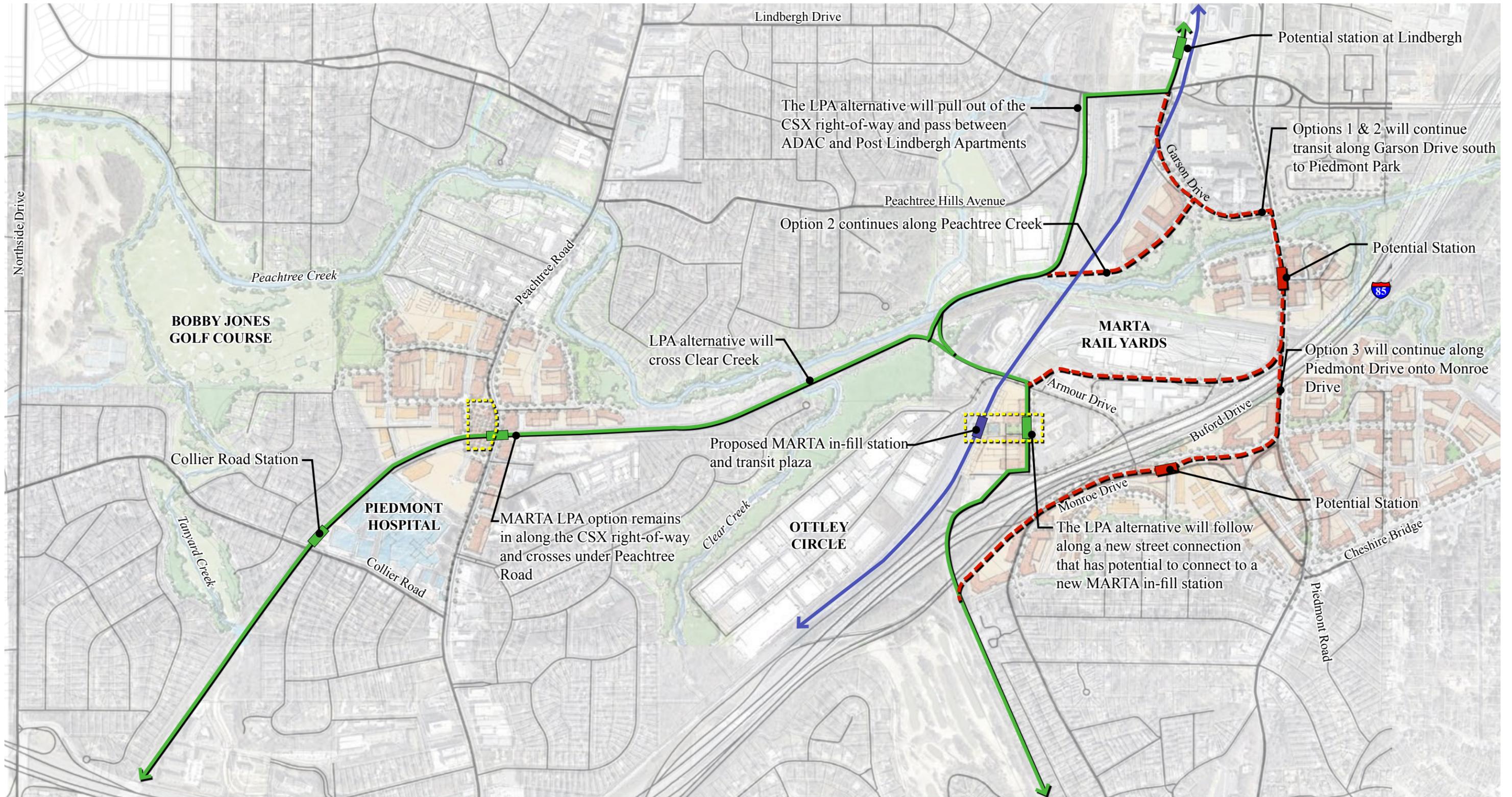


Option 1



Option 2

3.2 Transit Alternatives



	BeltLine Subarea 7: NORTHSIDE/PEACHTREE/PIEDMONT TRANSIT ALTERNATIVES	LEGEND MARTA LPA Alignment Transit Alignment Options Proposed MARTA In-fill Station	Existing MARTA Alignment Proposed Transit Plaza Open Space	Existing Buildings Proposed Redevelopment Piedmont Hospital	 SCALE IN FEET 0 250 500



**PLAN
RECOMMENDATION**

**4.0
Parks & Open Space**

4.1 Trail Plan & Open Space

The BeltLine Corridor in this subarea lies in an active freight rail right-of-way requiring the examination of a variety of non-rail corridor trail alternatives in order to identify a continuous trail route that connects this segment with the rest of the BeltLine Trail system.

The following trail alignments have been developed building on: the Trust for Public Land (TPL) 2004 Greenspace and Trail study, the BeltLine Redevelopment Plan (2005), and the development and planning process for this Subarea master plan. The proposed trail alignment is divided into the following segments for the purpose of organizing its description.

Atlanta Memorial Trail and the Section through Tanyard Creek Park

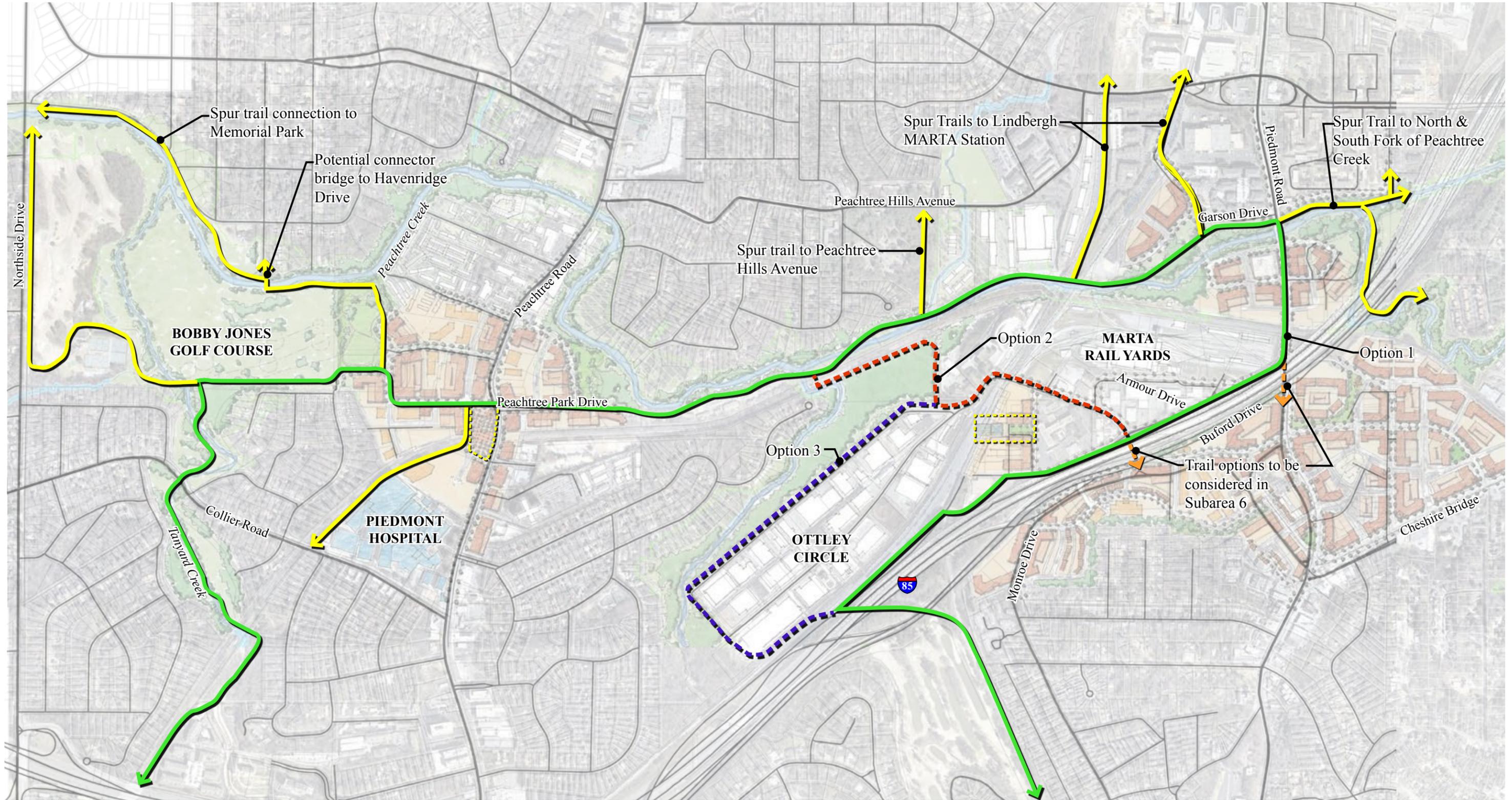
The Atlanta Memorial Trail is a one-mile long section of BeltLine trail from Ardmore Park, through Tanyard Creek Park, north to Bobby Jones Golf Course, ending at Dellwood Drive. Early in the preparation of the master plan, this section was being discussed along with the other trail planning being completed for Subarea 7. In the fall of 2007, the Georgia Department of Transportation awarded the City of Atlanta a grant to construct the trail. At that time, the project moved from a master planning topic to a design/construction project and a separate community engagement process ensued. After many community meetings and site visits, a compromise alignment was reached. This alignment is illustrated on the previous page. In summary, the following community concerns were discussed and balanced as part of the conversation about the design and alignment for the trail project:

- Aesthetic impact on the Tanyard Creek Park meadow
- Tree impacts
- Stream bank and stream buffer impacts
- Preservation of historic battlefield and any remnants from Collier Mill
- Proximity and visibility from nearby residences
- Construction and equipment access
- Trail width and material
- Relationship to the Bobby Jones Golf Course

Trail Alignment Summary

- From I-75 the trail utilizes the southern edge of the CSX rail line (adjacent to the recently redeveloped apartment complex) to Tanyard Creek.
- The trail bridges across Tanyard Creek and connects to the existing “Tanyard Urban Forest” trail segment to Ardmore Park.
- The trail crosses under the CSX trestle between Tanyard Creek Park and Ardmore Park and continues through Tanyard Creek Park (crossing Tanyard Creek south of the playground and continuing along the western edge of the park) crossing under Collier Road along the creek to the Howard property.
- The trail follows the west side of the creek through the Howard property bridging across Tanyard Creek to Bobby Jones Golf Course.
- The trail runs along the southern edge of the golf course generally paralleling Golfview Road to South Colonial Homes Circle. Further study of this section will be necessary relative to the adjacency of the trail to the active golf course. Previous studies have suggested realigning the adjacent hole to the north utilizing available space in the course to better separate the trail from the course and this option is depicted in the Illustrative Urban Design Plan.

4.1 Overall Trail Plan



<p>BeltLine Subarea 7: NORTHSIDE/PEACHTREE/ PIEDMONT OVERALL TRAIL PLAN</p>	Proposed Transit Plaza	Proposed Redevelopment	BeltLine Trail Options
	Open Space	Piedmont Hospital	BeltLine Spur Trails
Existing Buildings	BeltLine Trail		

SCALE IN FEET
0 250 500

Peachtree Road Focus Area (Colonial Homes to Peachtree Park Drive)

- In the Peachtree Road Focus Area the trail is proposed to be incorporated into redevelopment through the required street framework using the “urban standard” for the BeltLine trail.
- The trail connects east-west through the redeveloped node from the southern edge of Bobby Jones Golf Course, through the new “Colonial Homes” open space and on to Peachtree Road and Peachtree Park Drive with the trail incorporated as part of the street design.
- The trail crosses Peachtree Street at-grade and continues east via Peachtree Park Drive and then along Peachtree Creek to Clear Creek.
- Spur trail connections are proposed along the southern edge of Peachtree Creek, creating a future loop that bypasses the redeveloped node and crosses under Peachtree Road at Peachtree Creek. This future spur trail can only be implemented as/when redevelopment occurs along the creek with its required 75-foot setback. This connection can ultimately continue west along Peachtree Creek connecting to the PATH trail on Northside Drive and to Memorial Park. An additional spur trail is proposed along the western boundary of Piedmont Hospital to connect to Collier Road and its future BeltLine transit station. This connection would provide a valuable pedestrian link between Collier Road and Peachtree Road. However, its implementation will be dependent on finding a feasible solution that does not hinder BeltLine Transit and can fit within (or attached to) Piedmont Hospital’s parking decks.

Armour-Ottley Area Industrial Area

Because the BeltLine corridor is still an active railroad, the trail runs along a separate alignment from the transit. One of the more challenging connections is getting from the confluence of Clear Creek and Peachtree Creeks and the Northeast Corridor (point “A” and “B,” respectively, on the preceding page). Because the transit alignment has not yet been determined, and because the trail alignment may be impacted by which way the transit is routed, the master plan is recommending three potential alignment options for further consideration. These three trails are indicated on the preceding page by the green, red, and blue lines. The figure also illustrates four route options that were considered, but ultimately removed as recommended route options.

