Atlanta BeltLine Master Plan

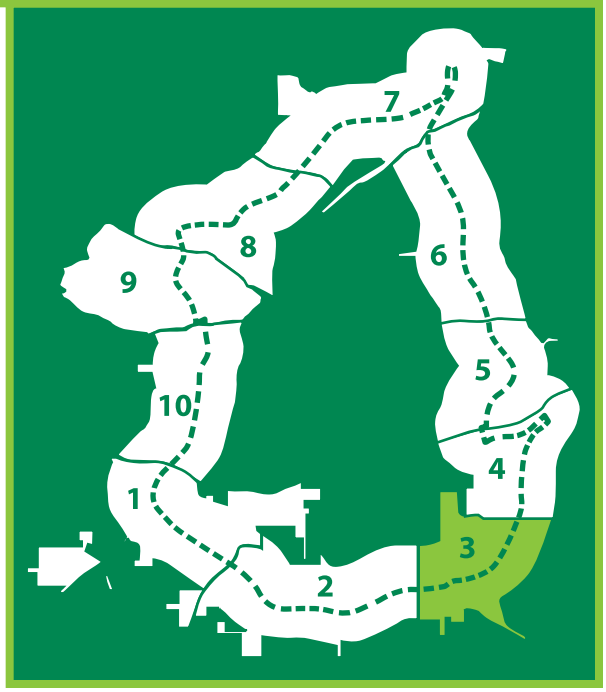
SUBAREA 3

BOULEVARD CROSSING

Executive Summary & Plan Recommendations Report

Prepared for
Atlanta BeltLine, Inc.
By Ecos Environmental Design
Grice & Associates
Smith Dalia Architects
Dovetail Consulting

Adopted by the Atlanta City Council on March 16, 2009



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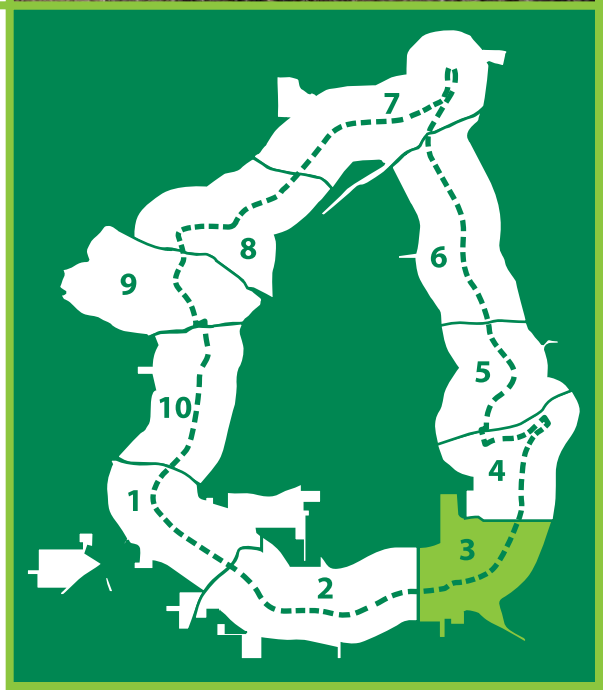

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Executive Summary

a. Study Overview

Meeting the community's core values of green, diverse, and historic- this Boulevard Crossing subarea planning process integrates greenspaces, circulation, land use, and public arts to complete a comprehensive master plan and 5 year implementation strategy for one of ten subareas along the 22-mile BeltLine. Initiated by the City BeltLine Team (including Atlanta BeltLine, Inc., the City of Atlanta Department of Planning and Community Development, and the Department of Parks, Recreation, and Cultural Affairs) the integrated subarea master planning effort lays the foundation for overall BeltLine project implementation and strives to deliver Atlanta's wish list for the future including increased greenspace, enhanced mobility, economic development and vibrant, live-work-play communities. The Boulevard Crossing Subarea Plan builds on the foundation of previous BeltLine planning efforts; refining recommendations; identifying projects and programming related to parks, open space, mobility, circulation and land use; and providing the concept work to support future, more detailed design/engineering of near-term projects. The purpose of the Boulevard Crossing Subarea Plan includes the following:

- To update and refine BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies;
- To review the land use plan and circulation plan included in the 2005 Atlanta BeltLine Redevelopment Plan in combination with other land use plans previously completed for the subareas and finalize the land use to be incorporated into the Atlanta Strategic Action Plan (former Comprehensive Development Plan);
- To review and refine the proposed street grid framework for areas within the BeltLine Tax Allocation District that do not currently have the street network to support anticipated urban development patterns;
- To complete a master plan for Boulevard Crossing Park including concepts, program development, concept generation, cost estimates and review of operational issues; and
- To better define streetscape, pedestrian and roadway projects and associated cost estimates for high priority corridors necessary to support future BeltLine development as identified in the BeltLine Redevelopment Plan and BeltLine Street Framework Plan.

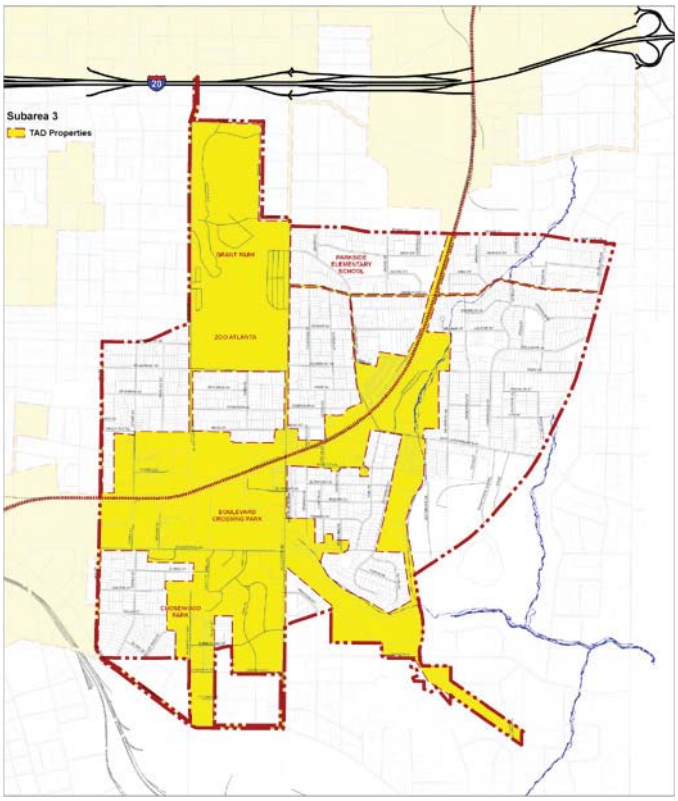


Figure 1 - Boulevard Crossing Subarea- 1,167 acres, Boulevard Crossing TAD- 529 acres

b. Subarea Context

Encompassing Grant Park, Chosewood Park, and the new Boulevard Crossing Park plus 1,000 surrounding acres within the southeast quadrant of the City, the subarea has the potential to enhance and interconnect greenspaces, as well as the seven Boulevard Crossing neighborhoods. The subarea includes Boulevard, McDonough, Atlanta, Cherokee,

Englewood, and Hill Street. Historically the street grid has been disrupted and neighborhoods have been bisected by the railroad corridor. Specifically these constraints were addressed through this nine month planning process that focused on the redevelopment and rehabilitation of the industrial and vacant land dominating the Tax Allocation District.

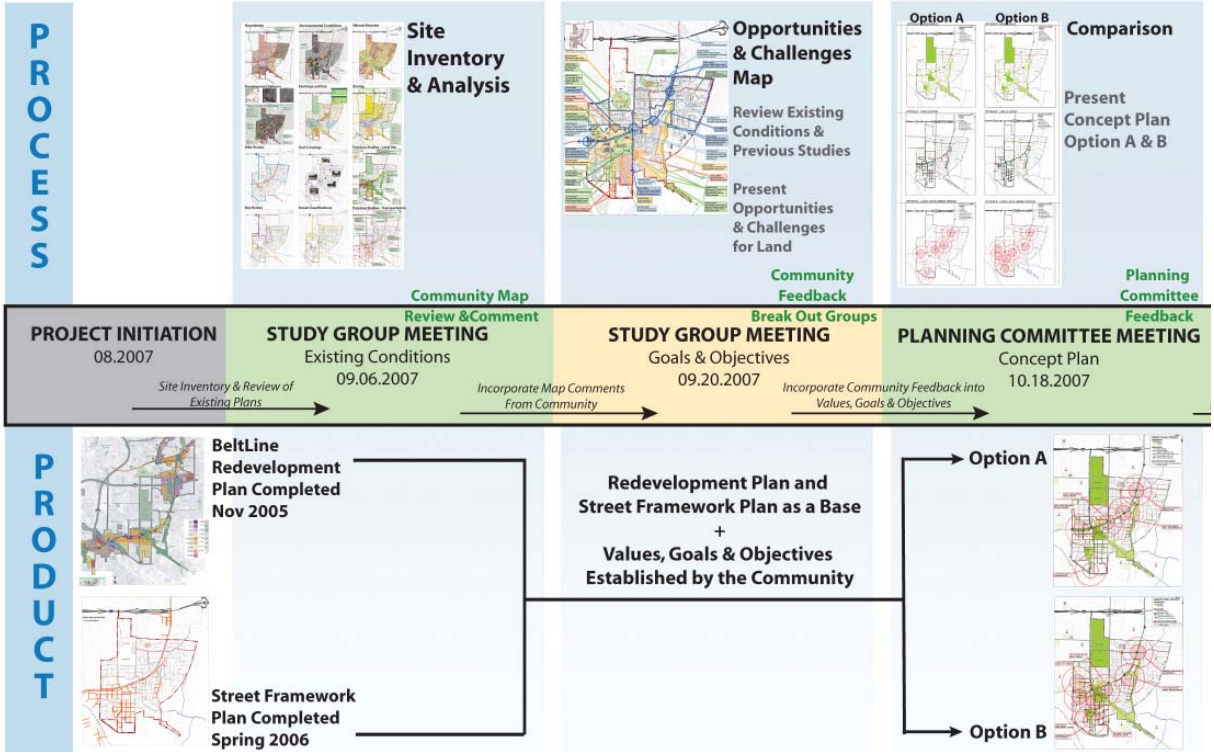
c. Methodology and Community Input

The Boulevard Crossing Subarea Plan and Boulevard Crossing Park Master Plan were developed with input from the Southeast BeltLine Study Group, as well as a planning committee established exclusively to review and guide planning activities. Utilizing a series of planning committee meetings and five community/ study group meetings at key points in the process, community members established values, goals, and objectives, as well as explored placemaking to integrate land use and transportation at appropriate scales and design to support transit while respecting existing neighborhoods. Community feedback, in addition to detailed existing conditions,

Figure 2- Study Group/ Community Meeting
Courtesy of: Ecos

identified opportunities and challenges, and, along with recommendations from previous studies led to the development of two alternative options. Merging these options, the final Subarea Plan represents further refinement based upon market and transportation analysis and expands upon the following key characteristics of the BeltLine Redevelopment Plan and Street Framework Plan:

- extension of a green network
- historic lot layout



- strong relationship of new uses to the BeltLine
- emphasis on diverse new living options
- continuation of the historic street pattern
- connection between neighborhoods
- expansion of transportation alternatives

The Subarea Plan provides recommendations for four elements- Land Use and Urban Design, Public and Cultural Arts, Circulation/ Mobility, and Greenspaces. To meet the community vision illustrated in the Boulevard Crossing Subarea Plan, a series of sustainable action strategies were also developed that outline policy and zoning amendments to implement the green, diverse, and historic values of the Boulevard Crossing community.

d. Overview of Subarea Goals

Determination of the Boulevard Crossing community values, goals, and objectives began with the very first subarea planning meeting, in which the community was asked a series of questions to discern what they wanted to retain, what where their key concerns, and what would benefit the entire study area. Pulling from the community feedback, as well as feedback from previous BeltLine Southeast Study Group meetings and public engagement from previous studies, the consultant team presented draft values and goals to the community. The community refined the values and goals and established a number of objectives to meet the goals. The Boulevard Crossing community values can be summarized as Green, Diverse, and Historic. The following are the established goals.

- **Land Use and Urban Design Goals**
    - Encourage development that is compatible with community values and future needs.
    - Facilitate mixed use "centers" (living, working and shopping) to promote economic development, serve the community neighborhoods and support alternative transportation modes.
    - Maintain a variety of residential opportunities, including mixed-income and workforce housing to strengthen the diverse community.
    - Expand civic facilities to support community growth.

- **Public Art and Cultural Goals**
    - Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
    - Identify, interpret and protect community historic and cultural resources.
- **Circulation Goals**
    - Explore opportunities to incorporate innovative strategies into community-wide transportation solutions commensurate with future needs.
    - Provide connectivity, continuity and redundancy among various modes of transportation.
    - Allow transportation facilities to promote seamless neighborhood boundaries, while preserving and or enhancing community distinctions and character.
    - Ensure future usage by developing a sustainable financial structure for maintenance.
- **Greenspace Goals**
    - Reclaim/restore/create & expand community environmental resources.
    - Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.

e. Plan Summary

The Boulevard Crossing Subarea Plan illustrates two centers and five districts focused on the BeltLine and existing neighborhoods to provide diverse employment and living opportunities. These centers provide the density, diversity, and design needed for transit supportive mixed use and walkability. A series of linear greenspaces and trails connect these development centers/ districts to BeltLine transit stops and existing neighborhoods. Comprising over fifty percent of the TAD, proposed and existing greenspaces are located at focal points within the community and encompass drainage ways and undeveloped forest land. The Subarea Plan also enhances

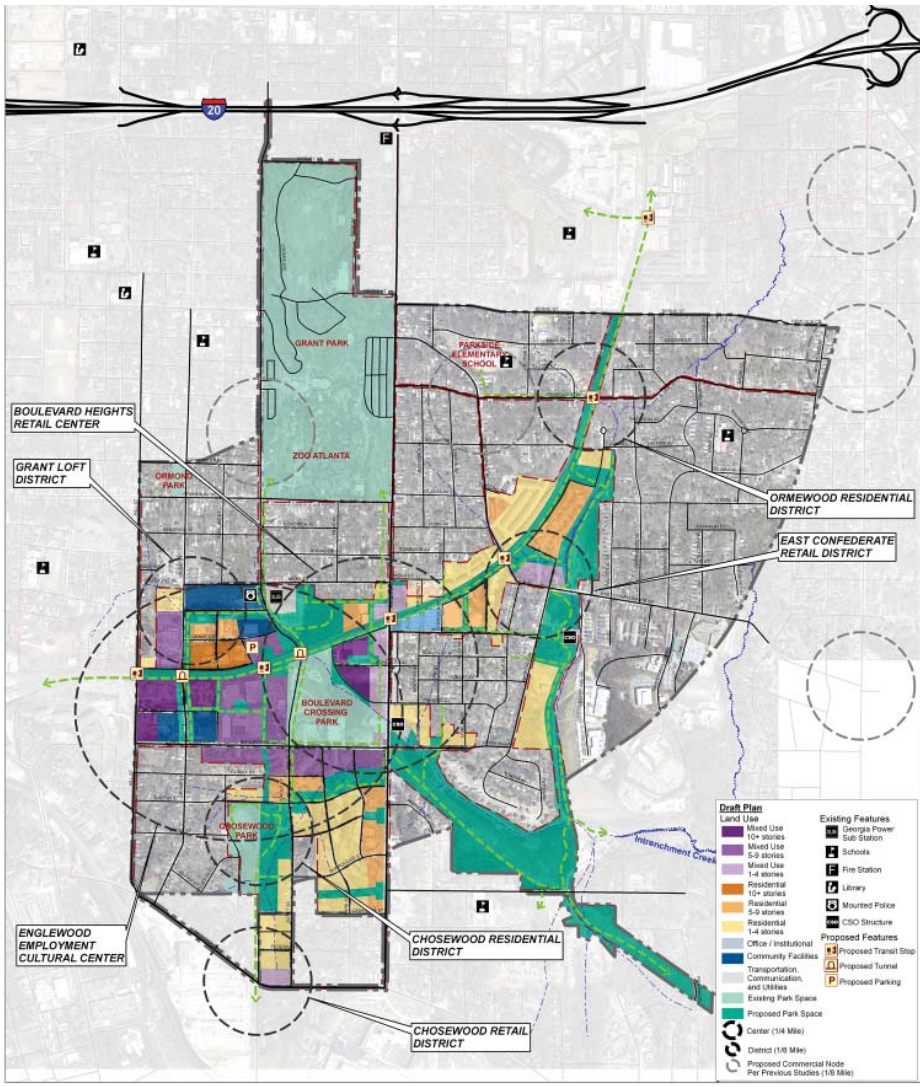


Figure 3 - Land Use Plan

east-west and north-south connectivity by locating BeltLine transit stops at approximately ¼ mile interval, providing an interconnected trail and bikeway network, and strengthening the street grid. Recommendations include utilizing transportation and greenspace facilities for public and cultural art installations, as well as gateways to welcome visitors into the Boulevard Crossing neighborhoods. Of high priority to the Boulevard Crossing community are the following components:

- **Land Use and Design:** In addition to the development centers and districts being appropriately scaled and located to serve and enhance both the local neighborhoods and the BeltLine, they support the community's desires for diverse, mixed income housing, employment, and convenient shopping opportunities. The market study shows that households and retail/ office are expected to more than double. Central to the Land Use and Design recommendations was integration of new development into the existing terrain and promoting the use of low impact development techniques into all redevelopment. The Subarea Plan also promotes living around greenspaces and incorporating opportunities for gateways, interpretation, and functional art into development- including the BeltLine arboretum, gateways, and interpretive trail opportunities highlighting the community's significant features.
- **Mobility/ Circulation:** The primary focus of the circulation component of the Subarea Plan is to follow complete street principles by providing multi-modal opportunities for all users (of all ages and abilities) whether pedestrians, bicyclists, transit users, or motorists. The Subarea Plan addresses the need for an interconnected network by establishing a hierarchy of circulation elements, in addition to enhancing the pedestrian and neighborhood environment through streetscape improvements. A detailed transportation analysis was completed, including trip generation, operational analysis, and intersection modeling to ensure future land uses are supported. Key mobility projects that will positively improve connections and accessibility include the extensions of Cherokee Street, Gault Street, Mead Street, and Grant Street.

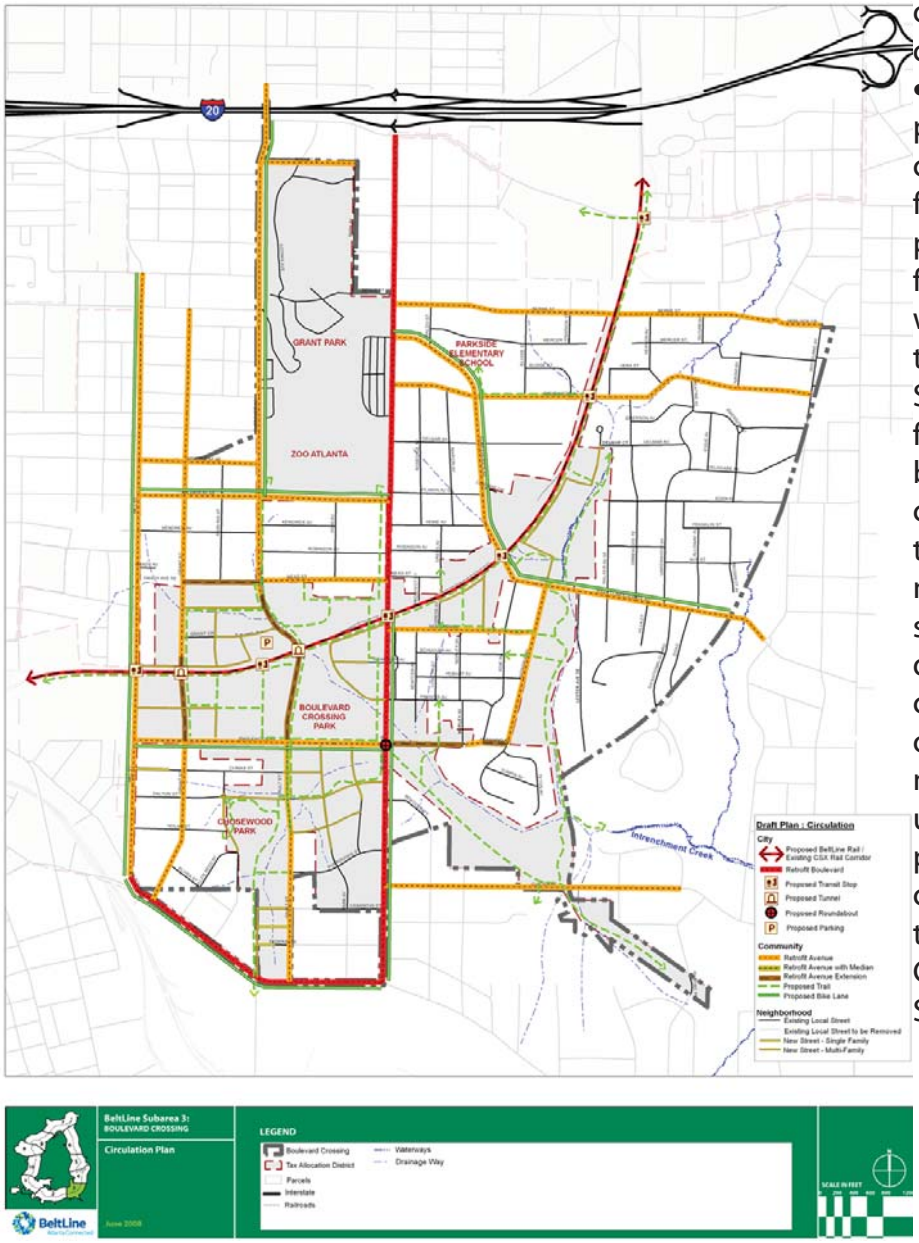


Figure 4 - Circulation Plan

- **Parks and Open Spaces:** The diversity and quantity of existing and proposed greenspaces within the Subarea Plan satisfies the projected future need of Boulevard Crossing residents and visitors into 2030. The Subarea Plan establishes three scales and multiple types of greenspaces encompassing 57% of the TAD properties and 27% of the entire subarea. This includes neighborhood park space for Ormewood and Boulevard Heights which are currently lacking greenspace, almost doubling Chosewood Park, and connecting multiple neighborhoods to the BeltLine via an extensive multi-use trail network. The subarea planning process also included the development of a master plan for Boulevard Crossing Park, which focused on the theme "Urban Confluence": seeking to restore the existing highly-disturbed landscape by infusing it with active and passive recreation, art, and nature.

Highlights of the Sustainable Action Strategies (policy and zoning recommendations) include involving artists in design development, promoting the BeltLine Arboretum, incorporating low impact and green development practices, and ensuring architectural step back at the street. The Boulevard Crossing Subarea Plan meets transit element requirements to ensure successful BeltLine implementation, updates and refines the Atlanta BeltLine Redevelopment and Street Framework Plans, and incorporates the Boulevard Crossing community values and goals.

The Boulevard Crossing Subarea Plan document contains an Existing Conditions Report and Plan Recommendations Report. In addition, a full Transportation Impact Report and Boulevard Crossing Park Master Plan Report are located in the Appendix of the Plan Recommendations Report.

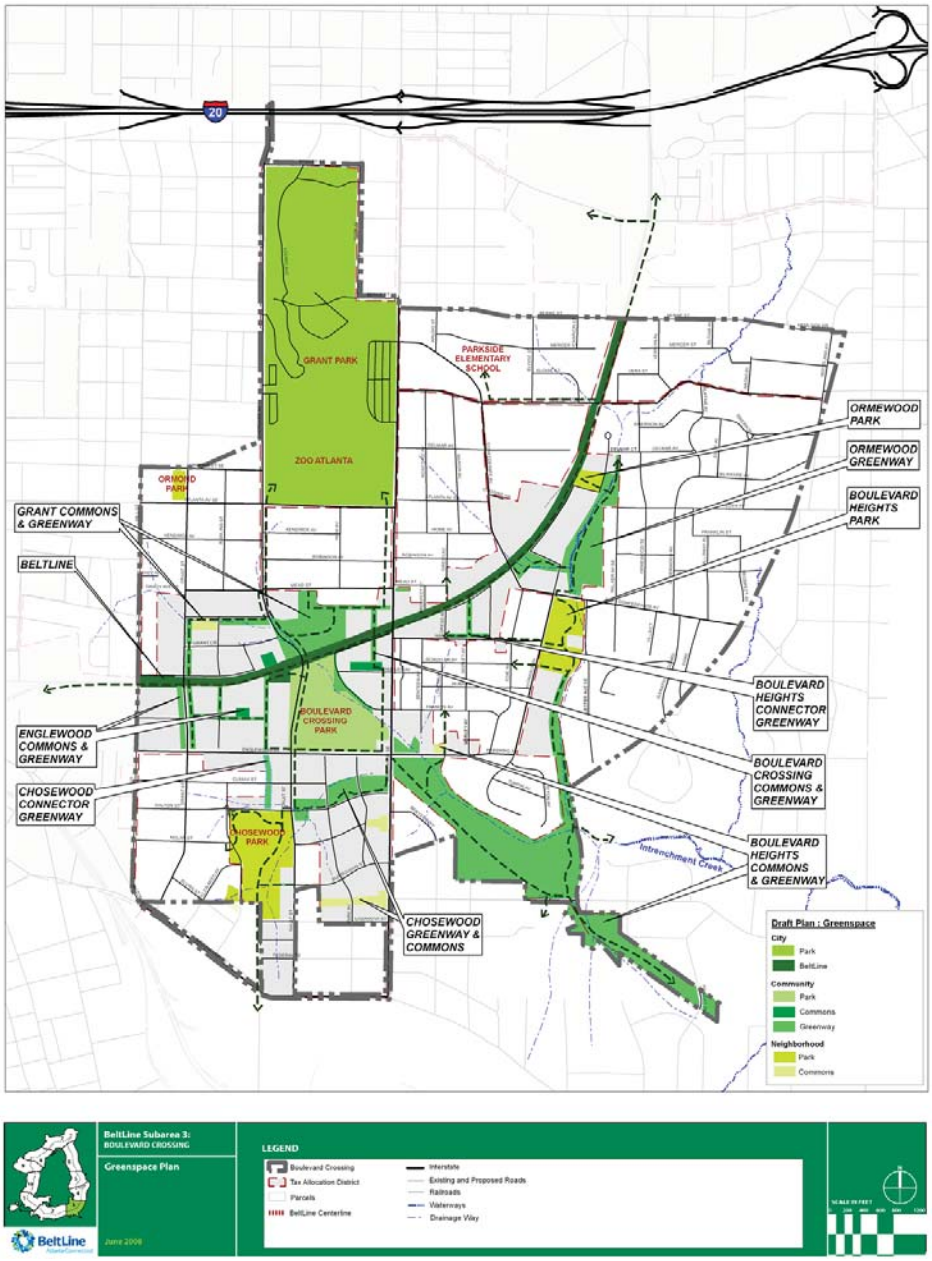


Figure 5 - Greenspace Plan

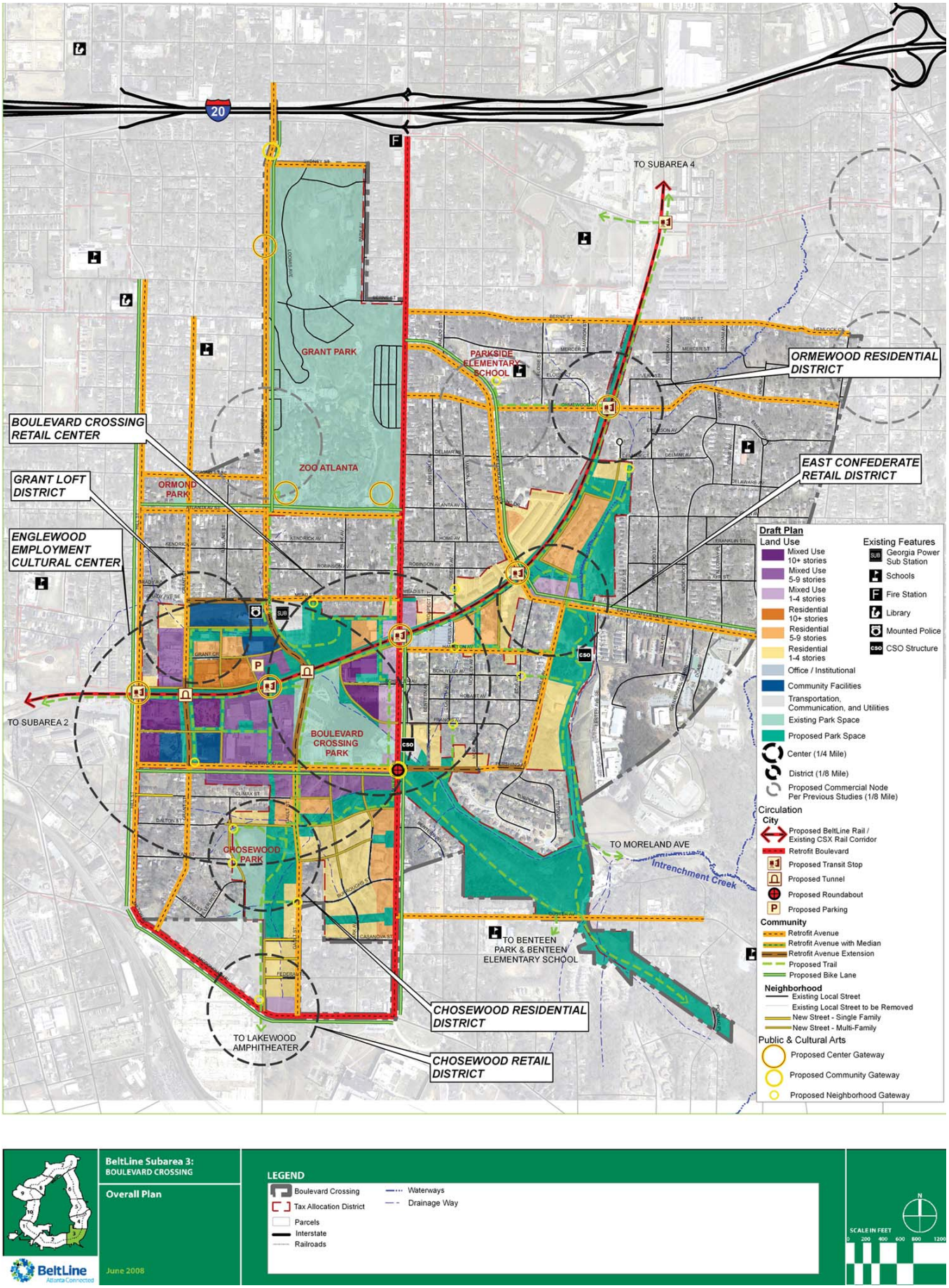


Figure 6 - Final Boulevard Crossing Subarea Plan

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.

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.

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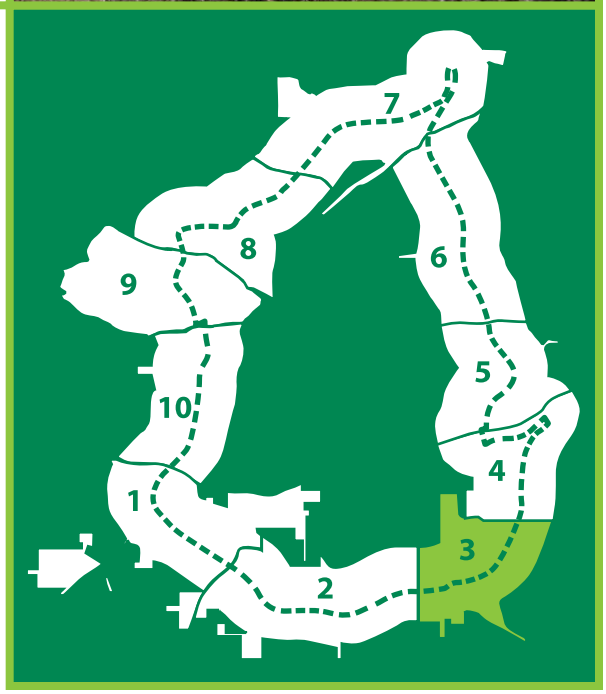

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CONTENTS

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I. Overview

a. Background

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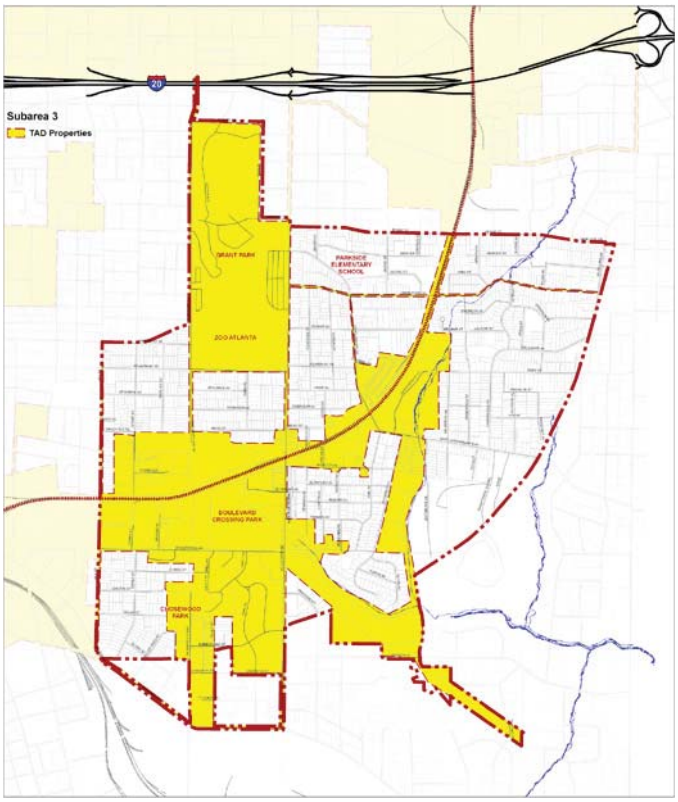

Figure I.A.1 - Boulevard Crossing Subarea- 1,167 acres, Boulevard Crossing TAD- 529 acres

b. Acknowledgements

The Honorable Mayor **Shirley Franklin**

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Jeff Rogers, Grant Park Resident

Jessica Toral, Chosewood Park Neighborhood Assn.

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Paul Simo, Grant Park Resident

Rick Hudson, Study Group Coordinator

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c. Guiding Principles

Placemaking at Boulevard Crossing
Central to the planning process was educating the community members on what makes a place and how to achieve placemaking at Boulevard Crossing. The four elements of the Subarea Plan are land use and urban design, circulation, greenspaces, and public and cultural arts; however, the key to placemaking for Boulevard Crossing is to ensure these elements are well-balanced, at the appropriate scale (City, Center/Community, or District/Neighborhood), and contain quality design that supports transit, as well as the community's values and goals.

Appropriate Scale

City
Development pattern comprised of centers, communities, neighborhoods, and corridors and serve a city-wide population.

Community
Development pattern that serves a broader community, even regional.

Neighborhood
Development pattern that serves the immediate residents and businesses.

The core values of the Boulevard Crossing community can be summarized as green, diverse, and historic. Therefore, the plan strives for equality by incorporating complete streets (modes of travel for all ages and abilities); for environmental awareness through protection of drainage ways and promoting low impact development techniques; and for economic viability by creating pedestrian oriented nodes with diverse living and working opportunities. Of primary concern for communities striving for greater sustainability is the relationship of land use and transportation, as well as how density, diversity, and design are woven into the urban development patterns of the community. Due to the values of the Boulevard Crossing community and the need to promote sustainability, the Subarea Plan recommends sustainable action strategies to implement each of the four plan elements.

Boulevard Crossing Values

GREEN
- Incorporation of smart growth principles in all redevelopment
- Maintenance and restoration of urban tree canopy, namely hardwoods, old growth, open space
- Incorporation of quality of life elements: trails, parks, community amenities, multi-modal transit solutions, walkability, art

DIVERSE
- Provisions for affordable living options for singles, couples, families, seniors
- Facilitation of a diverse demographic that is unique, has personality, and contains artistic flair
- Encouragement of community equity/ ownership
- Promotion of a safe and secure community for all ages

HISTORIC
- Preservation and celebration of historic neighborhood character
- Maintenance and enhancement of architectural integrity
- Expansion of the heritage and history of the local neighborhoods

The following sections contain the four elements of the Boulevard Crossing Subarea Plan with corresponding goals and objectives, concept explanations, and sustainable action strategies for plan implementation.

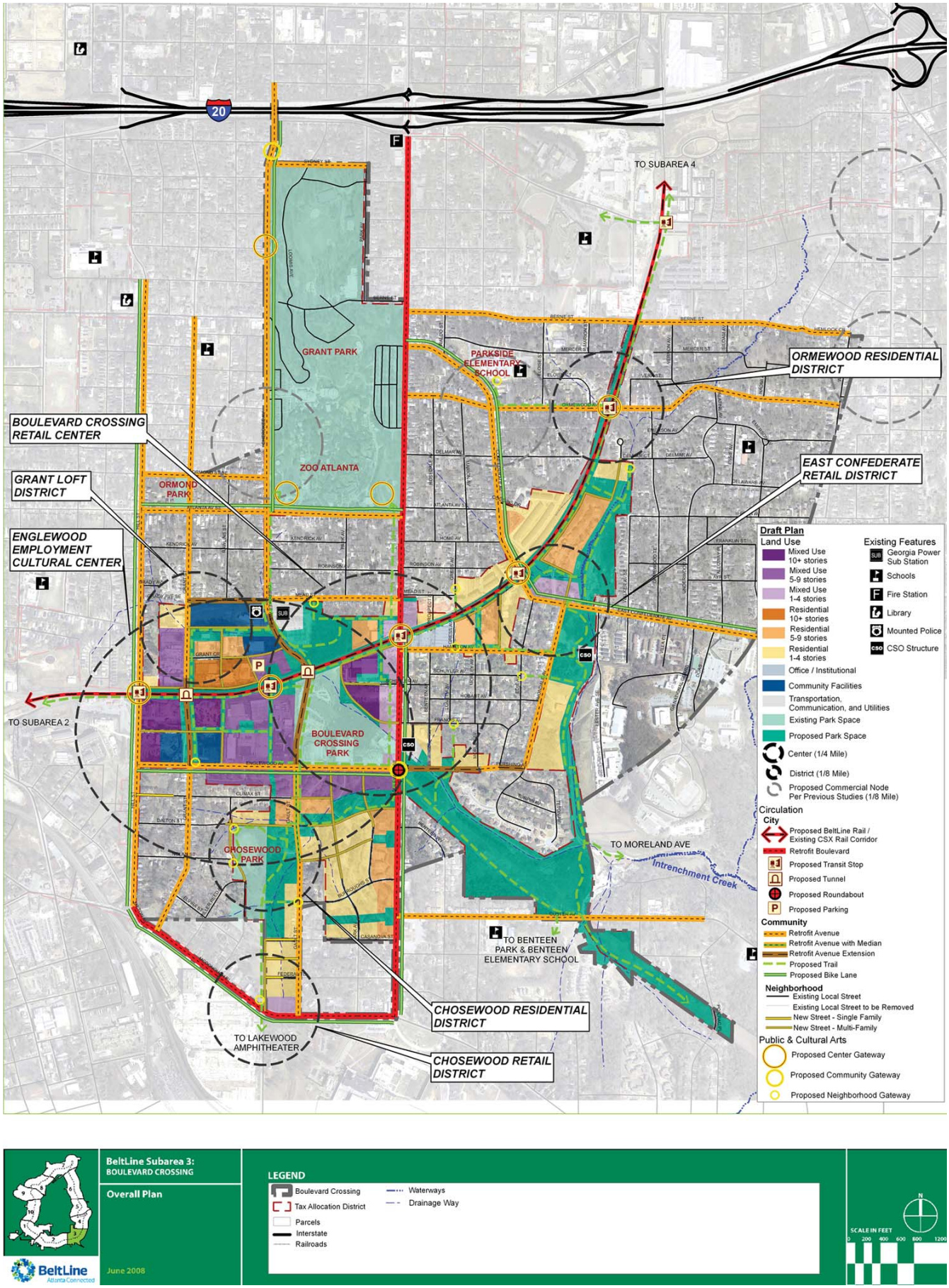


Figure I.C.1 - Boulevard Crossing Subarea Plan

II. Land Use & Design

a. Land Use & Design Policies

Land Use and Urban Design Goals and Objectives

- Encourage development that is compatible with community values and future needs.
    - Plan for infrastructure improvements so that growth does not overwhelm existing facilities.
    - Develop design guidelines and standards that provide quality architecture, pedestrian scale, and well-balanced uses.
    - Incorporate green building and site standards into developments to minimize negative environmental impacts, improve the quality and value, and emphasize the importance of stewardship.
    - Promote the importance of the community's environmental resources through interpretation / education, incorporation of LEED / Earthcraft or other green development principles, and prioritize energy / water management practices within developments.
- Facilitate mixed use "centers" (living, working and shopping) to promote economic development, serve the community/ neighborhoods and support alternative transportation modes.
    - Establish appropriate locations for density, ensuring uses are sited appropriately, services are compatible, and the development is pedestrian oriented.
    - Incorporate standards that facilitate a balance and relationship of uses to create a vibrant and viable center with employment and housing opportunities.
    - Promote uses that support and serve the needs of the neighborhood, such as day-to-day services, community facilities (post office, library, community centers), and institutions (schools, employment training facilities).
    - Locate gathering places/ community spaces for the encouragement of social interaction.
- Maintain a variety of residential opportunities, including mixed-income and workforce housing to strengthen the diverse community.
    - Establish partnerships with the residents, developers, the City, and others to provide a variety of housing types throughout the community.
    - Ensure appropriate transitions between residential densities by promoting buffers and step downs in stories and intensity.
    - Promote flexibility in zoning regulations and design guidelines for innovative solutions supported by the community.
- Expand civic facilities to support community growth.
    - Enhance existing and provide for future civic, educational, and medical institutions to adequately serve all

ages.