The physical context for routing the trail is complicated by numerous constraints and barriers. The narrow rights-of-way, bridges, and tunnels that pose a challenge including:

- Armour Drive at Norfolk Southern
- Armour Drive at MARTA
- The eastern and western “Y” tunnels and bridges crossing I-85 and Buford Highway
- The CSX bridge over Clear Creek
- Mayson Street
- Piedmont Road

As well as the area’s barriers and physical constraints including:

- Interstate 85 and Buford Highway
- Active CSX rail corridor
- Active Norfolk-Southern rail corridor and yard
- Active MARTA heavy rail line and yard
- Peachtree and Clear Creeks and their floodplains and stream buffers
- The narrowness of the Peachtree Creek corridor
- The Clear Creek Conservation Area owned by the Brookwood Hills Civic Association

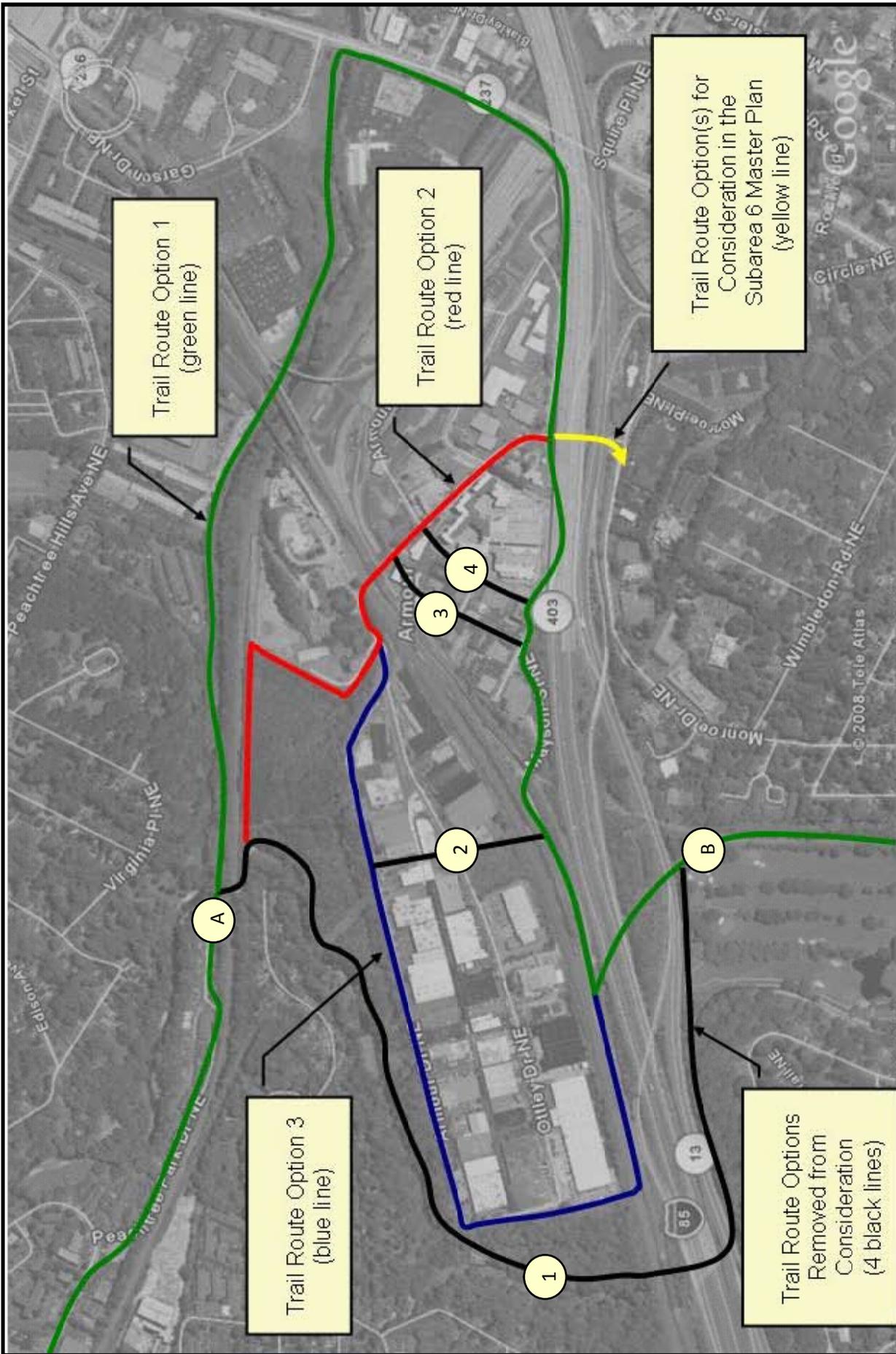
Community input on the alignment has been predominantly neighborhood based. Brookwood Hills has consistently supported Trail Route Option 1 (green line) and Option 2 (red line), but has opposed Option 3 (blue line). In their opinion, Option 3 would have too great an impact on the Clear Creek Nature Preserve (CCNP). In particular they were concerned about the trail running along the edge of Armour Drive and Clayton Road. A portion of the trail in this area could fit in the existing right-of-way, but the edge of the Conservation Area would be needed to accommodate the

trail. The master planning team conducted several meetings with members of Brookwood Hills neighborhood, including a field visit. The following concerns were raised:

- Overall site impact. The conservation easement allows up to 10% of the CCNP to be used for recreational purposes such as “boat docks, pedestrian trails, outdoor classrooms, or recreational facilities. Trail Route Option 3 would impact about 5% of the CCNP.
- Tree impacts. Several large trees live along the edge of Armour Drive. Some of those trees could be impacted by Option 3.
- Visual impact. During the winter when the trees are free of leaves, the residents of Camden and Huntington Roads have views of Clayton Road and Armour Drive from their backyards. In addition to the cars and trucks associated with the businesses there, residents would also see trail users.
- Erosion. The CCNP drops off precipitously as one moves north from Armour Drive or west from Clayton Road. In some places, Option 3 would run close to the steep slope.
- Trespassing. Some participants were concerned that trail users might stray from the trail into the privately-owned CCNP without permission.
- Litter and graffiti. Some participants were concerned that trail users might litter or graffiti the CCNP.

Piedmont Heights’ primary concern was for a trail connection, whether mainline or spur, connecting their neighborhood to the BeltLine trail. In particular, they supported an alignment that used Armour Drive to traverse I-85 and Buford Highway.

Peachtree Hills supported the BeltLine trail and access point to their neighborhood as shown in the trails section on the previous page. Earlier versions of the plan also considered trail spurs at several additional locations into the neighborhood, which were opposed for various reasons, and removed from the plan. Opportunities for an informal neighborhood connection was left as an open issue for further discussion, but these would likely not be paved or part of the BeltLine trail system, if they were ever created.



Trail Alignment Options Removed from Consideration

Four options were removed from consideration during the master planning process. All four are illustrated in the figure above by a black line, and numbered 1 through 4. The following table outlines the background and reasons each of the alignment options was dropped from consideration.

Removed Option #	Background	Reasons for Removal
1	This was the route recommended by the Trust for Public Land Emerald Necklace Study (2004) and the BeltLine Redevelopment Plan (2005).	<ul style="list-style-type: none"> • There are significant technical hurdles to passing underneath I-85 and Buford Highway alongside Clear Creek. Upon closer inspection, the route appeared infeasible. • The route had additional challenges of fitting between Buford Highway and the Ansley Golf Club. • The route was opposed by the Brookwood Hills Community Club, owner of the Clear Creek Nature Preserve.
2	This was one of the routes considered by the Piedmont Heights Blueprint Study (2007).	<ul style="list-style-type: none"> • This route was primarily removed because, as the trail must cross the Norfolk-Southern rail yard above grade, there is not enough space for trail to come down to grade between the rail yard and Mayson Street. • This route also would have required acquiring portions of several active industrial properties including accessory buildings and parking. • This route was substantially complicated by high-tension power lines in the vicinity of the elevated trail crossing the Norfolk-Southern rail yard.
3 and 4	Variations of these routes were considered by the Piedmont Heights Blueprint Study (2007).	<ul style="list-style-type: none"> • These are both potential routes for the BeltLine transit, which is given route preference over the trail. It would be difficult to accommodate both the transit and the trail along these alignments. • Recommended Option 2 uses most of the same route and has the additional benefit of providing improved potential connectivity to Monroe Crescent and Piedmont Heights.

Recommended Trail Route Options

Through the master planning process, the Planning Team was able to reduce the options to the three discussed in the trails section above. The advantages and disadvantages of each of the three options are listed in the table below.

Recommended Option #	Advantages	Disadvantages
Option 1: Peachtree Creek to Piedmont Rd (green line)	<ul style="list-style-type: none"> • Avoids the Clear Creek Nature Preserve. • Avoids a challenging underpass below the CSX railroad. • Brings the mainline BeltLine trail to the redevelopment on Piedmont Road. • Creates a highly visible section of trail on Piedmont Road. • Brings the mainline BeltLine trail closest to the Lindbergh MARTA Station. • Creates the opportunity to serve Piedmont Heights and Monroe Crescent. • Connects directly to the planned Peachtree Creek Trail 	<ul style="list-style-type: none"> • Is long and circuitous totaling 2.1 miles in length compared with a crow fly distance of 0.4 miles. • Utilizes Mayson Street. • Requires three bridges: two over Peachtree Creek and one over the CSX ROW.
Option 2: Armour Drive East (red line)	<ul style="list-style-type: none"> • Tied for the shortest route option at 1.5 miles in length, as compared with a crow fly distance of 0.4 miles. • Creates the opportunity for a spur trail to serve Piedmont Heights and Monroe Crescent. • Connects to the planned Peachtree Creek Trail via a spur to the Lindbergh MARTA Station 	<ul style="list-style-type: none"> • The BHCC, owner of the CCNP, which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve. • Requires widening the underpasses beneath MARTA and Norfolk-Southern railroad line at Armour Drive. It is assumed that this underpass would only be widened if transit used the underpass. • Utilizes Mayson Street. • Passes through the Clear Creek Nature Preserve.
Option 3: Armour Drive West (blue line)	<ul style="list-style-type: none"> • Tied for the shortest route option at 1.5 miles in length as compared with a crow fly distance of 0.4 miles. A variation on this alignment could shorten the route to 1.2 miles. • Avoids Mayson Street. • Connects to the planned Peachtree Creek Trail via a spur to the Lindbergh MARTA Station 	<ul style="list-style-type: none"> • The BHCC, owner of the CCNP, which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve. • Requires extensive and technically difficult structure to ramp up and over the Norfolk-Southern railroad. • This route would impact approximately 5% of the CCNP. • This route relies on BeltLine spur trails to serve Piedmont Road and Lindbergh MARTA Station.

Other Options

The BeltLine Master Plan for Subarea 6 will explore additional trail options that avoid the Norfolk-Southern “Y” crossing Buford Highway and the interstate. Illustrated on page 2-18 by the yellow line, the trail could run under I-85 and Buford Highway along Armour Drive, make its way through the Monroe Crescent and Peachtree Hills neighborhood, and reconnect with the Northeast Corridor to the west. A potential variation on Option 3, which uses the Department of Watershed Management entrance to the CCNP, could reduce the impact on the conservation area. This route was not thoroughly explored.

4.1.1 Proposed Open Space

The overall BeltLine Trail plan serves to connect a system of existing and proposed open spaces, parks and plazas. The existing parks connected by the trail system include Ardmore Park, Tanyard Creek Park, Bobby Jones Golf Course, E. Rivers Elementary School, and the Peachtree Hills Community Center. The proposed parks include new passive open space opportunities along Peachtree Creek in areas of floodplain and two urban plazas adjacent to the Peachtree Road and Armour BeltLine Stations.

Open Space: Bobby Jones

The Bobby Jones open space is located along Peachtree Creek on the eastern boundary of Bobby Jones Golf Course. This open space is made possible through the potential redevelopment of the Colonial Homes property. A significant portion of the Colonial Homes site is in floodplain, as part of a potential agreement for redevelopment, the new development is placed out of the floodplain and the remaining land adjacent to Peachtree Creek is developed as a new public open space.

Open Space: Biscayne Drive

Similar to the Colonial Homes site, this existing multi-family residential site is currently developed in the floodplain. Through redevelopment the floodplain area is developed as a new public open space framed by new higher density residential development.

Open Space: Piedmont Road

Along Peachtree Creek, as it runs under Piedmont Road, there are opportunities to develop and restore the floodplain areas as passive public open spaces. These open spaces can occur through adjacent redevelopment and/or through the development of the BeltLine Trail. Incrementally developing these open spaces and restoring their natural vegetation will establish a valuable greenway along Peachtree Creek.

Transit Plazas: Peachtree Road & Armour

As part of the BeltLine transit station development, opportunities should be capitalized for urban public spaces and plazas to serve as the “address” for the transit stations and surrounding redevelopment. The Peachtree Road Transit Plaza is a unique opportunity for the BeltLine to create a signature open space on Peachtree Road. This plaza (discussed in greater detail in Section 2.5) provides access to the transit station below while creating a space large enough to hold public events, temporary public art exhibitions related to the Bennett Street area, and permanent public art installations.

The Armour Transit Plaza is a small public space in front of the BeltLine Armour transit station. This space provides pedestrian access to the station from the adjacent new connecting street and serves as a “front door” to the adjacent redevelopment opportunities.



BeltLine Subarea 7:
NORTHSIDE/
PEACHTREE/
PIEDMONT

Proposed Open
Space

LEGEND

Proposed Transit
Plaza

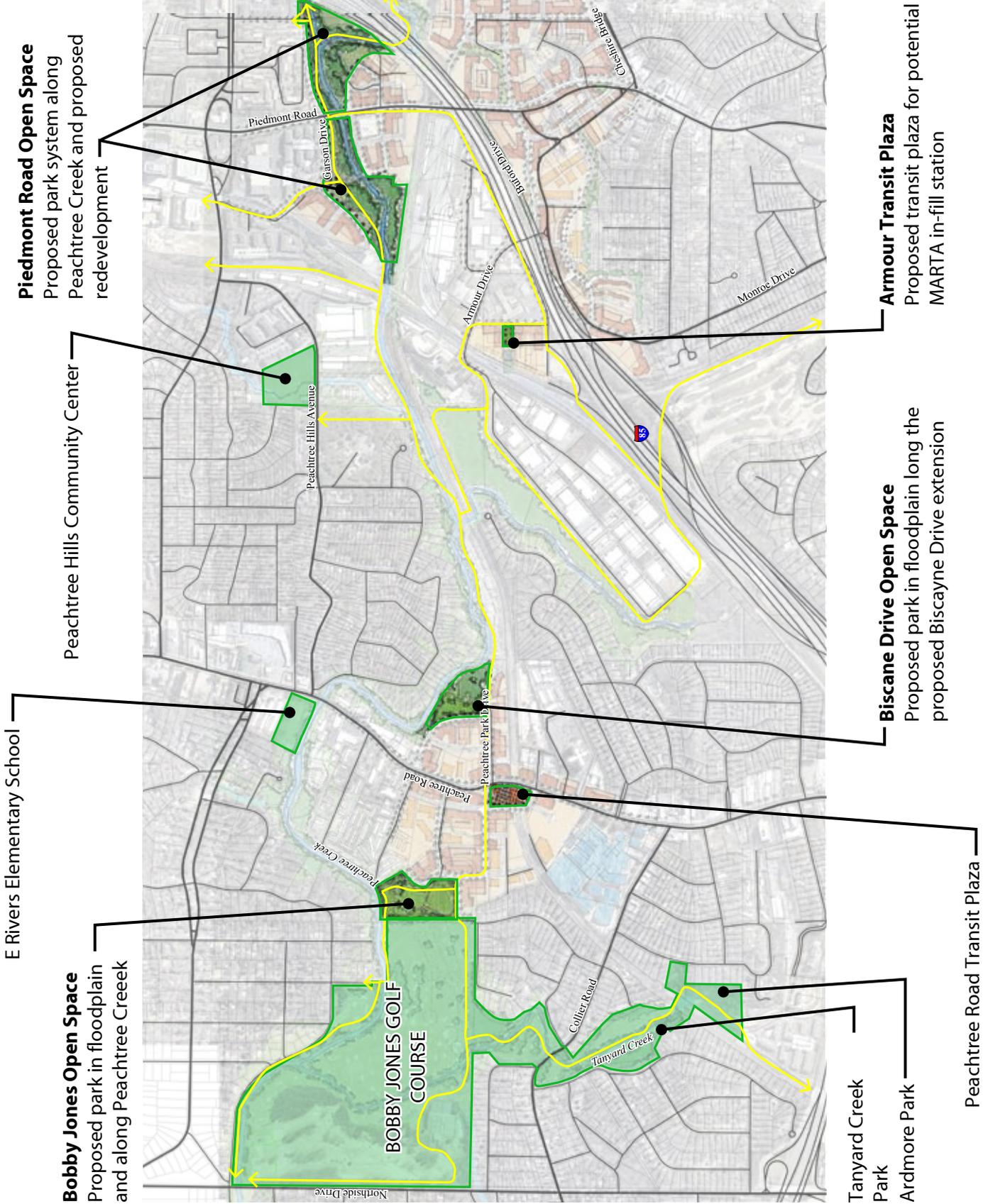
Open Space

Existing Buildings

Proposed
Redevelopment

Piedmont Hospital

Proposed BeltLine
Trails



Bobby Jones Open Space
Proposed park in floodplain
and along Peachtree Creek

E Rivers Elementary School

Peachtree Hills Community Center

Piedmont Road Open Space
Proposed park system along
Peachtree Creek and proposed
redevelopment