- o Ensure integrated and interconnected community facilities and services within developments through incentives/ zoning regulations, public engagement, and provisions for an easily accessible transportation network.
- o Establish private-public partnerships to expand funding and implementation mechanisms for recreation and open space.

Public and Cultural Arts Goals and Objectives

- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
  - o Provide indoor and outdoor programming/ spaces for family and community gatherings in future development.
  - o Establish community specific events and programs, such as "Celebrate Diversity" to unite the community and showcase its cultural significance and unique history.
  - o Provide multi-purpose civic and recreational facilities at various scales to serve the community, including plazas, markets, squares, amphitheater, library, skate park.
- Identify, interpret and protect community historic and cultural resources.
  - o Provide interpretive opportunities to showcase the community's significant assets, such as Fort Walker and Intrenchment Creek.
  - o Establish a seamless connection between the BeltLine and community features, such as Zoo Atlanta and Chosewood Park.
  - o Promote recognition of the community's diverse, historically intact neighborhoods, such as, installation of new historic/ educational markers to commemorate sites or events that were integral to the community's development.
  - o Enhance community identity by integrating public art, heritage, cultural and historic community assets.

b. Future Land Use & Circulation

Key influences to land use decisions included community feedback, the market study, and projects already in process. Desiring a pedestrian-oriented environment and concerned for visibility, the community wants to ensure appropriate scale along streets and adjacent to neighborhoods by reducing building heights at the street. In addition, the existing landscape and topography played a significant role in determining appropriate building heights. The Subarea Plan supports the community desires for diverse, mixed income housing, employment, and convenient shopping opportunities. As listed below, the market forecasts for the Atlanta Beltline Study Area produced by Robert Charles Lesser & Co., shows that households and retail/office is expected to more than double.

- Existing Households: 4,515
- 2030 Projected Household Growth: 5,109
- 2030 Projected Households: 9,624
- Existing Retail/ Office SF: 302,726
- 2030 Projected Retail/ Office SF Growth: 404,934
- 2030 Projected Retail/ Office SF: 707,660

To enhance existing community character, promote interconnectivity, and encourage walkability, the Subarea Plan creates land use centers and districts that are appropriately scaled and located to serve and enhance both the local neighborhoods and the BeltLine. The following section illustrates development opportunities within these centers and districts.

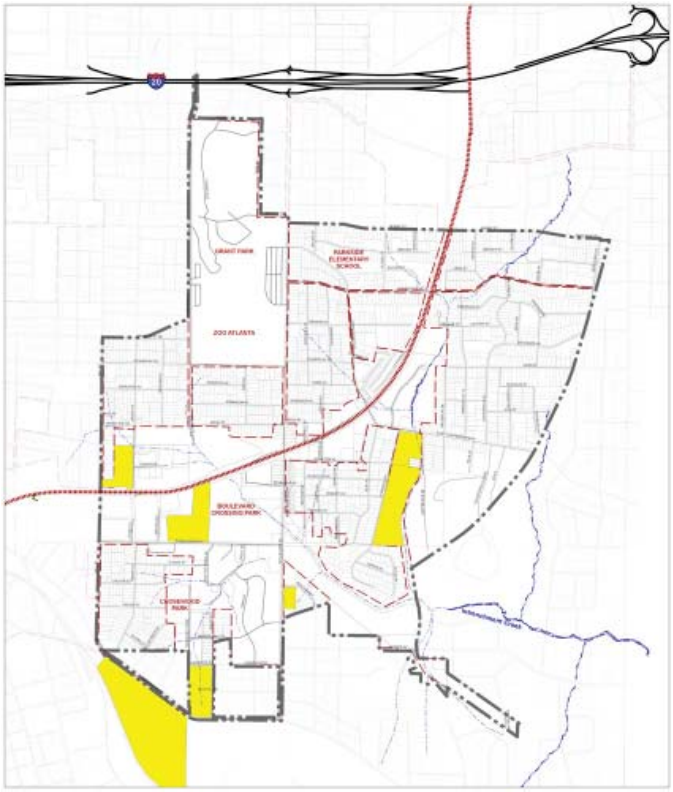


Figure II.B.1 - Projects within Permitting or Rezoning Process (highlighted in yellow)

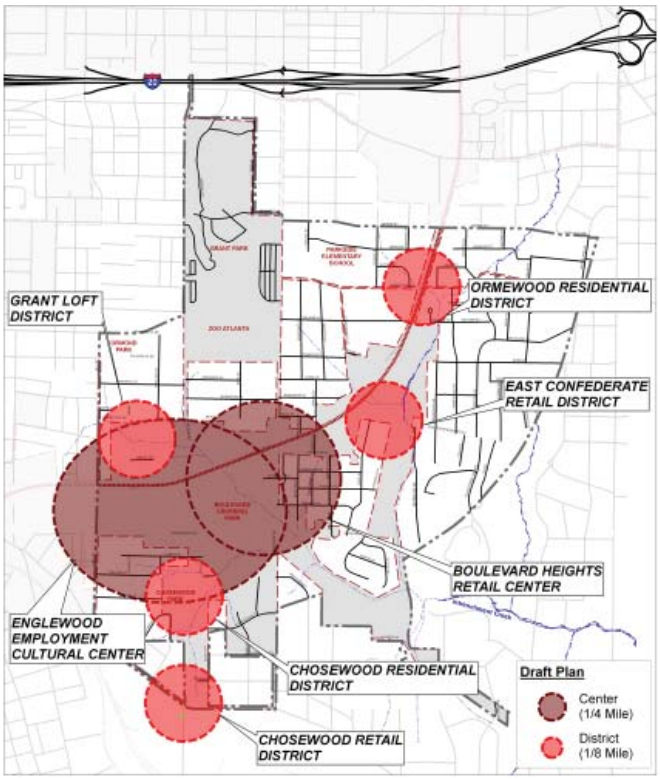


Figure II.B.2 - Centers and Districts

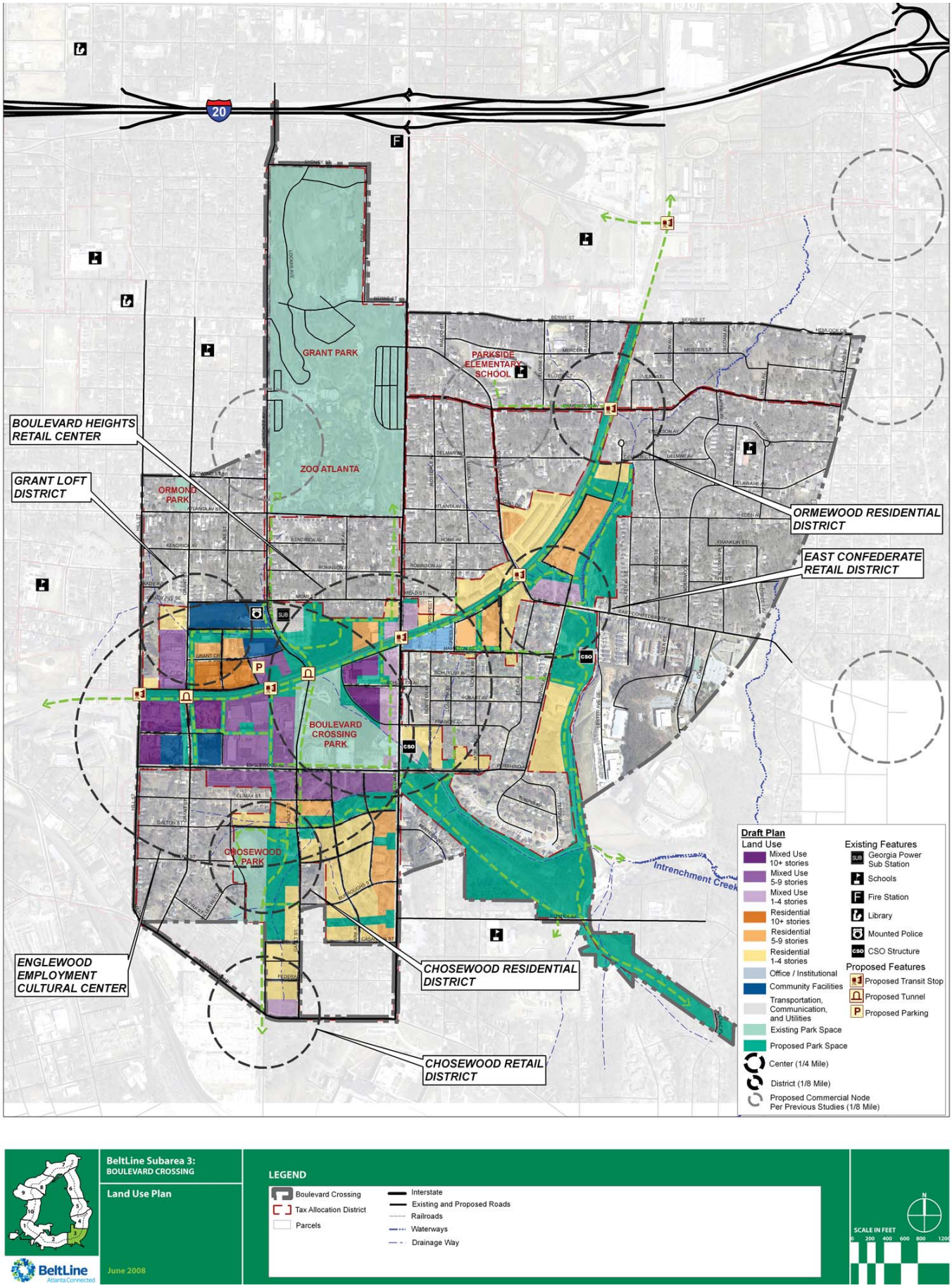


Figure II.B.3- Land Use and Urban Design Plan

c. Development Opportunities

The following are illustrations and descriptions for development opportunities within the 2 proposed centers and 5 proposed districts.

- Centers
  - o Englewood Employment Cultural Center
    - Employment opportunity focused on working and multi-family living oriented around community common
    - Cultural opportunity focused on entertainment, art, and community facilities
    - 1/4 mile core area with linear pedestrian greenways dividing blocks and connecting to the BeltLine
    - Incorporate opportunity for BeltLine transit plaza on top of public parking structure
    - Building Heights up to 10+ stories, mixed use oriented to greenspaces and transitioning in height with topography

Figure II.C.1 - Example of Englewood Employment Cultural Center scale/ character
Courtesy of: Others

Figure II.C.2 - Example of Englewood Employment Cultural Center scale/ character
Courtesy of: Others

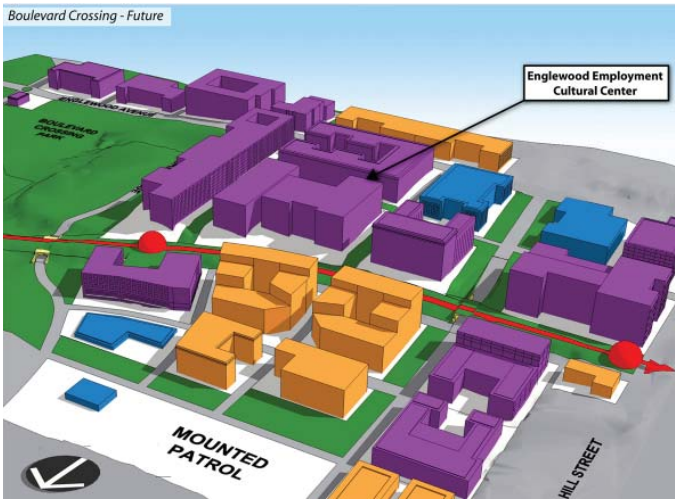


Figure II.C.3 - Boulevard Crossing Future- 3-D Model looking south toward Englewood Employment Cultural Center

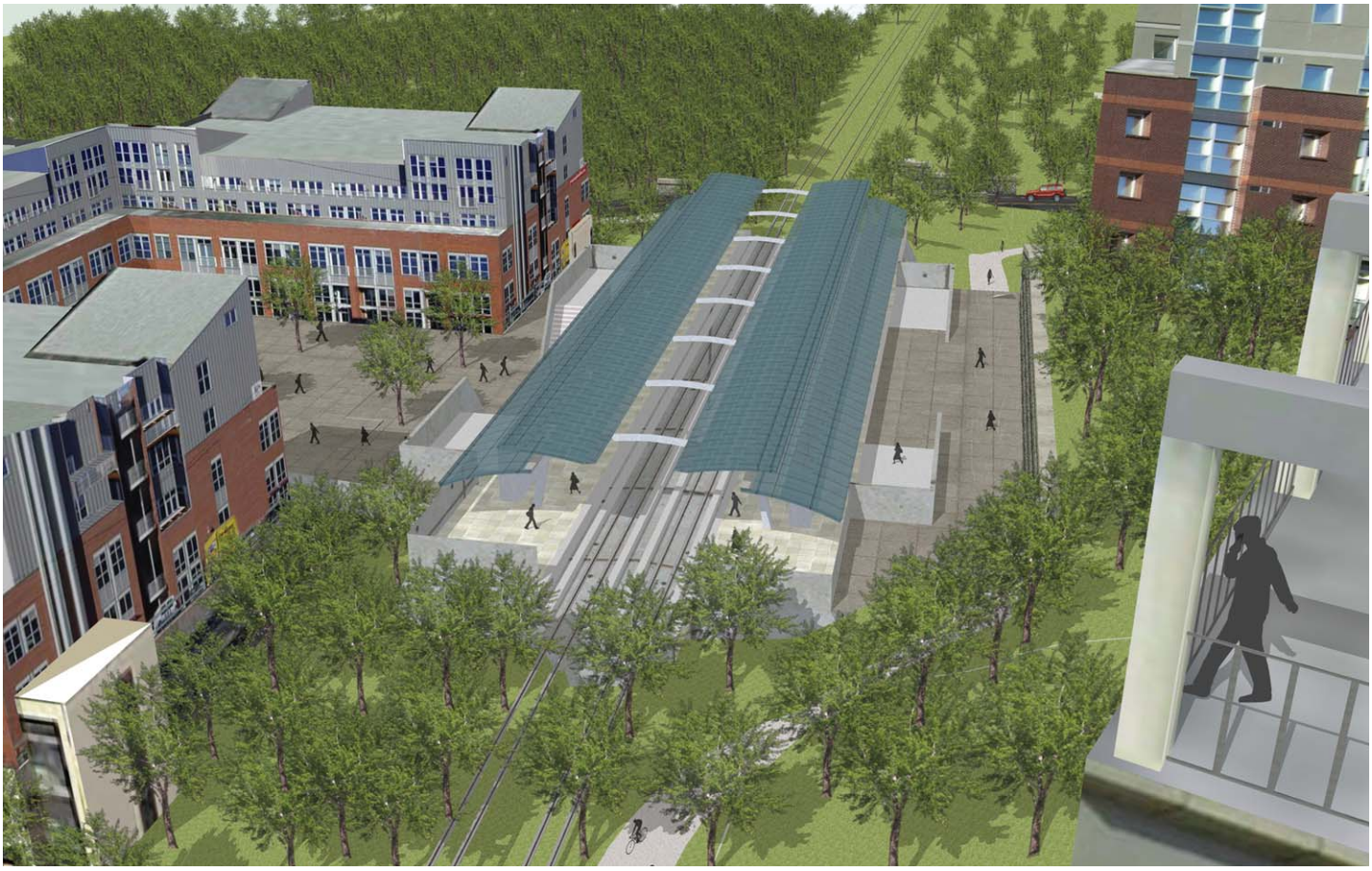


Figure II.C.4 - Boulevard Crossing Future- Transit Stop Perspective

Figure II.C.5 - Boulevard Crossing Future- Boulevard Crossing Park Perspective

- Boulevard Crossing Retail Center
  - Community-oriented retail/services and multi-family living centered around the BeltLine, Community Park, and Boulevard
  - 1/4 mile core area with central greenspace and linear pedestrian greenway across BeltLine and to transit stop
  - Utilize existing unused right of way for neighborhood and greenspace connectivity
  - Contains existing renovated office and institutional facilities
  - Building Heights up to 10+ stories, Mixed use 1 to 4 stories along Boulevard and 10+ stories along park in low terrain

Figure II.C.6 - Example of Boulevard Crossing Retail Center scale/ character
Courtesy of: Others

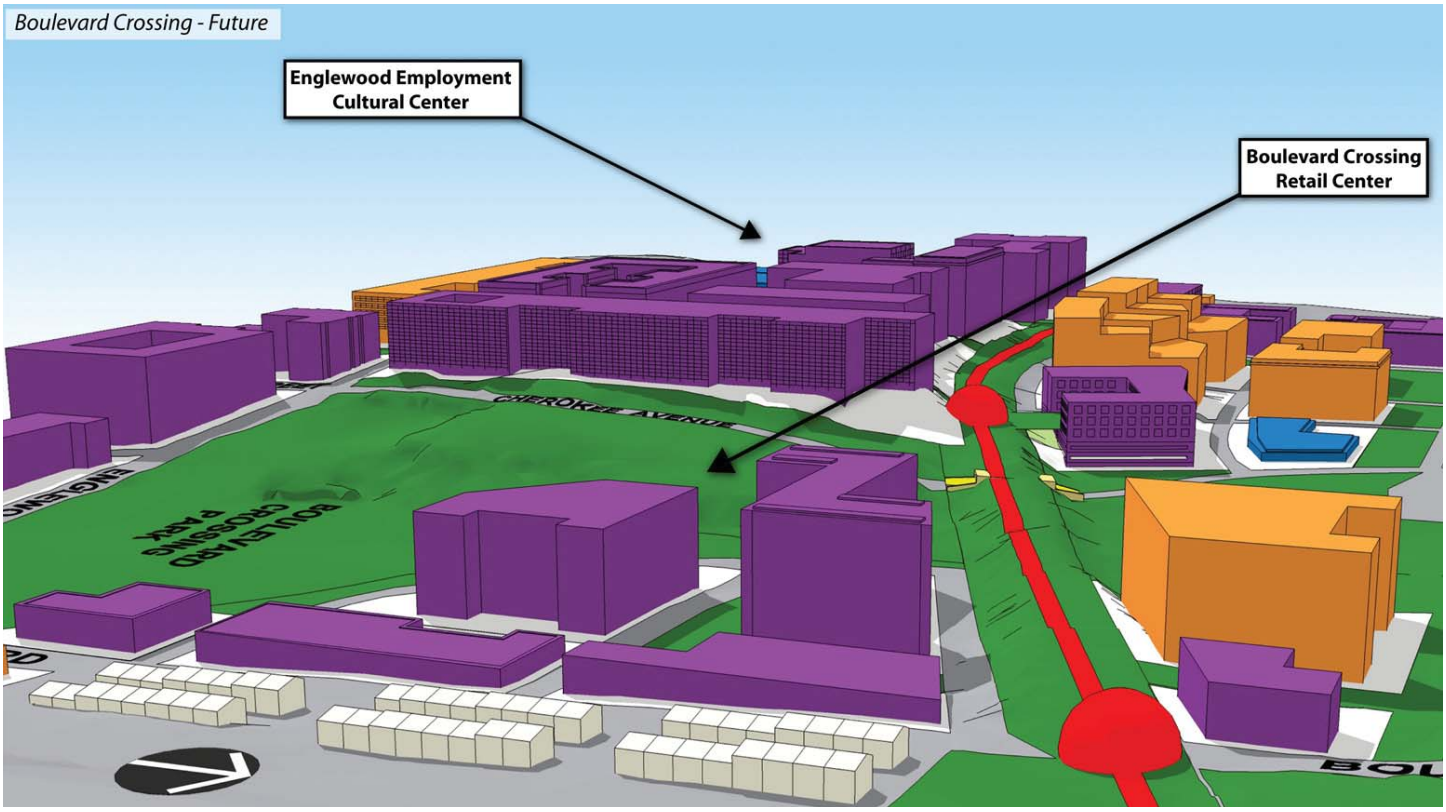


Figure II.C.7 - Boulevard Crossing Future- 3-D Model looking southwest from intersection of BeltLine and Boulevard

Figure II.C.8 - Boulevard Crossing Present birds eye view from intersection of Englewood and Boulevard
Courtesy of: Google Earth

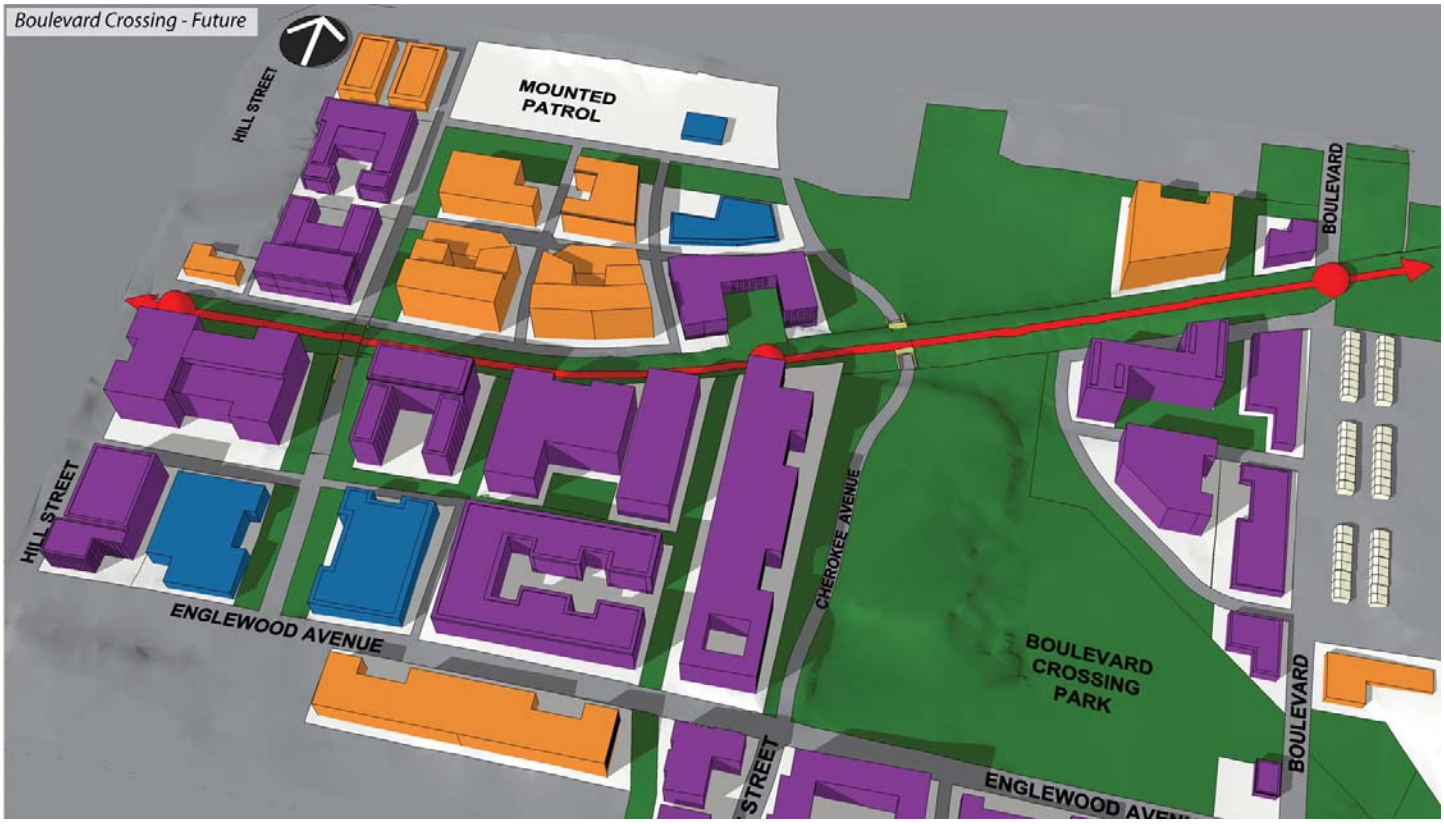


Figure II.C.9 - Boulevard Crossing Future- Birds eye view from intersection of Englewood and Boulevard

- Districts
  - Grant Loft District
    - Neighborhood-oriented retail/ services and multi-family living focused on neighborhood commons and greenway
    - 1/8 mile core area with central greenspace and linear pedestrian greenways at Grant Street
    - Contains existing Georgia Power substation and Mounted Police Patrol, with allocations for expansion of community facilities
    - Building heights up to 10+ stories, residential 10+ stories in low terrain and buffered by greenspace
  - East Confederate Retail District
    - Neighborhood-oriented retail/ services and multi and single family living connected to greenways
    - 1/8 mile core area centered at Confederate Court and East Confederate with linear pedestrian connections to the BeltLine and includes two neighborhood parks
    - Building heights up to 9 stories, residential 5 to 9 stories in low terrain and buffered by greenspace transitioning to mixed use and residential 1 to 4 stories adjacent to existing neighborhood
  - Chosewood Retail District
    - Neighborhood-oriented retail/ services and living focused on McDonough with trail connectivity to Chosewood Park
    - 1/8 mile core area centered at McDonough Boulevard and Gault Street
    - Building heights up to 4 stories, mixed use and residential currently in permitting process

Figure II.C.10 - Example of Grant Loft District scale/ character
Courtesy of: Others

Figure II.C.11 - Example of East Confederate Retail District scale/ character
Courtesy of: Others

Figure II.C.12 - Example of Chosewood Retail District scale/ character
Courtesy of: NewUrbanObserver.com

- Chosewood Residential District
  - Neighborhood multi and single family living focused on neighborhood park and linear pedestrian greenways
  - 1/8 mile core area centered at Neighborhood Park
  - Extends street grid to fit the terrain and integrates greenspace commons into residential areas
  - Building heights up to 9 stories, mixed use and residential 5 to 9 stories along Boulevard and Englewood transitioning to 1 to 4 stories toward existing neighborhood
- Ormewood Residential District
  - Existing residential neighborhood focused on transit and Arboretum gateway at Historic Ormewood Bridge
  - 1/8 mile core area with trail connectivity to Parkside Elementary and Neighborhood Park
  - Existing building heights to maintain residential character

Figure II.C.13 - Example of Chosewood Residential District scale/ character- (residential fronting onto greenspace)
Courtesy of: Others

Figure II.C.14 - Existing Historic Ormewood Bridge
Courtesy of: Grice

d. Development Quantification

The following matrix describes the land uses comprising the proposed centers and districts, as well as corresponding non-residential and residential projections.

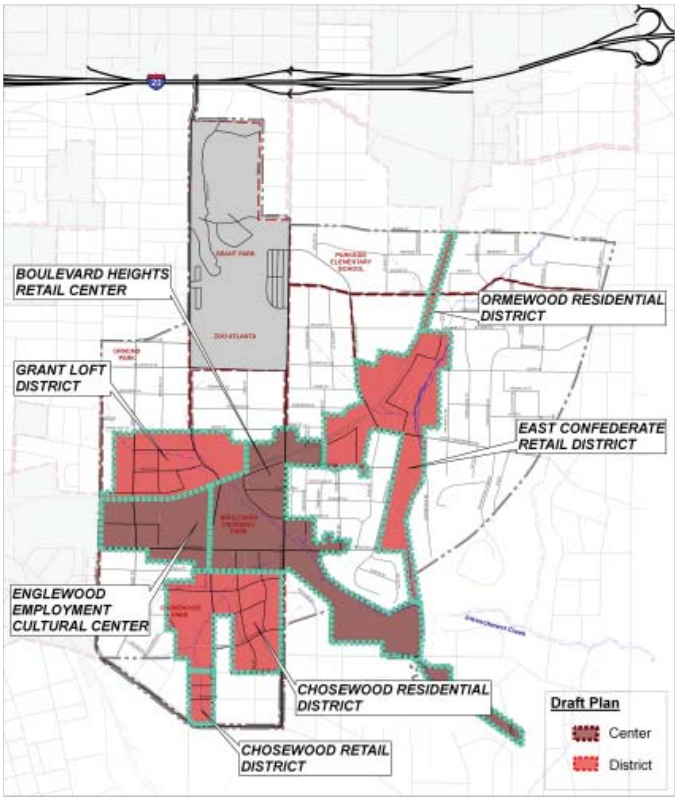


Figure II.D.1-BeltLine Centers & Districts

BOULEVARD CROSSING RETAIL CENTER								
Land Use	**Acres**	**Square Feet**	**Employment Factor**	**Assumed Non-Residential FAR**	**Assumed Residential Dwelling Units per Acre**	**Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)**	**Boulevard Crossing TAD 2030 Projected Residential (dwelling units)**	**Boulevard Crossing TAD 2030 Projected Employment (jobs)**
Mixed Use 10+ stories	4.33	188,824.37	1 job per 500 sq ft	0.20	80	37,764.00	346.78	75.53
Mixed Use 5-9 stories	6.98	304,022.66	1 job per 500 sq ft	0.20	50	61,878.63	355.13	123.76
Mixed Use 1-4 stories	6.55	285,410.11	1 job per 500 sq ft	0.20	25	50,689.29	145.46	101.38
Residential 5-9 stories	2.05	89,183.29			50		102.37	
Residential 1-4 stories	6.16	268,453.75			20		123.25	
Office/ Institutional	2.62	114,044.44	1 job per 300 sq ft Office/ 1 job per 400 sq ft Institutional	2.00		228,091.76		760.31
Transportation, Communication, Utilities	1.01	43,835.71						
Existing Park Space	21.49	936,183.53						
Proposed Park Space	60.30	2,626,833.53						
Totals	**111.50**	**4,856,791.38**				**378,423.68**	**1,072.99**	**1,060.98**

ENGLEWOOD EMPLOYMENT CULTURAL CENTER								
Land Use	**Acres**	**Square Feet**	**Employment Factor**	**Assumed Non-Residential FAR**	**Assumed Residential Dwelling Units per Acre**	**Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)**	**Boulevard Crossing TAD 2030 Projected Residential (dwelling units)**	**Boulevard Crossing TAD 2030 Projected Employment (jobs)**
Mixed Use 10+ stories	8.22	358,124.18	1 job per 500 sq ft	0.20	80	71,624.51	657.71	143.25
Mixed Use 5-9 stories	15.58	678,503.63	1 job per 500 sq ft	0.20	50	140,532.75	806.55	281.07
Residential 5-9 stories	3.28	142,685.14			50		163.78	
Community Facilities	4.45	193,911.70						
Proposed Park Space	9.41	409,882.18						
Totals	**40.93**	**1,783,106.82**				**212,157.26**	**1,628.04**	**424.32**

Table II.D.1-BeltLine Land Uses and accompanying Boulevard Crossing TAD Approximate Calculations

CHOSEWOOD RESIDENTIAL DISTRICT

Land Use	Acres	Square Feet	Employment Factor	Assumed Non-Residential FAR	Assumed Residential Dwelling Units per Acre	Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)	Boulevard Crossing TAD 2030 Projected Residential (dwelling units)	Boulevard Crossing TAD 2030 Projected Employment (jobs)
Residential 5-9 stories	9.66	421,003.04			50		477.03	
Residential 1-4 stories	21.26	926,242.42			20		424.32	
Existing Park Space	9.25	402,799.32						
Proposed Park Space	18.09	787,969.91						
Totals	**58.26**	**2,538,014.69**				**0.00**	**901.35**	**0.00**

CHOSEWOOD RETAIL DISTRICT

Land Use	Acres	Square Feet	Employment Factor	Assumed Non-Residential FAR	Assumed Residential Dwelling Units per Acre	Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)	Boulevard Crossing TAD 2030 Projected Residential (dwelling units)	Boulevard Crossing TAD 2030 Projected Employment (jobs)
Mixed Use 1-4 stories	1.62	70,358.11	1 job per 500 sq ft	0.20	25	14,071.51	40.38	28.14
Residential 1-4 stories	5.16	224,930.77			20		103.27	
Totals	**6.78**	**295,288.88**				**14,071.51**	**143.65**	**28.14**

EAST CONFEDERATE RETAIL DISTRICT

Land Use	Acres	Square Feet	Employment Factor	Assumed Non-Residential FAR	Assumed Residential Dwelling Units per Acre	Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)	Boulevard Crossing TAD 2030 Projected Residential (dwelling units)	Boulevard Crossing TAD 2030 Projected Employment (jobs)
Mixed Use 1-4 stories	2.89	125,888.40	1 job per 500 sq ft	0.20	25	25,178.08	72.25	50.36
Residential 5-9 stories	11.92	519,161.15			50		595.92	
Residential 1-4 stories	26.25	1,143,471.78			20		525.01	
Transportation, Communication, Utilities	0.70	30,688.02						
Proposed Park Space	35.54	1,548,109.33						
Totals	**77.30**	**3,367,318.68**				**25,178.08**	**1,193.18**	**50.36**

GRANT LOFT DISTRICT

Land Use	Acres	Square Feet	Employment Factor	Assumed Non-Residential FAR	Assumed Residential Dwelling Units per Acre	Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)	Boulevard Crossing TAD 2030 Projected Residential (dwelling units)	Boulevard Crossing TAD 2030 Projected Employment (jobs)
Mixed Use 5-9 stories	7.09	308,753.28	1 job per 500 sq ft	0.20	50	61,750.79	354.40	123.50
Residential 10+ stories	4.74	206,422.13			80		379.10	
Residential 5-9 stories	2.54	110,607.55			50		126.96	
Residential 1-4 stories	1.99	86,680.04			20		39.80	
Community Facilities	8.35	363,647.59						
Transportation, Communication, Utilities	2.97	129,242.52						
Proposed Park Space	19.44	846,708.69						
Totals	**47.11**	**2,052,061.81**				**61,750.79**	**900.26**	**123.50**

ORMEWOOD RESIDENTIAL DISTRICT

Land Use	Acres	Square Feet	Employment Factor	Assumed Non-Residential FAR	Assumed Residential Dwelling Units per Acre	Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)	Boulevard Crossing TAD 2030 Projected Residential (dwelling units)	Boulevard Crossing TAD 2030 Projected Employment (jobs)
Proposed Park Space	3.90	169,709.76						
Totals	**3.90**	**169,709.76**				**0.00**	**0.00**	**0.00**

ALL OTHER TAD PROPERTIES								
Land Use	**Acres**	**Square Feet**	**Employment Factor**	**Assumed Non-Residential FAR**	**Assumed Residential Dwelling Units per Acre**	**Boulevard Crossing TAD 2030 Projected Non-Residential (square feet)**	**Boulevard Crossing TAD 2030 Projected Residential (dwelling units)**	**Boulevard Crossing TAD 2030 Projected Employment (jobs)**
Transportation, Communication, Utilities	52.53	2,288,206.80						
Existing Park Space	130.58	5,688,056.78						
Totals	**183.11**	**7,976,263.58**				**0.00**	**0.00**	**0.00**
GRAND TOTAL WITHIN TAD	**528.89**	**23,038,555.60**				**691,581.32**	**5,839.47**	**1,687.30**

MARKET FORECASTS:
Existing Households: 4,515
2030 Projected Household Growth: 5,109
2030 Projected Households: 9,624
Existing Retail/ Office SF: 302,726
2030 Projected Retail/ Office SF Growth: 404,934
2030 Projected Retail/ Office SF: 707,660

e. Historic Resources Strategies

The Boulevard Crossing Subarea is rich with several cultural assets, including Zoo Atlanta, Cyclorama, Fort Walker, Burns Cottage, and neighborhoods with historic identity and distinct character. Some are already nationally or locally recognized for their historic significance, while still more are worth further study to determine their historic contribution. Many of these historic or community significant assets are outside the areas with redevelopment potential in the TAD. Those within the TAD include industrial structures along Boulevard that were recently rehabilitated and renovated into office lofts, the Grady Substation building, and the Ormewood underpass at the BeltLine. The Subarea Plan encourages the adaptive reuse of historic/ community significant structures with cultural programming, such as markets, museums, and galleries. In addition, historically significant railroad components, such as switchgears and relay boxes should be preserved. The extensive proposed trail network presents interpretive opportunities to showcase not only the community's historic assets, but also environmental features like Intrenchment Creek. The Subarea Plan specifically proposes an interpretive trail connecting from the proposed BeltLine transit stop at Boulevard Crossing Park to the art deco Grady substation, Fort Walker, and Cyclorama at Grant Park. Community specific events and programs, such as "Celebrate Diversity", should also be established to unite the community and showcase its cultural significance and unique history.

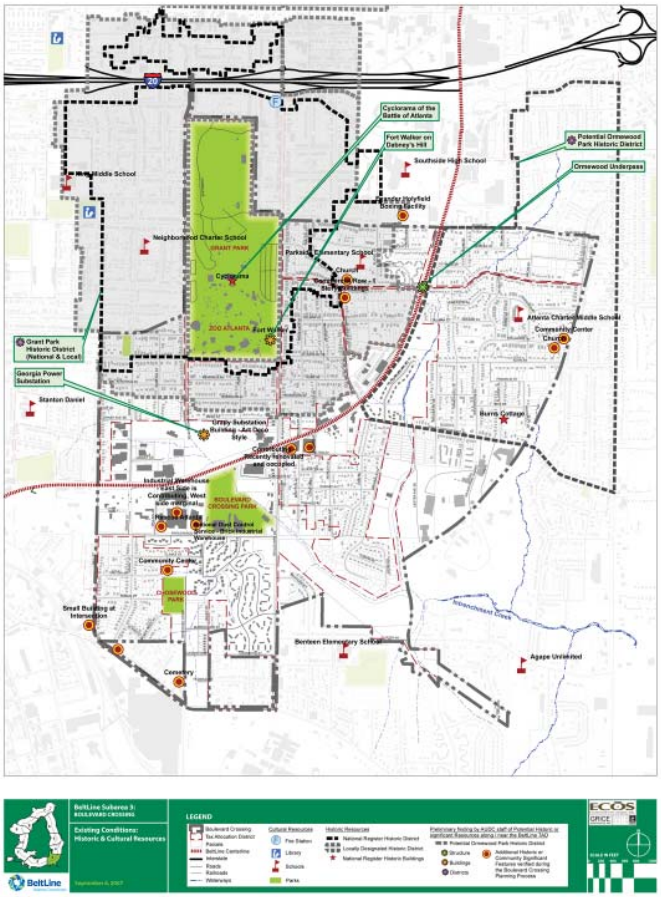


Figure II.E.1 - Historic and Cultural Resources Plan

f. Art & Culture Strategies

The Public and Cultural Arts element builds upon the BeltLine Cultural Planning Vision 2006. As exemplified by the community goals, the community felt strongly about enhancing its artistic character and incorporating opportunities for gateways, interpretation, and functional art into development. The Subarea Plan incorporates three scales of gateways and promotes the incorporation of the BeltLine Arboretum gateways at the proposed Cherokee and Ormewood transit stops. A series of art installations are proposed throughout the subarea, especially for functional art within transportation and landscape elements. Striving to highlight existing art and community significant features, the Subarea Plan proposes an interpretive trail from Boulevard Crossing Park to Grant Park- passing by the art deco Grady Substation in route to Fort Walker and Cyclorama. As illustrated in the Land Use section of this report, the Subarea Plan also proposes a cultural center focused on opportunities for entertainment, art, and community facilities- such as studios, galleries, and schools. The following is list of potential gateways and installations with corresponding examples.

- Gateways
    - o Center Gateway (transit stations, arboretum)
    - o Community Gateway (centers, roundabout, parks)
    - o Neighborhood Gateway (trails)

Figure II.F.1- Example of Center, Community, and Neighborhood Gateways
Courtesy of: CR1, PATH Foundation

- Installations (based upon BeltLine Cultural Planning Vision 2006)
    - Interpretive Installations (examples include: historical reclamation with cultural programming, interpretive trails)
    - Streetscape Installation (examples include: sidewalk pattern & patina designs, site furnishings, sewer-manhole covers)
    - Facade Installations (examples include: murals, retaining walls, tunnels)
    - Environmental Installations (examples include: environmental arts, natural amphitheater, water works)
    - Landscape Installation (examples include: community garden, arboretum)
    - Infrastructure Installations (examples include: power easement)

Figure II.F.2 - Example of Facade Installation- Mural along DeKalb Avenue, Atlanta
Courtesy of: Ecos

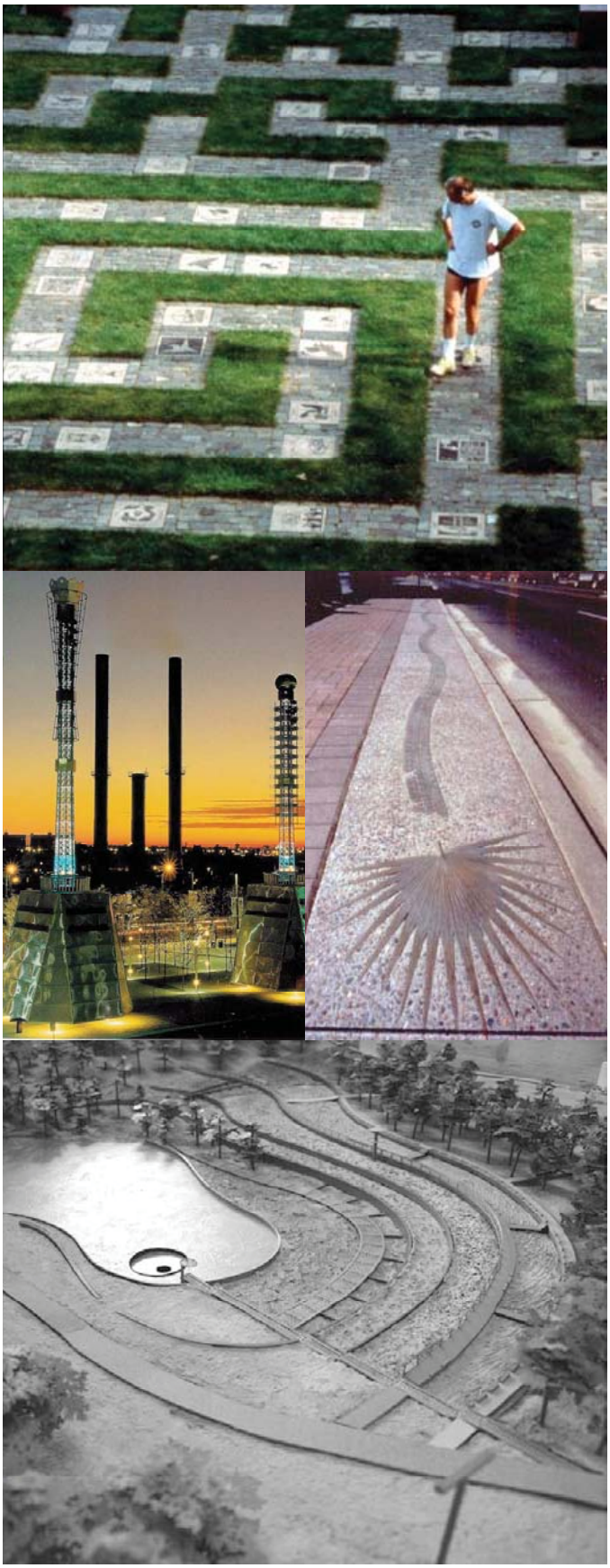


Figure II.F.3 - Example of Interpretive, Infrastructure, Streetscape, and Environmental Installations
Courtesy of: CR1

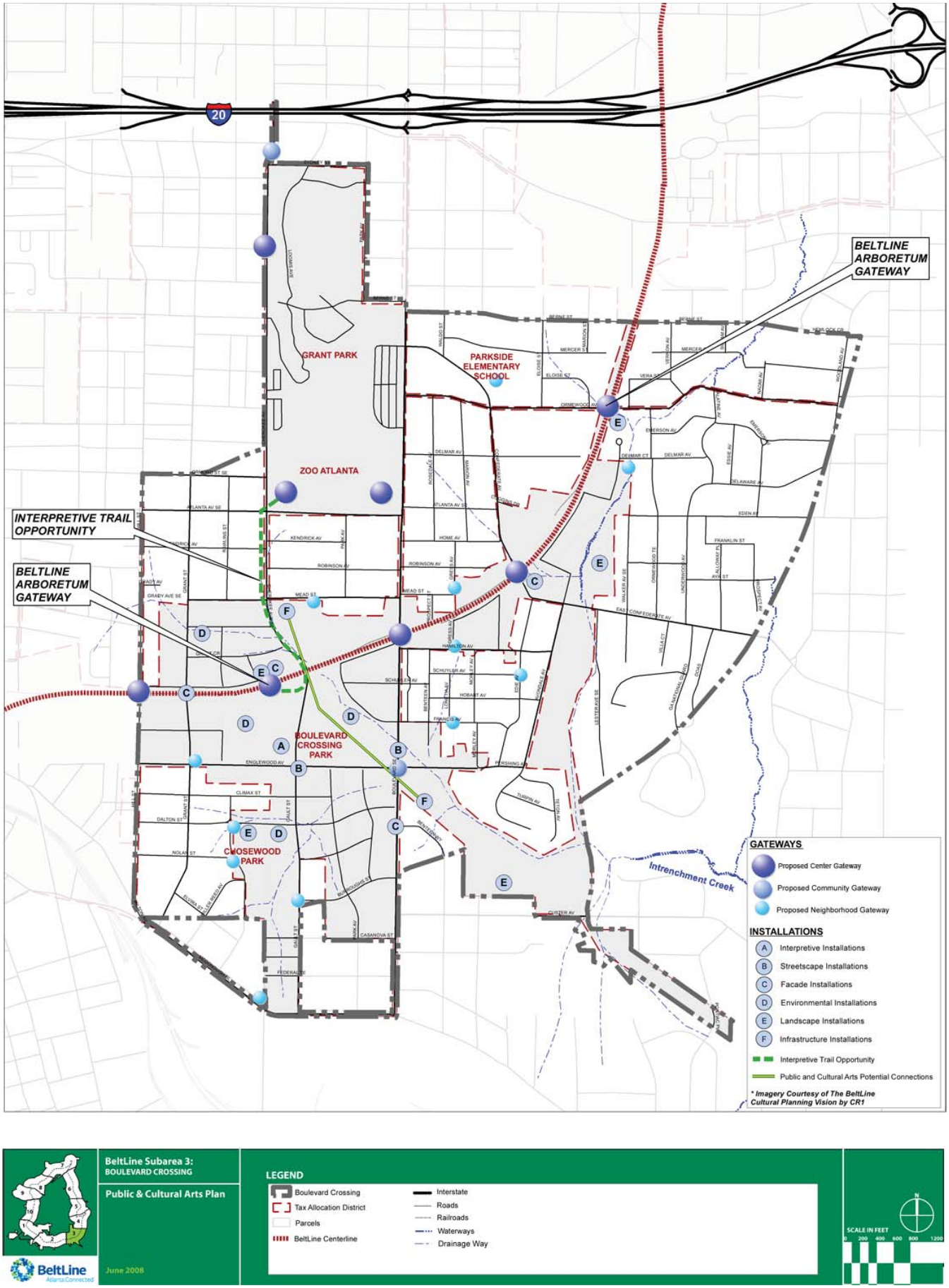


Figure II.F.4 - Public and Cultural Arts Plan

III. Mobility

A Plan for Better Mobility
The Atlanta BeltLine Boulevard Crossing Subarea Plan is developed around four main components: Land Use, Transportation Systems Development, Transportation System Management and Transportation Demand Management. Each component has a unique, yet interdependent role in improving mobility and travel in Boulevard Crossing through the year 2030.

Land Use determines where our homes, schools, work, shopping, and other activities are located within Boulevard Crossing and can profoundly affect the way in which people move around and within the community.

Transportation Systems Development provides needed transportation improvements, viable travel choices and connections to daily activities.

Transportation Systems Management helps to maximize system operations so that we make the best use of the existing transportation resources and provide travelers with information to assist them in making informed travel choices.

Finally, Transportation Demand Management focuses on reducing trips on the transportation system during peak periods and encouraging alternatives to driving alone (e.g., transit, carpooling, vanpooling, biking and walking).

a. Mobility Policies

The Atlanta BeltLine Boulevard Crossing subarea master plan is the product of collaboration between Atlanta BeltLine, Inc., City of Atlanta Planning, Public Works and Parks and Recreation Departments, Atlanta Regional Commission, Georgia Department of Transportation, the residents and businesses within the Boulevard Crossing community along with a wide range of interest groups.

With this subarea plan, Atlanta Beltline has established better communication and cooperation with the community involved to gain consensus for the determination of the goals and objectives.

The Boulevard Crossing subarea plan was developed through an active public involvement process in which the general public and private and public agencies were invited to participate in the development of the goals and objectives. The established goals and objectives included:

Circulation Goals and Objectives

- Explore opportunities to incorporate innovative strategies into community-wide transportation solutions commensurate with future needs.
    - Provide transportation demand strategies based on existing density and the scale of planned developments that minimize single-occupancy trips, limit contribution to peak-hour congestion, and encourage the use of alternative modes.
    - Implement state-of-the-practice traffic control strategies that are more responsive to fluctuating demand, serve multiple modes, and convey key traffic information to travelers in a dynamic framework.

- Employ the City's existing traffic calming program's established criteria, street prioritization, public involvement, and a "suite" of traffic calming measures including bulb-outs, traffic circles, pedestrian refuges, chicanes, etc.

- Provide connectivity, continuity and redundancy among various modes of transportation.
    - Incorporate strategies for a continuous network of pedestrian and bicycle facilities as part of planned streetscape and roadway improvements.
    - Improve drainage systems and provide methods for monitoring water levels for preemptive notification.
    - Ensure the community-wide accessibility to local activity centers though improving multi-modal connectivity (filling the gaps), including transit, bicycles, and pedestrians.
- Allow transportation facilities to promote seamless neighborhood boundaries, while preserving and or enhancing community distinctions and character.
    - Provide safe and efficient pedestrian and bicycle accessibility across major roadways.
    - Give high priority to pedestrian and bicycle safety improvements near schools, while helping local schools initiate "Safe Routes to Schools" programs.
    - Work with community groups and public safety officials to promote "safe driver" educational programs, implement appropriate traffic control strategies, and conduct routine traffic enforcement.
- Ensure future usage by developing a sustainable financial structure for maintenance.
    - Establish policies that promote improved street maintenance and provide communities a convenient method for reporting maintenance issues and learning the status of maintenance requests.

b. Connectivity & Accessibility Improvements Overview

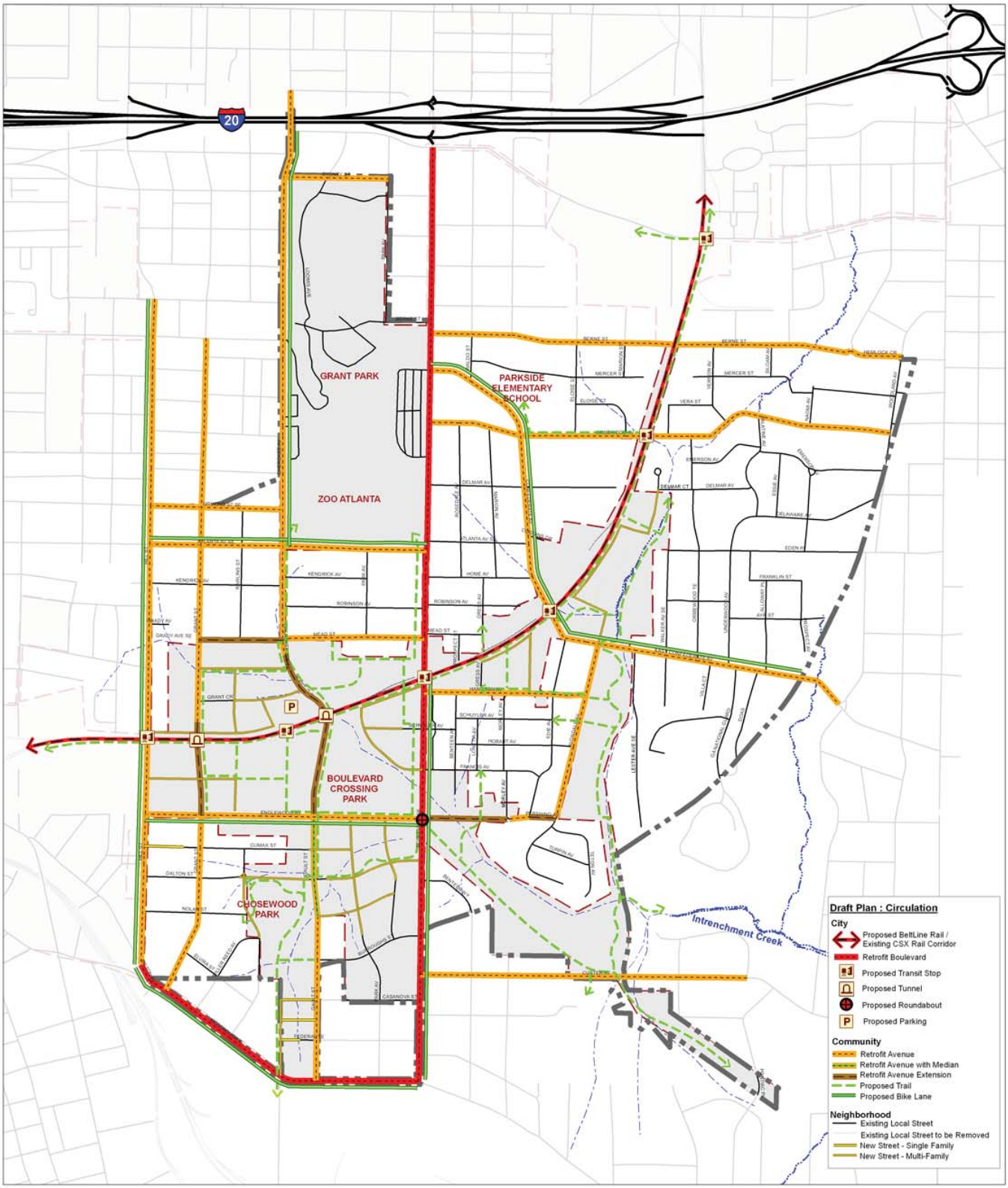
New and better connections are planned to more efficiently move people on buses, trains, cars and trucks throughout Boulevard Crossing. When implemented, the projects will improve the Boulevard Crossing roadway network and transform it into a robust system with more connections that will alleviate congestion in areas with limited or no connections. Projects that would positively improve connections and accessibility within the Boulevard Crossing subarea include:

- Cherokee Street Extension (south of Mead)
- Gault Street Extension
- Mead Street Extension (west of Cherokee)
- Grant Street Extension (north of Englewood)

Ultimately, as the systems are implemented as recommended above, it improves the movement through Boulevard Crossing.

Growth auto travel will increase roadway preservation and capacity needs. While the Atlanta region population has consistently grown, vehicle and truck miles have grown at a faster rate. This trend is expected to continue. The Atlanta region population is projected to increase by 70% in the next 25 years. This will translate into increase traffic volumes, which ultimately creates congestion if the area doesn't implement new and better connections to handle the excess traffic volumes. This growth will significantly impact the needs of the Boulevard Crossing roadway system.

The Boulevard Crossing Subarea Plan looks into the future to deliver a new transportation vision. It focuses on providing competitive travel choices during rush hours when most of our traffic congestion occurs. Since much of this demand is driven by the need to commute to and from work and school, the plan looks at the need for encouraging alternative commuter choices – transit. Transit is a must and must make be convenient, fast and safe. Additionally, this plan reveals the need and identifies projects to create, enhance and improve facilities for biking and walking. In our fast-paced, microwave world, saving time is a very real and powerful incentive for encouraging these more sustainable travel choices.



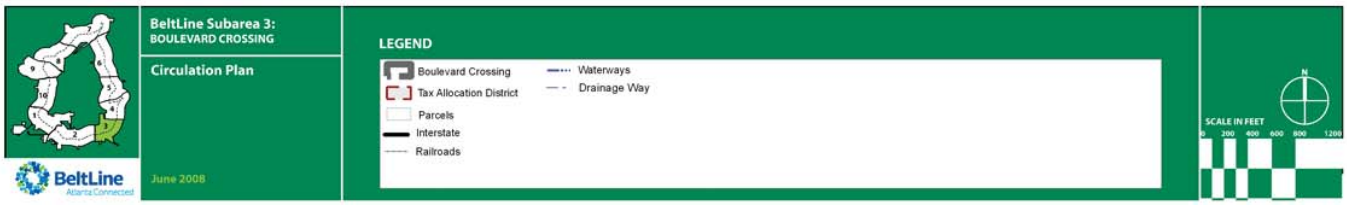


Figure III.B.1 - Circulation Plan

c. Street Framework Plan

The primary focus of the circulation component of the Boulevard Crossing Subarea Plan is to follow complete street principles by providing multi-modal opportunities for all users (of all ages and abilities) whether pedestrians, bicyclists, transit users, or motorists. The Boulevard Crossing Subarea Plan addresses the need for an interconnected network by establishing a hierarchy of circulation elements, which are outlined below with example imagery and explained in more detail in the Street Typology table. A Boulevard Crossing Street Typology has been developed for the following street types:

- Boulevard (BL) – A long distance, moderate speed (25-35 MPH), free movement thoroughfare, flanked by parking and side parkways.
- Avenue (AV) – A limited distance, low to moderate speed (25-30 MPH) thoroughfare, acting as a short distance connector, usually including a landscaped median.
- Street (ST) – A small scale, slow or yield movement (under 30 MPH), local thoroughfare suitable for neighborhoods and centers.

The New Street Typology table includes elements associated with each the above new thoroughfare types within the Boulevard Crossing subarea. The following new street cross sections illustrate the street typology that coincides with the classifications within the table.

	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)
Number of Lanes	2	2	2	2	2	4
Width of Lanes	10′	11′	11′	11′	11′	11′
Bike Lanes	No	No	5′	5′	5′	5′
Sidewalk/Clear Zone	6′	6′	10′	10′	6′	10’
Planting Strip/ Street Furniture Zone	5′	5′	5′	5′	5′	5′
On-street Parking (from face of curb)	7′-6″ (only one side)	7′-6″	7′-6″	7′-6″	7′-6″	7′-6″
Median	No	No	No	Yes	Yes	Yes
Width of Median				12′	42′	12’
Right-of-Way	50′	60′	78′	90′	112′	112’

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

Table III.C.1 - New Street Typology

Street/Single Family (ST/SF-50)

Number of Lanes	2
Width of Lanes	10′
Bike Lanes	No
Sidewalk/Clear Zone	6′
Planting Strip/ Street Furniture Zone	5′
On-street Parking (from face of curb)	7′-6” only one side
Median	No
Width of Median	
Right-of-Way	50′

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

Figure III.C.1 - New Street Single Family

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

Number of Lanes	2
Width of Lanes	11′
Bike Lanes	No
Sidewalk/Clear Zone	6′
Planting Strip/ Street Furniture Zone	5′
On-street Parking (from face of curb)	7′-6″
Median	No
Width of Median	
Right-of-Way	60′

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

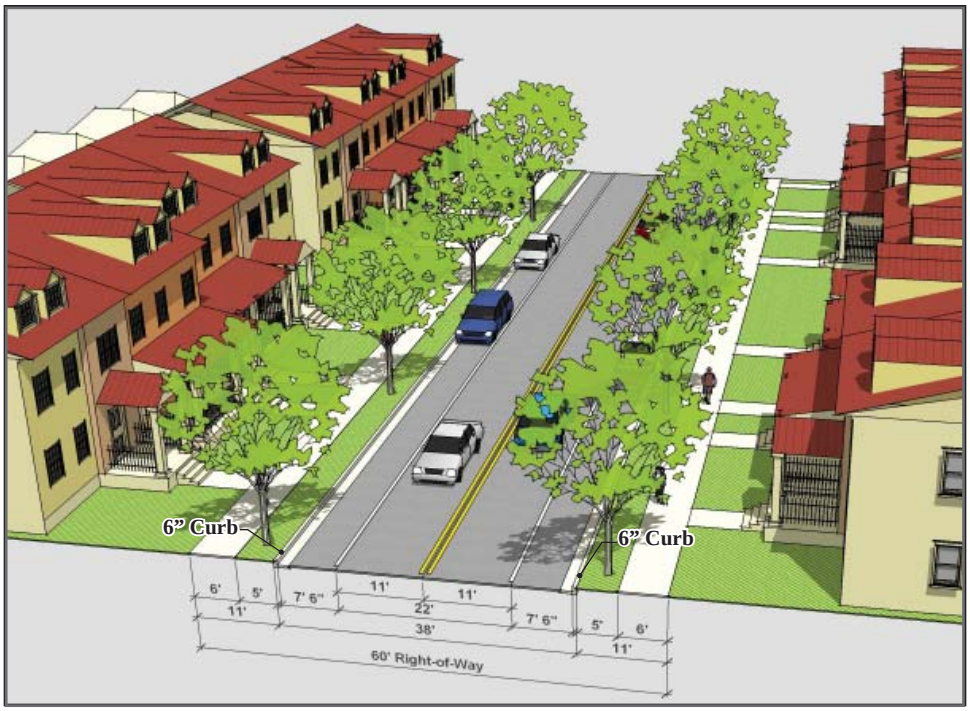


Figure III.C.2 - New Street Multi-Family

Avenue/Residential (AV/R-78)

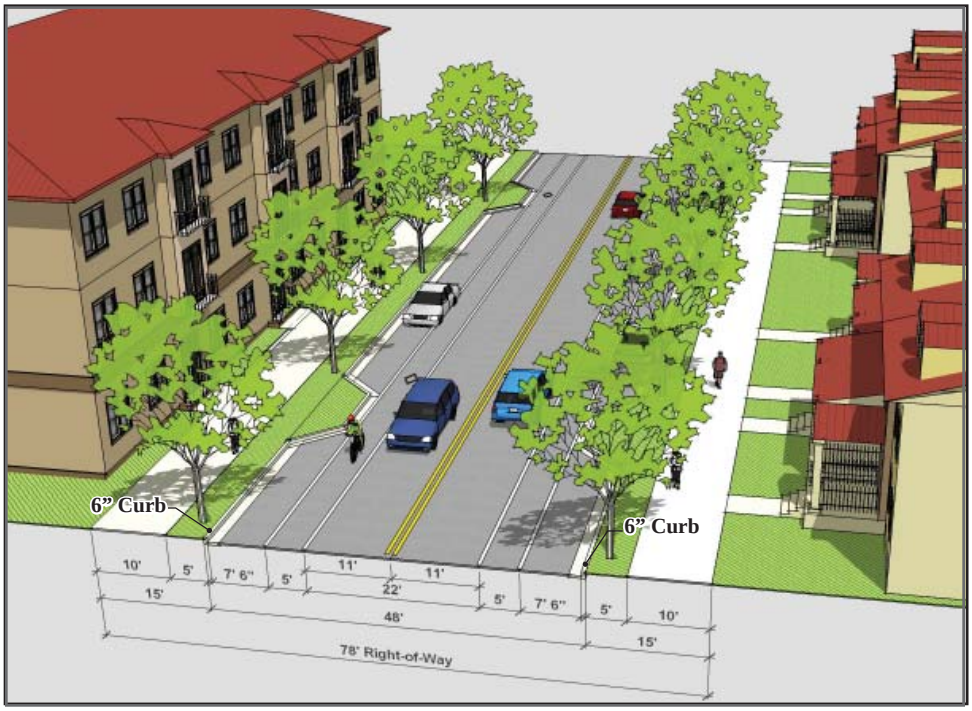


Figure III.C.3 - New Avenue Residential

Number of Lanes	2
Width of Lanes	11′
Bike Lanes	5′
Sidewalk/Clear Zone	10′
Planting Strip/ Street Furniture Zone	5′
On-street Parking (from face of curb)	7′-6″
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)*

Figure III.C.4 - New Avenue Mixed Use

Number of Lanes	2
Width of Lanes	11′
Bike Lanes	5′
Sidewalk/Clear Zone	10′
Planting Strip/ Street Furniture Zone	5′
On-street Parking (from face of curb)	7′-6″
Median	Yes
Width of Median	12′
Right-of-Way	90′

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

* Coordination with emergency services will be required

Boulevard/Single Family (BL/SF-112)*

Number of Lanes	2
Width of Lanes	11′
Bike Lanes	5′
Sidewalk/Clear Zone	6′
Planting Strip/ Street Furniture Zone	5′
On-street Parking (from face of curb)	7′-6″
Median	Yes
Width of Median	42′
Right-of-Way	112′

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

***** Coordination with emergency services will be required

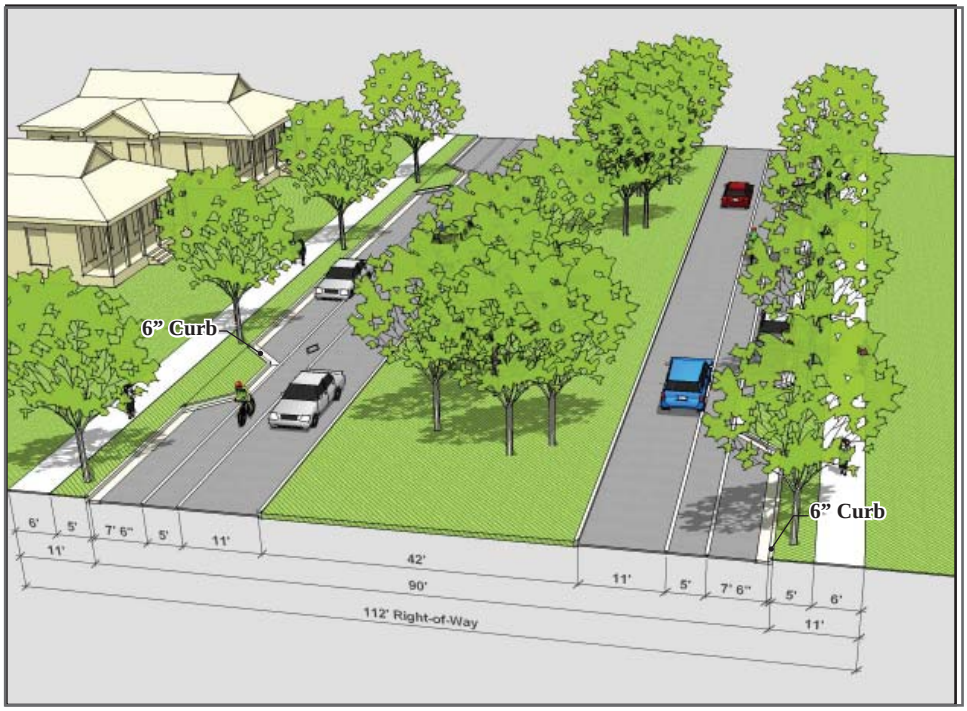


Figure III.C.5 - New Boulevard Single Family

Boulevard/Mixed Use (BL/MU-112)

Number of Lanes	4
Width of Lanes	11′
Bike Lanes	5′
Sidewalk/Clear Zone	10’
Planting Strip/ Street Furniture Zone	5′
On-street Parking (from face of curb)	7′-6″
Median	Yes
Width of Median	12’
Right-of-Way	112’

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

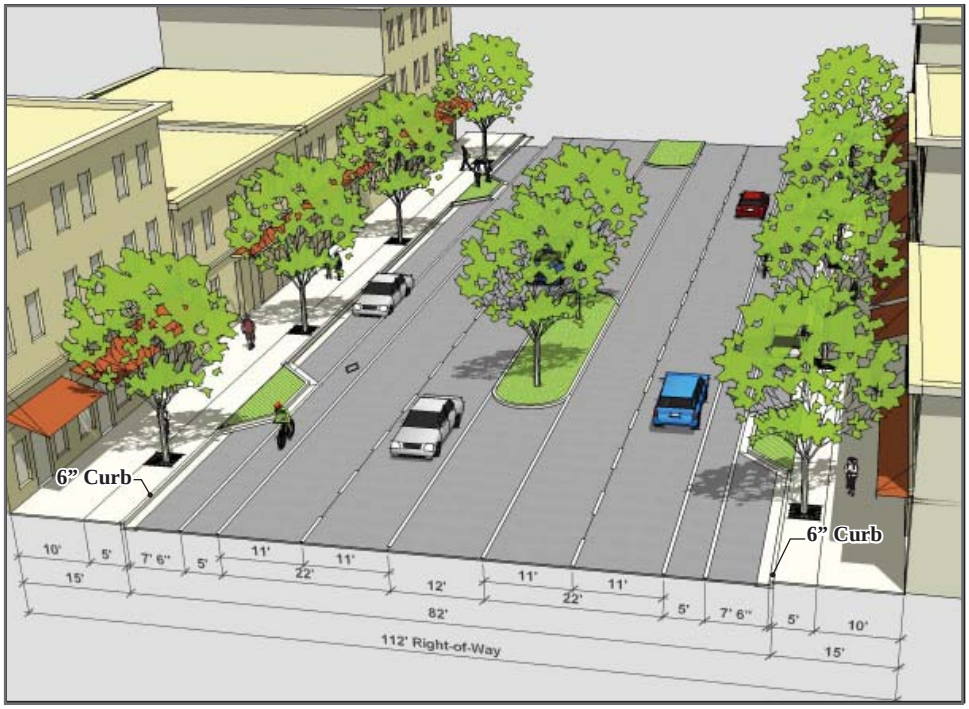


Figure III.C.6 - New Boulevard Mixed Use

Alley (AL-20)

Figure III.C.7 - New Street Alley

Number of Lanes	1
Width of Lanes	12′
Bike Lanes	No
Sidewalk/Clear Zone	No
Planting Strip/ Street Furniture Zone	4′
On-street Parking (from face of curb)	No
Median	No
Width of Median	No
Setback	5’
Right-of-Way	20’ (Privately Owned)

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

In addition to the new street typology, the Boulevard Crossing subarea also included retrofitting existing street to accommodate and achieve a successful outcome in satisfying the community's goals and objectives. The following streets were included as being retrofitted, followed by Retrofitted Street Typology table and corresponding cross sections:

Retrofit Avenue without bike lanes

- o Berne, Ormewood, Ormond (Conversion to 2 way), Cherokee-south of Atlanta (extension South of Mead, tunnel), Grant (extension North of Englewood, tunnel), Mead (extension West of Cherokee), Englewood Extension, Avondale

- Retrofit Avenue with bike lanes
  - o Cherokee-north of Atlanta, Atlanta (conversion to 2 way), Hill (conversion to 2 way), Englewood, East Confederate
- Retrofit Avenue with infiltration median
  - o Gault Street Extension
- Englewood Avenue / Pershing Avenue Extension: The cross-section shown in Figure III.C.11 is typical only and variations are possible due to neighborhood tree preservation agreements.
- Hamilton Avenue: Residents on Hamilton Avenue have considered changing the cross section to have 6' sidewalk on north side and parallel parking with bulbouts on south side. These changes can be considered in the design stage. Figure III.C.12 shows the recommended cross-section for Hamilton Avenue which includes 6' sidewalks on both sides and no parallel parking.
- Boulevard SE – North of BeltLine
- Boulevard SE – South of BeltLine

In general, sidewalk improvements in the Boulevard Heights neighborhood should strive to:

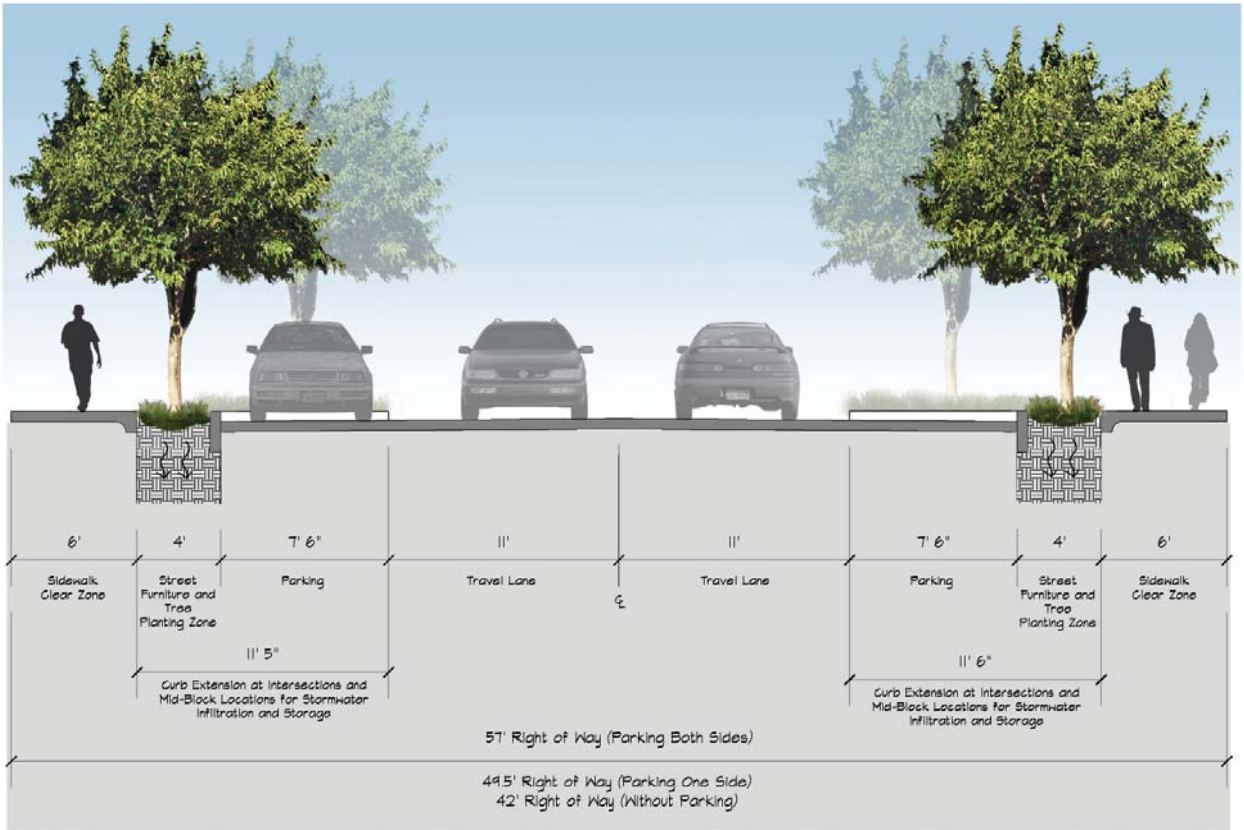
1) minimize impacts on significant trees;
2) minimize impacts on single-family residences that may have encroached on the public right-of-way.

The Retrofitted Street Typology in Table III.C.2, summarizes the various elements of the retrofitted streets. In addition, Figures III.C.8 through III.C.14 show corresponding cross sections.

	Retrofit Avenue w/out bike lanes	Retrofit Avenue w/ bike lanes	Retrofit Avenue w/ median	Englewood / Pershing Ave. Extension	Hamilton Avenue	Boulevard North of BeltLine	Boulevard South of BeltLine
Number of Lanes	2	2	2	2	2	2	2
Width of Lanes	11'	11'	11'	11'	11'	11'	11'
Bike Lanes	No	5'	No	No	No	No	5'
Sidewalk/Clear Zone	6'	6'	6'	8' (only south side)	6'	8' west side 4' east side	6' west side 4' east side
Planting Strip/ Street Furniture Zone	4'	4'	4'	No	No	4' west side 2'6" east side	4' west side 2' east side
On-street Parking (from face of curb)	7'-6"	7'-6" (only one side)	7'-6"	7'-6" (only south side)	No	7'-6" (only east side)	No
Median	No	No	Yes	No	No	Yes	Yes
Width of Median			6'				
Right-of-Way	57'	59.5'	63'	37.5'	34'	62'	62'

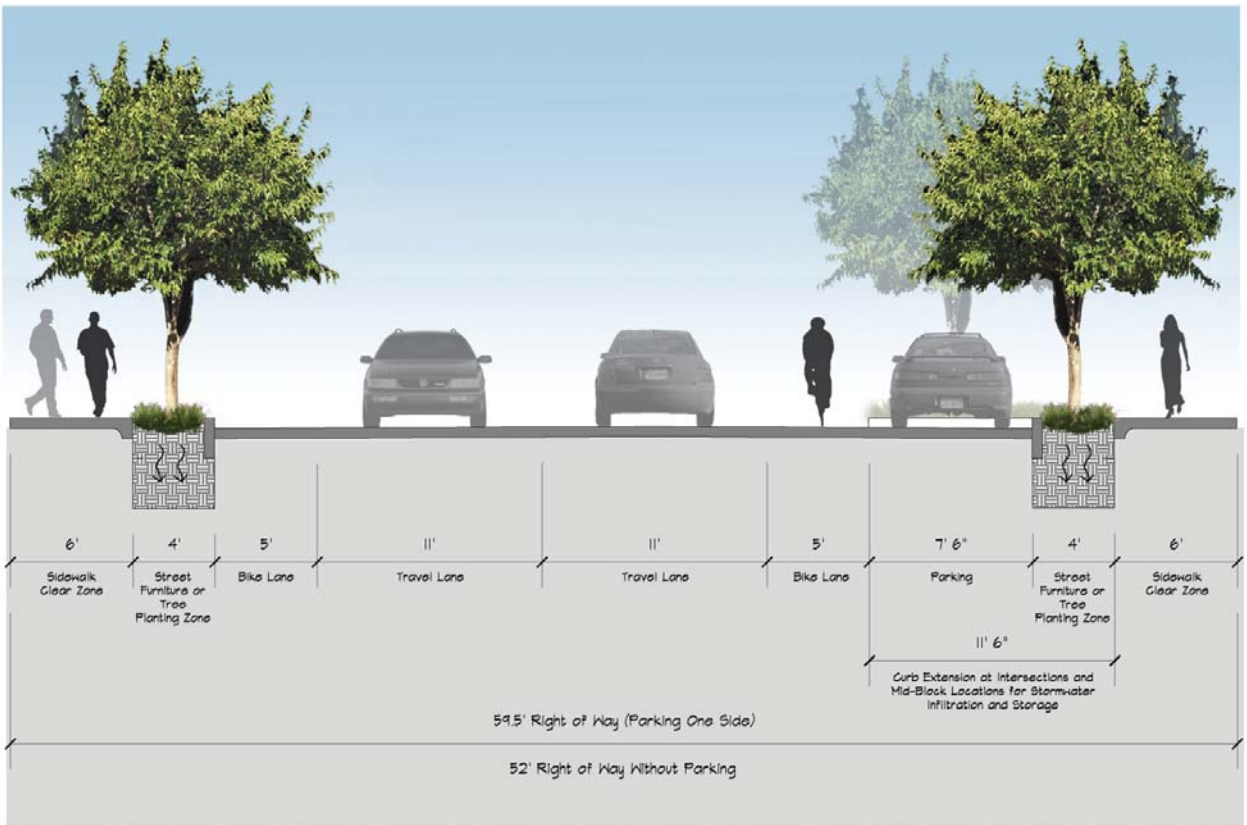
Utility: To be located underground or in easement behind buildings.
Note: Variations may occur to parking and planting zones due to existing right-of-way.