BOBBY JONES GOLF
COURSE

Tanyard Creek
Park
Ardmore Park

Peachtree Road Transit Plaza

Biscayne Drive Open Space
Proposed park in floodplain along the
proposed Biscayne Drive extension

Armour Transit Plaza
Proposed transit plaza for potential
MARTA in-fill station

Piedmont Road

Piedmont Road

Garson Drive

Peachtree Hills Avenue

Armour Drive

Peachtree Park Blvd Drive

Peachtree Road

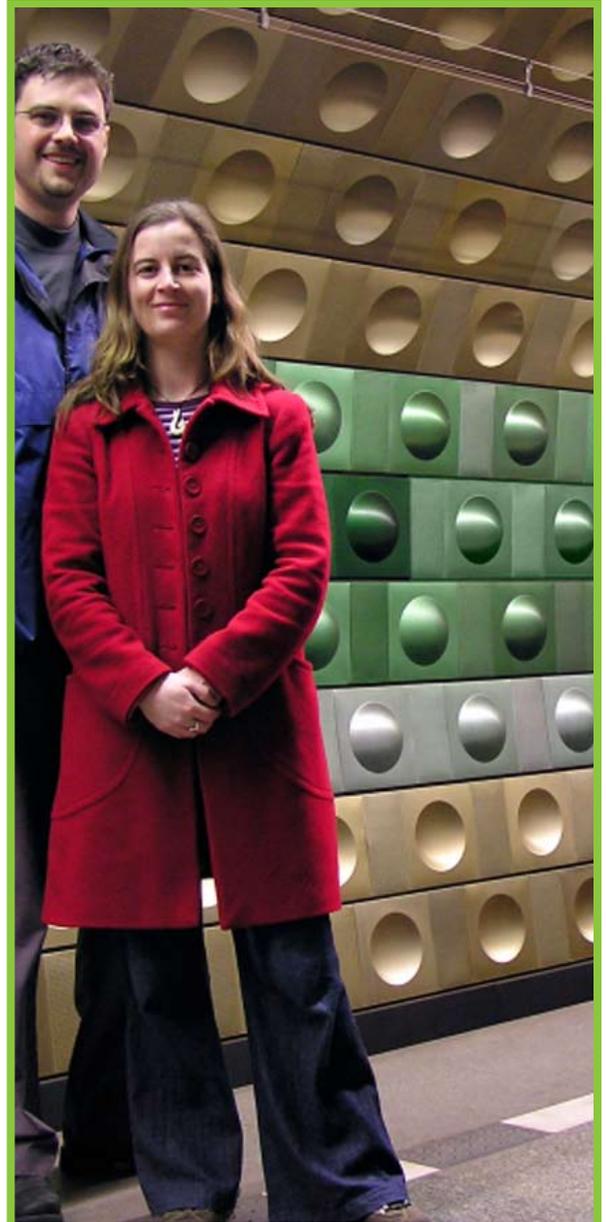
Collier Road

Tanyard Creek

Montre Drive

Cheshire Bridge

Northside Drive



**PLAN
RECOMMENDATION**

**5.0
The Cultural Arts**

5.1 Cultural Arts Economic Impact Perspective

Within National Cultural and Community Development Planning standards, the provision and activation of civic space

Communicates Community
Expresses Identity through
Design
Cultural Activities
Creative Communities
Character
History
Expands Access
Increases Audiences
Creates Value as a Destination

In transportation and redevelopment projects, a comprehensive master plan, integrating culture, open space and public mobility, greatly increases the intrinsic success of economic and community development goals for generations to come.

This **Northside Anchor destination** provides the opportunity for the City of Atlanta to move forward with best-in-class standards, elevating the value of development and civic identity into the 21st Century market. Public-private partnerships establish short-term and long ranging standards in the critical success of community integration, while providing a legacy vision for regional progress.

- **Provide Transportation and Civic Open Space**
- **Create Development/Non-Profit Partnerships**
- **Enable Comprehensive and Sustainable Civic Activities**
- **Provide Economic Impact Opportunities**
- **Increase the Value of Property and Citizenry alike**
- **Create an International Destination**
- **Brand the Atlanta Lifestyle, Character and Culture**

In defining the diverse cultural identity of this southern metropolis, Atlanta can use best practices to represent its unique attributes on the global stage.

Cultural Tourism

According to the World Tourism Organization, Cultural Tourism is projected to grow globally at an annual rate of 15% through 2010.

Cultural Tourism is an accelerating global industry, which metropolitan cities around the world are competing to attract. As part of global economic dynamics, culture draws billions of dollars into local economies, impacting several other dominant industries including commercial offices, hotels, conventions, culinary and retail.



Destination Development: Economic Impact

The chart below looks at local arts contributions currently and projects increased activity in direct relation to the population and inflationary increases through 2030.

	2005 Annual Figures	2030 Projections
Organizational Spending	\$113.9 M	\$187.9 M
Arts Audience Spending	\$160.8 M	\$265.3 M
Arts Jobs	\$8,211	\$13,548
Household Income contributions	\$167.1 M	\$275.7 M
Local Government Revenues	\$14.1 M	\$23.2 M
State Government Revenues	\$12.9 M	\$21.3 M

Comprehensive Impact Model

The Rose Kennedy Greenway Project, Boston, increased commercial property values **79%** in one year at the beginning of the Central Artery/Tunnel. This continued and expanded value increase can largely be attributed to significant design team strategies, engaging diverse community identities, cohesive design elements and **cultural destination anchors**; specifically, the the New Center for Arts & Culture, in relation to civic, open space planning.



Direct Investment Benchmark

One California Plaza in downtown Los Angeles, became the cultural and development anchor to spearhead 20 years of free performances for lunchtime, evening and weekend festivals through the Grand Performances non-profit, created by the City's Community Redevelopment Agency. This investment established development precedence with their institutional anchor and neighbor, the **Museum of Contemporary Art**, Los Angeles, and currently has inspired, among several cultural downtown projects, the **\$2.3B Grand Avenue Project**, including the Walt Disney Concert Hall by Frank Gehry, the new Mandarin Oriental Hotel, a \$50M 16-acre urban park, \$12M in open space improvements and an additional \$2M in streetscape enhancements.



5.2 Overview of Subarea Cultural Assets

Crossroads of Peachtree Street & the BeltLine

Standing at this significant Atlanta address at the **most significant transportation intersection** in the BeltLine Project, the northern interchange with the Peachtree Corridor Streetcar Project provides critical connectivity for associated workforce and community transportation, as well as increased tourism accessibility.

With a residential population that is expected to increase by more than 60% by 2030, investment in transportation and open space at this northern hub will contribute to the region's economic growth and improve quality of life for the future of Atlanta's families.

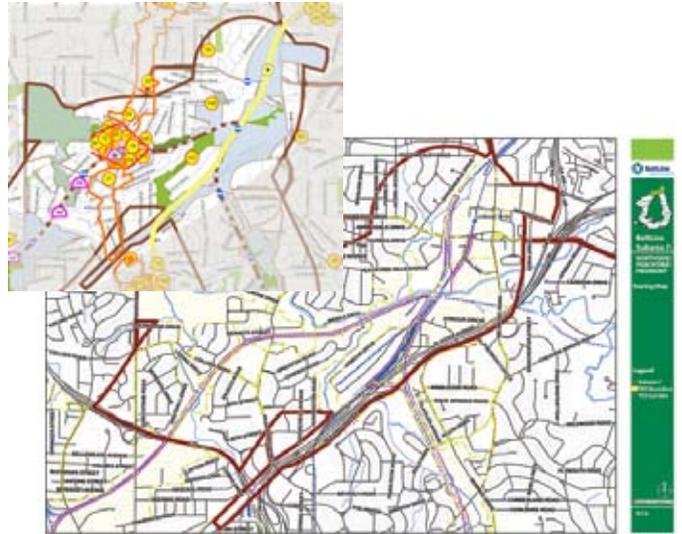
Importance of Cultural Anchor

The Northside subarea has the unique opportunity to create a similar destination relationship with the **new (2008) Bennett Street resident, the Museum of Contemporary Art of Georgia**, at the Tula Arts Center. This dynamic provides a first opportunity between development, transit, open space and trails to facilitate a culturally integrated destination between all assets.

THE IMPORTANCE OF MOCA | GA

Open for almost six years, the museum is among the first organizations to specifically feature the work of Georgians -- those born and raised here as well as artists who have created much of their work in the state. The museum, serving as both an exhibition home and an educational facility will enable artists and visitors to enjoy the impressive collection of artwork and to learn about its roots.

MOCA GA's collection features more than 500 works by Georgia artists and includes a variety of mediums -- paintings, prints, sculpture, photography, and installation pieces. The museum will continue to collect, document and archive significant works of contemporary visual art by Georgia artists.



The Museum's move takes place in two phases as follows:

Phase I provides over 5,000 square feet of space for the Education/Resource Center to house the permanent collection, the historical archives, and a budding library.

Phase II provides over 10,000 square feet for exhibition galleries and exhibition preparation.

Bennett Street Galleries

With the existing cultural assets including a range of galleries, studios and creative industries along this BeltLine segment, strong programming options can contribute to community, business and tourism development.

Off the 2100 block of Peachtree, at the BeltLine intersection, Bennett Street Arts and Antiques have provided shopping and exhibition programming through the evolution of the warehouse district in the mid-1970's. With over fifty businesses on this street, the Tula Art Center, with the new MOCA-GA anchor, also houses ten galleries, two fashion studios and the non-profit organizations, the Atlanta Photography Group, with seven studios housing twenty-five artists.

APG Collector Print Series 2007-2008



© 2007 Atlanta Photography Group

The following tenants provide internationally diverse works in design, painting, printmaking, sculpture and photography ranging from traditional masters and modern contemporary.

Atlanta Art gallery
Anne Hathaway Watercolors
Ariel Gallery
Arts Bee Lo
Dalton Cowan Gallerie
Galleria San Marco
Gallery B Ltd
Gallery Sklo
Gallery Zebu
Golden Gecko Gallery
Momus Gallery
Naomi Silva Gallery
Opus One Gallery
Raymond Lawrence Gallery
Reed Gallery
Robert Matre Gallery
Thomas Deans & Company Fine Art
Smith Gallery
Studio L-1

Civil War History of Peachtree Battle

Emphasizing the local cultural landscape, an important historical and natural environmental relationship surrounds the Tanyard Creek Park and the Peachtree Creek.

The significant history of the Battle of Peachtree Creek, July 20, 1864, is commemorated at the Tanyard Creek Park, a tributary of Peachtree Creek. This historic battle marked the beginning of the American Civil War's Atlanta Campaign and is addressed by Union Major General JD Cox as such,

“Few battlefields of the war have been strewn so thickly with dead and wounded as they lay that evening around Collier’s Mill.”

With the support of the Friends of Tanyard Park and neighborhood associations, as well as Atlanta civil war historians, this location has noted national significance in the preservation of American history in the urban and built environment.

Natural and Environmental History of Peachtree Creek

Peachtree Creek is one of the major streams flowing through Atlanta. A river gauge has been present on this site since 1912, with water quality and daily flow records reaching back as far as 1959. This creek provides a natural barrier and significant watershed contribution to the urban environment. Trails and greenspace tie the creek history throughout the east-west axis of the subarea and provide an integration opportunity for surrounding neighborhoods to Atlanta’s signature thoroughfare, Peachtree Street.



5.3 Cultural Enhancement Opportunities

Cultural enhancements bridge the built and natural environments, with opportunities for civic leadership and cultural activities to continually engage residents and visitors alike. Artist designed spaces reinvent the cultural landscape, bringing new ways to interact in public space. The following impact elements have been identified:

Peachtree Plaza

Transportation Plaza

In today's urban experience, the plaza still remains historically at the center of community engagement. Transportation infrastructure offers ways to unify neighborhoods, provide landmarks, and incorporate unique distinctions through artist-designed elements.

As an anchor for the BeltLine Project, this crossroad for new mobility mechanisms requires a **substantial street-level transportation plaza** in order to provide adequate pedestrian access between transits along the Peachtree axis.

In addition to offering open space partnerships, this destination supplies significant civic engagement with a dynamic identification strategy for the BeltLine Project, the cultural community and the City of Atlanta.



New York City, New York



Lisbon, Portugal



Portland, Oregon

Peachtree Plaza Destination Strategy: Public Art

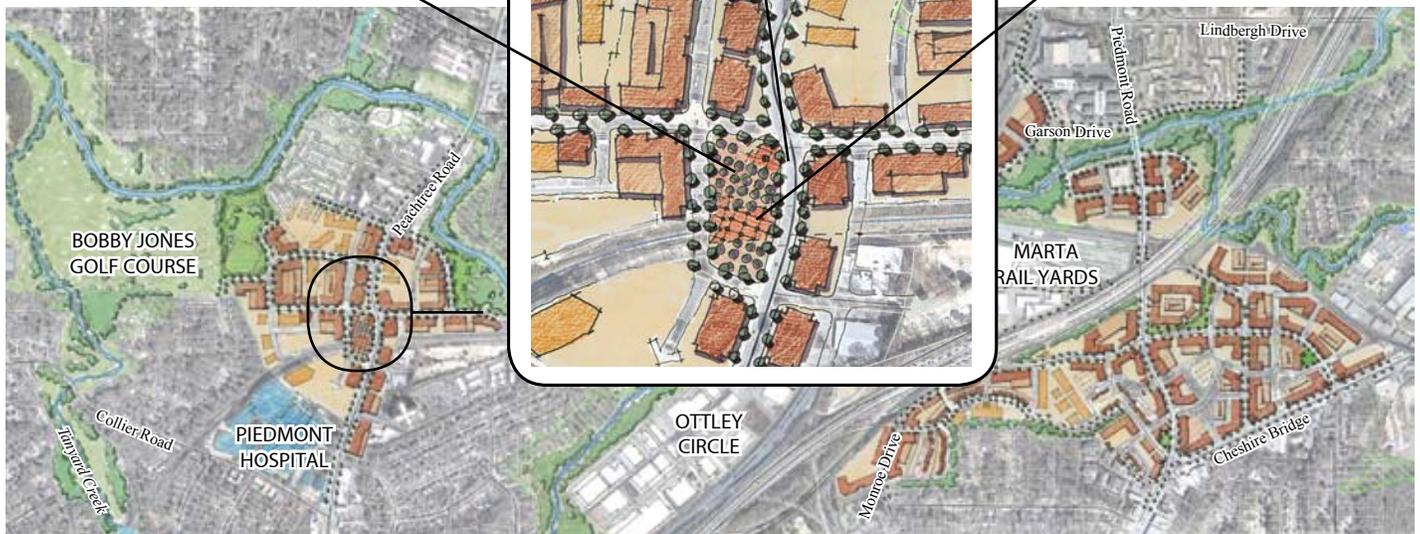
Collaborations between architects and artists are standard practice in best in class destination projects. Whether a modular design strategy for smaller scale transportation shelters or a unique hub design for major intersections, these elements of consideration add to the value of the surrounding properties and the quality of the pedestrian experience.