Table III.C.2 - Retrofitted Street Typology



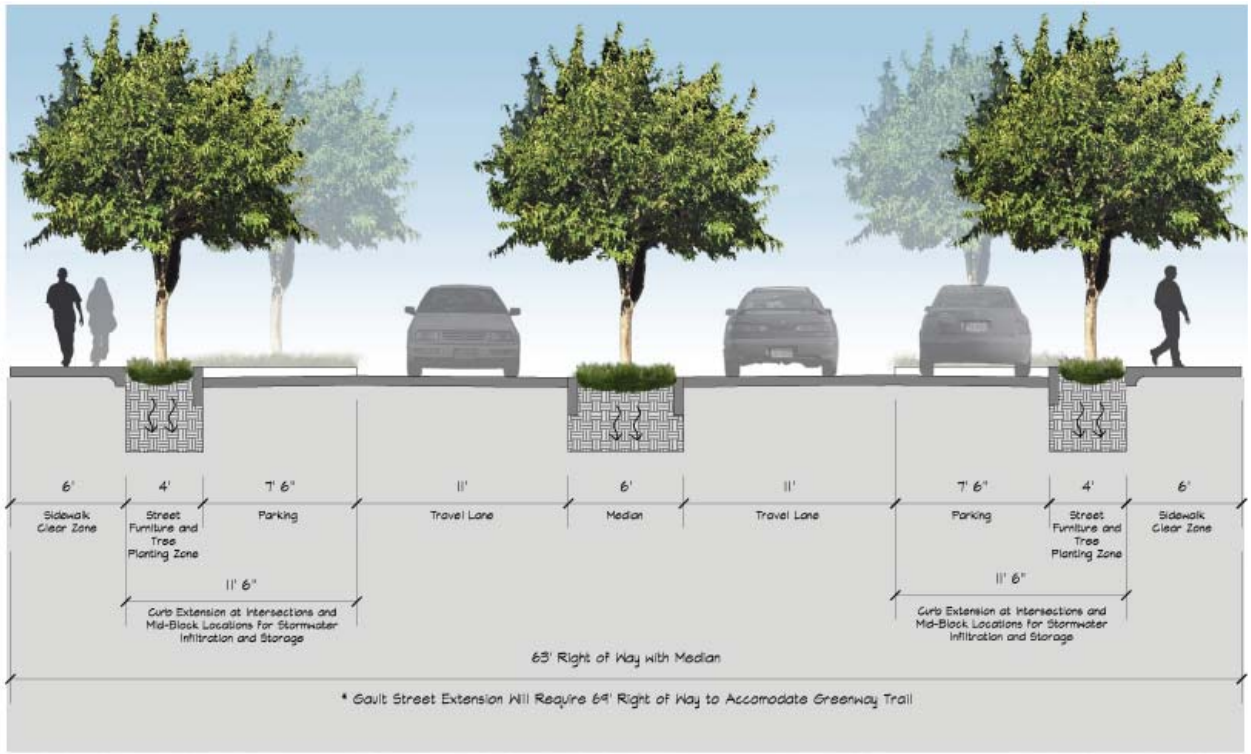
* Illustrations are typical only and variations may occur to parking and planting zone due to right of way.

Figure III.C.8 - Retrofit Avenue without Bike Lanes



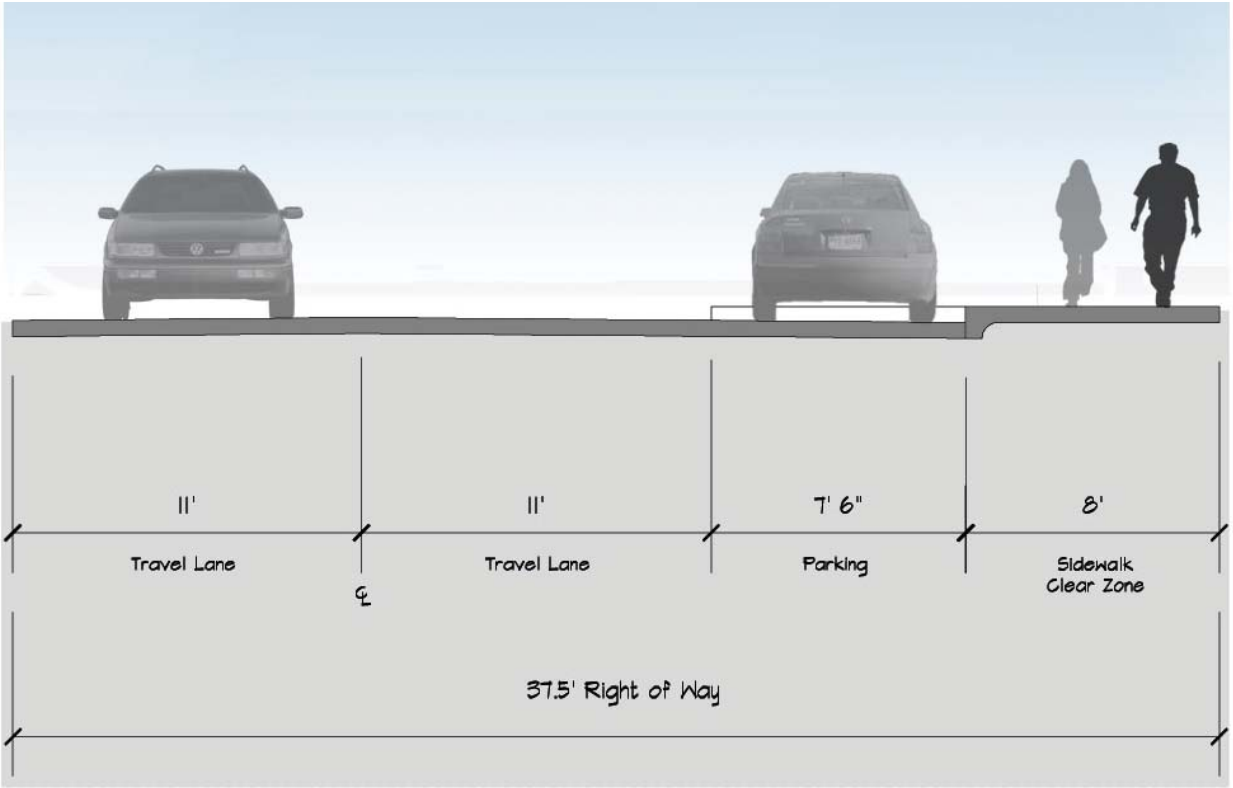
* Illustrations are typical only and variations may occur to parking and planting zone due to right of way.

Figure III.C.9 - Retrofit Avenue with Bike Lanes



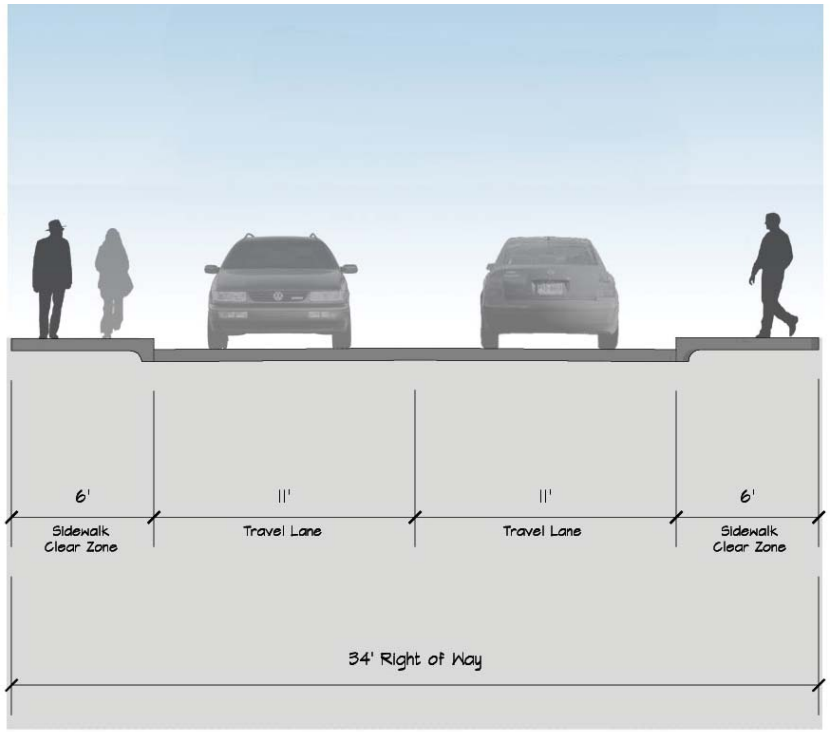
* Illustrations are typical only and variations may occur to parking and planting zone due to right of way.

Figure III.C.10 - Retrofit Avenue infiltration median



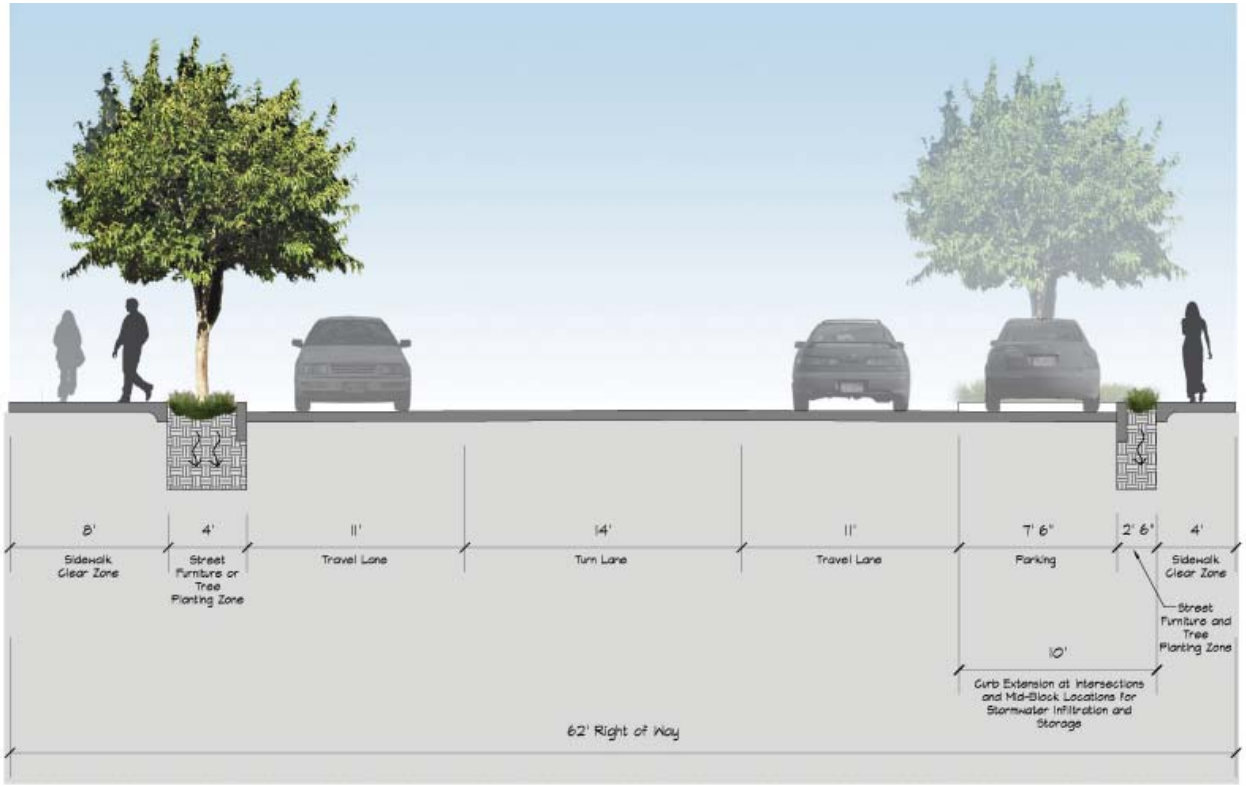
* Illustrations are typical only and variations may occur to parking, sidewalk, and planting zone due to right of way or existing right of way encroachments.

Figure III.C.11 - Englewood Extension / Pershing Avenue



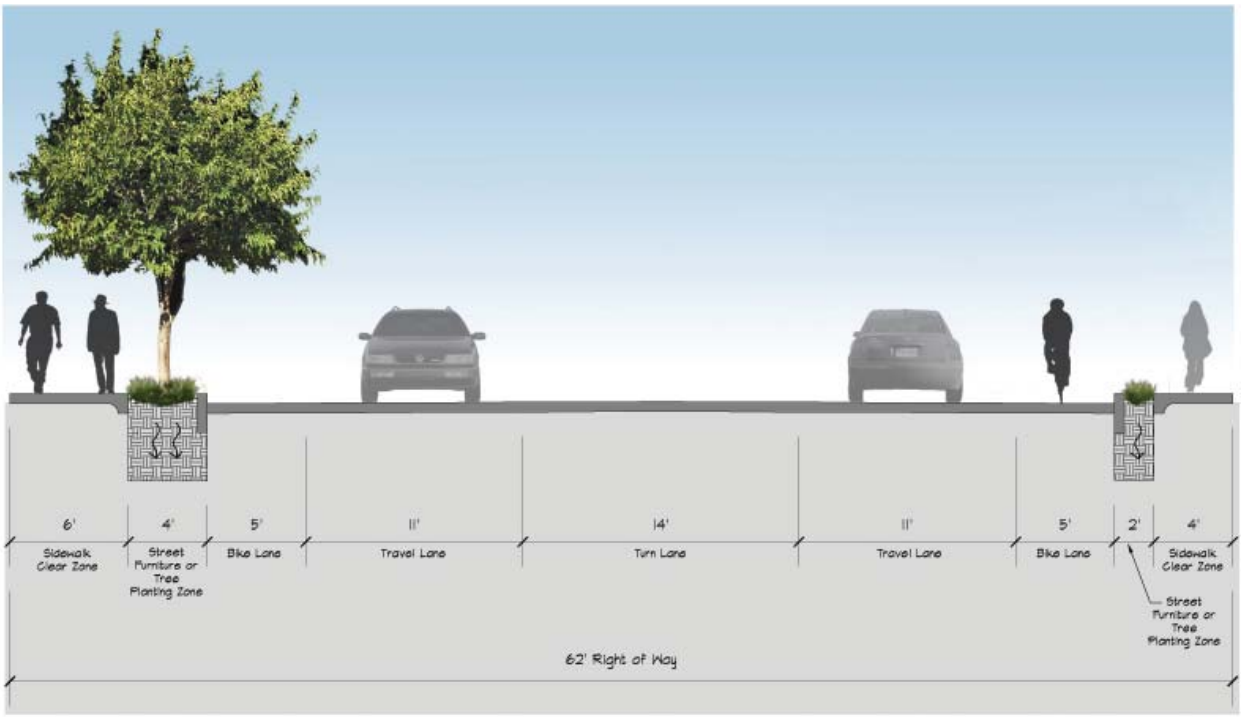
* Illustrations are typical only and variations may occur to parking, sidewalk, and planting zone due to right of way or existing right of way encroachments.

Figure III.C.12 - Hamilton Avenue



* Illustrations are typical only and variations may occur to parking and planting zone due to right of way.

Figure III.C.13 - Boulevard SE - North of BeltLine



* Illustrations are typical only and variations may occur to parking and planting zone due to right of way.

Figure III.C.14 - Boulevard SE - South of BeltLine

To ensure circulation elements also support future land uses, a detailed transportation analysis, including trip generation, operational analysis, and intersection modeling was completed. The results include a more walkable and connected street grid by extending and reclassifying the community's main avenues, as well as proposing new streets. Five proposed BeltLine transit stops at approximately ¼ mile intervals with trail connectivity to and through community greenspaces and centers. The Subarea Plan also recommends streetscape improvements to enhance the pedestrian and neighborhood environment by narrowing streets and widening sidewalks; moreover, it recommends integrating stormwater management into streetscapes and parking areas. To promote neighborhood identity, improve traffic operations and to increase safety with traffic measures, a round-a-bout is proposed at the intersection of Boulevard and Englewood. Sustainable action strategies were also outlined for plan implementation and to meet the community goals. The strategies include recommended policy amendments and zoning modifications, as well as, typical obstacles to overcome involving conventional thoughts and practices. Below are highlights of the strategies for circulation and full detailed list of sustainable action strategies can be found in Appendix A:

- Utilize complete streets principles to ensure network for all users of all ages and abilities
- Promote use of green street facilities to manage stormwater and enhance watershed health
- Initiate "Safe Routes to Schools" Program
- Incorporate stormwater function into both on and off street parking areas
- Promote shared parking, reduced street widths, and maximized sidewalks
- Incorporate recommended Streetscape Standards

d. Operational & Capacity Improvements

The Boulevard Crossing Subarea Plan evaluation process for arterials and local facilities begins once a traditional travel demand modeling and forecasting effort provides estimates of current and future travel demand based on the Future Land Use Map and Boulevard Crossing program of future development. The evaluation process identifies roadway needs and the corresponding improvement projects aimed at maintaining a reasonable level of service (LOS) standard. This is accomplished through three major processes, as described below.

- **Process 1:** State highways and city roadway network are screened by using modeled vehicular travel forecasts for 2030 to determine which roadways will experience LOS problems during either the AM or PM peak periods. State highways and city roadway network that present an adequate LOS in 2030 are identified as having no need for capacity improvement. If a LOS problem is identified for 2030, the facility is earmarked for an improvement that will enhance and improve LOS.
- **Process 2:** All roadway networks are additionally reviewed to determine if they need improvements that are critical to highway/arterial system continuity, connections and access to developing areas. Roadway networks that are not expected to have LOS problems and do not represent critical gaps in the roadway system, are not selected for a major capacity-related improvement, and are not subject to any further analysis. Examples of these streets include Cherokee, Mead, Grant and Gault. So, for continuity, extension projects were recommended.
- **Process 3:** For roadway networks that show a LOS problem or critical system need for 2030, improvement projects were identified that, as much as practical, would mitigate the identified problem. LOS analysis is performed for the AM and PM system peak hour periods for the 2008, 2020 and 2030 timeframe.

One of the following types of improvement projects is then applied to address the problems.

- Design and Safety Standards – project improvements that allow a roadway to meet the geometric and structural design standards as defined in the most current version of AASHTO.
    - An example of this improvement would be the McDonough Boulevard at Hill / Milton Street intersection project.
- Operations – project improvements that enhance traffic flow and/or safety on a city arterial by providing site-specific operational and safety improvements such as channelization, vehicle storage and turn-lane improvements, vertical and horizontal alignment, traffic control/signalization and other positive-guidance features. The primary intent of these improvements is to resolve more immediate LOS and safety problems.
    - The Boulevard Road Diet operational improvement is an example of this project type.
- Operations and Capacity – project improvements that enhance effective capacity and traffic operations on a roadway by adding through and turn lanes, adding shoulders and sidewalks, introducing channelization and implementing traffic control and signalization. The primary intent of these improvements is to increase arterial lane capacity, enhance traffic safety and efficient traffic operations at key intersections, and have a positive effect on areawide traffic circulation and LOS.

        - Several intersections are recommended for improvement under the operations and capacity project type: Boulevard at Confederate, Boulevard at Ormewood, Boulevard at Atlanta, Boulevard at McDonought and McDonough at Sawtell.
- New Roadway Alignments – project improvements that entail construction of a roadway or the extension of an existing roadway across a new alignment. The primary intent of these improvements is to increase arterial lane capacity, relieve congestion on existing arterials, serve developing areas of Boulevard Crossing, and have a positive effect on areawide traffic circulation and operations.
        - These project types include, as shown on the Circulation Map:
            - Cherokee Street Extension (South of Mead)
            - Gault Street Extension
            - Mead Street Extension (West of Cherokee)
            - Grant Street Extension (North of Englewood)

Table III.D.1 on the following page provides an overview of criteria and considerations for various project categories.

Table III.D.1: Criteria and Considerations for Project Improvement Categories

Criteria/Consideration	Explanation
Traffic and LOS	Involves review and interpretation of existing and forecast traffic data and information such as ADT, peak hour traffic, LOS, intersection operations/LOS and traffic generation/ distributions. Projects get critical consideration for early staging if either existing or forecast LOS and operating conditions are below LOS standard.
Safety	Involves review of crash reports, vehicular accident rates and type, interaction with high crash corridors on the roadway network, arterial's design standard, unique geometric problems, and potential for vehicular/pedestrian conflict. Project gets critical consideration for early stage if accident rates are increasing.
Arterial Connections and Circulation	Involves denoting and testing where improved arterials and new arterials will reduce congestion and conflicts on other areawide roads and/or where new connections and circulation improvement can be achieved. Project gets critical consideration for early staging if it reduces traffic impact on other roads, eliminates circuitous routing, completes missing connections, improves potential for keeping traffic off local roads, and cost are within a feasible range.
Transportation System Benefits	Involves denoting where broader transportation system benefits can be achieved in terms of areawide LOS, reduced VMT, pedestrian/transit compatibility, transit vehicle circulation, and interaction between state highway,, county and city arterial system. Project gets critical consideration for early staging if it helps multiple modes of travel, has compatible design standards and staging as a state and city project, and provides operational improvement that helps multiple arterials and highways.
Supports Comprehensive Plan	Involves reviewing and interpreting land use inventories and forecast, as well as denoting planned densities, types, and character of land use, community and neighborhood centers, commercial areas, and other plan features. Project gets critical consideration for early stage if it helps to adequately serve or support a provision of the land use plan, particularly urban centers, high-density residential areas and business districts.

e. Pedestrian & Bicycle Improvements

The Boulevard Crossing Subarea Plan continues the development of the City's transportation system to expand walking and biking modes consistent with the goal of being an Active Living Community. This plan recommends programs and policies, and specific projects that address current and future pedestrian and bicycle needs of the Boulevard Crossing community. As Boulevard Crossing accommodates growth and change, it is increasingly crucial to develop strategies to increase walkability and bicycle use, to mitigate existing congestion and safety issues, and to promote quality of life by creating a framework that encourages "smart" growth and development. To support the "smart" growth initiative, it is recommended that all new streets/ roadways include sidewalks on both sides to accommodate pedestrians. In addition, sidewalk projects are being recommended along the following existing roadways:

- Berne Street
- Ormewood Avenue
- East Confederate Avenue
- Atlanta Avenue
- Boulevard
- Englewood Avenue
- Hill Street
- Cherokee Street
- Edie Avenue

The Complete Streets diagram, as shown in Figure III.E.2, provides a comprehensive look at how the Boulevard Crossing Plan incorporates a network of bicycle and pedestrian facilities within the study area.
Figures III.E.1 and III.E.3 show examples of sidewalk and multi-use trail respectively.

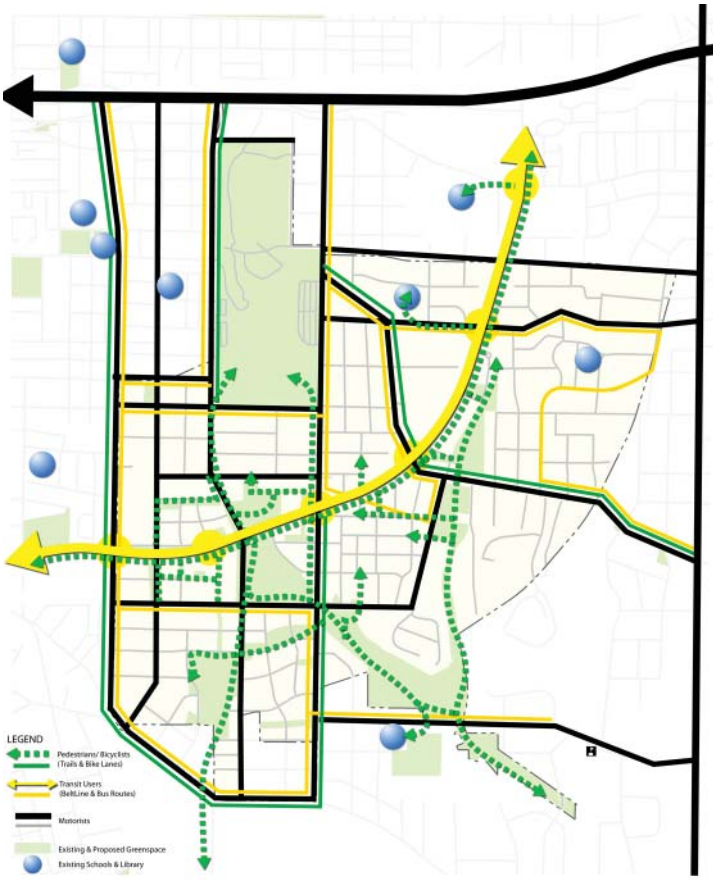


Figure III.E.2- Complete Streets Diagram


Figure III.E.1- Example of sidewalk with adjacent water quality/ stormwater infiltration


Figure III.E.3- Example of multi-use trail

Traffic has long been an issue in Boulevard Crossing – how to manage vehicular traffic in combination with pedestrians and bicyclists without having vehicles become dominant and overtake the Boulevard Crossing's urban form and small town atmosphere. From the public involvement process during this subarea planning exercise, they clearly articulate the desire to promote alternative modes of transportation; particularly walking and biking, and the desire to establish a more balanced transportation system with less emphasis on accommodating cars.

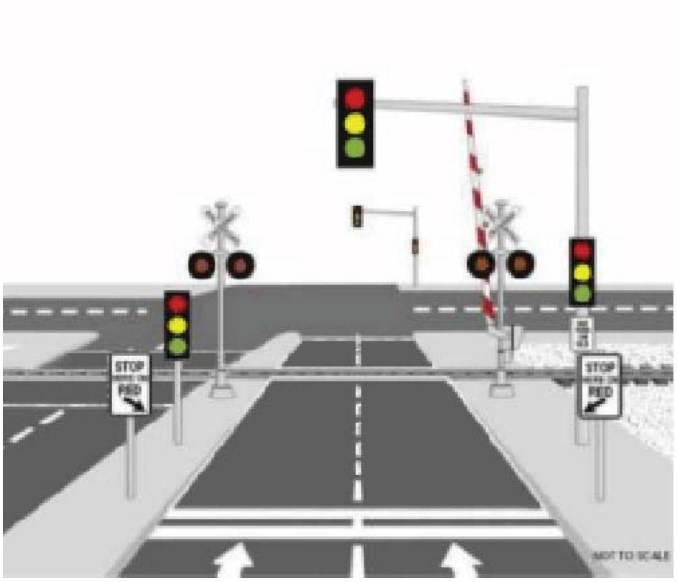


Figure III.E.4- Example at-grade railroad crossing.

In order to achieve new development, maintain the character of the Boulevard Crossing, and promote an active living community, it is essential to provide new opportunities for walking and biking. Boulevard Crossing has a mixture of some good sidewalk network and some that needs repairs. This process identified where there are gaps in the system and places where sidewalks need to be improved. In addition, there are many locations where improved crosswalks or pedestrian refuge islands are needed to ensure safe and friendly pedestrian passage. At grade rail crossings present a particular challenge for both pedestrians and bicyclists. The identified at grade crossings are located along the BeltLine at the following intersecting roadways:

- Hill Street
- West of Cherokee Avenue
- Boulevard
- Confederate Avenue
- Ormewood Avenue

Within the Boulevard Crossing plan area, there is a new opportunity to link sidewalks to trails, and trails to on road bike lanes, connecting activity centers and open space as identified Pedestrian and Bicycle Map. This type of greenway system further emphasizes the role of non-auto transportation and helps create an environment of activity where walking and biking are seen as viable transportation modes and part of everyday life. The Boulevard Crossing Urban design creates streetscapes that integrate


Figure III.E.5- Example Intersection crosswalks

buildings and development with pedestrian and bicycle infrastructure in a functional and aesthetically pleasing way, creating a quality urban environment that people enjoy. Figure III.E.5 shows an example of an intersection with crosswalks clearly marked.

Pedestrian improvements are recommended based on improving pedestrian safety and pedestrian level of service (LOS). Pedestrian LOS is dependent on available space, flow rate, ability to maintain desired speed, and degree of saturation. An increase in the number of pedestrians per area will reduce the pedestrian LOS. The introduction of the BeltLine and its associated development will

generate additional pedestrian trips. Quality of Service (QOS) is an additional measure of performance of pedestrian facilities. Some of the items considered in determining QOS include: freedom to choose desired speeds; freedom to pass slower pedestrians; ability to maneuver without conflicts; and delay at signalized intersections. Provision of acceptable LOS and QOS should be considered for all subarea sidewalk improvement projects.

Although the benefits of bicycling are numerous, there are several issues that influence the decision to choose bicycling as a travel alternative. Some of the factors are: ease of bicycling; driver behavior; conflict with pedestrians and other bicyclists; roadway slope/grade; and availability of bicycle parking facilities. Bicycle level of service (LOS) is influenced by several factors, some of which are: roadway width and number of lanes; bicycle lane widths and striping combinations; traffic volumes; pavement surface condition; motor vehicle speed; and type of motor vehicles on the roadway.

While bicycle trails are attractive to recreational bicyclists, presence of bicycle infrastructure along major roadways of the subarea would improve conditions for residents who ride bicycles for commuting. Bicycle improvements are being recommended along the following roadways:

- Atlanta Avenue
- Englewood Avenue
- Hill Street
- Cherokee Street
- Confederate Avenue
- McDonough Boulevard
- Boulevard

f. Transit Improvements

The Boulevard Crossing neighborhoods are generally characterized by lower to high-density residential development along streets (single family and two- or three-unit buildings), with scattered denser residential buildings primarily on in the southern portions. Some housing units exist on upper floors above commercial establishments, though this is not the rule throughout the commercial parcels. Most of the housing in Boulevard Crossing dates back as far as to the mid 50's with a scattering of newer buildings throughout the subarea. Transit in itself without the Atlanta BeltLine Boulevard Crossing Development wouldn't be as successful. But, with the density that is being introduced in the Boulevard Crossing area would support and justify meaningful transit service to provide an alternate mode of transportation for those that live, work and play in the Boulevard Crossing community. The density in the Boulevard Crossing subarea was analyzed both for office and residential uses.

The finding of this element recommends the need for BeltLine transit within Boulevard Crossing subarea to support the community goals and objectives and to provide another mode of transportation based on the density analysis performed.

Residential Density within Boulevard Crossing		
	Residential Units	Assumed Residential Density (Units/Acre)
Mixed Use (10+ Stories)	1,004	80
Mixed Use (5-9 Stories)	1,516	50
Mixed Use (1-4 Stories)	258	25
Residential (10+ Stories)	379	80
Residential (5-9 Stories)	1,466	50
Residential (1-4 Stories)	1,226	20

Office/Job Density within Boulevard Crossing		
	Employment Factor Per Square Foot	Assumed Office/Job Density (Units/Acre)
Mixed Use (10+ Stories)	1 job per 500 sq ft	17.4
Mixed Use (5-9 Stories)	1 job per 500 sq ft	17.4
Mixed Use (1-4 Stories)	1 job per 500 sq ft	17.4
Office/Institutional	1 job per 300 sq ft	290

Table III.F.1 - Boulevard Crossing Residential and Office/Job Density

g. Project Implementation Summary

How do we implement the Plan?
Implementing the Atlanta BeltLine Boulevard Crossing project recommendations require close coordination and cooperation among all transportation agencies, local jurisdictions, and the traveling public. The Plan relies on efficient and more cost-effective use of our traditional transportation funds and expanding sources of transportation revenues to fund higher levels of investment in proposed improvements.
The Atlanta BeltLine Boulevard Crossing Implementation Plan identifies projects that need to be undertaken to support the goals and objectives of the planning efforts. The Implementation Plan focuses on five (5) types of projects:

- System Preservation
- Safety and Operational
- Capacity/Network Connections
- Transit
- Bicycle and Pedestrian Facilities

Measuring the Plan's Success
The Atlanta BeltLine Boulevard Crossing plan was developed by examining how different land use and transportation network scenarios meet community-wide measures of performance. The evaluation of performance measures is the first step in establishing performance standards that will enable us to benchmark our progress toward meeting the Plan's policy goals and objectives.

The Boulevard Crossing Transportation Plan significantly reduces roadway congestion compared to a No Build scenario.

Recommended Transportation Improvement Projects
The Boulevard Crossing Plan presents a program of recommended transportation projects within the study area. The array of improvements recommended for Boulevard Crossing are described in terms of their type of improvement, location, programming category and the total cost.

The transportation improvement recommendations presented here are consistent with the goals and objectives of the master plan, particularly those relating to both land use and transportation. These short, medium and long range recommendations should enhance the opportunity for an integrated, multimodal transportation system that will adequately serve Boulevard Crossing through the year 2030.

How do we fund the Plan?
The Boulevard Crossing plan provides a forecast of expenditures for the period 2009-2020. The Plan relies on efficient and more cost-effective use of our traditional transportation funds and expanding sources of transportation revenues to fund higher level of investment in proposed improvements. The Boulevard Crossing Implementation Plan identifies project costs that need to be undertaken by the Atlanta BeltLine to support the goals and objectives of the community.

Funding and Financial Scenarios
In developing the Boulevard Crossing plan, we have estimated needs of the individual components of the Boulevard Crossing transportation system. Accumulating the needs provides a more comprehensive look at the system and overall funding requirement. This communitywide analysis will help inform discussions about the priorities for the Boulevard Crossing transportation system and allows for tradeoff discussions within and between the different modes.

Cost Estimation
Boulevard Crossing plan cost estimates were developed using ARC's 2006 Transportation Project Costing Tool (ARC – TPCT). The needs for Boulevard Crossing transportation system over the next 12 years are estimated to be $

Million. This cost equates to $24 Million annually. This figure includes costs for the state highway system within Boulevard Crossing, local roads, and bicycle and pedestrian needs. Because the plan will be implemented over a 12 year period, projects were classified as either short, medium or long range. The associated total cost for the short range, medium range and long range projects are $??? Million, $??? Million and $??? Million, respectively.

Implementation Responsible Agency

Over the next 12 years, more importantly than ever, City of Atlanta and Atlanta BeltLine, Inc. would need to coordinate its transportation project effort to achieve a comprehensive, consistent and cohesive transportation system within the Boulevard Crossing community. The process of implementation requires a champion to achieve project success. For certain project within the program of projects that were developed for this plan, would require the City of Atlanta to be the project sponsor and the responsible agency. The larger projects that include state highways, GDOT would be expected to serve as the project sponsor and the responsible agency.

Funding Strategies

The ability to finance transportation system is critical to the implementation of this plan and the success of the future transportation system in Boulevard Crossing. Funding is needed to realize the capital improvements and maintenance activities outlined in this plan. The Implementation Cost Table includes the potential funding sources and funding mechanisms available to accomplish these improvements.

Mobility- Project List

Intersection Improvement

- I-1: Intersection Modification: Boulevard at I-20 Eastbound ramps. Improve intersection with turn lanes.
- I-2: Intersection Modification: Boulevard at Confederate Avenue – Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Westbound lanes configuration change. Install bulbouts along the east side of Boulevard at the intersection.
- I-3: Intersection Modification: Boulevard at Ormewood Avenue – Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Install bulbouts along the east side of Boulevard at the intersection. Install new traffic signal, if and when warranted based on a traffic study.
- I-4: Intersection Modification: Boulevard at Atlanta Avenue – Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Realignment of the intersection to eliminate offset. Addition of turn lanes. Install bulbouts along the east side of Boulevard at the intersection.
- I-5: Intersection Modification: Boulevard at Englewood Avenue – Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Install a roundabout.
- I-6: Intersection Modification: Boulevard at McDonough Boulevard – Improve intersection with turn lanes.
- I-7: Intersection Modification: McDonough Boulevard at Gault Street – Improve intersection with turn lanes. Install new traffic signal if and when warranted based on a traffic study.
- I-8: Intersection Modification: McDonough Boulevard at Hill Street / Milton Avenue – Improve intersection with turn lanes. Reconfigure Hill Street to intersect with McDonough Boulevard.

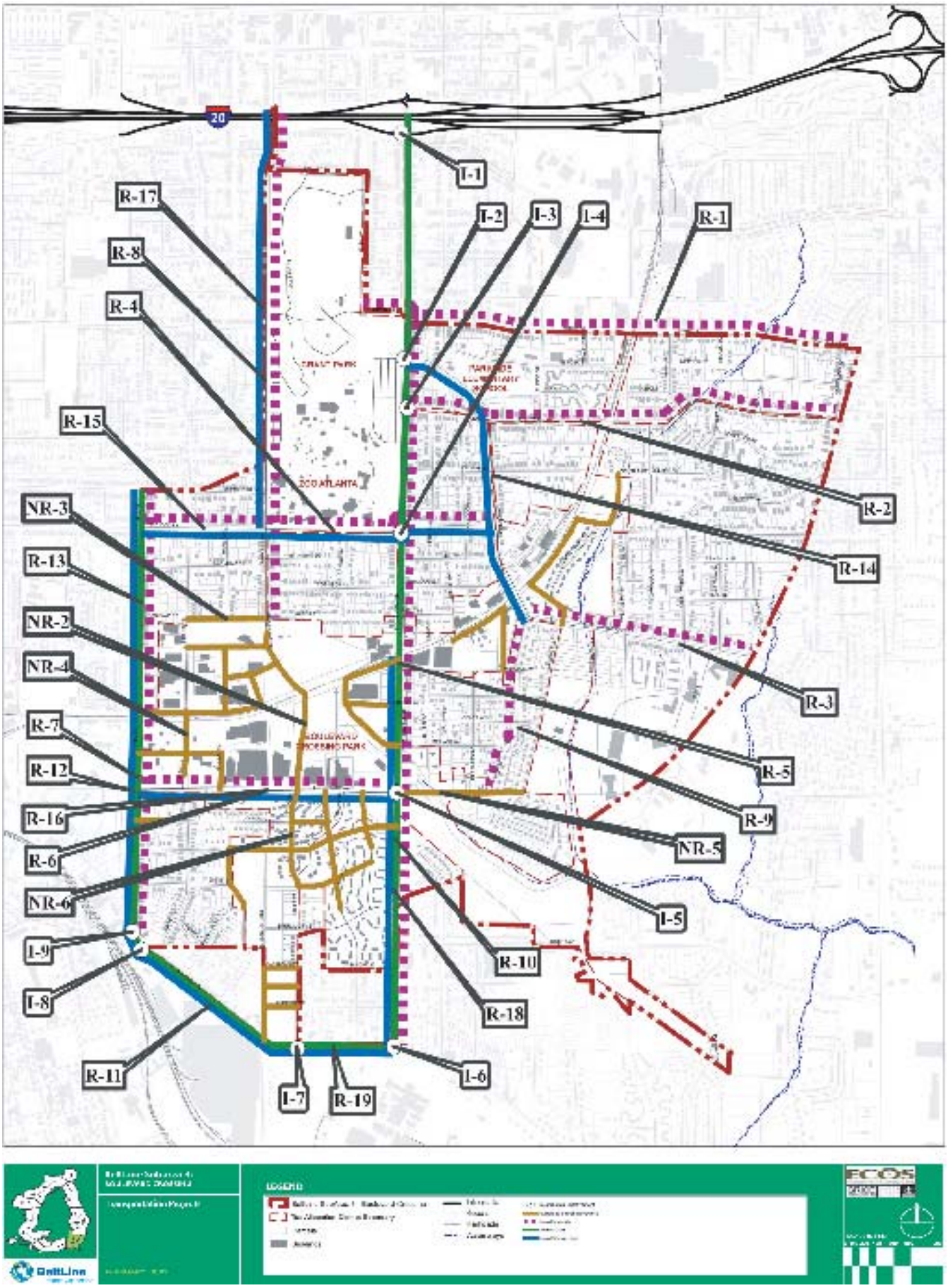


Figure III.G.1- Mobility Summary Implementation Plan

- I-9: Intersection Modification: Hill Street at Milton Avenue – Realign Milton Avenue to intersection with Hill Street at the point at which Nolan exists on the east of Hill Street to form a four way approach intersection.