Plaza Destination Strategy: Public Art

Element A: Transportation Hub

Connecting MARTA, the Peachtree Streetcar and the BeltLine Transit designs as Architectural/Artist Team opportunity;

- Budgets ranging from \$10-\$25k for modular design models,
- Architectural projects within building construction expenses to include 1.5% public art line items

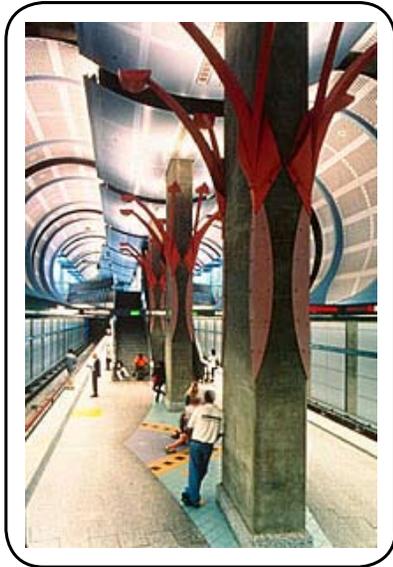


Element B: Integrating Facade, Gateway, and Lighting

- Design competition by invitation or open call; jurored by professional and community member panel
- Public art and artist selection as part of the design team strategy; including 1.5% allocation in construction expenses

International design competitions in lighting design have been utilized by Tokyo and New York in plaza and streetscape visual identity projects, while redevelopment plans like the Highline have implemented design idea competitions into new civic space; activating the community in design phase visioning sessions.

These elements have then been integrated into design phase public art commissions of plaza infrastructures and facades, giving a cohesive and community relational aesthetic plan for construction phase implementation.



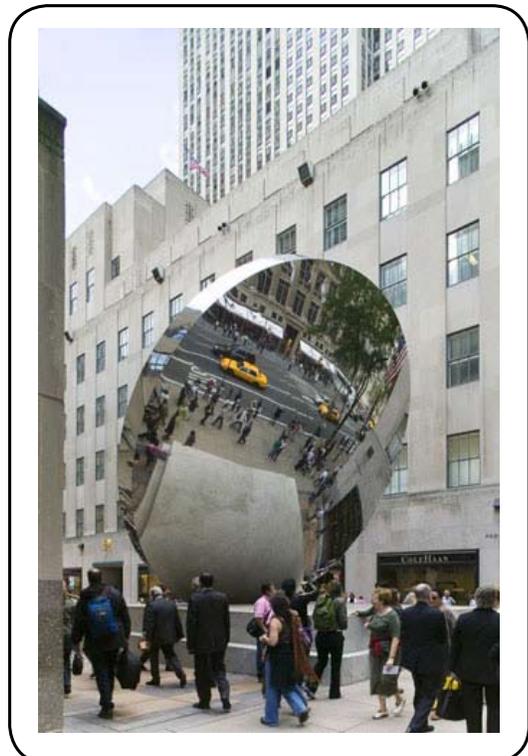
Element C: Civic Engagement; temporary events and community outreach

Temporary Exhibitions

Existing works by internationally established artists and temporary commissions by emerging national artists complement daily life in public plazas and parks. These exhibitions activate civic space and provide new discoveries for inspiration and education. Additional performance initiatives provide music and small theater opportunities in an unplugged and intimate setting sensitive to the surrounding medical facilities.

In addition to models including leasing and loan programs, such as the Public Art Fund and Creative Time in New York City, established international projects are exemplified by Christo and Jean-Claude's, The Gates, February 2005 where the \$18M project generated \$254 million in Economic Activity in 18 days with no public funds.

Local public art organizations, as well as municipal and civic interest groups are available to consult and administer these exhibition options.



Implementation Strategy

It is recommended for Atlanta BeltLine Inc. to purchase and/or partner with the contractual development entity in the negotiation of this critical land parcel.

This property is integral in the primary project functionality, transportation connectivity, and addresses the critical lack of civic space in the subarea. Sustainable partnerships allow city planning to increase investment incrementally, attracting more amenity partnerships and grant strategies. Investments in civic space and cultural integration will spur private investment.

Along with the recommendation of stakeholder investment in the Peachtree Plaza, additional stabilization partnerships are necessary.

a. Cultural Impact Approach to Site Development: Cultural Trust

A cohesive, well-balanced planning approach considers the community as a whole, its history and its future, and the experiences between the built and natural environment. In this case, careful consideration weaves the community dynamics and surrounding health business sector with anticipated growth along Peachtree Street and the protection and expanse of green and open space.

In order to provide a sustainable partnership in open space, transit and cultural planning initiatives, a Cultural Trust is recommended for the development, enhancement and programming of the Transportation Plaza destination.

Established through the Atlanta Development Authority, a Cultural Trust can provide the necessary mechanism to pool open space requirement funds from adjacent properties, allowing localized funding through public-private partnerships to become site specific to the Peachtree Plaza development. Based upon a similar Pittsburgh Cultural Trust, this tool secures ongoing contributions, while making available resources from a larger cultural funding structure.



Pittsburgh Cultural District Riverfront Development

On July 10, 2006 the Pittsburgh Cultural Trust selected the RiverParc team as the Trust's partner in the design and development of the nation's first master-planned, green, mixed-use, arts/ residential neighborhood. The \$460 million project, located on a six-acre site, overlooking the Allegheny River, Penn Avenue, and Seventh and Ninth streets, is expected to have an economic impact exceeding \$1 billion, and provide approximately 700 new residential units and 9,200 jobs for the region.

The vision for the Cultural District Riverfront Development provides an essential component to Pittsburgh's 14-square-block Cultural District. The plan includes seven new residential buildings, a street of townhouses, a four-star hotel and a performing arts venue. Retail will be located on the ground floors throughout the development, with new parking structures to support the area.

A key component of the plan calls for LEED-certified and environmentally sensitive buildings, numerous parks and green spaces both inside the buildings and in the public realm, vertical winter gardens and roof terraces, and the Three Sisters Gallery. The new park proposes an innovative capping of the highway between the Three Sisters Bridges, which would establish a park to cover the 10th Street by-pass facing the riverfront, will provide an important connection to the river and offer multiple athletic, recreational and vending opportunities to service patrons. The Three Sisters Gallery may include a multi-use floating stage for special events.

Since the 1990 cultural district designation in Pittsburgh's waterfront downtown development plan, several significant cultural impact activities can be highlighted.

- **Ongoing temporary art exhibitions** at the corner of Seventh Street and Penn Avenue.
- **Agnes R. Katz Plaza** became a collaboration between international artist, Louise Bourgeois, and architects, Daniel Urban Kiley and Michael Graves.
- **The Cultural Trust's Public Art Advisory Committee** commissioned works between artist Ann Hamilton and landscape architect, Michael Van Valkenburgh to create the Allegheny Riverfront Park.
- **Lighting projects** by Robert Wilson and Richard Gluckman defined the district through poetic light integration.
- **Storefront Arts Initiative** promoted small theater and affordable gallery spaces.

b. BeltLine Streetscape & Trail Visual Identity

Parking Facade

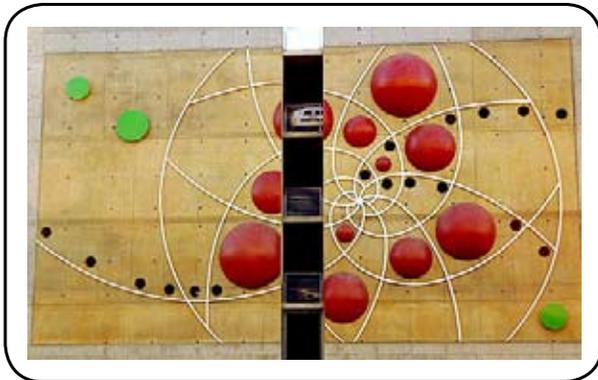
Lighting

Way Finding

Receptacles & Furniture

With several new transportation solutions to include new city streets for more effective connectivity, new development, businesses and residents alike benefit from an integrated Streetscape and Trail Visual Identity Plan.

Parking structures for new offices and residences, sidewalk design elements, lighting and wayfinding are approached through artist design teams; creatively utilizing existing construction/purchase allocations to provide a unique and community based visual experience.

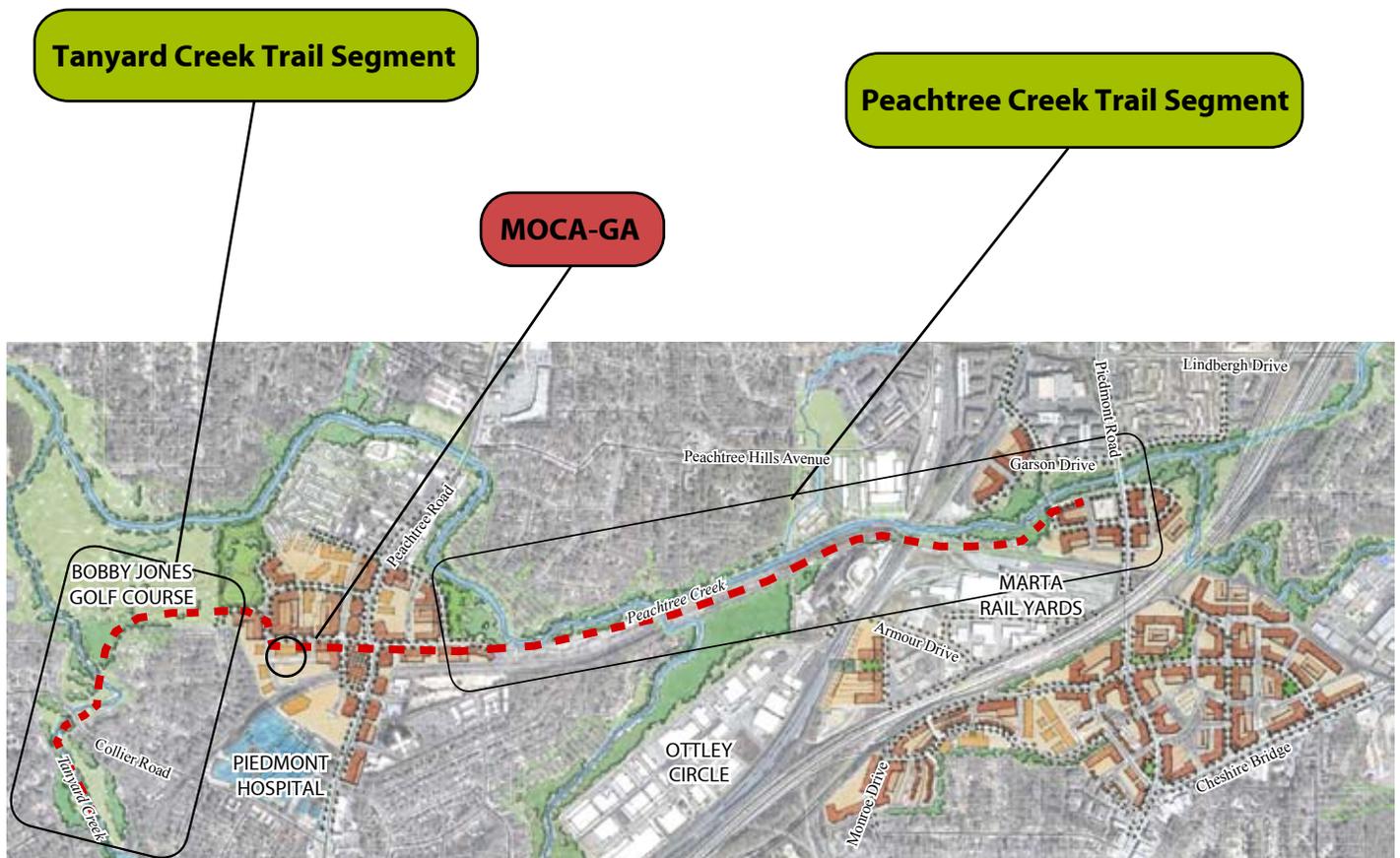


b. BeltLine Streetscape & Trail Visual Identity

This Visual Identity Plan provides a dynamic opportunity to weave the historic and natural assets of the subarea into the urban intersection through a balance of commissioned **responses to the Trail Segments of Tanyard Creek and Peachtree Creek**.

Trail markers and tiles are two ways to provide an educational context to the rich history and important ecosystem along the path structure.

Linking the cultural support anchor of MOCA-GA into the educational experience, creative community projects **merge the urban and natural elements** to promote a respect for the history, conservation and cultural values of the community throughout new civic spaces.



c. Public Parks and Greenspaces

New greenspace opportunities in the Redevelopment Concept have been identified at Colonial Homes and along Peachtree Creek to mitigate environmental impact.

Conservationist strategies can include **landscape artist impact** to promote environmentally sustainable design and critical transitions between forested and open spaces.

Artist Residences also provide a mechanism for stream reclamation projects to respond and enhance the ecological challenges alongside the scientific community.

Projects like Mary Miss' commission for the North Carolina Museum of Art exemplify the role of the artist in the balance of design, culture and the natural environment.

Additional projects by Mary Miss include the waterfront design of Battery Park in New York.

The Colonial Homes Park site in relationship to MOCA-GA provides a similar opportunity in visual and natural integration.

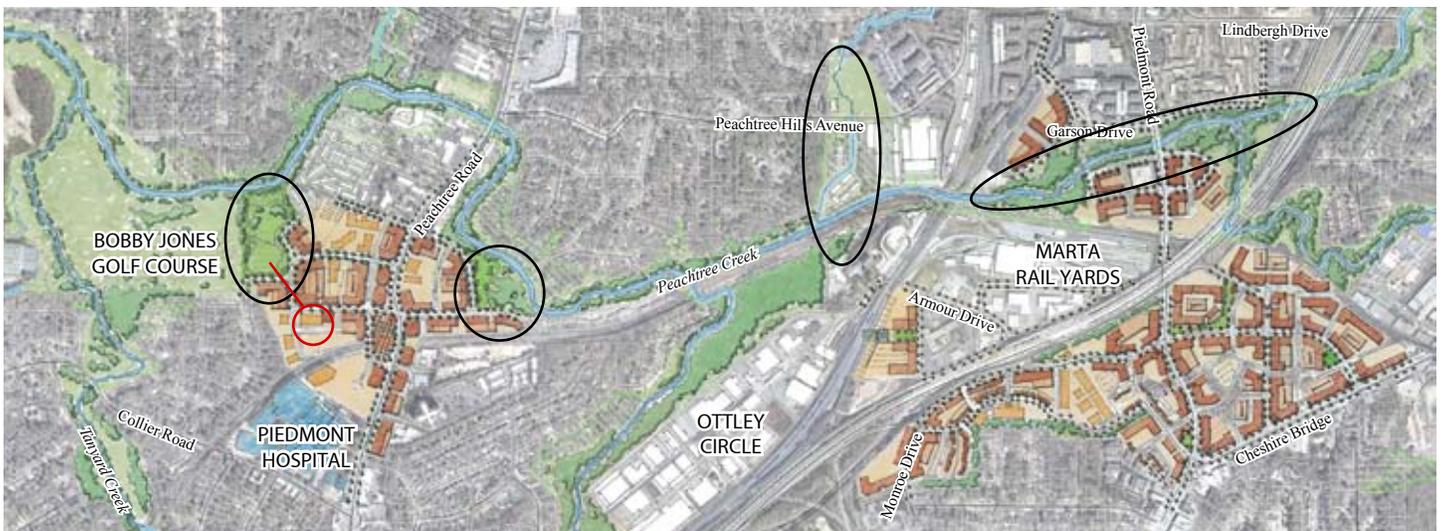


AREA OF TERRACES

Mary Miss



Kathryn Gustafson



d. Infrastructure

Infrastructure requirements in this project section provide impact areas within,

- 1. Peachtree Road Bridge (rebuild)**
- 2. Curb and pavement designs**
- 3. Transit Bridges and tunnels**

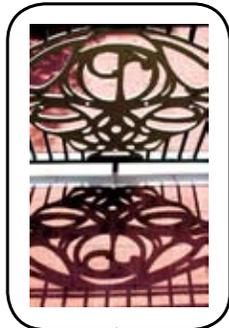
which are integral to the overall Visual and Environmental integration to Transit Redevelopment.



1



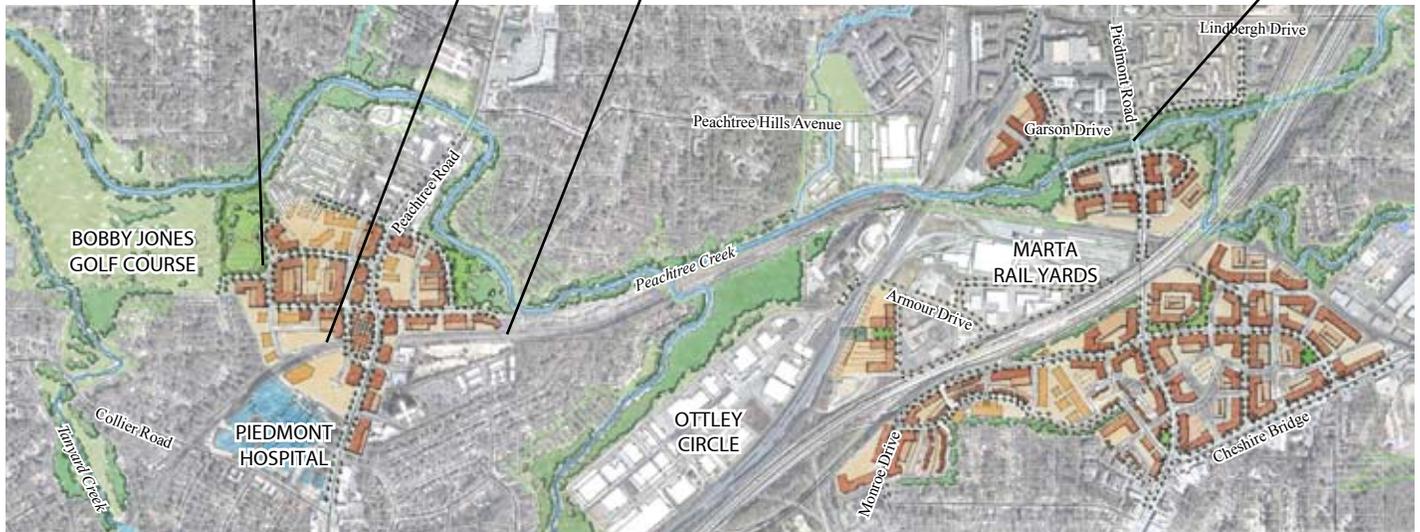
2



3



4



e. Districts: Armour Drive / Ottley Circle Area

As redevelopment increases, stabilization strategies must address displacement of cultural assets serving the community including theaters, galleries and artist studios.

Opportunities

With zoning initiatives, an arts district designation of the Armour Drive/Ottley Circle area can provide a new culturally dense destination to the unique industrial built environment. Amenities can enhance the surrounding communities, expanding the pedestrian emphasized experience.

Mechanisms to support creative communities include:

Live/Work Zoning with maximum height restrictions for artist subsidized studios in existing industrial structures

Creative Empowerment Zone creation encouraging capital investments through tax incentives for new sales and employment opportunities

District Grant and Development Partnership Strategies include LINC grant federal funding opportunities and non-profit real estate development groups, such as Artspace, Minnesota and models including ArtBarn, Toronto

This approach envisions a unique district of sidewalk cafes, closed street piazzas, antique and gallery retail and small to mid-sized theaters, integrated with live/work creative classified residents, providing a new vibrant pocket of cultural assets and services otherwise extinguished from the existing community.



Mason Murer Gallery exemplifies the current cultural feasibility of the area, providing ongoing exhibitions, event venue opportunities, including the ArtPapers Magazine Art Auction, with over 1500-2000 attendees annually.



5.4 Implementation and Funding Strategies

Addressing feasibility through partnerships and municipality support mechanisms, cultural opportunities can be funded in part by the recommended Cultural Trust, construction line items and designated 1.5% public art allocations, while being supplemented with federal funds and private foundation support.

City of Atlanta Office of Cultural Affairs Contribution:

- Jazz Festival Programming;
- Public Art National Artist Registry Administration;
- Grant partnerships

Available options are examined as such:

National Endowment for the Arts:

multiple programming partnerships available; Atlanta Office of Cultural Affairs, eligible nonprofit organizations: museums, festivals, theaters – matching funds required from Cultural Trust Participation.

www.nea.gov/grants
www.grants.gov

Grants for Arts Projects

CFDA No. 45.024

1 Access to Artistic Excellence: To encourage and support artistic excellence, preserve our cultural heritage, and provide access to the arts for all Americans. An organization may request a grant amount from \$5,000 to \$150,000.

2 Challenge America: Reaching Every Community Fast-Track Review Grants: To support projects that extend the reach of the arts to underserved populations. Grants are for \$10,000.

3 Learning in the Arts for Children and Youth: To advance arts education for children and youth in school-based or community-based settings. An organization may request a grant amount from \$5,000 to \$150,000.

4 American Masterpieces: Visual Arts Touring

CFDA No. 45.024

This component of American Masterpieces will celebrate the extraordinary and rich evolution of the visual arts in the United States. Through the creation and touring of major exhibitions, art of the highest quality — that otherwise would not be available — will be experienced by Americans in communities across the nation. Grants generally range from **\$30,000 to \$300,000**.

Georgia Council of the Arts

Community Arts Programs and Services Grant

Eligibility: A local arts agency, arts council, arts center, or arts commission applying for this operational support grant must have as its principle purpose the provision of services and programs to increase access to and stimulate the development of arts organizations, artists, and the public. The organization must provide programs and services in multiple disciplines, and it is expected that strong collaborations and partnerships will exist with the public, private, and non-profit sectors within the community.

Maximum award is \$87,875 or 2.17% of the previous year's operating budget, whichever is less. All applicants with previous year expenses of less than \$125,000 may not apply; first-time applicants are limited to a maximum request of \$4,625. Funds require 100% cash match.

Folklife Project Grants support projects that present, examine, document, and preserve Georgia's folklife - defined as the traditional expression of a culture maintained and communicated between groups of people who share a common thread - including music, visual arts and crafts, dance, and storytelling traditions.

Eligibility: Funds support the presentation, documentation, and preservation of Georgia's traditional arts, including: festivals, concerts, exhibits, cultural heritage tourism, cultural resource inventories, documentary fieldwork projects, archiving, and educational programs.

Maximum award is \$7,500 per project. The maximum funding request may not exceed more than 50% of the project's total budget or \$7,500, whichever is less. Funds require 100% cash match, up to 50% of which may be in-kind.

<http://www.gaarts.org>

Georgia Council of the Arts: Community Arts Programs and Services Grant

Maximum award: \$87,875 or 2.17% of the previous year's operating budget, whichever is less.

Match: 100%

Deadline: Annual/January

National Transportation Enhancements Clearinghouse

Sponsored by the Federal Highway Administration and Rails-to-Trails Conservancy.

Maximum award: \$1,000,000; minimum: \$100,000.

Eligibility: A project must be one of the twelve TE activities listed below and relate to surface transportation.

1. Pedestrian and bicycle facilities—Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; off-road trails; bike and pedestrian bridges and underpasses.

2. Pedestrian and bicycle safety and educational activities—Campaigns promoting safety awareness; safety training activities and classes; training materials.

3. Acquisition of scenic or historic easements and sites—Acquisition of scenic lands or easements; purchase of historic properties or buildings in historic districts, including historic battlefields.

4. Scenic or historic highway programs including tourist and welcome centers—Construction of turnouts and overlooks; visitor centers and viewing areas; designation signs and markers.

5. Landscaping and scenic beautification—Improvements such as street furniture, lighting, public art and landscaping along travel corridors.

6. Historic preservation—Preservation of buildings and facades in historic districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites.

7. Rehabilitation and operation of historic transportation buildings, structures or facilities—Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals.

8. Conversion of abandoned railway corridors to trails—Acquisition of railroad rights-of-way; planning, design and construction of multi-use trails and rail-with-trail projects.

9. Inventory, control, and removal of outdoor advertising—Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.

10. Archaeological planning & research—Research, preservation planning and interpretation; developing interpretive signs, exhibits and guides; inventories and surveys.

11. Environmental mitigation of run-off pollution and provision of wildlife connectivity—Run-off pollution studies; soil erosion controls; detention and sediment basins; river cleanups; wildlife underpasses.

12. Establishment of transportation museums—Conversion of railroad stations or historic properties into museums with transportation themes; construction of new museums; purchase of exhibit materials.

Next call for projects: March 2009

Typical local match: 20% - chances increase if local match exceeds typical.

General information on the T.E. program:

<http://www.enhancements.org>

Transportation Enhancement Grant / ABI matching funds

National Transportation Enhancements Clearinghouse

Sponsored by the Federal Highway Administration and Rails-to-Trails Conservancy.

Maximum award: \$1,000,000; minimum: \$100,000.

Match: 20%

Biannual Deadline

Next call for projects: March 2009 - open for a 2-3 month period, every 2 years.

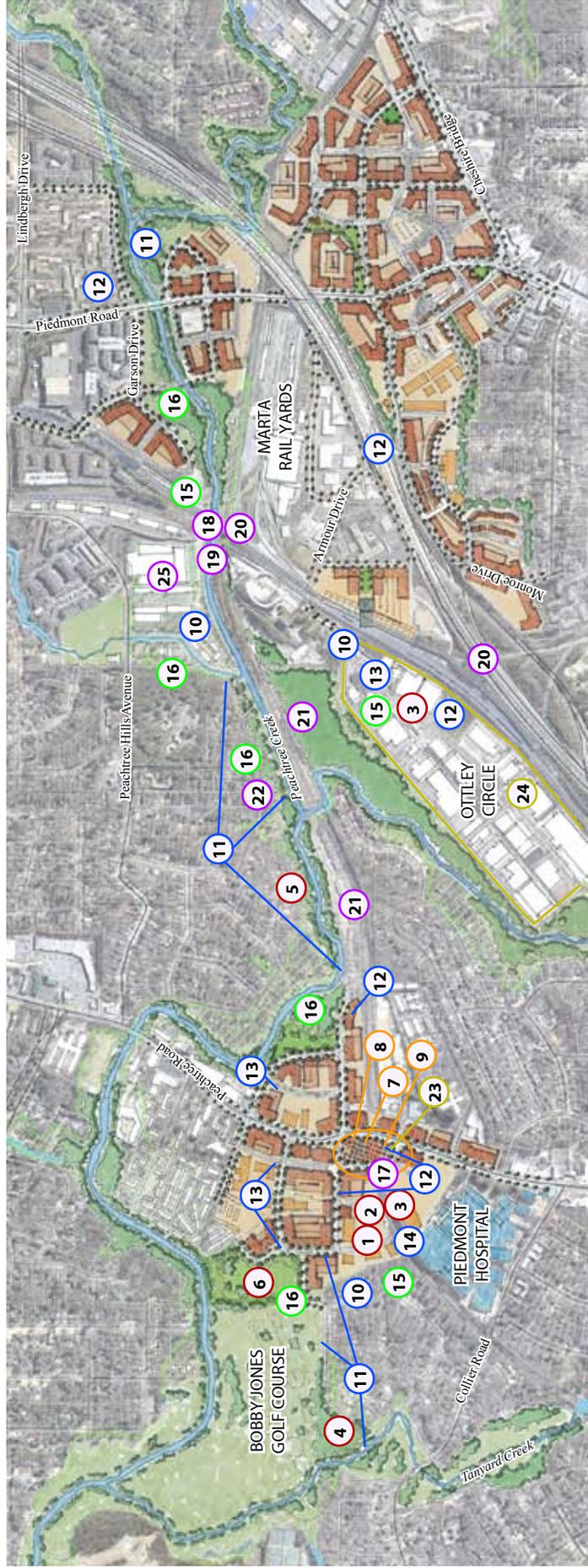
- 1 MOCA-GA
- 2 Bennett Street Galleries
- 3 Antique Retail
- 4 Atlanta Memorial Trail
- 5 Peachtree Creek Parkway
- 6 Colonial Homes Park
- 7 Peachtree Plaza
- 8 Transportation Station
- 9 Temporary Programming
- 10 Gateways
- 11 Historic Markers/Tiles
- 12 Lighting
- 13 Curb/Pavement Designs
- 14 Parking Facades
- 15 Public Art
- 16 Landscape Art/Environmental Design
- 17 Peachtree Street Bridge (rebuild)
- 18 Pedestrian Bridge
- 19 Transit Bridge
- 20 Transit Tunnel
- 21 Retaining Wall
- 22 Stream Restoration
- Commissions
- 23 Cultural Trust
- 24 Armour/Ottley Arts District
- 25 ADAC

Infrastructure

Amenities

Commissions

Art Districting



Potential Cultural Art Projects



**PLAN
RECOMMENDATION**

**6.0
PROJECT
IMPLEMENTATION**

6.1 Project Summary

The recommendations and design concepts illustrated in sections 2.0 thru 4.0 are arranged into a comprehensive list of specific projects.

Ongoing Engagement Activities

Several proposed projects should include ongoing engagement activities as each progress from the planning stage to implementation. These projects include the following:

- a. BeltLine transit and trail planning and preparation of the Environmental Impact Statement (EIS)
- b. Trail alignment and design from the confluence of Clear and Peachtree Creeks to the south side of Buford Highway and the Northeast Corridor
- c. Transit plaza on Peachtree Road
- d. The future of Spalding Drive
- e. MARTA infill station in the Armour Drive industrial area

Each of these proposed projects has generated considerable interest from Study Group participants and/or Planning Committee members. All projects were recommended for inclusion in the final plan by the Study Group and Planning Committee members, but will require additional public input as plans and designs are more fully developed.