New Streets / Connections

- NR-1: Street Framework Plan: The Street Framework Plan includes the following recommendations:
  - New streets within the development area north of the Beltline and just south of Mead Street.
  - New streets within the development area south of the Beltline and north of Englewood Avenue.
  - New streets within the redevelopment area south of Englewood Avenue.
  - New streets within the redevelopment area west of Gault Street and just north of McDonough Boulevard.
  - New streets within the redevelopment area east of Boulevard and just south of the Beltline.
  - New streets within the redevelopment area east of Boulevard, south of the Beltline and north of Hamilton Avenue.
  - New streets within the redevelopment area east of the Beltline and north of Confederate Avenue.
- NR-2: Cherokee Avenue Extension – Extend Cherokee Avenue to connect to Englewood Avenue to provide continuous north-south connection.
- NR-3: Extend Mead Street to provide east-west connection between Cherokee Avenue and Grant Street.
- NR-4: Extend Grant Street to provide north-south connection between the Beltline and Englewood Avenue.
- NR-5: Extend Englewood Avenue / Pershing Avenue to provide east-west connection between Boulevard and Avondale Avenue.
- NR-6: Extend Gault Street to connect to Englewood Avenue to provide continuous north-south connection with Cherokee Avenue.

Streetscape / Sidewalks / Bicycle Lanes

- R-1: Install sidewalk on Berne Street
- R-2: Install sidewalk on Ormewood Avenue
- R-3: Install sidewalk on East Confederate Avenue
- R-4: Install sidewalk on Atlanta Avenue
- R-5: Install sidewalk on Boulevard
- R-6: Install sidewalk on Englewood Avenue
- R-7: Install sidewalk on Hill Street
- R-8: Install sidewalk on Cherokee Avenue
- R-9: Install sidewalk on Edie Avenue
- R-10: Boulevard Streetscape – Install street trees, transit amenities, pedestrian lighting, lighted streetname signs and bulbouts.
- R-11: McDonough Boulevard Streetscape – Install street trees, transit amenities, pedestrian lighting and lighted streetname signs.
- R-12: Hill Street Streetscape – Install street trees, transit amenities, pedestrian lighting, lighted streetname signs and bulbouts.
- R-13: Restripe Hill Street to provide bicycle lanes from Ormond Street to Milton Avenue.
- R-14: Improve/Restripe Confederate Avenue to provide bicycle lanes from Boulevard to Edie Avenue.
- R-15: Restripe Atlanta Avenue to provide bicycle lanes from Hill Street to Confederate Avenue.
- R-16: Restripe Englewood Avenue to provide bicycle lanes from Hill Street to Boulevard.
- R-17: Restripe Cherokee Avenue to provide bicycle lanes from I-20 to Atlanta Avenue.
- R-18: Restripe Boulevard to provide bicycle lanes from Beltline (near Hamilton Avenue) to McDonough Boulevard.
- R-19: Improve/Restripe McDonough Boulevard to provide bicycle lanes from Hill Street to Boulevard.

Systemwide Projects:

- SW-1: Convert one-way streets to two-way streets – One-way to two-way conversions: Hill Street, Ormond Street, Atlanta Avenue.
- SW-2: Traffic Calming Measures – Traffic Calming Measures program.
- SW-3: Traffic / Pedestrian Signal Upgrade and Timing.

Table III.G.1- Mobility Summary Implementation Table

Project ID	Project Name	Project Type	Project Length	Project Description
I-1	Intersection Modification: Boulevard at I-20 Eastbound Ramps	Intersection Improvement	N/A	To include the addition of turn lanes.
I-2	Intersection Modification: Boulevard at Confederate Avenue	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Westbound lanes configuration change. Install bulbouts along the east side of Boulevard at the intersection.
I-3	Intersection Modification: Boulevard at Ormewood Avenue	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Install bulbouts along the east side of Boulevard at the intersection. Install new traffic signal if and when warranted based on a traffic study.
I-4	Intersection Modification: Boulevard at Atlanta Avenue	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Realign intersection to eliminate offset. To include addition of turn lanes. Install Bulbouts along the east side of Boulevard at the intersection.
I-5	Intersection Modification: Boulevard at Englewood	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Install a Roundabout.
I-6	Intersection Modification: Boulevard at McDonough Boulevard	Intersection Improvement	N/A	To include the addition of turn lanes.
I-7	Intersection Modification: McDonough Boulevard at Gault Street	Intersection Improvement	N/A	To include the addition of turn lanes. Install new traffic signal if and when warranted based on a traffic study.
I-8	Intersection Modification: McDonough Boulevard at Hill Street / Milton Avenue	Intersection Improvement	N/A	To include the addition of turn lanes. Realign/reconfigure Hill Street to intersect with McDonough Boulevard.
I-9	Intersection Modification: Hill Street at Milton Avenue	Intersection Improvement	N/A	Realign/reconfigure Milton Avenue to intersect with Hill Street at the existing intersection of Nolan to form a four way approach intersection.

Project ID	Project Name	Project Type	Project Length	Project Description
NR-1	Street Framework Plan	Street Network, Capacity	N/A	New roadways and extension of existing roadways based on the Street Framework Plan as shown on the Subarea 3 Master Plan map. These roadways will be implemented as redevelopment takes place, primarily using private funding.
NR-2	Retrofit Avenue: Cherokee Avenue Extension	Street Network, Capacity	2,000	Extend Cherokee Avenue to connect to Englewood Avenue to provide continuous north-south connection.
NR-3	Retrofit Avenue: Mead Street Extension	Street Network, Capacity	950	Extend Mead Street to provide east-west connection between Cherokee Avenue and Grant Street.
NR-4	Retrofit Avenue: Grant Street Extension	Street Network, Capacity	550	Extend Grant Street to provide north-south connection between the BeltLine and Englewood Avenue.
NR-5	Retrofit Avenue: Englewood / Pershing Extension	Street Network, Capacity	1,300	Extend Englewood Avenue / Pershing Avenue to provide east-west connection between Boulevard and Avondale.
NR-6	Retrofit Avenue: Gault Street Extension	Street Network, Capacity	1,100	Extend Gault Street to connect to Englewood Avenue.

Project ID	Project Name	Project Type	Project Length	Project Description
SW-1	Convert one-way streets to two-way streets	Capacity	N/A	One-way to two-way conversions: Hill Street, Ormond Street, Atlanta Avenue
SW-2	Traffic Calming Measures	Safety	N/A	Traffic Calming Measure Program
SW-3	Traffic/Pedestrian Signal Upgrade and Timing	Operations	N/A	Traffic Signal Upgrade / Timing

Project ID	Project Name	Project Type	Project Length	Project Description
R-1	New Sidewalk: Berne Street	New Sidewalk	5,800	Install sidewalk on Berne Street from Park Avenue to Woodland Avenue
R-2	New Sidewalk: Ormewood Avenue	New Sidewalk	5,350	Install sidewalk on Ormewood Avenue from Boulevard to Woodland Avenue
R-3	New Sidewalk: East Confederate	New Sidewalk	2,700	Install sidewalk on East Confederate Avenue from Edie Avenue to past Alloway Place
R-4	New Sidewalk: Atlanta Avenue	New Sidewalk	4,250	Install sidewalk on Atlanta Avenue from Hill Street to Confederate Avenue
R-5	New Sidewalk: Boulevard	New Sidewalk	8,500	Install sidewalk on Boulevard from Berne Street to McDonough Boulevard
R-6	New Sidewalk: Englewood	New Sidewalk	3,100	Install sidewalk on Englewood Avenue from Hill Street to Boulevard
R-7	New Sidewalk: Hill Street	New Sidewalk	5,200	Install sidewalk on Hill Street from Ormond Street to Milton Avenue
R-8	New Sidewalk: Cherokee Avenue	New Sidewalk	6,100	Install sidewalk on Cherokee Avenue from Interstate 20 to Mead Street
R-9	New Sidewalk: Edie Avenue	New Sidewalk	2,100	Install sidewalk on Edie Avenue from Pershing Avenue to East Confederate Avenue
R-10	Streetscape: Boulevard	Streetscape	10,850	Install street trees, transit amenities, pedestrian lighting and lighted streetname signs
R-11	Streetscape: McDonough Boulevard	Streetscape	3,400	Install street trees, transit amenities, pedestrian lighting and lighted streetname signs
R-12	Streetscape: Hill Street	Streetscape	5,200	Install street trees, transit amenities, pedestrian lighting and lighted streetname signs
R-13	Bicycle Lanes: Hill Street	Bicycle Lanes	5,200	Restripe Hill Street to provide bike lanes rom Ormond Street to Milton Avenue
R-14	Bicycle Lanes: Confederate Avenue	Bicycle Lanes	3,750	Improve/Restripe Confederate Avenue to provide bike lanes from Boulevard to Edie Avenue
R-15	Bicycle Lanes: Atlanta Avenue	Bicycle Lanes	4,250	Restripe Atlanta Avenue to provide bike lanes from Hill Street to Confederate Avenue

Project ID	Project Name	Project Type	Project Length	Project Description
R-16	Bicycle Lanes: Englewood Avenue	Bicycle Lanes	3,100	Restripe Englewood Avenue to provide bike lanes from Hill Street to Boulevard
R-17	Bicycle Lanes: Cherokee Avenue	Bicycle Lanes	4,900	Restripe Cherokee Avenue to provide bike lanes from I-20 to Atlanta Avenue
R-18	Bicycle Lanes: Boulevard	Bicycle Lanes	4,500	Restripe Boulevard to provide bike lanes from BeltLine (Near Hamilton Avenue) to McDonough Boulevard
R-19	Bicycle Lanes: McDonough Boulevard	Bicycle Lanes	3,400	Improve/Restripe McDonough Boulevard to provide bike lanes from Hill Street to Boulevard

IV. Parks & Open Space

a. Park & Open Space Policies

Greenspace Goals and Objectives

- Reclaim/restore/create & expand community environmental resources.
    - Restore existing streams and incorporate new water features for recreational/ educational opportunities, stormwater management, and wildlife habitat.
    - Expand community sustainable opportunities, such as recycling, composting, and gardening and recommend infrastructure for these activities/ amenities be included in future development.
    - Enhance the urban forest by preserving and appropriately planting new trees via an expanded open space network, enhanced streetscapes, and neighborhood arboretum programs.
    - Promote the importance of the community's environmental resources through interpretation/ education, incorporation of LEED- green development principles, and habitat restoration.

Figure IV.A.1 - Example of park elements integrated into topography and greenspace encompassing water quality features

- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.
    - Provide multi-use accessibility and connectivity to and through the community's significant parks- Grant, Boulevard Crossing, and Chosewood.
    - Ensure passive spaces for meditation and reflection, habitat preservation areas, trails, and picnic facilities.
    - Promote innovative programming within the community open space network, such as wireless technology.
    - Provide active adventure activities, such as climbing, play fields/facilities, and water play areas.
    - Encourage and maintain safe and secure environment in park design and utilization through lighting and visibility.

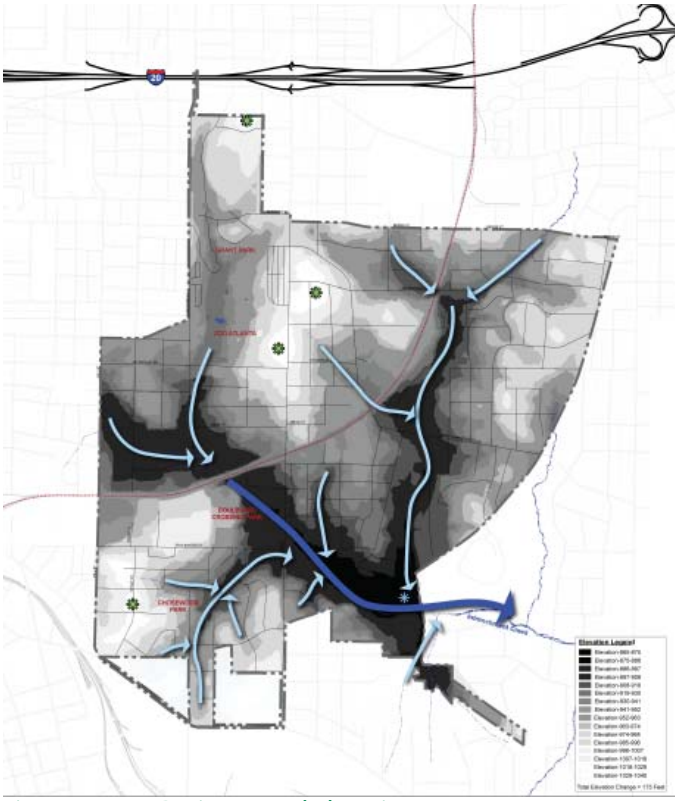


Figure IV.A.2 - Drainage and Elevation Map

b. Park Improvements

Striving for every subarea resident to have access to and be within walking distance of a greenspace, the Subarea Plan locates greenspaces as focal points and encompasses 3.5 miles of drainage ways to assist in enhancing both connectivity and water quality. Tree preservation is encouraged by protecting undeveloped forested land as community greenspace. Based upon national guidelines (National Park and Recreation Association) and population projections, the diversity and quantity of existing and proposed greenspaces satisfies the 2030 needs of the community. The Subarea Plan establishes three scales and multiple types of greenspaces encompassing 57% of the TAD properties and 27% of the entire subarea. This includes neighborhood park space for Ormewood and Boulevard Heights which are currently lacking greenspace, almost doubling Chosewood Park, and connecting multiple neighborhoods to the BeltLine. The following is a description of the scale and type of parks incorporated into the greenspace system of the Subarea Plan.

- City Park
    - Typically over 100 acres, serves the overall community and region

Figure IV.B.1 - City Park Example
Courtesy of: Project for Public Spaces

- Community Park
    - 15 to 100 acres, 1/2 mile service area for several neighborhoods

Figure IV.B.2 - Community Park Example
Courtesy of: Piedmont Park Conservancy

- Neighborhood Park
    - 1 to 15 acres, 1/4 mile service area for immediate residences and businesses

Figure IV.B.3 - Neighborhood Park Example
Courtesy of: Project for Public Spaces

Table IV.B.1 - Greenspaces

Scale	Type and Description	ID	Existing and Proposed Greenspaces	Units (approximate acres)	Total Existing and Proposed Units (approximate acres)	Recommended Enhanced Service Level for 2030 based on National Guidelines and Approximate Population Projections	Percent % Subarea	Percent % TAD
City	Park: Typically over 100 acres, serves the overall community and region	G-1	Existing Grant Park	130.58	151.81 Ex: 130.58 Prop: 21.23	8 Acres / 1000 population SATISFIED	13%	28.7%
	BeltLine	G-2	Proposed BeltLine	21.23				
Community	Park: 15 to 100 acres, 1/2 mile service area for several neighborhoods	G-3	Existing Boulevard Crossing Park	21.50	119.44 Ex: 21.50 Prop: 97.94	3 Acres / 1000 population SATISFIED	10.6%	23.5%
	Commons: up to 3 acres, plazas/greens/open spaces located at junctures primarily for civic gatherings where workers, shoppers, and/or residents interact; should reflect character of surrounding area	G-4	Proposed Englewood Commons	0.43				
		G-5	Proposed Boulevard Crossing Commons	0.89				
		G-6	Proposed BeltLine Commons	1.29				
	Greenway: linear parks, open space corridors, and linkages typically including trails	G-7	Proposed Englewood Greenway	4.59				
		G-8	Proposed Boulevard Crossing Greenway	1.71				
		G-9	Proposed Grant Greenway	13.91				
		G-10	Proposed Chosewood Greenway	5.57				
		G-11	Proposed Chosewood Connector Greenway	0.93				
		G-12	Proposed Boulevard Heights Greenway	54.50				
		G-13	Proposed Boulevard Heights Connector Greenway	1.19				
		G-14	Proposed Ormewood Greenway	12.93				
Neighborhood	Park: 1 to 15 acres, 1/4 mile service area for immediate residences and businesses	G-15	Existing Ormond Park	1.30	34.11 Ex: 10.54 Prop: 23.57	1.5 Acres / 1000 population SATISFIED	2.5%	5.4%
		G-16	Existing Chosewood Park Expansion	9.24				
		G-17	Proposed Chosewood Park	9.15				
		G-18	Proposed Boulevard Heights Park	8.51				
		G-19	Proposed Ormewood Park	1.60				
	Commons: up to 3 acres, plazas/greens/open spaces located at junctures primarily for civic gatherings where workers, shoppers, and/or residents interact; should reflect character of surrounding area	G-20	Proposed Grant Commons	1.04				
		G-21	Proposed Chosewood Commons	2.89				
		G-22	Proposed Boulevard Heights Commons	0.38				

The Subarea planning process also included the development of a master plan for Boulevard Crossing Park, a recently purchased 21.5 acre community park. The following is brief description of the Final Master Plan. Refer to the Appendix for full report of the Boulevard Crossing Park planning process and recommendations.

FINAL MASTER PLAN:

The final master plan addresses recreational programming needs expressed by community members, Study Group participants, Steering Committee members and the Atlanta Department of Parks, Recreation and Cultural Affairs (DPRCA). It incorporates amenities as appropriate to meet the goals and objectives for green space in Boulevard Crossing Park as well as the intentions of the Urban Confluence design concept. Feedback was consistently acquired, processed, and incorporated throughout the master planning process, resulting in the final Urban Confluence master plan.

The Urban Confluence master plan seeks to restore the existing highly disturbed landscape through infusing it with active and passive recreation, art, and nature. It is a balance of urban elements and natural systems emphasizing public health, community-building and environmental interpretation. As with all phases of the design process, the final master plan addresses circulation, active recreation, passive recreation, the arts, and the environment.

- Circulation:
  - Vehicular traffic is kept to the perimeter of the park in order to promote pedestrian circulation within the park as well as to maximize park land for recreational programming, rather than single use parking. With the implementation of proposed infrastructure in the surrounding community, the BeltLine and an emphasis on pedestrian connectivity, the park will have the density to support adequate pedestrian traffic, alleviating the need for parking within the park. Integrating parking within the park may necessitate a revised master plan. Nevertheless, parking should never displace anchoring or feature elements such as the Great Lawn, Earthen Spirals, plazas, playgrounds, skatepark, and wetland areas which are integral to the success of the Boulevard Crossing Park Master Plan. The Cherokee Avenue Extension extends along the Western edge of the property, connecting Englewood Avenue to Grant Park north of the BeltLine and Georgia Power substation, through a proposed vehicular and pedestrian tunnel. Parallel parking is proposed along both sides of the Cherokee Avenue Extension, as well as along Englewood Avenue.
  - A variety of footpaths, including paved walks, multi-use trails, and boardwalks, provide connections to restored natural areas and activity zones throughout the park and enhance the visitor experience. The paths within the earthen spirals lead pedestrians to a high point in the park for beautiful views of the park, surrounding neighborhoods, and city skyline in the distance. Gateways on Englewood, Boulevard, and Schuyler streets establish dramatic entryways to the park and create prominent connections to the community on all sides. The plan acknowledges and makes use of existing land forms, using the topography to separate activity zones, create entryways, and create views.
- Active Recreation:
  - The plan reflects a range of sports activities currently lacking in the city park system, with programmed activity zones organized into like groups. The skate park and two basketball courts are located in the same plaza space, which are separated from the boundless playground and sprayground both horizontally and vertically in order to ensure that skate park and basketball activities do not disrupt playground

Figure IV.B.4 - Boulevard Crossing Park Master Plan

patrons. A skate park about 20,000 sq. ft. in size incorporates the traditional bowls and ramps with "urban plaza" elements such as stairs, benches, railings and ledges that are legal to ride. The skate park is somewhat sunken into the earth and the perimeter of the park becomes a nearly 360 degree viewing terrace of the internal activities. The surrounding public plaza clearly defines the limits of the skate park activities. The boundless playground and sprayground contain features that promote cognitive, physical, social and behavioral development in a natural setting for ages 2-10, integrating earth art, water, and movable parts to impart a sense of place. The playground is intentionally large and multifaceted. It is important that the natural elements are integrated with proven constructed elements to provide a balance of play opportunities for children of all ages and abilities. The Great Lawn acts as an unprogrammed multi-use field for both individual and team activities. The lawn is over an acre in size allowing room for numerous activities or large gatherings of passive park goers. The perimeter trail around the Great Lawn is wide enough that a significant number of park visitors can comfortably share the loop for walking jogging, rollerblading, or the like, and it can be utilized as festival space for booths or similar setups. The rest of the park trail system winds its way through the 21 acres, varying in slope and surface and giving visitors a range of walking and running choices. Life-fitness stations are located along the trails and along the restored woodlands and meadow for a more private and quiet active experience. The trail and pedestrian circulation system throughout the park is meant to be clearly delineated.

- Passive Recreation:
  - The park design offers a variety of public spaces differing in size and degree of privacy and interlaced with broad sweeps of restored natural areas. Picnic shelters are located on the site for public gatherings. Overlooks and boardwalks placed along the extensive trail system provide spaces for quiet, passive activity such as reading, talking or reflection. A range of soft and hard surface trails meandering through the site gives visitors a choice of walking experience. The Great Lawn and City View Terrace are unprogrammed space which can be used for group or individual passive activity. Benches and game tables are located along the Central Promenade. A 2-acre, fenced-in, off-leash dog park is divided into two separate areas for large breed and small breed dogs and contains restored woodlands and picnic shelters. A community garden consists of 30, 10x10 plots, a work shelter, and orchard. It is located near the Englewood Promenade for ease of access and includes space for additional plots to be added in the future.
- The Arts:
  - There are abundant opportunities for outdoor art installations, the incorporation of artistic design in park elements, and performance art featured within the design. Gateways, promenades, plazas and park nodes are prominent locations where art can be showcased and art festivals, farmers markets, and small workshops can occur. Educational art can be integrated into restored habitat areas such as the constructed wetland and woodlands. The earthen spirals and grand staircase leading down to the Great Lawn create an amphitheatre-like setting for performance art, movies, or speaking engagements. The earthen spirals as well as the earthen modules within the boundless playground additionally serve as functional land art. An 18-foot paved path surrounds the Great Lawn for potential festival booth space to accommodate Class C and D festivals consisting of 251 to 49,999 people. Plaza spaces connecting the Great Lawn

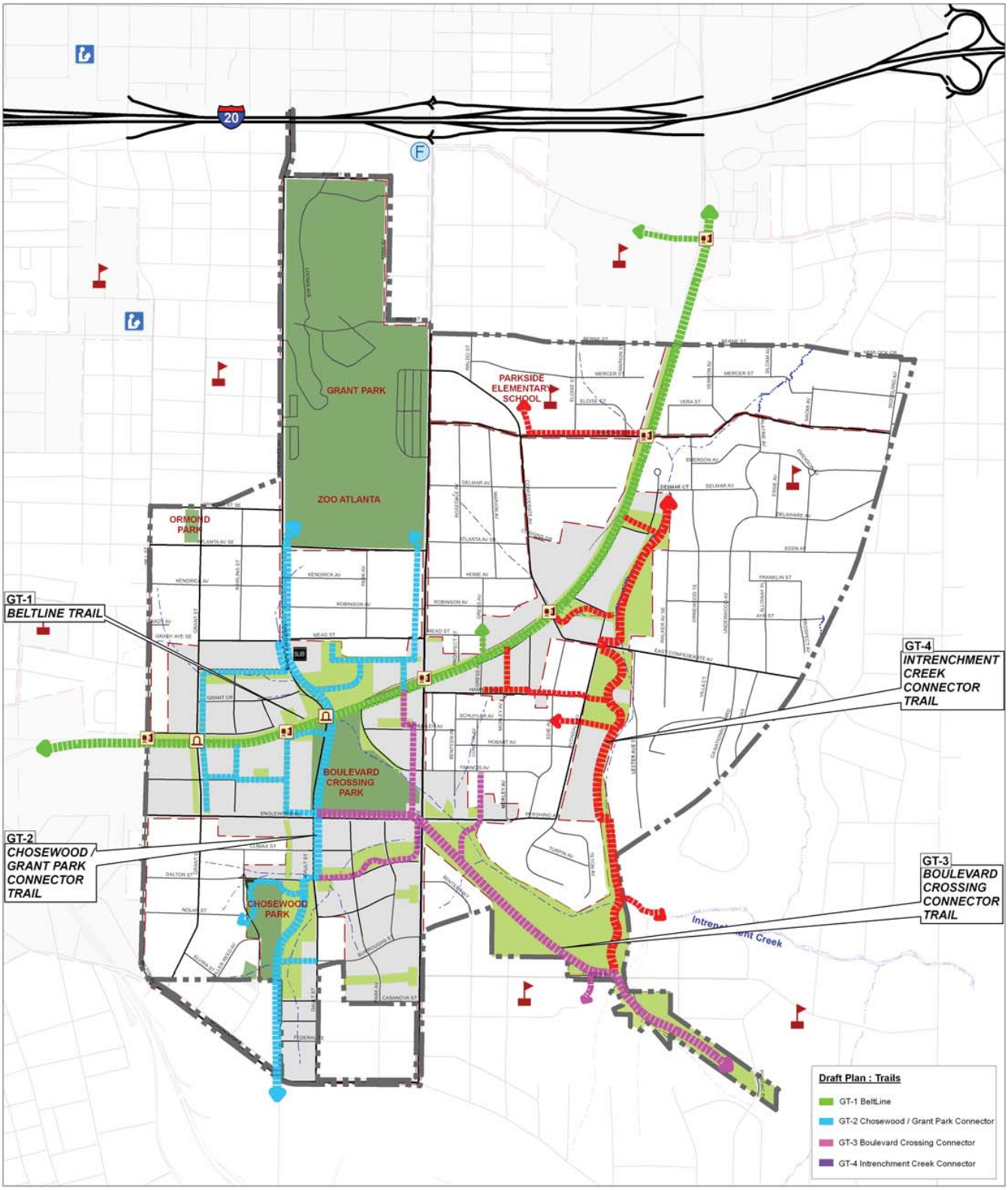
and skate park and surrounding the skate park act as secondary festival or event space or can host smaller public gatherings.

- The Environment:
  - Restored natural landscapes are interpreted and stylized for the urban environment throughout the park design using a decision-making hierarchy of preservation, conservation, and regeneration. As an important connection point along the proposed Atlanta BeltLine, Boulevard Crossing Park plantings align with the goals of the Atlanta BeltLine Arboretum conceptual plan to create a 22-mile long continuous "tree museum." Plant collections within the park appropriately reflect the designated "Natural Neighborhood" theme established by Atlanta BeltLine, Inc. and Trees Atlanta. The Boulevard Crossing Park landscape is predominantly native, making it largely drought tolerant and low-maintenance while creating habitat for urban wildlife throughout. Existing woodlands are revitalized and re-established along the Eastern edge. The onsite stormwater management system includes one centrally located half-acre pond surrounded by a ¾ acre constructed wetland, with an additional one-quarter acre stormwater pond at the lowest point on site. Water is collected not only from the park site, but also from adjacent sites and is used for flood control and reuse in on-site irrigation. The Meadow running along the constructed wetland, central pond, and restored woodland is water-wise and low-maintenance. Sustainable materials are used within the site including locally produced compost, locally grown plant material, and recycled mulch. Waste production is properly managed from recycling receptacles throughout the park to construction waste recycling. Trails and boardwalks make natural, restored areas of the park highly accessible to visitors and facilitate interaction with nature and environmental education. Through creating this connection with the natural landscape, the park positively impacts community and human health.
- Possible Additional Amenities:
  - A public restroom may be added contingent not only on available resources for ongoing custodial maintenance, but also on adequate pedestrian traffic flow for increased safety and to justify the expense. The facility will be located in a highly visible, easily accessible area of the park. Automatic lighting, sinks and toilets may be used to decrease maintenance requirements.

c. Greenway Trail Improvements

The multi-use trail network illustrated on the Subarea Plan (Fig.IV.C.1) interconnects the BeltLine transit, greenspaces, schools, proposed development centers and districts, and existing neighborhoods. In addition to the numerous economic, social, and environmental benefits, the trail system provides an opportunity for interpreting significant features and character of the Boulevard Crossing Community. The following are the four main trail systems with corresponding key connections.

- Beltline Trail (2.24 miles within subarea)
    - Part of 22 mile loop around the City
- Chosewood/ Grant Park Connector Trail (3.36 miles)
    - Connects three existing parks: Grant Park, Boulevard Crossing Park, and Chosewood Park
    - Connects three neighborhoods: Grant Park, Chosewood Park, and Englewood Manor
    - Connects to proposed Cherokee Avenue and Boulevard transit stops, Zoo Atlanta, Cyclorama, Fort Walker, Art Deco Grady Substation, two proposed development centers, and three proposed development districts
- Boulevard Crossing Connector Trail (1.88 miles)
    - Connects three existing parks: Boulevard Crossing Park, Chosewood Park, and Benteen Park
    - Connects six neighborhoods: Grant Park, Chosewood Park, Englewood Manor, Boulevard Heights, Benteen, and Custer/McDonough/Guice
    - Connects to proposed Boulevard transit stop, Benteen Elementary School, one proposed development center, and one proposed development district
- Intrenchment Creek Connector Trail (2.27 miles)
    - Connects two proposed park spaces
    - Connects three neighborhoods: Grant Park, Ormewood Park, and Boulevard Heights
    - Connects to proposed Confederate and Ormewood Avenue transit stops, Parkside Elementary School, historic Ormewood Bridge, and Intrenchment Creek.



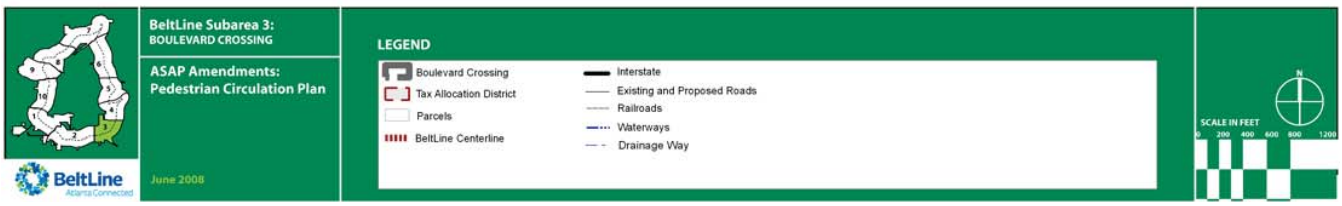


Figure IV.C.1 - Greenway Trail Plan

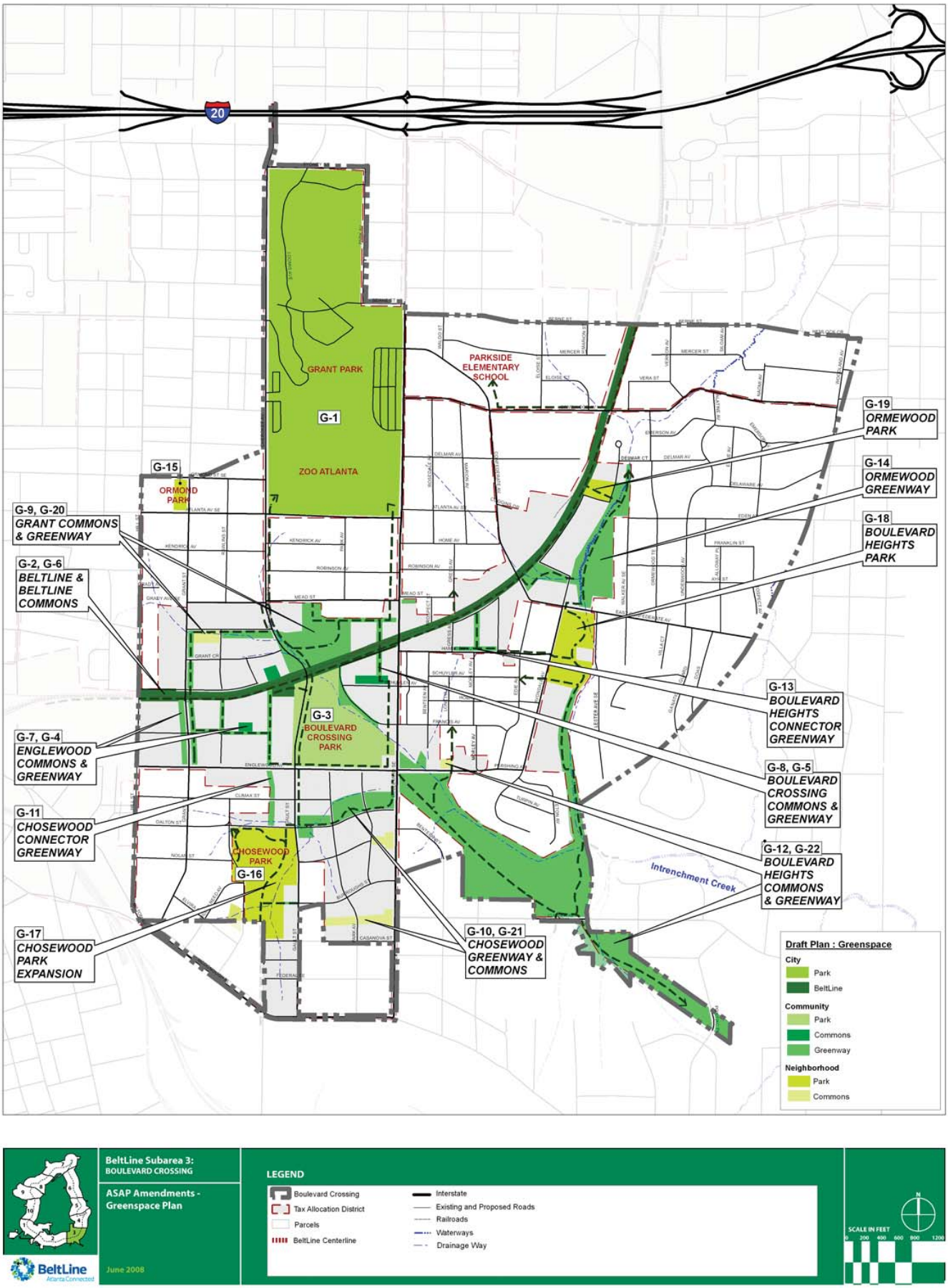


Figure IV.E.1 - Greenspace Plan

d. Other Open Space Improvements

In addition to park space improvements, greenways provide linear connections and protect the most significant drainage ways, while greenspace commons provide social gathering spaces at the heart of many of the centers and districts illustrated on the Subarea Plan. The majority of the greenways and all of the commons should be implemented as new development and redevelopment occurs. Due to lack of connectivity and greenspace it will be important to acquire the Boulevard Heights and Ormewood greenways, much of which is riparian and utility corridors. Greenways provide unique opportunities for habitat protection, but also for community gardening initiatives and water quality/ stormwater management. The following is a description of the scale and types of greenways and commons incorporated into the greenspace system of the Subarea Plan.

- Community Greenway
    - o linear parks, open space corridors, and linkages typically including trails
- Community and Neighborhood Commons
    - o up to 3 acres, plazas/greens/open spaces located at junctures primarily for civic gatherings where workers, shoppers, and/or residents interact; should reflect character of surrounding area

Figure IV.D.1 - Example of a Community Greenway
Courtesy of: themurfreeborobuzz.com

Figure IV.D.2 - Example of community commons located as focal point and promoting social interaction
Courtesy of: Project for Public Spaces

e. Project Implementation Summary

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.

Of high priority to the Boulevard Crossing community for implementation are the following greenspaces and trails:

- Implementing Boulevard Crossing Park Master Plan
- Creating a revised Master Plan for Grant Park
- Acquiring or creating Ormewood Park
- Acquiring or creating Ormewood Greenway
- Acquiring or creating Boulevard Heights Greenway
- Implementing Chosewood/ Grant Park Connector Trail

The following Project Summary Matrix outlines greenspace and greenway trail detailed descriptions, priorities, and costs. The cost estimates provided are macro-level planning estimates and will need to be revised and updated over time.

Project Matrix Abbreviations
COA: City of Atlanta
CIP: Capital Improvement Projects
QOL: Quality of Life Bonds
LCI: Livable Centers Initiative
GDOT: Georgia Department of Transportation
TPL: Trust for Public Lands
CMAQ: Congestion Management and Air Quality Funds
TE: Transportation Enhancement Funds
TIF: Transportation Impact Fees
GO: General Obligation Bonds
GaDNR: Recreation Trails Program
Private Developers
Priority 1: 0-5 years
Priority 2: 5-10 years
Priority 3: 10+ years

Table IV.E.1 - Greenspace Recommendations

Greenway Trail Recommendations			
ID	Description	Location	Type of Improvement
G-1	Existing Grant Park (130.58 acres) (updated Master Plan)	Surrounding streets include: Boulevard, Atlanta Avenue SE, Cherokee Avenue, and Sydney Street	Greenspace
G-2	Proposed BeltLine (21.23 acres)	From Berne Street to Hill Street	Greenspace
G-3	Existing Boulevard Crossing Park (21.50 acres) (Community Park Development $190,000 to $350,000 per acre)	Bordering the south of the Beltline on the Northwest corner of Boulevard and Englewood	Greenspace
G-4 - G-6, G-20 - G-22	Proposed Commons	Commons are often the central location for their specified districts or centers	Greenspace
G-7 - G-11, G-13	Proposed Greenways	Connections to and from each park and commons, and BeltLine	Greenspace
G-12	Proposed Boulevard Heights Greenway (54.50 acres) (Acquisition Cost: $75,000 per acre)	Linking Boulevard Crossing Park along utility right of way toward Intrenchment Creek as well as up Boulevard Height Park	Greenspace
G-14	Proposed Ormewood Greenway (12.93 acres) (Acquisition Cost: $75,000 per acre)	Linking Boulevard Height Park to Ormewood Park and neighborhood	Greenspace

	Description	Location	Type of Improvement
G-17	Proposed Chosewood Park Expansion (9.15 acres) (Acquisition Cost: $700,000 per acre; Neighborhood Park Development: $90,000 - $200,000 per acre)	Expands existing park east to Gault Street	Greenspace
G-18	Proposed Boulevard Heights Park (8.51 acres) (Acquisition Cost: $700,000 per acre; Neighborhood Park Development: $90,000 - $200,000 per acre)	On the east side of Avondale Avenue, connects to Boulevard Heights Greenways and Ormewood Greenway	Greenspace
G-19	Proposed Ormewood Park (1.60 acres) (Acquisition Cost: $700,000 per acre; Neighborhood Park Development: $90,000 - $200,000 per acre)	Bordering Beltline, located between Delmar Court and Walker Avenue	Greenspace

Greenway Trail Recommendations

	Description	Location	Type of Improvement
GT-1	Proposed BeltLine Trail (2.24 miles) (Trail Development: 17,725 linear feet @ $100 per linear foot not including acquisition)	Extends east to west from Burn Street to Hill Street	Greenspace
GT-2	Chosewood / Grant Park Connector (3.36 miles) (Trail Development: 11,826 linear feet @ $100 per linear foot not including acquisition)	Extends north to south from Grant Park/ Zoo Atlanta to Chosewood Park	Greenspace
GT-3	Boulevard Crossing Connector (1.88 miles) (Trail Development: 9,920 linear feet @ $100 per linear foot not including acquisition)	Extends northwest to southeast from Boulevard Crossing Park to Intrenchment Creek	Greenspace
GT-4	Intrenchment Creek Connector (2.27 miles) (Trail Development: 11,981 linear feet @ $100 per linear foot not including acquisition)	Extends north to south from Parkside Elementary School to Intrenchment Creek	Greenspace

V. Public Involvement

a. Project Description

The Boulevard Crossing Study Area and Boulevard Crossing Park Master Plans were developed with input from the Southeast BeltLine Study Group, as well as a Planning Committee established exclusively to review and guide Subarea 3 planning activities. The BeltLine planning area 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 Groups 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 alternate liaison to the BeltLine Study Group(s) in its area.