6.2 Description of BeltLine Implementation Plan

After the adoption of all subarea master plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in the individual subareas. This phased approach will help ensure a uniform approach to implementing projects and an equitable distribution of development opportunities across all geographies of the BeltLine over time – regardless of the sequencing of subarea master plans.

Implementation of projects identified in individual subarea master plans is dependent upon the active involvement of numerous organizations. Many of the projects are spearheaded and managed by Atlanta BeltLine, Inc. However, there is a variety of other programs and activities that are important for supporting

healthy growth, and require the involvement of outside partners and stakeholders. These additional activities will be achieved with the leadership, collaboration, and resources of organizations with specialized expertise in these specific areas. Key areas of implementation include the following:

- 1. Developing and planning core BeltLine amenities** in a way that enhances quality of life and distributes economic development in an equitable manner
- 2. Recruiting economic development** in a way that creates business and job opportunities throughout the BeltLine
- 3. Minimizing displacement and leveraging economic opportunity** in a way that stabilizes neighborhoods
- 4. Incorporating community voice in project implementation**
- 5. Preserving and enhancing the historic and cultural character of neighborhoods**

The Implementation Plan will distinguish between the activities within ABI's control and those outside ABI's control, in which other organizations will help to achieve BeltLine objectives. The extent of ABI's control, and therefore the extent of ABI's leadership and leverage during implementation, has been categorized into three classifications:

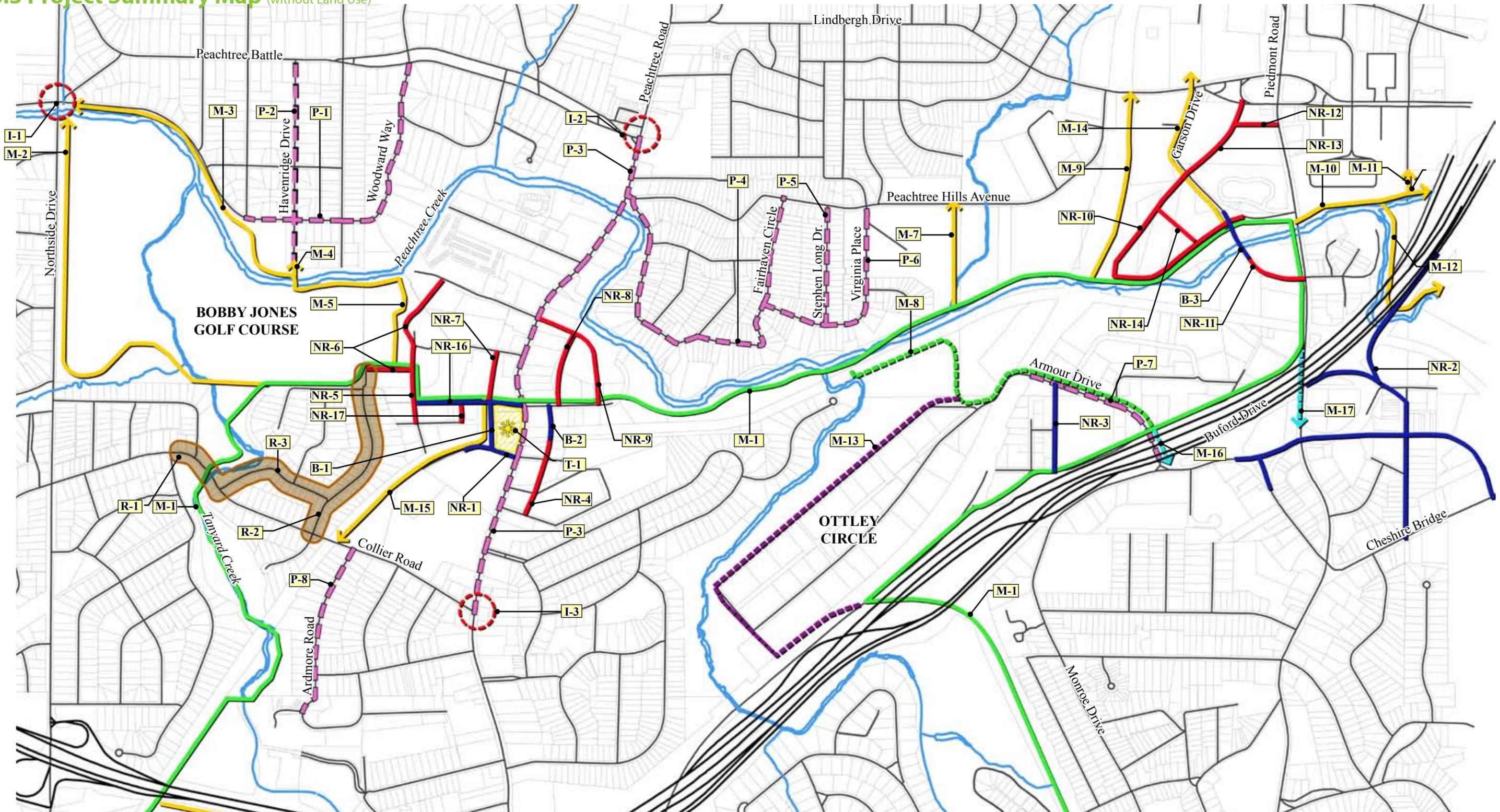
ABI Control: Projects that ABI is responsible for based on legislative authority and the use of flexible TAD funds.

ABI Influence: Projects that are primarily controlled by outside parties with some ABI involvement and/or nominal TAD funding or adherence to BeltLine design standards.

External ownership: Projects that require external leadership and ownership in order to most effectively achieve equitable development.

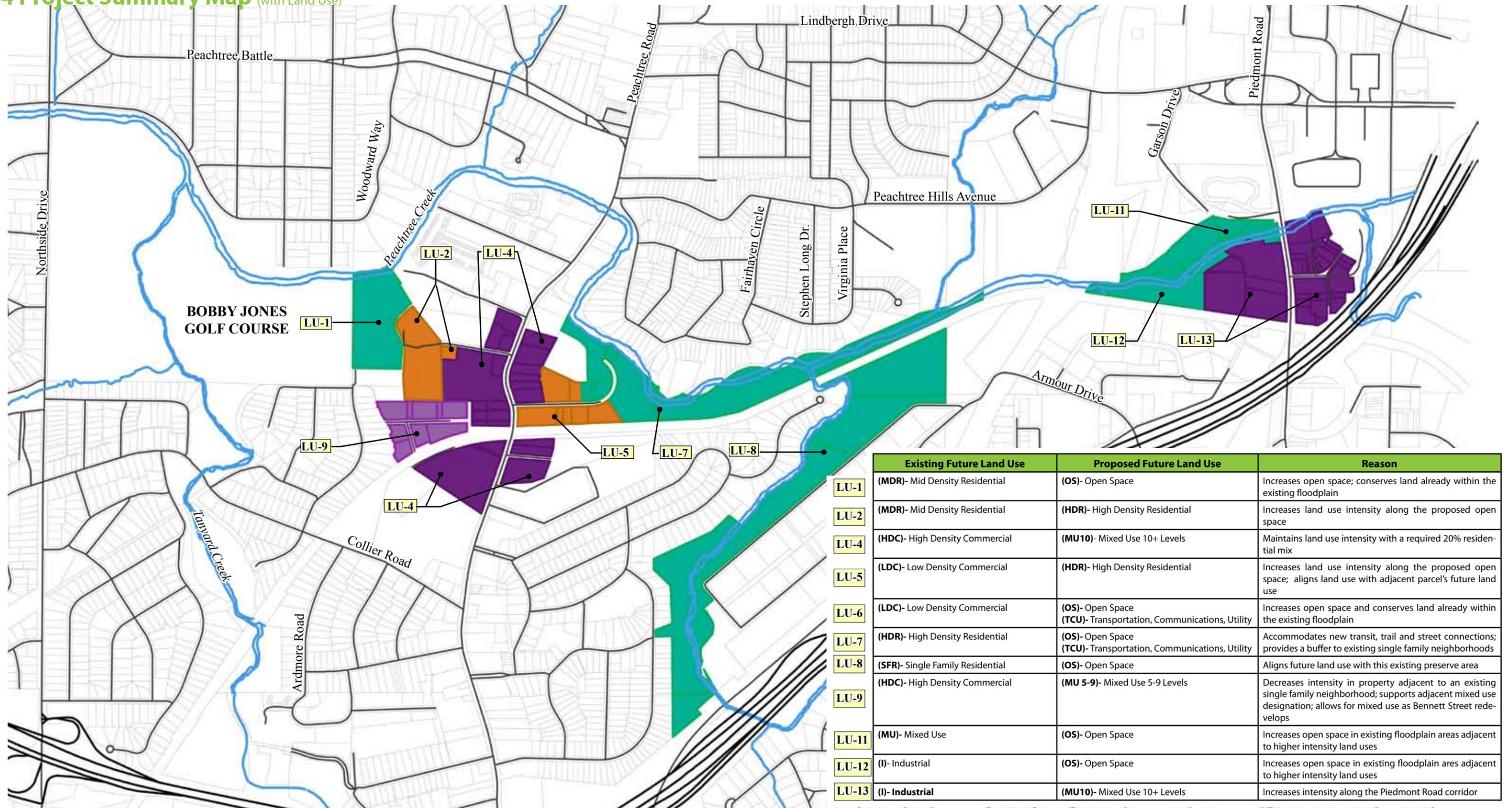
The Implementation Plan will assign each project from the subarea master plans to one of the classifications detailed above. ABI will then work with its various external partners to implement and promote the forward movement of the BeltLine vision.

6.3 Project Summary Map (without Land Use)

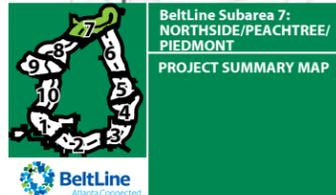


<p>BeltLine Subarea 7: NORTHSIDE/PEACHTREE/ PIEDMONT PROJECT SUMMARY MAP</p>	LEGEND		<p>SCALE IN FEET 0 250 500</p>
	BeltLine Trail BeltLine Trail Alternatives Spur Trails	Sidewalk/Streetscape Improvements Intersection Improvements Privately Funded Streets	

6.4 Project Summary Map (with Land Use)



	Existing Future Land Use	Proposed Future Land Use	Reason
LU-1	(MDR)- Mid Density Residential	(OS)- Open Space	Increases open space; conserves land already within the existing floodplain
LU-2	(MDR)- Mid Density Residential	(HDR)- High Density Residential	Increases land use intensity along the proposed open space
LU-4	(HDC)- High Density Commercial	(MU10)- Mixed Use 10+ Levels	Maintains land use intensity with a required 20% residential mix
LU-5	(LDC)- Low Density Commercial	(HDR)- High Density Residential	Increases land use intensity along the proposed open space; aligns land use with adjacent parcel's future land use
LU-6	(LDC)- Low Density Commercial	(OS)- Open Space (TCU)- Transportation, Communications, Utility	Increases open space and conserves land already within the existing floodplain
LU-7	(HDR)- High Density Residential	(OS)- Open Space (TCU)- Transportation, Communications, Utility	Accommodates new transit, trail and street connections; provides a buffer to existing single family neighborhoods
LU-8	(SFR)- Single Family Residential	(OS)- Open Space	Aligns future land use with this existing preserve area
LU-9	(HDC)- High Density Commercial	(MU 5-9)- Mixed Use 5-9 Levels	Decreases intensity in property adjacent to an existing single family neighborhood; supports adjacent mixed use designation; allows for mixed use as Bennett Street redevelops
LU-11	(MU)- Mixed Use	(OS)- Open Space	Increases open space in existing floodplain areas adjacent to higher intensity land uses
LU-12	(I)- Industrial	(OS)- Open Space	Increases open space in existing floodplain areas adjacent to higher intensity land uses
LU-13	(I)- Industrial	(MU10)- Mixed Use 10+ Levels	Increases intensity along the Piedmont Road corridor



LEGEND

- Mixed Use 5-9 Levels
- Mixed Use 10+ Levels
- High-Density Residential
- Open Space

SCALE IN FEET
0 250 500

6.5 Project Matrix

Project ID	Project Name	Project Type	Project Length (feet)	Project Description
B-1	Bennett Street bridge	Bridge	489.42	2-lane bridge along proposed transit plaza and over existing CSX right-of-way
B-2	Brookwood Valley bridge	Bridge	374.56	New 2-lane bridge that provides a parallel connector on the east side of Peachtree Road across the CSX
B-3	Garson Drive bridge	Bridge	500.00	New 2-lane bridge across Peachtree Creek, providing parallel connection to Piedmont Road
I-1	Northside Drive intersection	Bike/Ped		Reconfigure the Northside Drive/Woodwad Way/Sagamore Drive intersection to facilitate pedestrian and bicycle trail crossings to Memorial Park
I-2	Peachtree Battle/ Peachtree Rd	Bike/Ped		Reconfigure the Peachtree Battle/Peachtree Road intersection. Traffic calming and pedestrian enhancements specifically related to the intersection and E Rivers Elem. School
I-3	Collier Rd/Peachtree Rd	Bike/Ped		Reconfigure Peachtree Road and Collier Road intersection to realign
M-1	BeltLine's multi-use path	Bike/Ped	23,973.92	BeltLine's multi-use trail
M-10	Peachtree Creek North trail	Bike/Ped	1,181.64	Multi-use BeltLine spur trail that would continue along the northern edge of Peachtree Creek
M-11	Adina Drive multi-use path	Bike/Ped	447.78	Multi-use trail that runs from BeltLine spur trail to Adina Drive
M-12	Peachtree Creek spur trail	Bike/Ped	737.35	Multi-use BeltLine spur trail that would continue along Peachtree Creek
M-13	Ottley Circle multi-use path; Trail Option 3	Bike/Ped	5,379.86	Multi-use path alternative that runs along the southwestern edge of Clear Creek and the Ottley Circle area
M-14	Garson Drive multi-use path	Bike/Ped	1,736.09	Multi-use path along Garson Drive that connects to Lindbergh Station and the BeltLine path
M-15	Hospital multi-use path	Bike/Ped	2,302.26	Multi-use path that extension that runs from the Peachtree Transit Plaza behind Piedmont Hospital to Collier Road
M-16	Armour Drive extension to M-8	Bike/Ped	4,38.47	Multi-use path extension that runs from Armour Drive to Monroe Drive
M-17	Piedmont Road multi-use trail extension to M-1	Bike/Ped	969.64	Multi-use path that continues down Piedmont Road
M-2	Northside Drive multi-use path	Bike/Ped	4,254.65	Multi-use trail along Peachtree Creek that connects to Memorial Park along Bobby Jones Golf Course to the Tanyard Creek trail
M-4	Havenridge Drive pedestrian bridge	Bike/Ped	63.98	Havenridge Drive spur trail that would link to Peachtree Creek spur trail

Project ID	Project Name	Project Type	Project Length (feet)	Project Description
M-5	Colonial Homes multi-use path	Bike/Ped	870.61	Multi-use path through proposed Colonial Homes Park
M-7	Peachtree Hills multi-use path	Bike/Ped	1,040.89	Multi-use path that connects Peachtree Hills to Belt-Line path
M-8	Armour Drive multi-use path; Trail Option 2	Bike/Ped	4,138.09	Multi-use trail option that runs along Armour Drive and would pass along the eastern edge of the Clear Creek Property
M-9	Lindbergh multi-use path	Bike/Ped	1,903.71	Multi-use path that connects Lindbergh Drive to BeltLine path
NR-1	Spalding Drive Realignment	New Roadway	539.07	Realigns Spalding Drive to Peachtree Valley Road.
NR-2	Buford Highway Interchange Realignment	New Roadway	6,143.20	New avenue/mixed use street. Reconfiguration that eliminates Buford Highway exit/entrance ramps at Monroe Drive, relocates ramps to the east side of Piedmont, extends Monroe Drive to Cheshire Bridge
NR-3	New street for transit	New Roadway	857.85	New avenue that connects Armour Drive to Plaster Avenue. Creates new street frontage for potential MARTA in-fill station (cost \$5,000,000/mile)
NR-16	New Bennett Street	New Roadway	1,084.30	New Bennett Street that is an avenue and mixed use; connects to Peachtree Park Drive
NR-4 NR-5 NR-6 NR-7 NR-8 NR-9 NR-10 NR-11 NR-12 NR-13 NR-14 NR-17	Street Framework Plan	New Roadway	N/A	New roadways and extension of existing roadways based on the Street Framework Plan as shown on the Subarea 7 Projects map. These roadways will be implemented as redevelopment takes place, primarily using private funding
P-1	Woodward Way Sidewalks	Ped	2,896.97	Install sidewalks along Woodward Way (estimated \$344,000/mile)
P-2	Havenridge Dr. Sidewalks	Ped	2,062.31	Install sidewalks along Havenridge Dr (estimated \$344,000/mile)
P-3	Peachtree Road Streetscape	Ped	5,145.79	Complete streetscape with street trees and pedestrian scale lighting along Peachtree Street (estimated \$76,000/100 linear feet)
P-4	Fairhaven Circle Sidewalks	Ped	4,183.92	Install sidewalks along Fairhaven Circle (estimated \$76,000/100 linear feet)
P-5	Stephen Long Dr. sidewalks	Ped	1,189.25	Install sidewalks along Stephen Long Drive (estimated \$76,000/100 linear feet)

Project ID	Project Name	Project Type	Project Length (feet)	Project Description
P-6	Virginia Place sidewalks	Ped	2,148.11	Install sidewalks along Virginia Place (estimated \$76,000/100 linear feet)
P-7	Armour Drive Streetscape	Ped	1,841.59	Complete sidewalks, add pedestrian-scaled lighting and street trees along Armour Drive (estimated \$76,000/100 linear feet)
P-8	Ardmore Road sidewalks	Ped	1,745.73	Install sidewalks along Ardmore Road (estimated \$76,000/100 linear feet)
R-1	Collier Road traffic calming	Road Improvements	400.08	Traffic calming along Collier Road at Tanyard Creek
R-2	Dellwood Drive traffic calming	Road Improvements	1,740.57	Traffic calming along Dellwood Drive
R-3	Redland Road traffic calming	Road Improvements	1,233.51	Traffic calming along Redland Road
T-1	Transit Plaza	Transit		Provide new public plaza for access to BeltLine transit
LU-1	Mid-density residential to Open Space	Future Land Use		Increases open space; conserves land already within the existing floodplain
LU-2	Mid-density residential to High-density residential	Future Land Use		Increases land use intensity along the proposed open space
LU-4	High-density to Mixed use 10+ levels	Future Land Use		Maintains land use intensity with a required 20% residential mix
LU-5	Low-density commercial to High-density residential	Future Land Use		Increases land use intensity along the proposed open space; aligns land use with adjacent parcel's future land use
LU-6	Low-density commercial to Open Space and Transportation, Communications, Utility	Future Land Use		Increases open space and conserves land already within the existing floodplain
LU-7	High-density commercial to Open Space and Transportation, Communications, Utility	Future Land Use		Accommodates new transit, trail and street connections; provides a buffer to existing single family neighborhoods
LU-8	Single-family residential to Open Space	Future Land Use		Aligns future land use with this existing preserve area
LU-9	High-density commercial to Mixed use 5-9 levels	Future Land Use		Decreases intensity in property adjacent to an existing single family neighborhood; supports adjacent mixed use designation; allows for mixed use as Bennett Street redevelops
LU-11	Mixed use to Open Space	Future Land Use		Increases open space in existing floodplain areas adjacent to higher intensity land uses

Project ID	Project Name	Project Type	Project Length (feet)	Project Description
LU-12	Industrial to Opens Space	Future Land Use		Increases open space in existing floodplain ares adjacent to higher intensity land uses
LU-13	Industrial to Mixed use 10+ levels	Future Land Use		Increases intensity along the Piedmont Road corridor



**PLAN
RECOMMENDATION**

**7.0
Public Involvement
Summary**

7.1 Process Description

Community input played an integral role in the development of the BeltLine Master Plan for Subarea 7 (Northside-Peachtree-Piedmont Subarea). The Master Plan was developed with input from the Northside BeltLine Study Group, a Planning Committee established exclusively to review and guide Subarea 7 planning activities, as well as small group meetings and interviews. Additionally, information regarding the planning effort was periodically presented at citywide forums including BeltLine Quarterly Briefings and the BeltLine.org website.

The BeltLine is divided into five Study Groups for public involvement activities: Northeast, Northside, Southeast, Southwest and Westside. These groups provide input on the planning and implementation of the project within a specific geographic area. Study Group boundaries are based on recognized neighborhood boundaries and major physical dividers such as interstate highways, and include neighborhoods and business districts. The BeltLine Study Group meetings are public meetings and are open to all members of the community. To ensure Neighborhood Planning Unit (NPU) participation in the activities of the BeltLine Study Groups, each NPU was asked to designate a liaison and an alternate liaison to the BeltLine Study Group(s) in its area.

To augment the Study Groups, a Planning Committee was created. Originally called the Steering Committee, the Planning Committee representatives provided more detailed involvement and continual input throughout the subarea planning process. Membership included participants from the BeltLine Study Groups, but was augmented to draw from multiple stakeholder groups required to inform the planning and design process. The Subarea 7 Planning Committee included neighborhood residents, arts community representatives, development community interests and other key stakeholders. A list of Planning Committee members is included at the beginning of this document.

Consultants supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council on July 2006. Specifically, consultant team members, under the direction of project managers from Atlanta BeltLine, Inc., attended both Study Group and Planning Committee meetings and led discussions of land use and circulation, mobility and park master planning. There were three Planning Committee meetings and five Study Group meetings held over the course of the Northside-Peachtree-Piedmont Subarea Planning Process, listed below. The agendas, meeting summaries, and presentation material for each of these meetings are included within the Appendix. The following list includes the meeting date and topic of all Northside Study Group and Planning Committee meetings held during the planning process.

Planning Committee & Study Group Meetings:

- a.) July 10, 2007: Planning Committee Meeting, Kickoff Meeting
- b.) August 28, 2007: Study Group Meeting, Existing Conditions
- c.) September 25, 2007: Study Group Meeting, Development of Goals and Objectives
- d.) September 27, 2007: Planning Committee Meeting, Review Concept Planning for the Subarea
- e.) October 30, 2007: Study Group Meeting, Review Draft Subarea Master Plan
- f.) November 27, 2007: Planning Committee Meeting, Review Draft Final Subarea Master Plan
- g.) September 8, 2008: Study Group Meeting, Final Draft Plan Review I
- h.) October 6, 2008: Study Group Meeting, Final Draft Plan Review II

7.2 Major Themes and Issues

The Subarea 7 master planning effort yielded the following major themes:

- **Traffic congestion.** Many participants were concerned about existing and future traffic congestion. This plan looked at a wide range of solutions and mitigating improvements to relieve traffic congestion. This included providing alternatives to driving such including BeltLine transit and trails, sidewalk improvements and streetscapes. The plan also includes new street connections to improve local accessibility and create opportunities for shorter trips, as well as traffic calming opportunities, and intersection improvements. A new, major roadway connection, the Peachtree Creek Parkway, was explored and ultimately removed from this plan; it is described below as well as in the appendix.
- **Trail routing.** Because, in this area, the BeltLine trail will not be located within the same right-of-way as the transit, the alignment for the trail was frequently a topic of conversation among the adjacent neighborhoods and property owners. Balancing optimal trail routing, trail aesthetics, route directness, with the privacy of neighbors was another key theme.
- **Public art.** This subarea includes numerous collections of galleries and art institutions as well as the new home of MOCA GA. These created unique opportunities for collaboration and focus on arts and culture.
- **Riparian resources.** Subarea 7 includes the majority of creeks and streams found along the BeltLine. Clear Creek, Peachtree Creek, and Tanyard Creek and their associated floodplains and wetlands are central features from the perspective of the community, the BeltLine corridor, and the greenway and trail opportunities they afford. Providing a balance between restoration, protection, and public access was a central theme throughout the planning process.

Atlanta Memorial Trail and the Section through Tanyard Creek Park

The Atlanta Memorial Trail is a one-mile long section of BeltLine trail from Ardmore Park, through Tanyard Creek Park, north to Bobby Jones Golf Course, ending at Dellwood Drive. Early in the preparation of the master plan, this section was being discussed along with the other trail planning being completed for Subarea 7. In the fall of 2007, the Georgia Department of Transportation awarded the City of Atlanta a grant to construct the trail. At that time, the project moved from a master planning topic to a design/construction project and a separate community engagement process ensued. After many community meetings and site visits, a compromise alignment was reached. This alignment is illustrated in Section 4.0 Parks and Open Space. In summary, the following community concerns were discussed and balanced as part of the conversation about the design and alignment for the trail project:

- Aesthetic impact on the Tanyard Creek Park meadow.
- Tree impacts.
- Stream bank and stream buffer impacts.
- Preservation of historic battlefield and any remnants from Collier Mill.
- Proximity and visibility from nearby residents.
- Construction and equipment access.
- Trail width and material.
- Relationship to the Bobby Jones Golf Course.

Industrial Policy and the BeltLine

While Atlanta BeltLine, Inc was preparing the Subarea 7 plan, the City of Atlanta and the Atlanta Development Authority were revising the City's industrial policy. During recent years, the City has seen a dramatic decline in its industrially zoned property and the property with an industrial designation on the Future Land Use Plan. The City began revisiting its industrial policy to investigate which areas made sense to retain as long-term industrial areas and which made sense to redevelop. With clear implications for the BeltLine, city planners from the City of Atlanta's Bureau of Planning and Atlanta BeltLine Inc. evaluated every industrially-zoned property around the BeltLine. The evaluation looked at a dozen factors including industrial viability, rail and interstate accessibility, adjacency to single-family neighborhoods, and surrounding redevelopment pressures. The results recommended several locations around the BeltLine were well-suited to long-term industrial retention, including the Armour-Ottley industrial area. This recommendation affected about 29 acres that were recommended for redevelopment in the BeltLine Redevelopment Plan (2005). As a result, this master plan recommends industrial for the Armour-Ottley Industrial area including the Armour Circle area.

In the event of a major infrastructure investment in future, the long term industrial future of the area should be revisited. This could include a regional intermodal facility or a MARTA infill heavy rail station.

Community feedback on the land use recommendation in the Armour Ottley area was generally supportive of redevelopment, but also understanding of the decision to retain industrial zoning in this location. The primary community concern about the industrial users today is the heavy vehicle traffic (e.g. trucks and concrete mixers) on Monroe Drive, which north of Montgomery Ferry, is a two-lane road.

Peachtree Creek Parkway

The idea of a “Peachtree Creek Parkway” creating a new roadway connection between Piedmont Road and Peachtree Road existed prior to this study, but this study conducted the most rigorous evaluation of its costs and merits known to date. The connection is of interest to many around the City as it would provide some relief to the congestion on Peachtree Road, Collier Road, and Peachtree Hills Avenue. While this study considered the project, it ended up not including it in the plan due to cost and environmental concerns.

Community input on the project was mixed and because the project was removed from consideration relatively early in the process, it is unclear which way public opinion leaned. Some participants were concerned about environmental impacts the road would cause to the Peachtree Creek corridor. Others were concerned about any noise or visual impacts on nearby residences in either Brookwood Hills or Peachtree Hills neighborhoods. Many participants, however, were supportive of the parkway, at least as an idea that merited serious consideration. Many supported the prospect of relieving Collier Road and Peachtree Road, as well as reducing traffic on Peachtree Hills Avenue. Several in-depth meetings were conducted with leaders from the Peachtree Hills neighborhood to discuss specific questions about the alignment’s design.

Peachtree Hills neighborhood worked extensively among their neighbors to come to consensus on a position paper on the Parkway and other BeltLine issues. Some of the key concerns and recommendations from Peachtree Hills include:

- Heading east, the parkway should remain on the south side of Peachtree Creek for as long as possible, to avoid being constructed behind residential back yards that back up to the creek.
- The parkway should avoid connections to Peachtree Hills residential streets.
- If the parkway is built, the transit should travel in mixed traffic on the parkway.

Early in the study, however, it became clear that the project was too expensive, and the environmental costs too significant, to carry forward as a “BeltLine” project. The findings from this study were forwarded on to BeltLine Environmental Impact Statement (EIS) study team at Atlanta BeltLine, Inc and MARTA, and the Connect Atlanta Plan study team at the City of Atlanta.

Street Connectivity near Biscayne Drive

As discussed throughout the report, improving the street grid and street framework is an essential ingredient for a successful BeltLine. Some of the residents of Biscayne Drive were concerned about the recommended street connection between Colonial Homes Drive and Biscayne Drive, behind the current Wachovia/Wells Fargo bank. Their concerns included:

- Noise from the street.
- Loss of a wooded buffer (currently an overgrown stormwater pond).
- Safety concerns at the intersection of the new street and Biscayne.

The potential street connection is complicated by the presence of an approximately 10 foot high retaining wall on the western edge of the proposed street.

The street connection is not included in the new street map, but if the bank property on the corner of Biscayne and Peachtree Road ever redevelops, it will be important to work closely with the neighbors on the final design of any publicly-accessible, bicycle-pedestrian connection, to respond to the issues identified above. This collaboration would occur during the rezoning and BeltLine SAP review processes and would likely result in appropriate conditions.