To augment the Study Groups, a Planning Committee was created. 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 fully. The Subarea 3 Planning Committee included neighborhood residents, arts community representatives, development community interests and other key stakeholders.

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 seven Planning Committee meetings and five Study Group meetings held over the course of the Boulevard Crossing Study Area and Boulevard Crossing Park Master Planning Process. The agendas and meeting notes for each of these meetings are included within the Appendix. The following list includes the meeting dates and topics of all Southeast Study Group and Planning Committee meetings held during the planning process.

- July 26, 2007: Planning Committee Meeting, Kickoff Meeting
- August 16, 2007: Planning Committee Meeting, Boulevard Crossing Park Existing Conditions
- September 6, 2007: Study Group Meeting, Study Area Existing Conditions
- September 20, 2007: Study Group Meeting, Development of Goals and Objectives
- October 18, 2007: Planning Committee Meeting, Study Area Master Plan Concepts
- October 23, 2007: Planning Committee Meeting, Boulevard Crossing Park Plan Concepts
- November 15, 2007: Planning Committee Meeting, Study Area Master Plan Draft
- January 10, 2008: Study Group Meeting, Open House, Study Area Master Plan Draft & Boulevard Crossing Park Master Plan Draft
- January 17, 2008: Planning Committee Meeting, Boulevard Crossing Park Master Plan Final Draft
- February 21, 2008: Study Group Meeting, Boulevard Crossing Park Master Plan Final Draft
- March 25, 2008: Planning Committee Meeting, Study Area Master Plan Final Draft
- April 14, 2008: Study Group Meeting, Study Area Master Plan Final Draft

b. Major Themes & Issues

The planning process for the Boulevard Crossing Study Area Master Plan and the Boulevard Crossing Park Master Plan progressed with few major issues. The community has been actively involved throughout the process and agreeable to most recommendations produced by staff and the consultant team. This success may be attributed to the strong leadership provided by the Study Group Coordinators and Planning Committee members. However, a few major issues did develop.

Early in the planning process, the community expressed concern about immediate plans to create a multi-use trail connection from Grant Park south to Choosewood Park. Concerns were mainly centered on the construction of a tunnel under the BeltLine. Atlanta Beltline, Inc., the Path Foundation and the City of Atlanta Department of Parks, Recreation and Cultural Affairs agreed to meet with residents to discuss the proposed trail and alternatives. The resolution agreed to by all parties was that the immediate construction of this trail would be postponed. The parties also agreed, with the support of the Planning Committee, that future plans would show the trail along the future Cherokee Street extension south to Englewood Avenue.

Several residents of the Boulevard Heights neighborhood raised concerns related to proposed transportation improvements during the Draft Study Area Master Planning stage. The central issues included the extension of Englewood Avenue east across Boulevard to Avondale Avenue and the proposed use of a roundabout at the intersection of Boulevard and Englewood Avenue. Atlanta BeltLine, Inc. and the consultant team agreed to meet with residents to discuss their concerns and to further explain the need for these proposed improvements. In a meeting held in early May 2008, the group agreed to a compromise that is reflected in the final recommendations and plans. Essentially, both parties agreed to a customized street cross section for a portion of the street extension and a commitment to ensure safe pedestrian access through the proposed roundabout.

c. 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:

- Boulevard Crossing Park
- Cherokee Street Extension
- Grant Street Extension
- Englewood Avenue Extension
- Englewood Avenue/Boulevard Roundabout
- Englewood Housing Development Redevelopment Planning
- BeltLine Transit Planning
- Boulevard Transportation and Streetscape Enhancements

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 might require additional public input as plans are more fully developed.

Figure v.1 - Community Meeting for Subarea 3
Courtesy of: Ecos

Atlanta BeltLine Master Plan

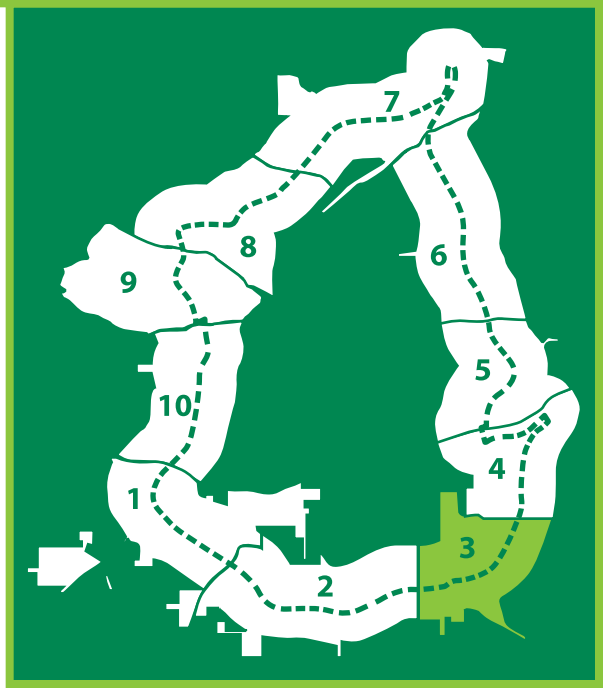
SUBAREA 3

BOULEVARD CROSSING

Park Master Plan

Prepared for
Atlanta BeltLine, Inc.
By Ecos Environmental Design
Grice & Associates
Smith Dalia Architects
Dovetail Consulting

Adopted by the Atlanta City Council on March 16, 2009



BOULEVARD CROSSING PARK
COMPREHENSIVE MASTER PLAN

Prepared By:
ECOS Environmental Design, Inc.

Prepared For:
Atlanta BeltLine, Inc.
City of Altanta

Adopted by the Atlanta City Council
on March 16, 2009.

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY:

The City of Atlanta in Conjunction with Atlanta Beltline, Inc. retained the Ecos Environmental Design, Inc. team to develop a master plan for the future Boulevard Crossing Park. The Park will be one of the very first parks to be developed around the in-town transit loop and it will provide much needed civic greenspace in a city desperately in need of more parkland. The Boulevard Crossing Park site is located in the heart of the Chosewood community; a historic, urban neighborhood rich with diversity and character. The property is approximately 21 acres of dilapidated land that had housed light industrial and commercial uses for decades.

Through a guided community process, values, goals, and objectives were formulated to guide the park planning process. The goals and objectives for this park are not only to follow the established neighborhood development values of "Green, Diverse, and Historic," but also to:

- Reclaim/restore/create & expand community environmental resources.
- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.
- Identify, interpret and protect community historic and cultural resources.

Throughout design development, the Ecos team worked closely with community members, study group participants, steering committee members, Atlanta BeltLine, Inc., and the Atlanta Department of Parks Recreation and Cultural Affairs to incorporate expressed programming needs and amenities while meeting the overall goals and objectives for Boulevard Crossing Park. Feedback was consistently acquired, processed, and incorporated into the park plan, as appropriate and resulted in the 'Urban Confluence' final master plan. The plan was completed concurrently with overall planning for Subarea 3 of the Beltline, integrating with proposed landuse, transportation and circulation. A full description of the extensive public engagement process eliciting public input and dialogue as well as the a complete explanation of the planning and design process are captured in this document.

The Urban Confluence master plan seeks to restore the highly-disturbed landscape through infusing it with active and passive recreation, art, and nature, while acknowledging its urban location. It is a balance of urban elements and natural systems emphasizing public health, community building and environmental interpretation. The master plan addresses circulation and connectivity, passive and active recreation, the environment, and the arts.

The design process included a series of steps expanded on in this report, including:

- Site inventory and Analysis
- Conceptual Master Plan Development
- Final Master Plan Development
- Overall Public Process

Additionally, this report addresses:

- Estimated development costs associated with a Phase 1 park development plan
- Areas of the park that will necessitate a resource management program to develop, restore, and protect its natural communities.
- Suggested items to address in a comprehensive resource management plan that will ensure the success of the Boulevard Crossing landscape.

This park master plan and report will guide subsequent phased development, operations and any consideration of future new initiatives proposed at Boulevard Crossing Park.

PROJECT GREENSPACE

PROJECT GREENSPACE:

In 2006, the City of Atlanta launched Project Greenspace, an initiative to create a framework for improving, growing, and managing Atlanta's parks and recreation. Through this program, a long-term action plan will be established to build the capacity for connecting people to greenspaces throughout the city. Communities, civic organizations, and the private sector were called upon to help shape the future of Atlanta's greenspace through participating in a series of public hearings, roundtable discussions and surveys. Participants were asked to share perceptions of Atlanta's current greenspace, vision for improvement and greenspace priorities.

Initial greenspace goals were established by Project Greenspace and include:

- Significantly increase the acreage of core parkland.
- Develop greenways with multi-use trails to connect trails and greenspaces.
- Continue to improve park maintenance and security.
- Continue to improve recreational facilities and programs to meet citizen's needs.
- Permanently protect environmentally sensitive lands such as floodplains, wetlands, and natural habitat areas.
- Protect and restore Atlanta's tree canopy – increase tree cover to 40%.
- Increase the function of parks and greenspaces as community gathering areas and establish a major venue for special events and festivals.
- Integrate Atlanta's history, cultural heritage, and arts into the greenspace system as an expression of community identity.
- Establish a source of funding for parks and greenspace.
- Promote public and private partnerships to "grow" the greenspace system.
- Promote and coordinate dedicated greenspace within development and redevelopment projects.

Key findings from a 2006 citywide parks and recreation survey reveal that less than half of all participants live within walking distance from adequate parks and greenspace. When asked to list their top four park and recreation priorities, responses included:

- Walking and biking trails (49%)
- Small neighborhood parks (35%)
- Large community parks (33%)
- Nature center and trails (22%)

When asked what needs the City of Atlanta's park system does not meet, the top five responses include:

- Walking and biking trails (55%)
- Nature center and trails (54%)
- Park Shelters and picnic areas (41%)
- Community Gardens (41%)
- Indoor fitness and exercise trails (40%)

Overall, the most important park facilities indicated by respondents were:

- Walking and biking trails (49%)
- Small neighborhood parks (35%)
- Large community parks (33%)

The goals of Boulevard Crossing Park align with those of Project Greenspace, with an aim to grow and improve Atlanta's park and recreation space and improve quality of life. The final master plan incorporates many of the stated needs and priorities from the public survey mentioned above. Boulevard Crossing Park focuses on restoring the existing highly-disturbed landscape and building community through infusing it with active and passive recreation, art, and nature. The park focuses on connectivity to the surrounding and adjacent neighborhoods and includes a hierarchy of footpaths and bike trails throughout, with proximity to the future BeltLine.

INVENTORY AND ANALYSIS

Inventory:

- Site inventory and analysis involved a comprehensive evaluation of existing conditions using GIS data and information gathered during a site visit as well as research on the history of the site and surrounding community. The site visit to the future Boulevard Crossing Park took place on July 27, 2007 by the ECOS Environmental Design Inc. team and Paul Taylor, Assistant Director of the City of Atlanta Parks Design Office. The purpose of the site visit was to conduct a visual assessment to verify and expand upon previous information gathered. Critical features and their relationship to the site were noted, and project-specific issues identified.

By: Ecos Environmental Design, Inc. July 2007

- A Phase I and partial Phase II Environmental Site Assessment (ESA) were conducted by Peachtree Environmental, Inc. in October and November of 2005. The Phase I included a review of the property history, interviews, site reconnaissance, an inspection of not only the site, but also adjacent properties, and an agency records review. The purpose of the Phase I ESA was to determine the potential presence of and risks related to hazardous materials or petroleum products. Because it was established that possible underground storage tanks existed from a former truck and automotive repair facility, a partial Phase II ESA was conducted to test soil and groundwater for contamination. Subsequently, the removal of two 3000 gallon tanks was directed by Environmental Technology Resources, Inc. (ETRI) in February of 2006. A No Further Action letter was sent to the Georgia Department of Natural Resources on May 2, 2006 by ETRI to confirm that the site presented no additional known risks.

- All data collected during the inventory process was overlaid to create a series of inventory and analysis maps which outline current conditions and emphasize significant opportunities and challenges. Individual maps looked specifically at hydrology, buildings, utilities, land cover, land forms (elevation/slope), neighborhood context, and additional site considerations such as high and low points, beltline access and street access. As indicated in the maps below, sensitive site conditions such as topography, existing utilities, and park boundaries will play a significant role in design development. The maps were presented to the Steering Committee for review on August 16, 2007.

- Following the conceptual design process in December 2007, an additional site visit was taken by ECOS Environmental Design and Smith Dalia Architects to further investigate the existing stream and steep slopes and determine the feasibility of daylighting the stream. After close examination and further research it was determined that the existing piped stream was part of Combined Sewer Overflow (CSO) mitigation. Daylighting this stream is not a viable design option, as it would not contribute to the overall goal of the park design, would be costly, and would possibly present health risks. Additionally, in order to properly daylight the stream and re-establish stream buffers, a significant amount of parkland would be consumed, taking away from critical usable park and recreation space.

By: Ecos Environmental Design, Inc. July 2007

- **Context**

  The context map displays the boundaries of the future Boulevard Crossing Park within Subarea 3 of the BeltLine and relative to existing parks within this section, including Grant Park and Chosewood Park. It shows the location of the proposed BeltLine trail and reveals opportunities for connectivity between the green spaces in Subarea 3 to each other and to surrounding neighborhoods.

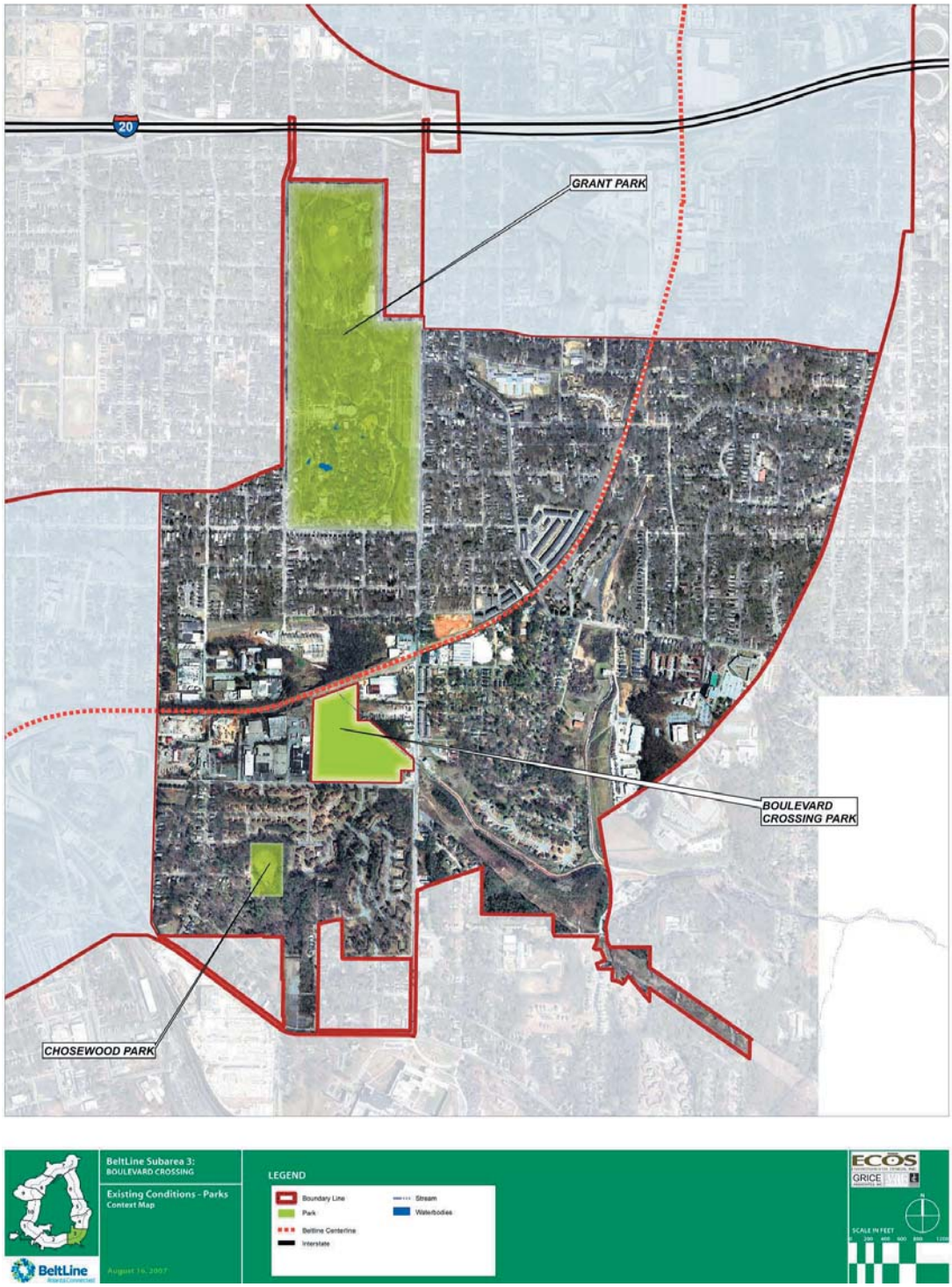
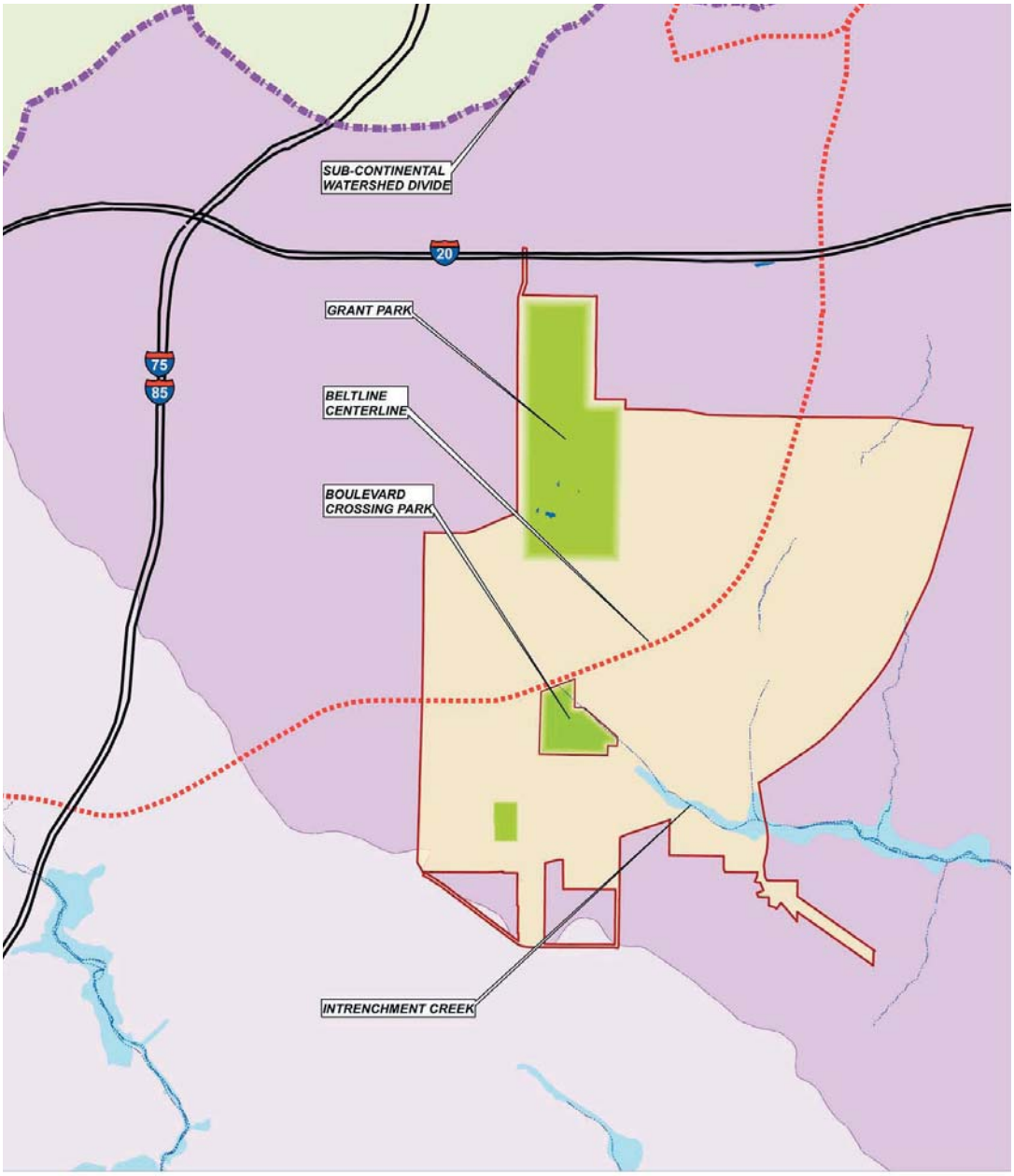


FIGURE A

- **Hydrology**

  The hydrology map indicates an existing stream running through Subarea 3 and the future Boulevard Crossing Park. After further investigation through a site visit, it was discovered that the portion of this stream running through the park site is piped underground and combined with stormwater and sanitary sewer water in that area. This map also shows watershed and sub-watershed boundaries in proximity to the site and within which the site exists. The future Boulevard Crossing Park is located with the Ocmulgee Sub-Watershed. Specific to the Boulevard Crossing Park site, hydrologically speaking, there are no jurisdictional waters or wetlands. The site contains some of the lowest elevations in the area, therefore significant amounts of stormwater runoff drains through the park property.



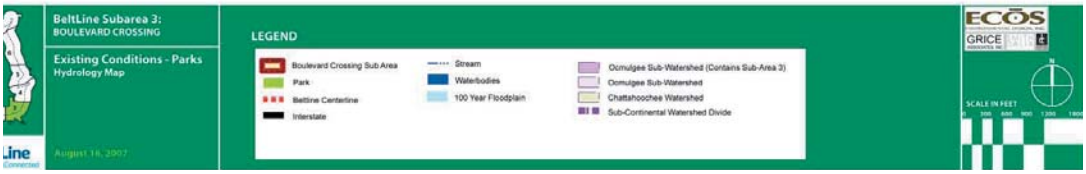
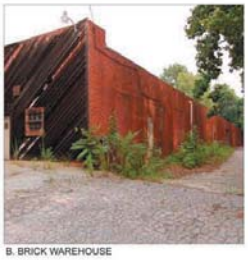


FIGURE B

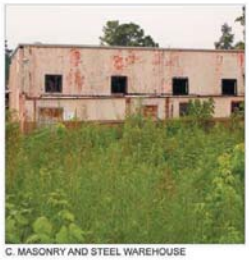
- **Building Inventory**

  Four existing buildings and several concrete walls were located on the site, varying in size and condition. An additional visual assessment was made to determine the possibility of retrofitting all or some of the buildings. The buildings had no significant historical context, but could be restored if necessary. All buildings were vacant when the site was inventoried, except for the smallest facility which housed the impound lot offices. The buildings were all former light industrial/commercial warehouse style facilities. The design team considered the potential for reuse of at least one of the structures; however site constraints, a lack of funding for both renovation and ongoing operations, and the potential for significant vandalism and criminal activity led the City of Atlanta to demolish the structures. 'Green' demolition was undertaken in the Fall 2007 in four areas of the park site including, 1179 Boulevard, 500 Englewood, 510 Englewood, and 520 Englewood. Green demolition focuses on diverting waste from traditional landfills through materials re-use and recycling. Over 95% of all material located in these areas was successfully reused or recycled.

A. STEEL FRAME, METAL SIDING WITH BRICK BASE



B. BRICK WAREHOUSE



C. MASONRY AND STEEL WAREHOUSE

D. STEEL FRAME BUTLER BUILDING

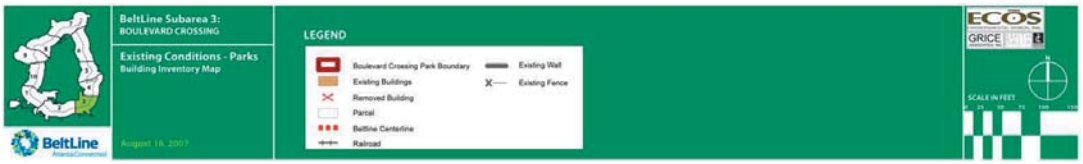
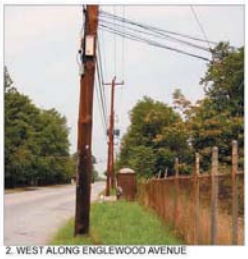


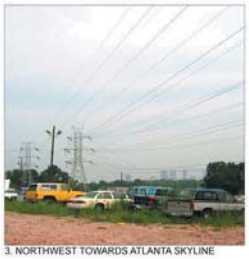
FIGURE C

- **Utilities**

  Two significant easements run through the site, including a 200' Georgia Power Company transmission line easement from the southeast to the northwest corners of the site, ultimately originating from the Georgia Power Grant Park substation that is just north of the BeltLine corridor. The 200 foot easement contains large metal transmission line towers as well as lesser lines on lower wood poles. It is possible that the lines on the wood poles can be relocated to the perimeter of the site. Also a 30' Sanitary Sewer Easement which stretches along the Eastern edge of the property. Both can limit design opportunities, as development is restricted or limited within these areas. Any additions to the site within these areas can not block or impede access to the easement areas. The map also locates existing gas meters, along the perimeter of the site.


1. SOUTHEAST DOWN POWER EASEMENT


2. WEST ALONG ENGLEWOOD AVENUE

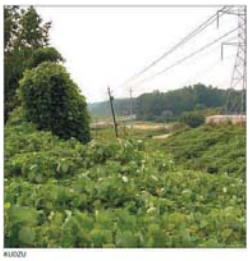

3. NORTHWEST TOWARDS ATLANTA SKYLINE


4. NORTH ALONG BOULEVARD SE

FIGURE D

- **Land Cover**

  While the majority of the property consists of impervious surfaces and kudzu, this map indicates areas of existing tree cover suitable for possible restoration, as indicated by the bright green shade. The largest area of existing trees/woodland in the north-central portion of the property has the most potential for rehabilitation. Though a significant amount of invasive exotic species such as Chinese privet and English ivy have overrun the wooded area, kudzu has not yet greatly impacted these trees. A plan to eradicate the invasive species and increase diversity by re-introducing more native species will go a long way to helping restore this piece of urban woodland.


KUDZU


DISTURBED RIGHT-OF-WAY


TREE COVER


IMPERVIOUS SURFACE

FIGURE E

Boundaries of areas covered with kudzu are clearly marked on this map with the darkest shade of green; indicating areas where clearing and remediation will be necessary. Areas beneath the kudzu were indeterminate, but mostly assumed to be bare earth. However, it was observed in some locations that the kudzu had overtaken some paved/developed areas of the property. The kudzu is not only a problem within the park property but on adjacent properties as well, and will continue to be a maintenance consideration as long as it is within the vicinity of the park property.

Additionally, the impervious surfaces and existing buildings on this site include hard-packed gravel parking area, predominantly located in the impound yard, concrete slab surrounding buildings, and roofs. All of these areas help to contribute to increased problems from excess stormwater runoff. Redevelopment of the park will greatly improve the hydrologic function of the property.

By: Ecos Environmental Design, Inc. July 2007

Pavement for abandoned facilities.

By: Ecos Environmental Design, Inc. July 2007

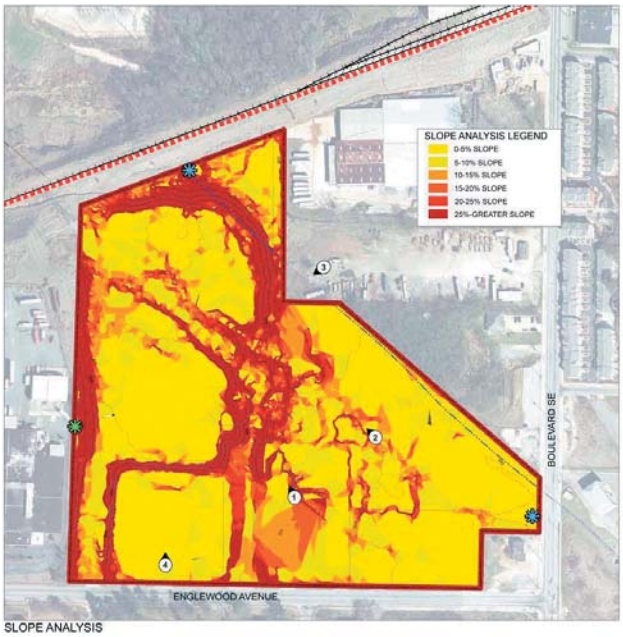
Abandoned commercial/industrial facilities.

By: Ecos Environmental Design, Inc. July 2007

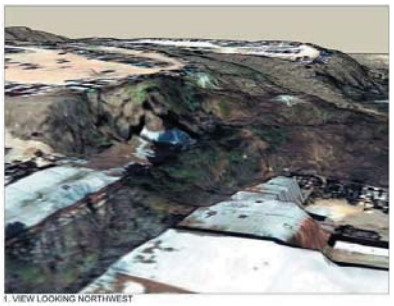
Looking North to the future BeltLine and power substation beyond.

- **Landforms: Elevation/Slope**

  Elevations range on this site from a low of 880' to a high of 1000' above sea level. The land has been heavily manipulated over time; at some point in time every portion of the nearly 22 acres has been considerably disturbed. Along Englewood Avenue five different industrial/commercial facilities had been constructed, each of which has impressed a significant footprint on the land, creating several plateaus within the site that could be utilized in such a way as to limit earth moving or help to separate dissimilar uses within the new park.

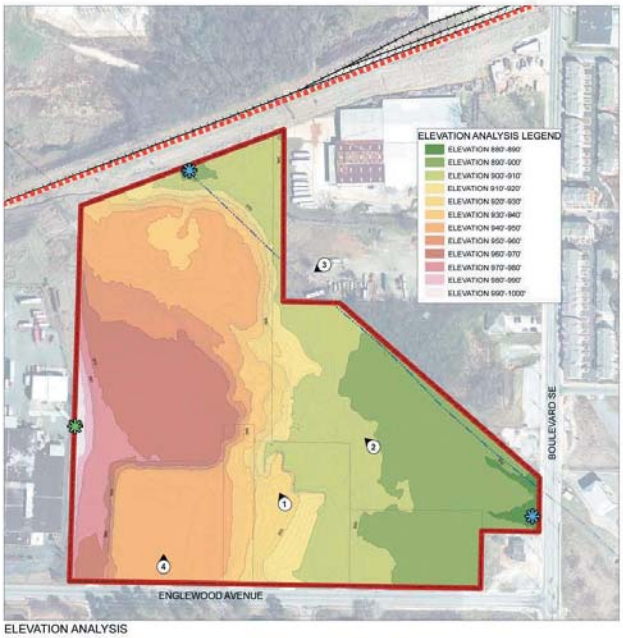


SLOPE ANALYSIS

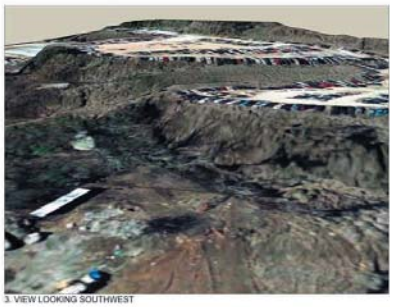


1. VIEW LOOKING NORTHWEST

2. VIEW LOOKING NORTHWEST THROUGH POWERLINE EASEMENT



ELEVATION ANALYSIS



3. VIEW LOOKING SOUTHWEST

4. VIEW LOOKING NORTH

FIGURE F

This map looks at the land form in two ways; first through a slope analysis which color codes the steepness of the land. Colors range from yellow for the flattest areas (0 to 5% grade) through shades of orange and finishing with red for the steepest slopes (25% grade or steeper). There are certainly areas where the grade changes are nearly vertical. The resulting map visually identifies those areas of steep slopes that become difficult and more expensive to manipulate. As a result portions of the park begin to visually emerge as prime opportunities for certain recreational programming types.

The second map is an elevation analysis which indications elevation change in feet above sea level for the entire park property. Colors range from green for the lower elevations upward through shades of yellow, orange, red, and white as elevations rise. This map shows that the site rises in elevation predominantly from east (Boulevard Road) to west with a fairly quick and significant elevation change occurring about halfway across the property. When compared to the slope analysis map correlations can begin to be made between the two sources of information, which allow the design team to make better educated decisions about recreational programming.

This degree of change gives the design team a chance to integrate existing slopes into park design concepts, using them to separate activities, create transition zones and/or design onsite stormwater management strategies. This can be an advantage rather than a hindrance. The Landforms map also notes the highest point, located on the Western edge of the property and near the future Cherokee Avenue extension, and two lowest points, one along the Eastern edge near Boulevard Road SE and one on the Northern edge, adjacent to the future BeltLine corridor. All of the points exist along the edge of the property and are significant points to consider when designing for connectivity and pedestrian access.

By: Ecos Environmental Design, Inc. July 2007

By: Ecos Environmental Design, Inc. July 2007

By: Ecos Environmental Design, Inc. July 2007

Utility lines and kudzu through the park land.

- **Site Considerations**

  The site considerations map highlights specific features from previous maps that will heavily impact park design. This map assimilates all of the information from the individual analysis maps in an attempt to identify site constraints and opportunities holistically.

FIGURE G

Major themes begin to appear and are represented as such. For example, with connectivity and accessibility to surrounding neighborhoods as two important goals of the park, this map indicates important areas of both BeltLine and street access around the perimeter of the park property. These areas are indicated by purple and green dotted lines which reinforce the length of the edges of the park with access, as well as the potential for access at many points along those edges.

Also indicated in this map are topographical challenges, including high points, low points and steep slopes of 20% or greater (indicated by the brown hatch). Two significant areas of potential park development are indicated with large green 'bubbles'; these areas are directly related to the lay of the land as can be understood via review of the Landforms Map. The 200' existing power line easement is shown in this map as a wide yellow band that dissects the property. The color of the band is intentional as it indicates caution because the presence of the easement will potentially affect programming and development opportunities within the park.

By: Ecos Environmental Design, Inc. July 2007

Georgia Power transmission lines crossing through the park land.

By: Ecos Environmental Design, Inc. July 2007

Intersection of Englewood and Boulevard looking Southeast.

By: Ecos Environmental Design, Inc. July 2007

Englewood Avenue looking downhill East.

By: Ecos Environmental Design, Inc. July 2007

CONCEPT MASTER PLAN DEVELOPMENT

Conceptual Master Plan

Obtaining input from the public was an integral part of conceptual master plan development. Three distinct groups were identified and involved immediately in the public process, including the Steering Committee, Atlanta Parks Department and Atlanta Beltline, Inc. The Steering Committee was comprised of the ECOS design team, members of the City of Atlanta, community representatives, and members of the Atlanta Parks Department. Additionally, study group meetings were continually held, serving as a public forum for discussing community needs, obtaining continual feedback throughout the design process, and establishing and prioritizing goals. Study groups were open to any community member or concerned citizen.

On September 20, 2007 goals and objectives for Boulevard Crossing green space were established by study group participants. These provided the foundation for design development. The previously establish values are "Green, Diverse, and Historic." The goals and objectives are established to further the values as development proceeds throughout Subarea 3.

The goals include:

- Reclaim/restore/create & expand community environmental resources.
- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.
- Identify, interpret and protect community historic and cultural resources.

The Ecos design team began the conceptual design process following a thorough review of data from the inventory and analysis, the online community questionnaire results, steering committee input, and Boulevard Crossing's values and goals. From this, three themed concepts were formed: the Restorative Landscape, the Sportscape, and the Urban Confluence. The production of multiple themed concepts allows for the investigation of different combinations of facilities, spatial relationships, intensities of development and circulation options to elicit further discussion and idea generation.

An in-house design charrette was held at Ecos Environmental Design, Inc. on October 12, 2007 to further explore and develop these themes. During the charrette, participants addressed circulation and connectivity, active recreation, passive recreation, and the arts, weaving each theme tightly with the needs and goals of the community in an effort to provide a variety of effective design solutions. Active recreation refers to leisure activities that involve exercise or play, while passive recreation encompasses less intensive activities that are often compatible with natural landscapes.

The three conceptual designs were further refined by the Ecos led design team following the charrette. Objectives and attributes were clearly defined according to each theme and are listed below. The designs all recognize the site's location adjacent to the future BeltLine transit and trail and connect Englewood Avenue to the BeltLine via the PATH: Grant Park-Chosewood connector.

Sportscape:

- The Sportscape design concept highlights primarily active recreation. It consists of an extensive collection of opportunities for both organized team and individual sports. While highly-planned, the park program is also comprised of spaces for passive, unprogrammed recreation within reclaimed, natural areas.
    - Circulation
        - Major roads exist on the perimeter of the park. The Grant Park-Chosewood connector trail runs down the middle of the park from Englewood Avenue to the BeltLine. Parallel parking is abundant along Englewood Avenue and the future Cherokee Avenue extension. Vehicular traffic is permitted within the park; the entrance road takes advantage of existing topographic conditions and runs parallel to the future Cherokee Avenue extension. It becomes a one-way loop road which provides additional head-in parking interior to the park. This park entrance road not only affords better access to recreation areas, but also allows for temporary closure during special events providing unimpeded pedestrian flow. A park-wide trail system

connects pedestrians to all areas of the park and consists of a range of footpaths including paved walks, multiuse trails, and fitness paths. Connections to the surrounding community are available and prominent on all sides of the park, facilitating pedestrian access into the park. The Englewood Avenue streetscape, gateway, and plaza define the primary pedestrian entrance to the park and creates a prominent continuous edge to the park.

- Active Recreation
  - Using the data collected from community questionnaires, the Sportscape concept includes a wide variety of desired sporting activities. Active sports fields and activity zones are organized by type throughout the site. Court sports including two full-sized basketball courts, four tennis courts and two sand volleyball courts are grouped and located adjacent to the Englewood Avenue streetscape and park gateway. A 20,500 sq. ft. outdoor skate park mimicking an urban plaza with street obstacles, stairs, planters, etc. extends from the building. An art/climbing wall offers additional activity while anchoring the space. Within the one-way looped park road there are activities for children and parents, including a 5500 sq. ft. children's play space, a water play feature and two bocce ball courts. Additionally, two youth/U12 soccer fields are located in the Northern portion of the park. Unprogrammed activities are located away from more formally programmed areas, and include a one-half mile fitness trail, complete with 10 fitness stations and a 1.25 acre multi-use field.
- Passive Recreation
  - Passive recreation is integrated into the park system away from active recreation areas for a more private, quiet, and casual park experience. Spaces designed to separate active and passive zones become restored natural areas. A trail system connects pedestrians to restored woodlands and wetlands, and offers a variety of walking experiences, including hard and soft surface trails, boardwalks, and overlooks. A community garden consisting of 75 terraced plots follows the natural contours of the site and is equipped with a storage shed/park office. The terraced community gardens are located on the steep slopes of the property, beneath the electric transmission lines, therefore utilizing a difficult area with an appropriate activity. Overlapping with the restored woodlands and located near the stormwater pond, a 1.25 acre multi-use field also provides passive opportunities such as quiet space for lounging, reading, picnicking and other activities. The 0.6 acre, fenced-in, leash-free dog park is located separate from active spaces and near the restored woodland for shade.
- The Arts
  - The Englewood Avenue streetscape/ park gateway offers ample space for rotating art installations, art festivals, and permanent sculpture. Smaller gateways exist on all sides of the park, as well, serving as display space with high visibility. Additionally, both the entrance plaza and the water feature plaza are important public spaces where visitors may gather to admire community and/or performance art. The art and climbing walls in the skate park complex maybe adorned with ever-changing graffiti art. Both the viewing amphitheatre located near the outdoor skate park and the multiuse field may be used for performance art, movies, or speaking engagements.
- Other defining elements:
  - The Sportscape design concept does not explore the option of daylighting the stream, but instead fills that section of the park largely with restored woodlands and a 36,500 sq. ft. regional stormwater management pond. Picnic shelters are located throughout the site for an additional type of community gathering space.


BeltLine
Atlanta Connected
BeltLine Subarea 3:
BOULEVARD CROSSING
Boulevard Crossing Park - Conceptual Master Plan
LEGEND
Passive Recreation
Active Recreation
PATH
Trail
Fitness Trail
Vehicular
Plaza/Streetscape
Playground
Restored Woodland
Dog Park
Community Garden
Water/Wetland
Skate Park
Beltline
ECOS
GRICE SMITH
OCTOBER 21, 2008
SCALE IN FEET
Sportscape
A highly organized and extensive collection of active recreation opportunities including both team and individual sports, including skateboarding, cycling, individual fitness, inline hockey, soccer, baseball/softball, etc.
Program Elements
Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic may enter the park to better access recreation areas. Vehicular access allows for temporary closure during special events to allow unimpeded pedestrian / transit / bicycle access. Pedestrian flow to be delineated in a hierarchy of paved walks and multiuse trails. Connections to surrounding community shall be prominent on all sides of the park
Active Recreation: Active sports fields and activity zones to be organized by type throughout the site. Indoor and outdoor activities may coexist.
Passive Recreation: Trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides quiet areas separate from buzz of activity. Spaces between active zones allow for restoration opportunities.
The Arts:
Extensive opportunities for outdoor art installations, temporary rotating or permanent, features at important public spaces/gateways
Stormwater Management / Irrigation Pond
Northeast park gateway
PATH: Grant Park-Chosewood connector
Leash free dog park 0.60 acres
Restored woodland
Community garden 75 plots
Regional stormwater management 36,500 sq.ft.
Park plaza
Multiuse field 1.25 acres
1 mile Fitness trail
Englewood Ave. streetscape and Park gateway
Entrance plaza
2 Sand volleyball courts
4 Tennis courts
2 Full-size basketball courts
Garden shed/ Park office
Art and climbing walls
Parallel parking
Park vehicular entrance
Inline skating rink 198 x 85
Indoor skate park 20,000 sq.ft.
Outdoor skate park 20,500 sq.ft.
Viewing amphitheater
Parallel parking
2 Bocce Ball Courts
One way loop road and parking
Plaza with water play feature
Children's playscape 5,500 sq.ft.
Picnic shelters
Future Cherokee Avenue extension
2 Youth/ U12 soccer fields
Park wide trail system
Plaza with local sculpture
Path Tunnel
Future BeltLine Tranist and Trail

FIGURE H

Restorative Landscape:

- The Restorative Landscape design concept emphasizes repairing the existing highly-disturbed urban landscape to create a naturalized new-urban park with picturesque views throughout. The defining elements of this landscape are largely ecological systems, passive recreation, public art, individual health and interpretation of the restored landscape.
    - Circulation
        - Major roads exist on the perimeter of the Restorative Landscape; however a secondary road allows vehicles to enter the park. Unlike the Sportscape and Urban Confluence concepts, vehicular access to the park is given from both Englewood Ave. and the future Cherokee Avenue extension. The road becomes a large sweeping one-way loop with parallel parking on one side. Additional parallel parking exists along Cherokee Avenue and Englewood Avenue. Connections to the surrounding community are prominent on all sides of park with pedestrian entrances delineated by tree-lined gateways and streetscapes. A terraced plaza located off of Englewood Avenue marks the primary pedestrian entryway to the park whiling giving prominence to the park. Pedestrian flow is additionally defined by paved walks, and multiuse trails offering varying levels of connection to the restored landscape.
    - Active Recreation
        - Active sports fields and activity zones are clustered together on the site. A 22,000-33,000 square foot skate plaza which also serves as an area for court games is located adjacent to two tennis courts. A 15,000 sq. ft. boundless playground incorporates nature into its design providing opportunities for discovery, exploration and active play. A multi-use field equivalent to one adult soccer field can be used for a variety of unprogrammed sporting or gathering activities.
    - Passive Recreation
        - The Restorative Landscape provides a variety of public gathering spaces that differ in size and degree of privacy. Broad swaths of restored natural areas are woven throughout the landscape, making the space a natural oasis in an urban setting. An extensive trail system, including soft and hard surface trails, boardwalks, and overlooks, connects pedestrians to activities throughout the park and encourages interactions with nature. A 75-plot community garden is located on the Boulevard/Englewood corner of the park for ease of access and serves as a catalyst for community interaction. The garden offers opportunities not only for recreation and exercise, but also for education and art. A large breed, 1-acre dog park is located separately from a small breed ½-acre dog park; both are fenced-in and off-leash. The large multi-use field placed near two main vehicular entrances into Boulevard Crossing Park, provides additional space for passive activity.
    - The Arts
        - The Restorative Landscape incorporates space for outdoor art installations of varying scales. Park gateways located on all sides of the property mark major pedestrian entrances offering highly visible presentation space. Educational art displays are used to interpret restored natural areas along the wetland boardwalk and within the restored woodland. A terraced plaza sits adjacent to an open air pavilion/ market for outdoor art festivals, art presentations, or farmer's markets. The pavilion potentially re-uses an existing building or recreates a similar footprint and supplies additional space for a park operations office. A earthen sculpture is incorporated into the park as playful art element that doubles as a temporary seating area for performances. It is situated in the landscape in such a way as to take advantage of existing contours. Seating capacity could be upwards of 1500 people, it is functional for small plays, concerts and other local performance art, as well as movie nights and speaking engagements. A sculpture garden with large scale sculpted earth art is located near the within the lower elevation portions of the


BeltLine
Atlanta Connected
BeltLine Subarea 3:
BOULEVARD CROSSING
Boulevard Crossing Park - Conceptual Master Plan
Restorative Landscape:
Emphasis on restoring the highly disturbed landscape to an urban oasis. Active recreation is a component, but larger emphasis is placed on natural systems, passive recreation, public art, individual health, and interpretation of the restored landscape. Picturesque views throughout.
Program Elements
Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic kept to the perimeter of the park. Pedestrian flow to be delineated in a hierarchy of footpaths, paved walks, and multiuse trails, which provide varying levels of connection to the restored landscape. Connections to surrounding community shall be prominent on all sides of park.
Active Recreation: Active sports fields and activity zones to be organized into a single location / complex.
Passive Recreation:
Extensive trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides for a variety of public spaces of differing sizes, as well as broad swaths of restored natural areas. Edible landscape / community gardens.
The Arts:
Extensive opportunities for outdoor art installations featured at public spaces / gateways as well as integrated into restored habitat with opportunities for interpretation. Potential for performance art with small amphitheater 500-2500 person capacity.
LEGEND
Passive Recreation
Active Recreation
PATH
Trail
Amphitheatre
Vehicular
Plaza/Streetscape
Playground
Restored Woodland
Dog Park
Community Garden
Water/Wetland
Sculpture
Beltline
ECOS
GRICE
OCTOBER 23, 2007
SCALE IN FEET
BOULEVARD (60' R.O.W.)
SCHUYLER STREET 40' R.O.W.
SOUTH PAGE AVE. (ABANDONED)
ENGLEWOOD AVENUE (60' R.O.W.)
(F.K.A. VIRGINIA AVENUE)
Stormwater Management / Irrigation Pond
PATH: Grant Park-Chosewood Connector
1 acre leash-free dog run
Northeast park gateway
Oneway loop road parking
200' Georgia Power Utility Easement
Daylighted stream +/-700'
Re-established stream buffer and riparian habitat
1/2 acre leash-free small dog run
Regional stormwater management / constructed wetland
Wetland boardwalk
Community Garden - 75-100 sq ft plots
Sculpted earth art / sculpture garden
1,500 person amphitheater
Terrace Plaza
Englewood Ave. streetscape and park gateway
Parallel Parking
Open air pavilion / market / park operation building
Park Vehicular Entrance
Path Tunnel
Future BeltLine Tranist and Trail
Future Cherokee Ave. extension
Parallel Parking
Multi-use field, equivalent of 1 adult soccer field
Future park vehicular entrance
One way loop road and parking
Park Overlook
Park wide trail system
2 Tennis Courts
Boundless Playground 15,000 SF
Court Games / Skate Plaza

FIGURE I

park and near the Englewood Avenue gateway providing visual interest, play space and large sculpture installation opportunities.

- Other defining elements:
  - Because the emphasis of the Restorative Landscape is to bring back the natural landscape, the design includes a daylighted stream that is approximately 700' in length. The stream is currently piped through the eastern edge of the property to a combined sewer overflow (CSO) facility just east of Boulevard, at which point the stream is day-lit into a concrete channel. The design concept includes a re-established stream buffer and riparian habitat, as well as a constructed wetland. Two stormwater ponds are placed at low points on the property to manage stormwater on-site, collecting it for irrigation.

Urban Confluence:

- The Urban Confluence merges nature, recreation, and urban elements together through restoring the natural systems and reinterpreting them for the urban environment. This design concept acknowledges its urban location and infuses nature with both active and passive recreation, public art, and public event space to offer a diverse range of experiences within the nearly 22 acre park space.
  - Circulation
    - Vehicular traffic is largely kept to the perimeter of the park. Parallel parking is included along Englewood Ave. and the future Cherokee Avenue extension. A one-way loop road with parallel parking is proposed within the East side of the park, with vehicles entering from the future Cherokee Avenue extension and to be used either by daily visitors or for event parking and service access. The park-wide trail system includes a hierarchy of footpaths such as paved walks and multi-use trails to provide pedestrian access throughout the park; trails connect pedestrians to natural areas such as the re-established stream and riparian habitat, restored woodlands and a large lake. Connections to the surrounding community are prominent on all sides of the park. The Grant Park-Chosewood connector trail runs through the middle of the park from Englewood Avenue to and under the future BeltLine Transit and Trail. Tree-lined streetscapes and park gateways delineate park entrances. A terraced plaza is the primary entryway into the Urban Confluence, bringing visitors from the Englewood Avenue gateway into the park.
  - Active Recreation
    - A variety of sports fields and activity zones are incorporated to give visitors the recreation alternatives requested by the community and currently lacking in the neighborhood. On the southeastern side of the park, two full-sized adult basketball courts are provided along with a 20,000 square foot outdoor skate park. The skate park is proposed as a combination of traditional concrete bowls and ramps set within a larger area made to mimic the urban challenges that skate enthusiasts love, such as stairs, walls, ledges, plazas, etc. The acreage within the one-way loop road in the park is also used for active recreation, including two sand volleyball courts and two bocce courts. The Great Lawn on the northern end of the park serves as a multi-use field for a variety of non-programmed 'pick-up' sports such as Frisbee, soccer, or flag football. A one-half mile Life Fitness trail winds through the riparian habitat and around the lake and includes 12 fitness stations with a variety of equipment. A 14,000 sq. ft. boundless playground is equipped with a range of play opportunities, including a 'nature space' comprised of sculpted earthen mounds and wholly natural materials, providing a counterpoint to the manufactured boundless playground made of brightly colored materials. A 4000 sq. ft. "sprayground" or water play area sits adjacent to the playground. This popular alternative to a traditional pool requires much less water use, has much lower operating costs, and can be a valuable source of revenue.


BeltLine
Atlanta Connected
BeltLine Subarea 3:
BOULEVARD CROSSING
Boulevard Crossing Park -
Conceptual Master Plan
Urban Confluence:
Emphasis on bringing nature, recreation, and urban elements together into balance. Restore the highly disturbed landscape, infuse it with active recreation and natural systems. Include passive recreation, public art, individual health, and interpretation of the restored landscape. Urban in nature, restored natural landscapes are stylized and interpreted for the urban environment.
Program Elements
Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic kept to the perimeter of the park. Pedestrian flow to be delineated in a hierarchy of footpaths, paved walks, and multi-use trails which provide varying levels of connection to the restored landscape. Connections to surrounding community shall be prominent on all sides of park
Active Recreation: Active sports fields and activity zones to be organized into like groups and to provide recreation alternatives currently lacking in the City park system.
Passive Recreation: Extensive trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides for a variety of public spaces of differing sizes, as well as broad swaths of restored natural areas. Edible landscape / community gardens
The Arts: Extensive opportunities for outdoor art installations featured at public spaces/gateways as well as integrated into restored habitat with opportunities for interpretation. Potential for performance art with small amphitheater 500-2500 person capacity.
LEGEND
Passive Recreation
Active Recreation
PATH
Trail
Fitness Trail
Vehicular
Plaza/Streetscape
Playground
Stream Buffer/Wetland
Dog Park
Community Garden
Water/Wetland
Skate Park
Beltline
ECOS
GRICE
(OCTOBER 21, 2007)
SCALE IN FEET
BOULEVARD (60' R.O.W.)
SOUTH PARK AVE. (ABANDONED)
SOUTHLAND STREET (40' R.O.W.)
CSX (FORMERLY ATLANTA & WEST POINT RAILROAD)
ENGLEWOOD AVENUE (60' R.O.W.) (F.K.A. VIRGINIA AVENUE)
Potential land swap
PATH: Grant Park-Chosewood Connector
Off leash dog run - 1.2 ac Divided: Large and Small dogs
Daylighted stream +/-700'
Potential land swap to improve stream daylighting options
200' Georgia Power Utility Easement
Re-established stream buffer and riparian habitat
Northern park gateway
Restorative constructed wetlands
75 Terraced Community Garden Plots
0.75 acre Lake
1/2 mile Life Fitness Trail
1,500 person amphitheater
Terrace Plaza
Englewood Ave. streetscape and park gateway
Parallel Parking
Open air pavilion / market / park operation building
Path Tunnel
Future BeltLine Transit and Trail
Future Cherokee Ave. extension
The Great Lawn - multi-use field
Parallel Parking
Re-establish woodland
One way loop road and parking
2 Sand Volleyball Courts
2 Bocce Courts
Picnic Shelters
Park wide trail system
Splash Pad / Sprayground 4,000 SF
Planted Buffer
Skate Park - 20,000 SF
Boundless Playground 14,000 SF
2 Basketball Courts

FIGURE J

- Passive Recreation
  - The extensive park-wide trail system meandering throughout the site includes soft and hard surface trails, boardwalks, and overlooks. Broad swaths of natural areas within the trails create private, passive experiences. The Great Lawn, not only provides for active recreation activities, but also allows for more passive use including picnicking, reading, and simply enjoying the sun. The terraced community gardens follow existing site contours and are comprised of 75 plots, nestled under the power lines on the steep slopes between the two major usable areas of park land, therefore making use of space that might not otherwise be practical. Public spaces that vary in size and type are made available throughout the site, including a sculpted earth component that can be utilized as a performance stage and gathering space, small plazas and pavilions. A 1.2 acre dog park is located on the low, Northwestern portion of the property and is easily accessible from the interior park trails. The dog park contains fenced-in, off-leash sections for both large and small breeds.
- The Arts
  - Opportunities for outdoor art installations are considerable throughout this concept, including along park gateways and within plazas. Reclaimed, restored portions of the park, such as the woodlands, stream, lake and constructed wetland present opportunities for interpretive, educational art, as well as large sculpture installations. The open-air pavilion/market includes space for art festivals or displays. A small sculptural amphitheatre built into the existing contours seats up to 1500 people and provides space for performance art, movies and speaking engagements.
- Other defining elements:
  - The Urban Confluence suggests the possibility of a land swap that will improve stream daylighting options, allowing for an additional portion of the stream to be included in the design. This portion of land is currently allocated for commercial development. In exchange this portion of land, the park would give up the northwestern corner of the park, which will potentially serve as a more functional space for commercial development.

PREFERRED CONCEPT:
The three design concepts were presented to the Boulevard Crossing Subarea Steering Committee on October 23, 2007. The goal of this meeting was to choose one concept with which to move forward into the master planning phase. Overall, the group voiced concerns about the overlap with existing activities in nearby neighborhoods, maintenance for dog parks, and general park maintenance. It was suggested that the provision of uses in Boulevard Crossing Park relate directly to adjacent community need, not future reallocation of facilities from other parks to this one. The committee proposed that the developer to the east of the site should be restricted from putting services or the "back" of their future development to the park. Comments on the Sportscape indicated that the design did not provide enough variety, duplicating some existing activities in adjacent neighborhoods and did not include daylighting the stream. The Restorative Landscape lacked desired active recreation zones and contained two separate dog parks, as opposed to the preferred one larger dog park.

After careful review and consideration, the Steering Committee favored the Urban Confluence programming concept, noting specifically the great lawn, the lake and stream, gardens and amphitheatre as exciting amenities that will positively contribute to the neighborhood. The dog park was viewed as a positive amenity due to its contained, single centralized location within the site. Suggestions for changes of specific areas in the design included:

- Lake: Increase the size of the lake and place pavilions around the lake.
- Daylighted stream: Bring the stream further into the park.
- One-way loop road and parking: Delineate pedestrian crossing areas and traffic calming devices used in these areas.
- Terraced community gardens: Terraced agriculture is a positive amenity; however, community operation costs, the proximity of the dog park, as well as possibilities for expansion should be considered.
- Amphitheater: The amphitheatre can be used by adjacent communities and/or the Bureau of Cultural Affairs to sponsor art programs or other events. Consider sun angles with respect to performances. Provide parking adequate for large gatherings and highlight alternative transportation options.
- Skate park: Provide a sheltered skate park in addition to the outdoor skate park. The location, close to the street, is preferred.
- Boundless playground/sprayground: Separate the play areas for small children away from active areas for young adults/high school students (i.e. the skate park and basketball courts away from the boundless playground/sprayground.)
- General: Add an arboretum or formal garden. Locate more pavilions throughout the site. Highlight potential educational opportunities and potential programmatic elements for area schools.

DEPARTMENT OF PARKS, RECREATION, AND CULTURAL AFFAIRS (DPRCA) FEEDBACK:
The concepts were further discussed with the Atlanta Parks Department on December 11, 2007. The meeting generated a list of questions and concerns for the ECOS design team to address during further design development. Those included:

- Regional retention – The Parks Department indicated that if the Department of Watershed Management specified need of land for regional stormwater requirements then the Park Master Plan would need to respond appropriately. Per a December 18, 2008 note from Joe Basista, Deputy Commissioner of the City of Atlanta Department of Watershed Management, "the hydraulic modeling results received … indicate that the existing combined sewer running through the proposed park is not capacity limited under the conditions of our wastewater consent decree, thus do not anticipate a capacity relief project. As such, DWM will not be able to apply any water / sewer funding to a storm water pond at the park location. The modeling results indicate that there may be some storm water management benefit to a pond, but again, not eligible for water / sewer funding."
- Amphitheatre – How will this be used? The intent of the space and the fact that it's a city wide park must be clear. The City could not limit such a facility only to local use. Parks Commissioner Diane Harnell Cohen was very concerned with the specific challenges around programming of an amphitheater due to past experiences.
- Dog Park – This area must be a minimum of two (2) acres. No unofficial dog park will allowed. Will there be a transit policy for animals on the BeltLine?
- Skate Park – Draft 2007 Strategy for Skate Parks provision suggested a hierarchy of skate parks within the City. Direction on the size of the skate park for Boulevard Crossing needs to be obtained from the city.
- Sand Volleyball – Maintenance seemed to be a concern from the Parks Department, but more

than maintenance, was actual need. The Parks Department felt that the demand for such a programming activity did not actually exist and the space could be better utilized in the master plan.
- Active Recreation – Provide clear separation between the skate park, basketball courts, and children's play areas in order to keep different age groups and levels of activity properly clear of one another.
- Multi-use fields – Clearly define what this means and who would use it. Provide an alternative plan if programmed elements do not happen.
- Develop cost estimates.
- If the adjacent property owner donates land, does this count against their allowable density?

COMMUNITY FEEDBACK:
In order to obtain community feedback, park concepts presented as part of a larger Draft Study Area Master Plan to Study Group participants on January 10, 2008. Community comments for each design include:

Restorative Landscape:

- The park activities and attributes should foster diversity.
- Are two dog parks necessary? A dog park is a good idea but must be well-maintained given the current challenges and neglect within our parks in the area. Locate the dog park away from the entrance and more isolated.
- The skate park is a must! Use the incline for events and movie screening.
- The road should be within park boundaries for legal and topo reasons.
- How would these proposed city parks be maintained, given the current challenges and neglect within our parks in the area?
- Why doesn't Schuyler street connect thru to the park?
- All park plans need parking if it will be active destination.
- The most intensive uses (skate park, basketball, etc) should be located away from residential uses at the southwest corner and placed at North end/rear RR R/W. The railroad would be a natural buffer.
- Move the Cherokee Ave. extension to the East off at Englewood. The topo does not allow what is shown.
- Where's the parking for the 1500 person amphitheatre? Remember the neighborhood layout of Chastain?

Urban Confluence:

- Façade to hide power station with 1880's style, nature center and ice cream shop.
- Remove embankment, slope rail down to street level through Grant Circle to Grant Street. Eliminate 2 bridge/ tunnel.
- Reduce the number of courts, but keep all types including basketball.
- Provide only one dog park.
- No basketball courts, they already exist in Grant Park.
- Opening stream takes too much space.
- Volleyball courts with sand exist on GA avenue in Phoenix park and they are never used.
- Skate park and corridors can be incorporated with intro "art".
- Art or slopes and angles can be utilized by skate boarding and in-line skating in corridors along corridors or paths. There are many examples in Barcelona and Germany.
- I like the urban confluence plan the best. The plan brings people together for a variety of activities.

Sportscape:

- The value of this park will be in active sports (create a destination or skating, mountain biking and dog runs).
- This design includes a good mix of activities but keeps more intense activities (i.e. skate park) away from residential areas.
- Bury the power lines over park if possible.
- Parking around the kids playground is not safe! Cars park- kids go play and adults stay in car to do adult or illegal things! This occurred previously in Grant Park.

Following the three thorough reviews by the community and committee members of the three design concepts, the ECOS Design Team began working to refine the chosen concept, Urban Confluence, for the final master plan phase. This phase used the data collected during the reviews, continually referring back to the park goals and objectives and Boulevard Crossings overall values in order to develop the preferred master plan for Boulevard Crossing Park. Refer to Appendix E for previous drafts of the final master plan.

By: Ecos Environmental Design, Inc. January 2007

By: Ecos Environmental Design, Inc. January 2007

FINAL MASTER PLAN

FINAL MASTER PLAN:

The final master plan addresses recreational programming needs expressed by community members, Study Group participants, Steering Committee members and the Atlanta Department of Parks, Recreation and Cultural Affairs (DPRCA). It incorporates amenities as appropriate to meet the goals and objectives for green space in Boulevard Crossing Park as well as the intentions of the Urban Confluence design concept. Feedback was consistently acquired, processed, and incorporated throughout the master planning process, resulting in the final Urban Confluence master plan.

The Urban Confluence master plan seeks to restore the existing highly disturbed landscape through infusing it with active and passive recreation, art, and nature. It is a balance of urban elements and natural systems emphasizing public health, community-building and environmental interpretation. As with all phases of the design process, the final master plan addresses circulation, active recreation, passive recreation, the arts, and the environment.

- Circulation:
  - Vehicular traffic is kept to the perimeter of the park in order to promote pedestrian circulation within the park as well as to maximize park land for recreational programming, rather than single use parking. With the implementation of proposed infrastructure in the surrounding community, the BeltLine and an emphasis on pedestrian connectivity, the park will have the density to support adequate pedestrian traffic, alleviating the need for parking within the park. Integrating parking within the park may necessitate a revised master plan. Nevertheless, parking should never displace anchoring or feature elements such as the Great Lawn, Earthen Spirals, plazas, playgrounds, skatepark, and wetland areas which are integral to the success of the Boulevard Crossing Park Master Plan. The Cherokee Avenue Extension extends along the Western edge of the property, connecting Englewood Avenue to Grant Park north of the BeltLine and Georgia Power substation, through a proposed vehicular and pedestrian tunnel. Parallel parking is proposed along both sides of the Cherokee Avenue Extension, as well as along Englewood Avenue.
  - A variety of footpaths, including paved walks, multi-use trails, and boardwalks, provide connections to restored natural areas and activity zones throughout the park and enhance the visitor experience. The paths within the earthen spirals lead pedestrians to a high point in the park for beautiful views of the park, surrounding neighborhoods, and city skyline in the distance. Gateways on Englewood, Boulevard, and Schuyler streets establish dramatic entryways to the park and create prominent connections to the community on all sides. The plan acknowledges and makes use of existing land forms, using the topography to separate activity zones, create entryways, and create views.
- Active Recreation:
  - The plan reflects a range of sports activities currently lacking in the city park system, with programmed activity zones organized into like groups. The skate park and two basketball courts are located in the same plaza space, which are separated from the boundless playground and sprayground both horizontally and vertically in order to ensure that skate park and basketball activities do not disrupt playground patrons. A skate park about 20,000 sq. ft. in size incorporates the traditional bowls and ramps with "urban plaza" elements such as stairs, benches, railings and ledges that are legal to ride. The skate park is somewhat sunken into the earth and the perimeter of the park becomes a nearly 360 degree viewing terrace of the internal activities. The surrounding public plaza clearly defines the limits of the skate park activities. The boundless playground and sprayground contain features that promote cognitive, physical, social and behavioral development in a natural setting for ages 2-10, integrating earth art, water, and movable parts to impart a sense of place. The playground is intentionally large and multifaceted. It is important that the natural elements are integrated with proven constructed elements to provide a balance of play opportunities for children of all ages and abilities. The Great Lawn acts as an unprogrammed multi-use field for both


BeltLine
BeltLine Subarea 3:
BOULEVARD CROSSING
Boulevard Crossing Park - Conceptual Master Plan
Urban Confluence:
Emphasis on bringing nature, recreation, and urban elements together into balance. Restore the highly disturbed landscape, infuse it with active recreation and natural systems. Include passive recreation, public art, individual health, and interpretation of the restored landscape. Urban in nature, restored natural landscapes are stylized and interpreted for the urban environment.
Program Elements
Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic kept to the perimeter of the park. Pedestrian flow to be delineated in a hierarchy of footpaths, paved walks, and multiuse trails which provide varying levels of connection to the restored landscape. Connections to surrounding community shall be prominent on all sides of park
Active Recreation: Active sports fields and activity zones to be organized into like groups and to provide recreation alternatives currently lacking in the City park system.
Passive Recreation: Extensive trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides for a variety of public spaces of differing sizes, as well as broad areas of restored natural areas, edible landscape / community gardens
The Arts:
Extensive opportunities for outdoor art installations featured at public spaces/gateways as well as Integrated into restored habitat with opportunities for interpretation. Potential for performance art and Class C or D festivals.
Environment:
Significant stormwater management in the form of ponds and constructed wetlands. Predominantly native landscape with lower maintenance requirements. Use a decision-making hierarchy of preservation, conservation and regeneration. Park will increase human well-being. Select and use sustainable materials and properly manage waste production.
Constructed Wetland
Active Recreation
Passive Recreation
Boardwalk
Trail
Fitness Trail Station
Naturalizing Woodland
Playground
Dog Park
Community Garden
Water/Wetland
Meadow
Beltline
ECOS
GRICE
OCTOBER 15, 2008
SCALE IN FEET
BOULEVARD (60' R.O.W.)
SCHUYLER STREET (60' R.O.W.)
SOUTH PARK LANE (ABANDONED)
GA POWER EASEMENT
200'
Schuyler Street/South Park Avenue Gateway
Pond/Stormwater Management - .25 Acres
City View Terrace
Restored Existing Woodland
Pond/Stormwater Management - 1/2 Acre
Life Fitness Stations
The Meadow
Boulevard Promenade
Dog Park - 2 Acres
Small Breed Dog Area
Large Breed Dog Area
The Great Lawn - 1.25 Acres
Community Garden Future Expansion
Orchard Trees
Community Garden (30, 10X10 Plots)
Boundless/Adventure Playground & Sprayground
Constructed Wetlands/ Stormwater Mgt. - 3/4 Acre
Basketball Courts
Main Englewood Gateway
ENGLEWOOD AVENUE (60' R.O.W.)
(F.K.A. VIRGINIA AVENUE)
Tunnel
Future BeltLine Transit and Trail
Transmission Line Towers
Earthen Spirals
Central Promenade (Main Corridor 35' Wide)
Group Shelters
Plaza
Cherokee Ave. Parallel Parking - 76 Spaces
Game Tables & Benches
Plaza
Skate Park - 20,000 sq.ft.
Cherokee Ave. Extension
Englewood Promenade
Englewood Parallel Parking 38 Spaces

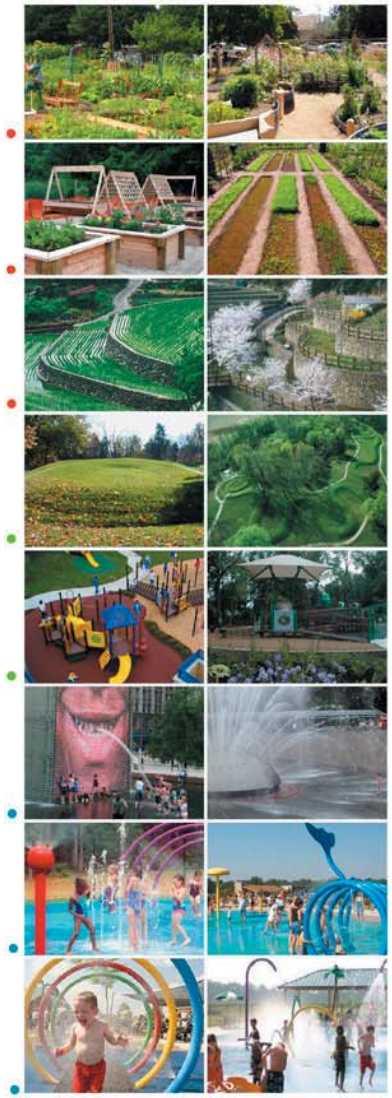
FIGURE K

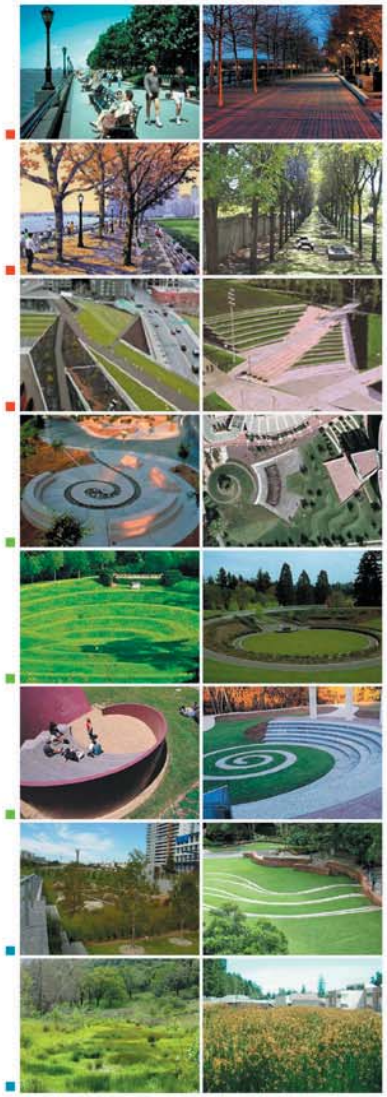
individual and team activities. The lawn is over an acre in size allowing room for numerous activities or large gatherings of passive park goers. The perimeter trail around the Great Lawn is wide enough that a significant number of park visitors can comfortably share the loop for walking jogging, rollerblading, or the like, and it can be utilized as festival space for booths or similar setups. The rest of the park trail system winds its way through the 21 acres, varying in slope and surface and giving visitors a range of walking and running choices. Life-fitness stations are located along the trails and along the restored woodlands and meadow for a more private and quiet active experience. The trail and pedestrian circulation system throughout the park is meant to be clearly delineated.

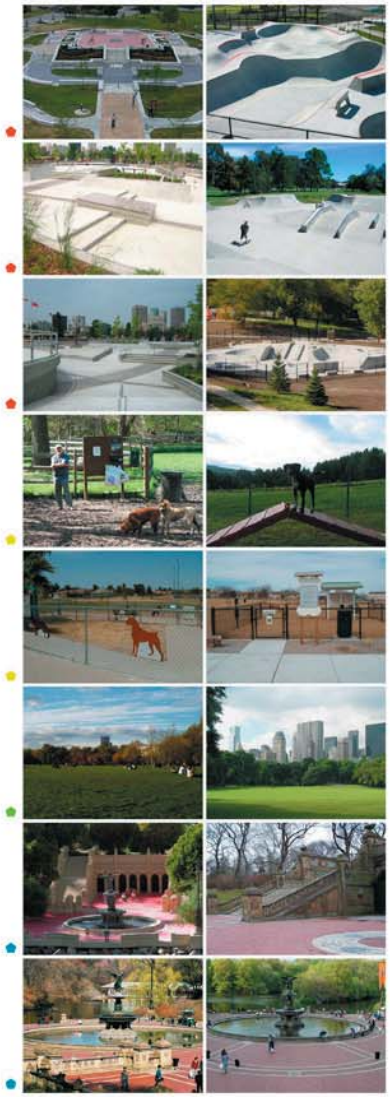
- Passive Recreation:
  - The park design offers a variety of public spaces differing in size and degree of privacy and interlaced with broad sweeps of restored natural areas. Picnic shelters are located on the site for public gatherings. Overlooks and boardwalks placed along the extensive trail system provide spaces for quiet, passive activity such as reading, talking or reflection. A range of soft and hard surface trails meandering through the site gives visitors a choice of walking experience. The Great Lawn and City View Terrace are unprogrammed space which can be used for group or individual passive activity. Benches and game tables are located along the Central Promenade. A 2-acre, fenced-in, off-leash dog park is divided into two separate areas for large breed and small breed dogs and contains restored woodlands and picnic shelters. A community garden consists of 30, 10x10 plots, a work shelter, and orchard. It is located near the Englewood Promenade for ease of access and includes space for additional plots to be added in the future.
- The Arts:
  - There are abundant opportunities for outdoor art installations, the incorporation of artistic design in park elements, and performance art featured within the design. Gateways, promenades, plazas and park nodes are prominent locations where art can be showcased and art festivals, farmers markets, and small workshops can occur. Educational art can be integrated into restored habitat areas such as the constructed wetland and woodlands. The earthen spirals and grand staircase leading down to the Great Lawn create an amphitheatre-like setting for performance art, movies, or speaking engagements. The earthen spirals as well as the earthen modules within the boundless playground additionally serve as functional land art. An 18-foot paved path surrounds the Great Lawn for potential festival booth space to accommodate Class C and D festivals consisting of 251 to 49,999 people. Plaza spaces connecting the Great Lawn and skate park and surrounding the skate park act as secondary festival or event space or can host smaller public gatherings.
- The Environment:
  - Restored natural landscapes are interpreted and stylized for the urban environment throughout the park design using a decision-making hierarchy of preservation, conservation, and regeneration. As an important connection point along the proposed Atlanta BeltLine, Boulevard Crossing Park plantings align with the goals of the Atlanta BeltLine Arboretum conceptual plan to create a 22-mile long continuous "tree museum." Plant collections within the park appropriately reflect the designated "Natural Neighborhood" theme established by Atlanta BeltLine Inc, and Trees Atlanta. The Boulevard Crossing Park landscape is predominantly native, making it largely drought tolerant and low-maintenance while creating habitat for urban wildlife throughout. Existing woodlands are revitalized and re-established along the Eastern edge. The onsite stormwater management system includes one centrally located half-acre pond surrounded by a ¾ acre constructed wetland, with an additional one-quarter acre stormwater pond at the lowest point on site. Water is collected not only from the park site, but also from adjacent sites and is used for flood control and reuse in on-site irrigation. The Meadow running along the constructed wetland, central pond, and restored woodland is water-wise and low-maintenance. Sustainable materials are used within the site including locally produced compost, locally grown plant material, and recycled mulch. Waste production is properly managed from recycling receptacles throughout the park to construction waste recycling. Trails and

boardwalks make natural, restored areas of the park highly accessible to visitors and facilitate interaction with nature and environmental education. Through creating this connection with the natural landscape, the park positively impacts community and human health.

- Possible Additional Amenities:
  - A public restroom may be added contingent not only on available resources for ongoing custodial maintenance, but also on adequate pedestrian traffic flow for increased safety and to justify the expense. The facility will be located in a highly visible, easily accessible area of the park. Automatic lighting, sinks and toilets may be used to decrease maintenance requirements.







Boulevard Crossing VALUES

Green - Diverse - Historic

GOALS with corresponding OBJECTIVES

Greenspace

Reclaim/restore/create & expand community environmental resources.

- Restore existing streams and incorporate **new water features** for recreational/ educational opportunities, stormwater management, and wildlife habitat.
- Expand community sustainable opportunities, such as recycling, composting, and **gardening** and recommend these activities/ amenities be included in future development.
- Enhance the urban forest by **preserving and appropriately planting new trees** via an expanded open space network, enhanced streetscapes, and neighborhood arboretum programs.
- Promote the importance of the community's environmental resources through interpretation/ education, incorporation of LEED- green development principles, and **habitat restoration**.

Provide open, cultural, and civic spaces to promote social interaction and a thriving community.

- Provide indoor and outdoor programming/ **spaces for family and community gatherings** for all development.
- Establish community specific events and programs, such as "Celebrate Diversity" to unite the community and showcase its cultural significance and unique history.
- Provide **multi-purpose civic and recreational facilities** at various scales to serve the community, including plazas, markets, squares, amphitheater, library, rink.

Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.

- Provide **multi-use accessibility and connectivity** to and through the community's significant parks- Grant, Boulevard Crossing, and Chosewood.
- Ensure **passive spaces** for mediation and reflection, such as habitat preservation areas, trails, and picnic facilities.
- Promote innovative programming within the community open space network, such as wireless technology.
- Provide **(active adventure) activities**, such as climbing wall, play fields/facilities, and water play areas.
- Encourage and maintain **safe and secure environment** in park design and utilization through lighting and visibility.

Identify, interpret and protect community historic and cultural resources.

- Provide interpretive opportunities to showcase the community's significant assets, such as Fort Walker and Intrenchment Creek.
- Establish a **seamless connection** between the BeltLine and community features, such as Zoo Atlanta and Chosewood Park.
- Promote recognition of the community's diverse, historically intact neighborhoods, such as, install new historic/ educational markers to commemorate sites or events that were integral to the community's development.
- Enhance **community identity** by integrating public art, heritage, cultural and historic community assets.