Trail Alignment through the Armour-Ottley Industrial Area

Issue Overview and Summary of Community Input

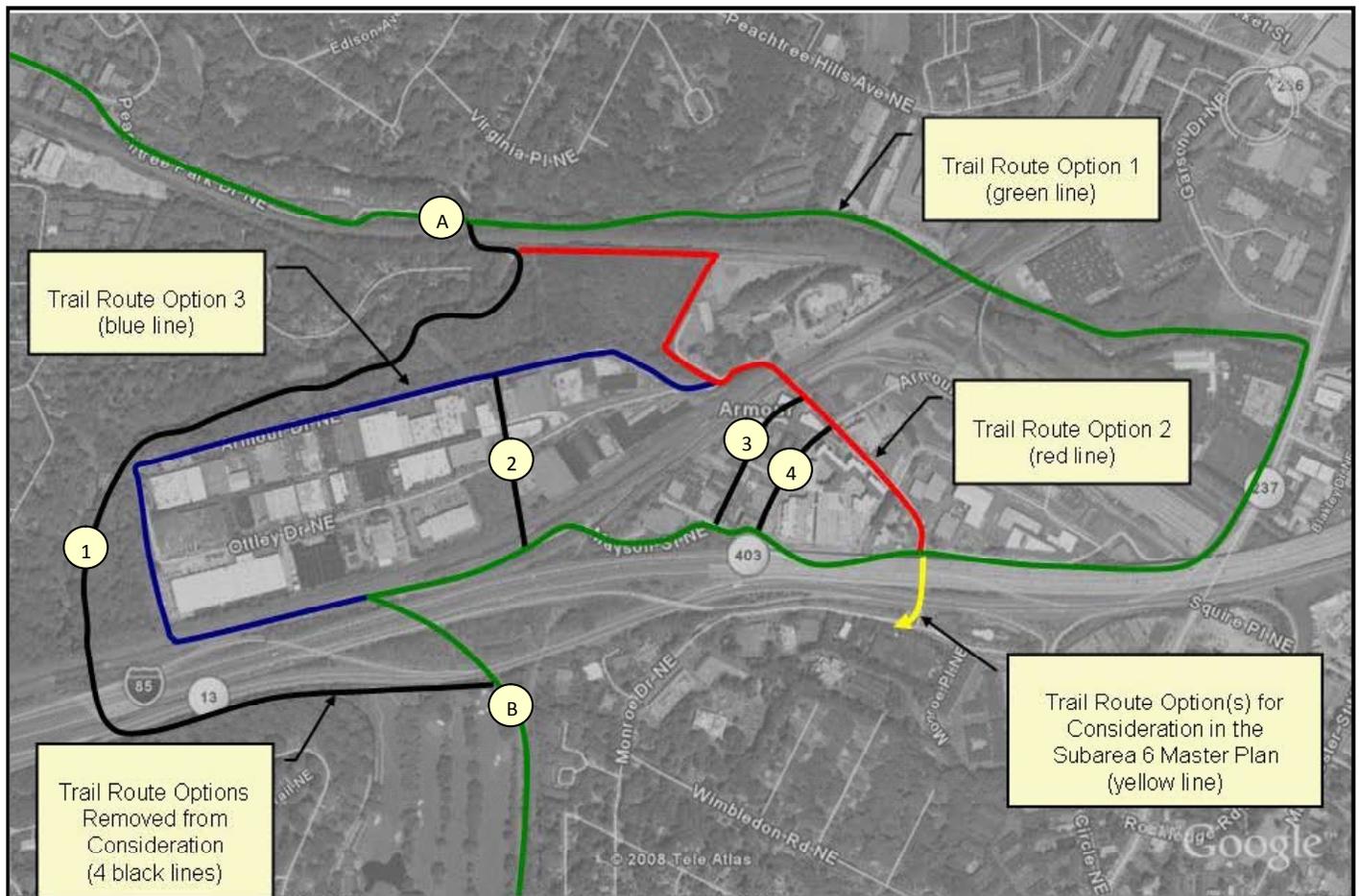
Because the BeltLine corridor is still an active railroad, the trail runs along a separate alignment from the transit. One of the more challenging connections is getting from the confluence of Clear Creek and Peachtree Creeks and the Northeast Corridor (point "A" and "B," respectively, on the figure below). Because the transit alignment has not yet been determined, and because the trail alignment may be impacted by which way the transit is routed, the master plan is recommending three potential alignment options for further consideration.

These three options were forwarded to the Environmental Impact Statement (EIS) project team along with all of the community input received during this process. Because, this study did not reach a final con-

clusion on the trail alignment, it was essential to both the BeltLine team and the community that their input be forwarded on to the EIS team. That input was forwarded and there have been numerous meetings between the BeltLine planners and the EIS team and the EIS team and the community, to ensure the information has been clearly transmitted and received.

The physical context for routing the trail is complicated by numerous constraints and barriers. The narrow rights-of-way, bridges, and tunnels that pose a challenge including:

- Armour Drive at Norfolk Southern
- Armour Drive at MARTA
- The eastern and western "Y" tunnels and bridges crossing I-85 and Buford Highway
- The CSX bridge over Clear Creek
- Mayson Street
- Piedmont Road



As well as the area's barriers and physical constraints including:

- Interstate 85 and Buford Highway
- Active CSX rail corridor
- Active Norfolk-Southern rail corridor and yard
- Active MARTA heavy rail line and yard
- Peachtree and Clear Creeks and their floodplains and stream buffers
- The narrowness of the Peachtree Creek corridor
- The Clear Creek Nature Preserve owned by the Brookwood Hills Community Club

Community input on the alignment has been predominantly neighborhood based. Brookwood Hills has consistently supported Trail Route Option 1 (green line). By the end of the process, Brookwood Hills was solidly opposed to Options 2 (red line) 3 (blue line). In their opinion, both options would have too great an impact on the Clear Creek Nature Preserve (CCNP). In particular they were concerned about the trail running along the edge of Armour Drive and Clayton Road. A portion of the trail in this area could fit in the existing right-of-way, but the edge of the Conservation Area would be needed to accommodate the trail. They were also concerned about trail Options 2 and 3 because they would require use of the CCNP to get from Armour Drive to where Clear Creek passes under the CSX line.

Brookwood Hills representatives attended numerous meetings to reiterate their concerns about the use about the potential impacts on the CCNP. The master planning team conducted several meetings with members of Brookwood Hills neighborhood, including a field visit. Throughout the process, the following concerns were raised:

- Public access. Community representatives stated the conservation easement explicitly prohibits public access. To allow public access, the conservation easement would have to be changed, requiring the mutual agreement of the Department of Watershed Management and the Brookwood Hills Community Club.
- Tree impacts. Several large trees live along the edge of Armour Drive in the CCNP. Numerous additional trees were recently planted in the Armour Drive ROW. Many of those trees would be impacted by Option 3.
- Erosion. The CCNP drops off precipitously as one moves north from Armour Drive or west from Clayton Road. In some places, Option 3 would run close to the steep slope. The community was

concerned about the possible erosional impacts of the trail, especially in places where existing erosion problems exist.

- Overall site impact. The conservation easement allows up to 10% of the CCNP to be used for recreational purposes such as "boat docks, pedestrian trails, outdoor classrooms, or recreational facilities." Trail Route Option 3 would impact about 5% of the CCNP. This will infringe upon the Community Club's ability to implement their recreational plans.
- Conservation Easement. Many aspects of trail construction, according to community representatives, violate the conservation easement. These include construction of impervious surfaces, removal of trees, and public access.
- Visual impact. During the winter when the trees are free of leaves, the residents of Camden and Huntington Roads have views of Clayton Road and Armour Drive from their backyards. In addition to the cars and trucks associated with the businesses there, residents would also see trail users.
- Trespassing. Some participants were concerned that trail users might stray from the trail into the privately-owned CCNP without permission.
- Litter and graffiti. Some participants were concerned that trail users might litter or graffiti the CCNP.

It is the strong preference of the Brookwood Hills neighborhood that Option 1, or another option identified during the Subarea 6 planning process, be selected for construction rather than Options 2 or 3.

Piedmont Heights primary concern was for a trail connection, whether mainline or spur, connecting their neighborhood to the BeltLine trail. In particular, they supported an alignment that used Armour Drive to traverse I-85 and Buford Highway.

Peachtree Hills supported the BeltLine trail and access point to their neighborhood as shown in the trails section of the plan above. Earlier versions of the plan also considered trail spurs at several additional locations into the neighborhood, which were opposed for various reasons, and removed from the plan. Opportunities for an informal neighborhood connection was left as an open issue for further discussion, but these would likely not be paved or part of the BeltLine trail system, if they were ever created.

Trail Alignment Options Removed from Consideration

Four options were removed from consideration during the master planning process. All four are illustrated in the figure above by a black line, and numbered 1 through 4. The following table outlines the background and reasons each of the alignment options was dropped from consideration.

Removed Option #	Background	Reasons for Removal
1	This was the route recommended by the Trust for Public Land Emerald Necklace Study (2004) and the BeltLine Redevelopment Plan (2005).	<ul style="list-style-type: none"> • There are significant technical hurdles to passing underneath I-85 and Buford Highway alongside Clear Creek. Upon closer inspection, the route appeared infeasible. • The route had additional challenges of fitting between Buford Highway and the Ansley Golf Club. • The route was opposed by the Brookwood Hills Community Club, owner of the Clear Creek Nature Preserve.
2	This was one of the routes considered by the Piedmont Heights Blueprint Study (2007).	<ul style="list-style-type: none"> • This route was primarily removed because, as the trail must cross the Norfolk-Southern rail yard above grade, there is not enough space for trail to come down to grade between the rail yard and Mayson Street. • This route also would have required acquiring portions of several active industrial properties including accessory buildings and parking. • This route was substantially complicated by high-tension power lines in the vicinity of the elevated trail crossing the Norfolk-Southern rail yard.
3 and 4	Variations of these routes were considered by the Piedmont Heights Blueprint Study (2007).	<ul style="list-style-type: none"> • These are both potential routes for the BeltLine transit, which is given route preference over the trail. It would be difficult to accommodate both the transit and the trail along these alignments. • Recommended Option 2 uses most of the same route and has the additional benefit of providing improved potential connectivity to Monroe Crescent and Piedmont Heights.

Recommended Trail Route Options

Through the master planning process, the Planning Team was able to reduce the options to the three discussed in the trails section above. The advantages and disadvantages of each of the three options are listed in the table below.

Other Options

The BeltLine Master Plan for Subarea 6 will explore additional trail options that avoid the Norfolk-Southern “Y” crossing Buford Highway and the interstate. Illustrated on the figure above by the yellow line, the trail could run under I-85 and Buford Highway along Armour Drive, make its way through the Monroe Crescent and Peachtree Hills neighborhood, and reconnect with the Northeast Corridor to the west. Additional options identified will be forwarded to the EIS study team for evaluation and consideration.

Recommended Option #	Advantages	Disadvantages
Option 1: Peachtree Creek to Piedmont Rd (green line)	<ul style="list-style-type: none"> • Avoids the Clear Creek Nature Preserve. • Avoids a challenging underpass below the CSX railroad. • Brings the mainline BeltLine trail to the redevelopment on Piedmont Road. • Creates a highly visible section of trail on Piedmont Road. • Brings the mainline BeltLine trail closest to the Lindbergh MARTA Station. • Creates the opportunity to serve Piedmont Heights and Monroe Crescent. • Connects directly to the planned Peachtree Creek Trail 	<ul style="list-style-type: none"> • Is long and circuitous totaling 2.1 miles in length compared with a crow fly distance of 0.4 miles. • Utilizes Mayson Street. • Requires three bridges: two over Peachtree Creek and one over the CSX ROW.
Option 2: Armour Drive East (red line)	<ul style="list-style-type: none"> • Tied for the shortest route option at 1.5 miles in length, as compared with a crow fly distance of 0.4 miles. • Creates the opportunity for a spur trail to serve Piedmont Heights and Monroe Crescent. • Connects to the planned Peachtree Creek Trail via a spur to the Lindbergh MARTA Station 	<ul style="list-style-type: none"> • The BHCC, owner of the CCNP, which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve. • Requires widening the underpasses beneath MARTA and Norfolk-Southern railroad line at Armour Drive. It is assumed that this underpass would only be widened if transit used the underpass. • Utilizes Mayson Street. • Passes through the Clear Creek Nature Preserve.
Option 3: Armour Drive West (blue line)	<ul style="list-style-type: none"> • Tied for the shortest route option at 1.5 miles in length as compared with a crow fly distance of 0.4 miles. A variation on this alignment could shorten the route to 1.2 miles. • Avoids Mayson Street. • Connects to the planned Peachtree Creek Trail via a spur to the Lindbergh MARTA Station 	<ul style="list-style-type: none"> • The BHCC, owner of the CCNP, which is protected by a Conservation Easement, opposes the route because it must traverse and run along the edge of the Clear Creek Nature Preserve. • Requires extensive and technically difficult structure to ramp up and over the Norfolk-Southern railroad. • This route would impact approximately 5% of the CCNP. • This route relies on BeltLine spur trails to serve Piedmont Road and Lindbergh MARTA Station.

Peachtree Creek Task Force Land Use Recommendations

Discussion of Community Concerns

Some members of the community asked that the land use recommendations from the Peachtree Corridor Task Force (PCTF) be incorporated into the BeltLine Master Plan. In the Brookwood area, generally, the Task Force called for a mix of mid- and high-rise buildings, with the general aim of reducing buildings heights where possible.

The BeltLine Subarea 7 Master Plan effort studied and seriously considered the recommendations from the PCTF. The BeltLine Master Plan is largely consistent with the PCTF recommendations. The area where the two studies are not the same is on the east side of Peachtree Road from near Peachtree Park Drive south to Brookwood Valley Circle, comprising five parcels totaling about 6.5 acres (see graphic below).



The BeltLine Master Plan's recommendations are different from the PCTF for two principal reasons:

1. The entire study area is currently zoned C-3/High-density Commercial. The BeltLine master plan responds with a recommendation that improves the use mix, but is density neutral. The BeltLine Master Plan pragmatically and consistently reflects the underlying zoning entitlement in this area with a consistent land use recommendation.
2. While there may be a time and place for downzoning on the Peachtree Corridor similar to the task force recommendations, we do not recommend it at this time for the future intersection of two major light rail transit investments – the BeltLine and the Peachtree Streetcar. Also, that process is outside the BeltLine team's control since the property is privately owned.

Additionally, the area in question is well-buffered from single-family residential by other development. None of the parcels are adjacent to single-family and there are large multi-family or office buildings between the single-family residential areas and the parcels in question.

In later conversations, the community has indicated a desire to prepare a Brookwood-area master plan (possibly a Blueprint study) and create an SPI (special public interest) zoning district for the corridor. Atlanta BeltLine, Inc is supportive of an effort to improve the zoning in this area and would gladly participate in any subsequent planning and zoning efforts.

7.3 Ongoing Engagement Activities

Several proposed projects should include ongoing engagement activities as each progress from the planning stage to implementation. These projects include the following:

- a. BeltLine transit and trail planning and preparation of the Environmental Impact Statement (EIS)
- b. Trail alignment and design from the confluence of Clear and Peachtree Creeks to the south side of Buford Highway and the Northeast Corridor
- c. Transit plaza on Peachtree Road
- d. The future of Spalding Drive
- e. MARTA infill station in the Armour Drive industrial area

Each of these proposed projects has generated considerable interest from Study Group participants and/or Planning Committee members. All projects were recommended for inclusion in the final plan by the Study Group and Planning Committee members, but will require additional public input as plans and designs are more fully developed.