BeltLine
Atlanta Connected

BeltLine Subarea 3:
BOULEVARD CROSSING

Boulevard Crossing Park - Conceptual Master Plan

ECOS
GRICE ASSOCIATES

JANUARY 17, 2006

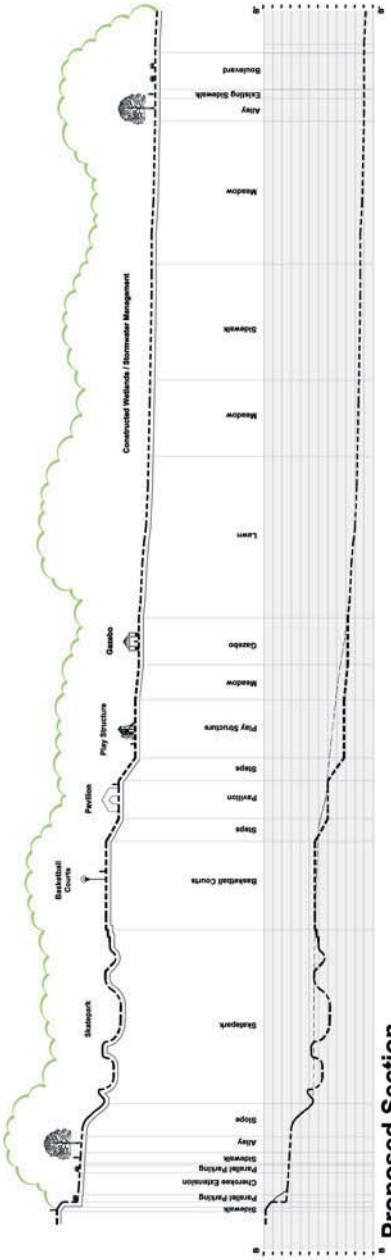
SCALE IN FEET
0 25 50 75 100 150

FIGURE L


BeltLine
Atlanta Connected
BeltLine Subarea 3:
BOULEVARD CROSSING
Boulevard Crossing Park - Conceptual Master Plan
ECOS
GRICE
JANUARY 17, 2008
SCALE IN FEET
Location Map
SCALE: 1"=200'
A'
A
B
B'
Proposed Section
Existing Section
Skatepark
Promenade
Gazebo
Great Lawn
Beltline
Slope
Sidewalk
Grass
Alley
Columns
Staircase
Bulding
Boundary
Railroad Line
Trunk Line
Georgia Power Powerline Easement
Bulgwood Avenue
Parallel Parking
Tree Alley
Double Tree Alley
Adj. Boundary
Concrete Pad
Fence
Edge of Concrete

FIGURE M


A'
B
B'
A
Location Map
SCALE: 1"=200'


Sidewalk
Parallel Parking
Parallel Parking
Curbless Extension
Sidewalk
Alley
Slope
Skatepark
Basketball Courts
Basketball Courts
Slope
Pavilion
Pavilion
Slope
Play Structure
Play Structure
Meadow
Gazebo
Gazebo
Meadow
Lawn
Meadow
Sidewalk
Constructed Wetlands / Stormwater Management
Meadow
Alley
Existing Sidewalk
Boulevard
Proposed Section

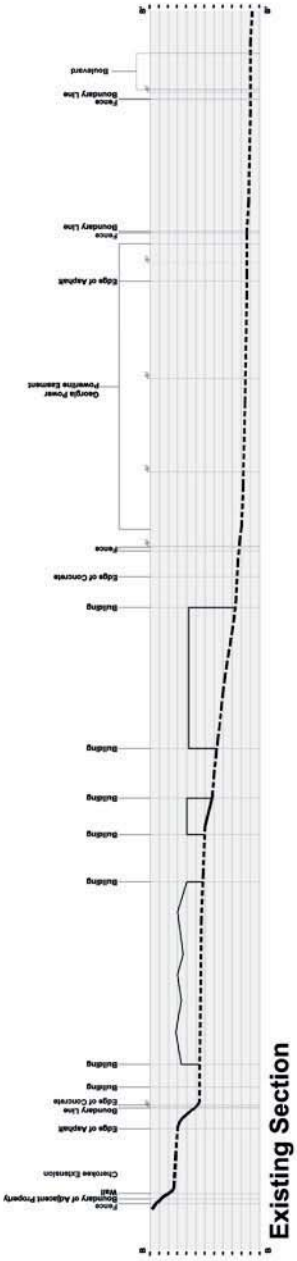

Fence
Boundary of Adjacent Property
Wall
Curbless Extension
Edge of Asphalt
Boundary Line
Edge of Concrete
Building
Building
Building
Building
Building
Building
Building
Building
Edge of Concrete
Fence
Georgia Power
Powerline Easement
Edge of Asphalt
Fence
Boundary Line
Fence
Boundary Line
Boulevard
Existing Section

FIGURE N

DRAFT MASTER PLAN REVIEW:

The Steering Committee met on January 17, 2008 to review the draft Master Plan. Members were pleased with the overall park design. Much of the meeting included a discussion on the next phase of design and implementation. Comments and concerns included:

- Consider irrigation: Reuse stormwater for gardens and grounds.
- Amenities are needed for the dog park, i.e. water fountain.
- Community gardens: Look into possible partnerships – i.e. Georgia Organics, Urban Gardener
- Lighting plans: Consider phasing. Lighting is important for safety.
- Consider call boxes to increase security.
- Is it possible to consider extending the water body in the dog park for dog swimming?
- Consider connectivity to the park from the western property line.
- Consider harnessing water from surrounding developments and provide underground storage vaults to hold water.
- Avoid liners in the pond construction.
- Is it possible to bury power lines in any part of the park?
- Park Service shed should also serve as a tool shed for the community garden.
- Include a compost area for the community garden.
- Recycle construction waste (mulch.)
- Use sustainable materials on site (permeable pavement, concrete with high fly ash.)
- Allow artists to be involved during the design and construction phase.

Necessary revisions were made to the design by the Ecos design team based on these comments and concerns. Changes included an additional Grand Staircase connecting the park to the future mixed-use development on the Western side of the park. In addition, a small gateway was placed at the Schuyler Street/South Park Avenue entrance to heighten community connectivity on this edge.

The Boulevard Crossing Park Final Master Plan was presented to the Study Group on February 21, 2008. Participants were given the opportunity to prioritize areas of the park that they would like to see developed first. With a total of 81 respondents, 30% chose the Great Lawn, 16% the Stormwater Management ponds, 15% the skate park and 11% the dog parks. Less than 10% preferred each of the following: Boulevard Promenade, community gardens, multi-use trails, basketball courts, earthen spirals, central promenade/staircase, playground/sprayground, and the constructed wetland. The purpose of this exercise was to assist in phasing the future implementation of the park, assuring not only a cohesive development plan, but also a park that is immediately accessible to the community. The meeting revealed a passionate community enthusiastic about the addition of Boulevard Crossing Park.

By: Ecos Environmental Design, Inc. February 2007

PUBLIC PROCESS

Three distinct groups were involved in the public process: the Steering Committee, Study Group, Atlanta Parks Department, and Atlanta Beltline, Inc. The Steering Committee was comprised of the Ecos Environmental Design team, members of the City of Atlanta Department of Parks, Recreation and Cultural Affairs, and community representatives. Study Groups were open to any community member or concerned citizen and served as a forum for discussing community needs, obtaining continual feedback on the design process, and establishing and prioritizing goals.

SURVEY RESULTS:
Following the kick-off meeting on July 11, 2007, a master plan survey was created to begin obtaining public input. It included a series of questions to help guide the design process. The survey was posted online on October 10, 2007 and was open to the public, but focused on the Chosewood community. For a complete list of survey responses see attached. Significant findings include:

Preferences: Facilities

Adults: 1. Life Fitness Trail
2 Open Multi-use Field
3. Mountain Bike Trail

Teens: 1. Open Multi-use Field
2. Skate Park
3. Soccer Field

Children: 1. Playground
2. Open Multi-use Field
3. Sprayground

Other Facilities Preferences: Dog Park, Walking Path/ Trail System, Washrooms, Performance Space, Trees, Water, Inline Skating Rink, Natural Areas, Lighting/ Safety/Security, Accessibility, and Parking.

Question responses: % Desirable

- Desire to capture stormwater from the park and adjacent areas: 66.1%
- Naturalization/reforestation zone within the park: 76.4
- Daylighting of streams currently piped under the park land: 78.5%
- Large open space for random play: 78.7%
- Onsite presence of City Parks staff in a maintenance facility: 62.7%
- Importance of connecting park paths with adjacent developments: 78.4%
- Importance of shared parking with adjacent developments: 47.3%
- Importance of adjacent commercial businesses: 37.1%

Demographics:

Family Types: Singles/Couples – With and w/out children & empty nesters
Age Groups: Under 18 to greater than 60 years old
Male/Female: 46.4%/53.8%
Proximity to Park: 66% of respondents live within 1 mile of park land

MEETINGS AND PRESENTATIONS:
Meetings and presentations were consistently held throughout the design process to give updates and acquire feedback. The following is a timeline and summary of all forums held:

August 16, 2007: Steering Committee Meeting
Existing Conditions Presentation/Discussion

September 20, 2007: Study Group
Goals and Objectives Presentation/Discussion

October 23, 2007: Steering Committee Meeting
Programming Concept Review

December 11, 2007: Atlanta Parks Department
Conceptual Plan Review

January 10, 2008: Atlanta Parks Department
Master Plan Development Update

January 10, 2008: Study Group
Draft Study Area Master Plan Presentation/ Discussion (Park Concepts)

January 17, 2008: Steering Committee
Draft Master Plan Presentation/Discussion

February 21, 2008: Study Group
Final Master Plan Presentation/Implementation Preferences

April 21, 2008: Beltline Quarterly Briefing
Overview of Final Master Plan draft

LANDSCAPE MANAGEMENT

Landscape Management Plan:

To ensure the success of the Boulevard Crossing landscape, a comprehensive, adaptive management plan should be developed addressing the following areas/elements: mowed lawn, ornamental and street trees, manicured plantings, woodlands, the meadow, the constructed wetland, stormwater ponds, the skate park, outdoor festival space, facilities, the dog park, community gardens, art, the boundless playground and educational elements. Adaptive landscape management plans provide effective strategies for responding to changing conditions. It should not only address the aesthetic aspects of the areas/elements listed above, but also their function within the larger landscape. The landscape management plan should be developed in response to, and integrated with, the resource management plans. Further, appropriate, potential partnerships necessary for the success of the individual areas/elements should be identified.

Mowed Lawn:
To help reduce overall maintenance necessary for turf areas, appropriate, adaptive species should be considered. Proper species selection can affect drought tolerance, resistance to pests, dependence on fertilizers, frequency of mowing, and wear resistance. Total mowed acreage for Boulevard Crossing Park is 1.65 acres. In addition to fertilization and mowing, aeration and irrigation schedules should be implemented. Soil remediation procedures should be explored, such as soil additives or amendments to reduce compaction, increase water retention and/or increase rooting depths.
High Maintenance Zone

Arboriculture:
The arboriculture plan includes street trees, ornamental trees and existing and restored woodlands. General maintenance activities should include pruning, trimming, fertilizing, watering and cabling, as necessary. Consistent monitoring for disease and damage should be conducted. Invasive plant removal is critical to the restoration and establishment of the woodlands. Engineered soils mixtures should be used for trees planted in paved or high traffic areas. A detailed resource management plan is recommended for these areas.
Low to Medium Maintenance Zone

Park Plantings:
Plantings throughout the park are intended to be largely native, minimizing water-use and maintenance and providing habitat for urban wildlife. A significant portion of the park is designed to be natural, necessitating less pruning than more formal gateways and programmed sections. These distinct, manicured areas of the park should be clearly identified with proper maintenance requirements and water requirements specified according to plant species and proposed aesthetic. The manicured landscape covers almost 3.5 acres of the site. In order for native plants to thrive, invasive plant removal must occur. Large amounts of kudzu, privet and ivy were noted during the site visits. Procedures for removal should be outlined in a resource management plan, including long term preventive measures.
Medium Maintenance Zone

Woodland restoration:
Woodland areas within the design, totaling over three acres, are both restored and newly developed. Invasive plant removal is critical to the success of these areas. Within the restored areas, damaged or diseased trees should be specified for removal. A tree protection plan for existing, healthy trees should be in place for the construction period. Periodic prescribed burning can be used to help long-term control invasive plant species. In order to increase plant diversity, supplementary plantings of native trees, shrubs, and herbaceous plants should be installed.
Low Maintenance Zone

Meadow:
The meadow contributes to over 2 acres of the site plan. The proposed meadow, provides a native, drought tolerant, low-maintenance habitat. Mowing schedules should include cutbacks, appropriate to the plant palette two to three times per year in order to control invasive species and assist in regeneration. Prescribed burns can be used as appropriate to aid in controlling invasive species and promoting growth of native species. In order for the meadow to remain in its successional stage, all woody plants should be removed if mowing or burning does not adequately prevent them. Additional measures that can be taken to preserve the health of the meadow include: trash and plant debris removal and supplemental weed control.
Medium Maintenance Zone

Constructed Wetland:
A constructed wetland sized at over ¾ acre is included in the park's stormwater management system. Constructed wetlands not only create habitat for urban wildlife and are aesthetically pleasing, but, if properly managed, are also effective for pollutant removal from stormwater. Appropriate plant material is crucial to the proper functioning of the wetland and should cover up to fifty percent of its surface area in order to maintain pollutant uptake. The wetland should maintain a continuous base flow in order to sustain plant material and a range of aquatic predators to inhibit mosquitoes and other vectors. Maintenance schedules should include cleaning debris within and around the water and vegetation harvesting depending on growth rates of plant material. Erosion control measures should be taken around the banks of the wetland to avoid sedimentation. Sediment build-up within the wetland should be monitored and removed if it exceeds 10-20% of the main pool area. Invasive plant species need to be removed and prevented within the wetland.
Medium Maintenance Zone

Stormwater Ponds:
Two wet ponds totaling over ¾ of an acre are located within the park design to assist with onsite stormwater management and flood control. Stormwater ponds hold runoff for extensive periods, improving water quality through allowing pollutants to settle out. Maintenance plans for stormwater ponds should include frequent inspections where issues with inlets and outlets, eroded areas, debris build-up, sediment accumulation, and invasive vegetation can be quickly identified and repaired. In addition to aeration, introducing aquatic life, assuming water levels are significant and consistent, can reduce the potential for mosquitoes. Draining and dredging may be considered no more than approximately once every ten years if nutrient levels in the water become too high and/or water levels too low. Vegetation appropriate for wetland areas should be used to increase the aesthetic value of the ponds, direct pedestrians to designed, designated access points to the waters edge, and discourage access in other areas to minimize edge damage.
High Maintenance Zone

Skatepark management:
Park design should include durable, permanent structures and surfaces to reduce maintenance needs and follow appropriate safety standards. Injury at skate parks is a significant concern, however statistically, most skateboarding injuries occur while skating in unsafe often illegal environments. That said, call boxes or emergency alert systems can be included within the skatepark. The location of the Boulevard Crossing skate park creates an optimal line of site for local law enforcement, as well. Management strategies for skateparks vary. All strategies necessitate creating a strong set of safety policies and procedures. Several approaches have proven successful in skateparks around the country including:

- Pay to skate: Establishing a pay to skate program requires hiring onsite management personnel to collect fees and supervise the skate park, setting up hours of operation, and establishing skatepark policy enforcement strategies. A hierarchy of fees can be set, with lower fees for area residents.
- Membership fees: Length of membership is often set either monthly or quarterly. This management strategy does not necessarily require onsite management personnel; however a management group must be identified not only to collect fees and manage memberships, but also to determine improvement needs for which to allocate fees.
- Timed lighting: Timed lighting systems allow skaters to use the park after dark for a designated length of time and discourage skaters from using the park after hours. This management approach provides free space to skate and is enforced solely by local law enforcement, parents, peers, etc.
- Park closing hours: This passive management approach relies on the enforcement of Boulevard Crossing Park closing hours to manage skaters. Signs are posted within the park to communicate closing hours.

Operational needs are significantly increased using pay to skate and membership fee management strategies. Additional infrastructure may also be required including fencing, booths, and bathrooms. The neighborhood scale of Boulevard Crossing Park may not warrant fee-based approaches to skate park management.

Establishing partnerships with skate clubs or community groups is vital to the success of any skate park. Creating a sense of ownership with users has been proven more effective for deterring vandalism and violence. That said, daily inspections should be made to any skate park to remove broken glass or other harmful debris and monitor and remove graffiti. User groups and partner groups can not only assist with management, but also organize programmed

activities within the park such as movie nights, demos, lessons, fundraisers, and contests.
High Maintenance Zone.

Outdoor Festival management:
Refer to the Class C and D outdoor festival requirements listed in the proposed City of Atlanta's Policy for Outdoor Events in Parks in Response to Level 4 Drought Restrictions, issued January 9, 2008. Class C and D outdoor festivals include events where the anticipated attendance is between 251-49,000 people. Remediation and restoration periods vary from one to four weeks depending on the size of the gathering and can include aeration, watering, reseeding and fertilizing. Limiting large events within the park and keeping intensive activities on park hardscapes such as gateways, plazas, promenades and the 18' concrete walk surrounding the Great Lawn will assist in reducing landscape damage.
High Maintenance Zone

Facilities:
Maintenance plans for park shelters can include a budget, schedules and procedures for cleaning and repairs. The plans should include a regular trash pick-up schedules, procedures for graffiti removal, repairs related to safety for users, etc.
Low Maintenance Zone

Dog Park:
Successful dog park development and management depends on strong partnerships with community members, local organizations, dog park clubs and/or neighborhood associations. Partner groups can monitor the park, ensuring that rules are followed and the space is properly maintained. It is also important that all dog park users be responsible for assisting with maintenance, monitoring, and managing the park. Involving users and community members in the development and management process can create a sense of ownership which strengthens the value and effectiveness of the park. Maintenance issues to address in a detailed dog park management program include sanitation, noise, safety, repair, vegetation and turf care, and substrate repair. A clear set of policies and procedures should be established and posted in the park. Amenities can be added that not only create a more pleasant dog park experience, but also give users what they need to assist with maintaining the park, such as water line accessibility for drinking and maintenance, disposal bags, benches and trash cans. Recommended dog park substrates include turf, wood chips or a combination. Wood chips should be sized according to playground specifications. For more information on creating off-leash dog parks, refer to the City of Atlanta Department of Parks, Recreation, and Cultural Affairs document, Creating Off Leash Dog Parks: A Step-By-Step Guide. Volunteer Maintenance Zone

Community Garden:
As with dog parks, community gardens require partnerships in order to be managed and maintained effectively. An urban garden community group should be established to serve as an umbrella garden management organization. Management responsibilities may include marketing, setting up an application process and fee system per plot, fundraising, general upkeep, acquiring materials such as compost, seeds, and stakes, determining growth, and organizing events. Application and/or plot fees for individual plots should cover irrigation, electrical, materials and any security costs. Additional relationships can be set up with area schools, churches, retirement homes or other neighborhood groups to "adopt" plots. The garden should strive to involve community members of all ages to create an overall sense of ownership and help prevent vandalism. A strong set of guidelines and rules need to be written and posted throughout the garden. Guidelines may be included for waste management, use of tools and facilities, irrigation, and materials use. Education programs can be organized onsite in conjunction with the county extension agency, GA Organics, local professionals, community members and other community garden groups.
Volunteer Management Zone

Boundless Playground/Sprayground:
Both playground and sprayground maintenance needs such as waste management and equipment repair can be included in the overall park maintenance plan. Equipment in the sprayground could be set to a timer and sensors or activated when users press buttons or pull strings. Additional management for the sprayground could be warranted if the sprayground is scheduled to be a revenue generating amenity. Additionally, the sprayground will need daily inspection for glass and debris and monitoring of water and filtration systems. The need to set operating hours, charge fees, or if equipment takes additional maintenance would be covered by a pay-for-play system. Community partnerships should also be explored for these added management needs.
High Maintenance Zone

Art:
Management for art installations and performance art will best be implemented by partner organizations such as local artist groups, theatre troops, public art commissions or other community organizations under the auspices of the Office of Cultural Affairs. Issues with vandalism can be combated not only through creating a sense of ownership and connecting the community to the art, but also through installing appropriate lighting and signage. Individual sponsorship organizations can fund installations, organize art openings or performance events, provide a system to review potential art for placement, support art educational programs and manage the art installation process.
All Maintenance Zones

Education:
Opportunities for both passive and active education exist throughout the park.
Educational signs can be posted in coordination with art installations and community events, throughout naturalized areas of the park, and along the path system and fitness trail. The park can serve as an outdoor classroom for schools, and community groups in collaboration with partner organizations. Active lessons or demonstrations can take place in both programmed and unprogrammed areas of the park and are subject to meeting City of Atlanta operating and permitting requirements.
All Maintenance Zones

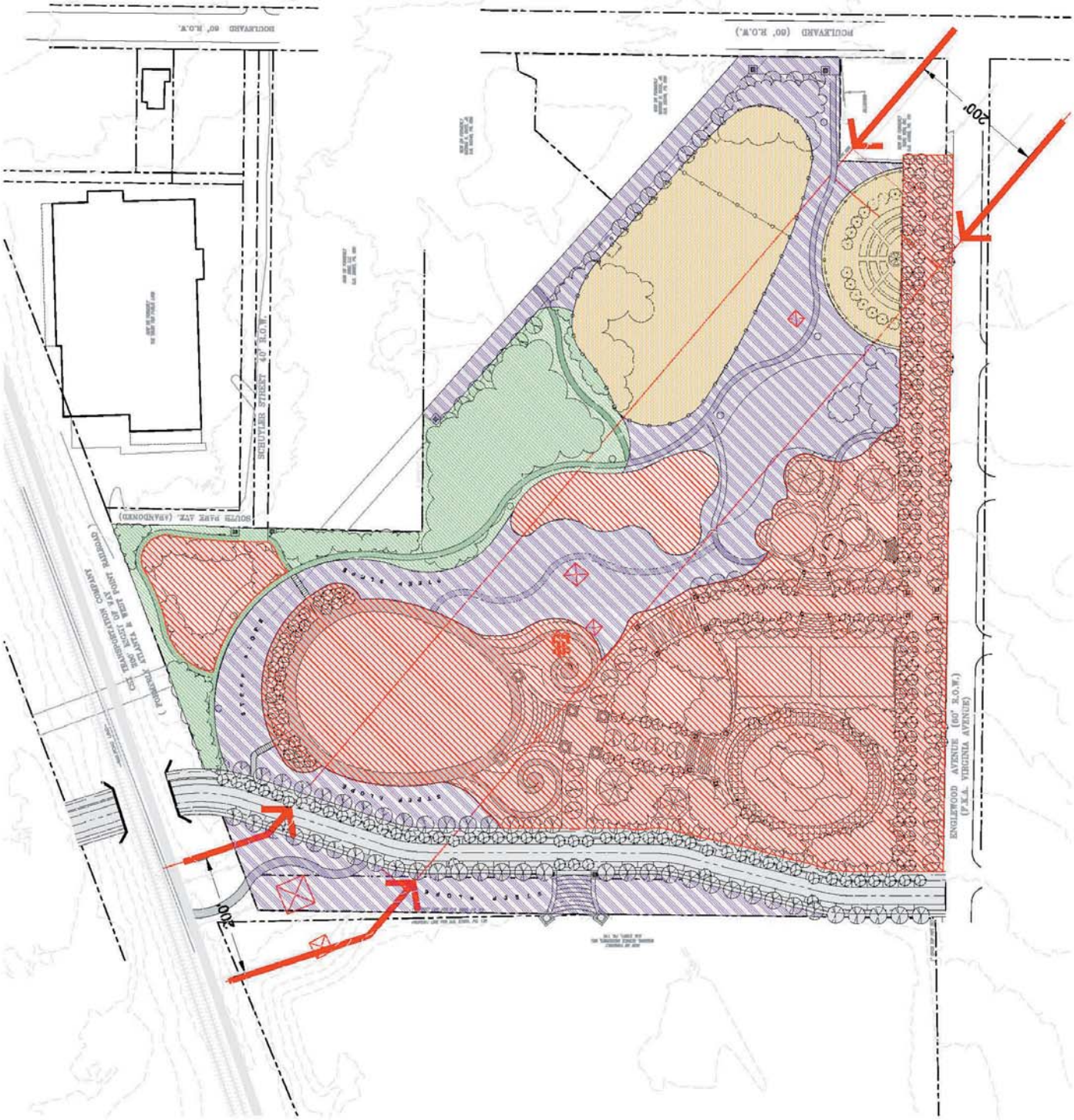

BeltLine
Atlanta Connection
BeltLine Subarea 3:
BOULEVARD CROSSING
Boulevard Crossing Park - Conceptual Master Plan
LANDSCAPE MAINTENANCE ZONE MAP
High Maintenance
Medium Maintenance
Low Maintenance
Volunteer Maintenance
ECOS
GRICE
OCTOBER 15, 2008
SCALE IN FEET
BOULEVARD (60' R.O.W.)
BOULEVARD 60' R.O.W.
SOUTH PARK ATE. (ABANDONED)
SOUTHER STREET 40' R.O.W.
CSX RAIL ROAD (FORMERLY CONSOLIDATED RAIL CORPORATION)
(FORMERLY PLAZA & WEST POINT RAILROAD)
ENGLEWOOD AVENUE (60' R.O.W.)
(F.K.A. VIRGINIA AVENUE)
200'
200'

FIGURE O

NATURAL RESOURCE MANAGEMENT

The purpose of a natural resource management program for Boulevard Crossing Park is to establish systematic approaches for developing, restoring and protecting natural communities within the park while maintaining pubic use. Natural resource management plans assess existing natural resources before development to determine the potential environmental impacts of development. Specific resource management plans are suggested for the park that will specify detailed policies and procedures necessary to ensure and sustain the success of the park's naturalized areas and minimize the influence from public activity. All plans should reflect the park's urban location and closely relate to the park's overall landscape maintenance plan. Each plan should include baseline inventories of significant, existing resources and potential guidelines for long-term monitoring. Plans should also identify potential educational programs, research partnerships and funding opportunities. It is recommended that the Natural Resource Management Program include the following plans: Invasive Species Removal Plan, Stormwater Management and Reuse Plan and a Developed and Restored Landscape Plan (Flora and Fauna).

Invasive Species Removal Plan:
During initial site visits the design team found the following invasive, exotic species to be predominant throughout the site: kudzu, privet, and ivy. The removal of all aggressive, invasive species is critical to the success of both developed and restored natural areas and necessary to maintain diverse native plant communities. Detailed procedures necessary to eliminate invasive species should be outlined, including long-term strategies for prevention and management. A hierarchy of methods can be instituted depending the species and aggressive nature of the invasive plant. Effective removal techniques should be conducted in an environmentally sensitive manner, if possible.

Stormwater Management/Reuse Plan:
Strategies for managing the wet ponds and constructed wetland should include proper plant selection, the potential for introducing aquatic life, water reuse and its impact on habitat health, pollutant removal, sediment control and overall management of chemical and biological processes of the water collected. Water reuse plans should encompass watering zones and systems for individual areas through the site. Within the current plan, water is collected solely from onsite areas; however there is the potential for additional water catchment from adjacent development sites. Possibilities for offsite water collection, including quantities, partnerships, storage needs, infiltration approaches and effects on habitat should be fully explored.

Developed and Restored Landscape (Flora/Fauna) Plan:
Within the Boulevard Crossing Park design, restored and developed naturalized landscapes include woodlands, the meadow, the constructed wetland, and the manicured landscape (including street trees, turf areas, ornamental plantings.) This resource management plan should identify approaches for the development or restoration of each of these categories with respect to their affect on urban habitat development for both wildlife and plant life. The plan should include long-term goals for naturalizing large sections of the park.

Overall Natural Resource Management Guidelines:

The following guidelines are a compilation of plan recommendations for general resource management from various sources, including the National Park Service and the National Audobon Society. Each natural resource management plan for Boulevard Crossing Park may include the following sections/ subsections:

I. Site specific assessment
   a. History
   b. Existing conditions
   c. Existing resources
      1. Ecological
      2. Cultural
      3. Habitat sensitivity

II. Restoration/mitigation
   a. Specific procedures
      1. Habitat sensitive/appropriate landscaping
      2. Water conservation/Water quality
      3. Waste management
      4. Invasive plant removal
   b. Activities schedule

III. Protection strategies for mitigated areas
   a. Education

b. Visitor access/carrying capacity
c. Pest management

IV. Monitoring
a. Specific procedures
b. Long-term activities schedule
c. Partnerships and Resources

Resources for additional information on natural resource management:

- National Park Service:
  http://www.nps.gov/nationalmallplan/Studies.html
  http://www.nps.gov/policy/MP2006.pdf
- City of Chico:
  http://www.chico.ca.us/common/_mod_resource.asp?p=367&f=446
- US Fish and Wildlife Service/Department of Defense: http://library.fws.gov/Pubs9/es_integrated_nrplans02.pdf
- Audubon International:
  http://www.audubooninternational.org/resources/principles.htm
- University of Florida
  http://edis.ifas.ufl.edu/fr126
- City of Boston
  http://www.cityofboston.gov/parks/openspace_doc.asp
- Massachusetts Department of Conservation and Recreation (DCR)
  http://www.mass.gov/dcr/stewardship/acec/rmp_guidelines.pdf
- City of Kirkland
  http://www.ci.kirkland.wa.us/__shared/assets/Nat_Rsrc_Mgt_Plan_II352.pdf

ESTIMATED DEVELOPMENT COSTS

ESTIMATED COSTS:

Phase I Development: Boulevard Crossing Park
The Phase I development plan for Boulevard Crossing Park includes those amenities expressed by community participants at the Final Master Plan presentation on February 21, 2008 as priorities for first phase development. Top responses include The Great Lawn, Stormwater Management Ponds, Skate Parks, and the Dog Park.

The goal of Phase I is to offer a cost-effective, cohesive design strategy that expresses the intent of the larger design concept while creating excitement within the community momentum for Phase II.

Phase I Development begins with site clearing, grubbing, and rough grading throughout the entire site not only to prepare areas included in this phase for fine grading, but also to prime the property for future phases, create interim, passive, usable space, and prevent the spread of existing invasive species.

Detailed design, including precise siting, will be undertaken using strategies from Crime Prevention Through Environmental Design (CPTED) which emphasizes techniques for preventing or reducing crime through smart design. Examples include: maximizing visibility using adequate lighting, providing pedestrian friendly streets and sidewalks, clearly defining gateways and entrances and using plantings to clearly define public versus private spaces,

The following amenities are to be completed in Phase I:

Circulation:

- Paths: Sections of the proposed foot path system will be completed to connect the Eastern edge of the Boulevard Promenade to the central storm pond, the central pond to the grand staircase and the central pond to the Great Lawn.
- Sidewalks: Five foot sidewalks will be completed along Englewood Avenue from Cherokee Avenue to the Central Promenade as well as along the park side of Cherokee Avenue, from Englewood to the Central Promenade.
- Promenades: The Central Promenade will be fully constructed, including stairs, columns, game tables, benches, and plant material. A portion of Englewood Promenade will be completed beginning at Cherokee Avenue and extending to the Central Promenade. The Eastern edge of the Boulevard Promenade directly parallel to Boulevard Avenue will also be constructed.
- Plazas: All plaza spaces will be built, including the central plaza between the Great Lawn and Skate Park, the plaza surrounding the Skate Park and the plaza on the perimeter of the basketball courts. All plant material, stair cases, and columns, and benches will be installed.
- Cherokee Avenue: A portion of the future Cherokee Avenue extension will be constructed from Englewood Avenue to the Central Promenade. The road base will be installed and utilized as a temporary gravel parking lot until the full road is built in the future. This will provide off street parking until more becomes available. If funding allows, a base course of asphalt (permeable, if possible) will be laid in order to minimize dust and erosion and allow for pavement markings to designate parking spaces.

Active Recreation:

- Dog park: The dog park will be prepared. Fencing and other amenities are to be provided in accordance with the City of Atlanta policy on off-leash dog parks.
- Great Lawn: The Great Lawn will be completed with the 18' concrete walk. The City View Terrace will likely not be included.

Passive Recreation:

- Skate park: The skate park will be completed in full.
- Basketball Courts: Both basketball courts will be built with the surrounding plaza space.

The Arts:

- Earthen spirals: Both earthen spirals with path systems and vegetation will be completed.

The Environment:

- Revegetated slopes: Slopes surrounding the Great Lawn totaling approximately 1 acre will be stabilized and revegetated.
- Stormwater management ponds: The stormwater pond in the rear of the site totaling .25 acres will be built. The lower portion of the

central stormwater pond, totaling .25 acres will be completed.

- Tree canopy, ornamental trees, tree masses: Canopy and ornamental trees will be installed along built promenades and Cherokee Avenue. Tree masses will be established surrounding the dog park, skate park and the Central Promenade. Existing woodland areas will be restored and may include supplemental plantings. Should new development projects throughout Neighborhood Planning Unit (NPU) Y find the need to locate tree recompense plantings elsewhere within the NPU, it is highly recommended that they be directed to Boulevard Crossing Park.
- Meadow: The complete Meadow will be installed, including steep slopes surrounding the City View Terrace and Great Lawn and areas around the Stormwater Pond and Dog Park. In addition, sections of the park to be developed in Phase II, including the Constructed Wetland and Community Garden will be seeded and established as temporary meadow during Phase I. This will not only assist with stabilizing the soil, but will also create a cohesive, natural aesthetic until Phase II construction can begin.

Establishing immediate partnerships through identifying volunteer opportunities can reduce construction and management costs. Initial volunteer opportunities could include: Citizens on Patrol, park planting, art installation (including forming earth sculptures), native plant removal, Adopt-a-Park, Trail, or Section of the Park, and community garden construction.

Possible amenities for Phase II are the playground/ sprayground, constructed wetland, community gardens, City View Terrace, group shelters, public restrooms and an additional stormwater pond.

In providing estimates of probable construction costs, the client understands that the consultant has no control over the cost or availability of labor, equipment or materials, or over market conditions or the contractor's method of pricing, and that the consultant's opinions of probable construction costs are made on the basis of the consultant's professional judgment and experience. The consultant makes no warranty, express or implied, that the bids or the negotiated cost of the work will not vary from the consultant's opinion of probable construction cost.

OPTION ONE:	Description	Unit Cost	Quantity	Total
Earthwork	Rough	30,000/AC	21 Acres	$630,000
Earthwork	Fine	15,000/AC	10 Acres	$150,000
Site Clearing and Grubbing	Complete	7,500/AC	21 Acres	$157,500
Erosion and Sediment Control	Complete	3,750/AC	21 Acres	$78,750
Dog Park	Complete	13,500/AC	2 Acres	$27,000
Dog Park Fencing	Complete	10.50/LF	1613 LF	$16,937
Englewood Promenade	From SE corner to edge of Central Promenade	392.00/LF	402.43 LF	$157,753
Skate Park	Complete	435,600/EA.	1 EA	$435,600
Basketball Court	Complete	48,000/EA.	2 EA.	$96,000
Stormwater Managemt Pond System	1/2 size central pond (.25 AC) & Full size rear pond (.25 AC)	82,884/AC	.5 AC	$41,442
8' Concrete Walk	Blvd to Storm Pond;Pond to Grand Stair; Pond to G. Lawn	55.00/LF	1355.26 LF	$74,539
18' Concrete Walk	Complete	123.75/LF	900 LF	$111,375
5' Concrete Sidewalk	Englewood Ave. & Park side Cherokee Ave to Central Prom.	34.40/LF	1069 LF	$36,774
35' Central Promenade	Complete	188/LF	1010 LF	$189,880
25' Boulevard Promenade	Eastern edge	135/LF	141.3 LF	$19,076
Plaza	Complete	9.50/SF	7536 SF	$71,592
Plaza-Basketball Perimeter	Complete	9.50/SF	7475 SF	$71,013
Plaza Other (Stairs, Columns)	Complete	47.00/SF	20757 SF	$975,579
Site Lighting	1/3 Site	37000/AC	3 AC	$111,000
Earthen Spirals	Complete	42287.70/EA.	2 EA	$84,575
Cherokee Avenue - gravel with parking	2/3 length, Gravel Drive	7.14/SY	2457.8 SY	$17,549
Lawn Area	Great Lawn/Spirals	63616.36/AC.	2.45 Acres	$163,366
Trees Canopy	1 Side Englewood/ 1 Side Cherokee	400/EA.	40 EA.	$16,000
Trees Ornamental	Along Central Promenade and Plaza	325/EA.	69 EA.	$22,425
Trees Masses	Masses for Dog Park/Woodland Skatepark/Entrance	15000/AC	2 Acres	$30,000
Steep/Revegetative Slopes	Around Great Lawn	4140/AC	.5 AC	$2,070
Meadow	Complete + Temporary Open Space	300/MSF	174240 SF	$52,272
			SubTotal	**$3,840,066**
			Design/Eng. Fees (0.08)	$307,205
			Contingency (0.10)	$384,007
			TOTAL	**$4,531,278**

FIGURE P


BeltLine
BeltLine Subarea 3:
BOULEVARD CROSSING
Boulevard Crossing Park - Conceptual Master Plan
Urban Confluence:
Emphasis on bringing nature, recreation, and urban elements together into balance. Restore the highly disturbed landscape, infuse it with active recreation and natural systems, include passive recreation, public art, individual health, and interpretation of the restored landscape. Urban in nature, restored natural landscapes are stylized and interpreted for the urban environment.
Program Elements
Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic kept to the perimeter of the park. Pedestrian flow to be delineated in a hierarchy of footpaths, paved walks, and multiuse trails which provide varying levels of connection to the restored landscape. Connections to surrounding community shall be prominent on all sides of park.
Active Recreation: Active sports fields and activity zones to be organized into like groups and to provide recreation alternatives currently lacking in the City park system.
Passive Recreation:
Extensive trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides for a variety of public spaces of differing sizes, as well as broad swaths of restored natural areas and edible landscape / community gardens.
The Arts:
Extensive opportunities for outdoor art installations featured at public spaces/gateways as well as integrated into restored habitat with opportunities for interpretation. Potential for performance art and Class C or D festivals.
Environment:
Significant stormwater management in the form of ponds and constructed wetlands. Predominantly native landscape with lower maintenance requirements. Use a decision-making hierarchy of preservation, conservation and regeneration. Park will increase human well-being. Select and use sustainable materials and properly manage waste production.
Constructed Wetland
Active Recreation
Passive Recreation
Boardwalk
Trail
Fitness Trail Station
Naturalized Woodland
Playground
Dog Park
Community Garden
Water/Wetland
Meadow
Beltline
ECOS
GRICE
OCTOBER 18, 2008
SCALE IN FEET
BOULEVARD (60' R.O.W.)
BOULEVARD 60' R.O.W.
SOUTH PARK AVE. (ABANDONED)
GA POWER EASEMENT
200'
Pond/Stormwater Management - .25 Acres
Restored Existing Woodland
Pond/Stormwater Management - 1/3 Acre
Dog Park - 2 Acres
Boulevard Promenade
Small Breed Dog Area
Large Breed Dog Area
The Great Lawn 1.25 Acres
UPPER SLOPE
LOWER SLOPE
Basketball Courts
Main Englewood Gateway
Open Lawn
ENGLEWOOD AVENUE (40' R.O.W.) (F.K.A. VIRGINIA AVENUE)
Future BeltLine Transit and Trail
Transmission Line Towers
Earthen Spirals
Central Promenade (Main Corridor 35' Wide)
Plaza
Game Tables & Benches
Plaza
Skate Park - 20,000 sq.ft.
Cherokee Ave. Extension Gravel Drive
Englewood Promenade
Englewood Parallel Parking 12 Spaces

FIGURE Q

Boulevard Crossing Park - *BeltLine Sub-Area #3*

Park Master Plan Community Survey

Comprising approximately 22 acres, Boulevard Crossing is the first new park completely assembled along the BeltLine's "Emerald Necklace".

Funding from the City of Atlanta's Opportunity Bond was utilized for acquisition of the land and will fund initial development. Park Master Planning is currently underway as part of the overall planning for this BeltLine segment ("Sub-Area").

A diverse range of active and passive recreational uses for a wide range of age groups will be considered in planning this park which must serve to meet both the needs of local neighborhoods as well as those of the greater city-wide BeltLine community. Multi-use trail connections with Chosewood Park and Grant Park are proposed components and are also in planning stages.

Your response to this survey will help to assess needs for park facilities and amenities as we work towards developing a master plan for the future development and operation of Boulevard Crossing Park.

Please forward your completed survey by Monday October 8th 2007 to:
Ecos Environmental Design

1. For **Adults**, check off the 3 most important facilities/uses you would like to see:

2. For **Children** (under 12), check off the 3 most important facilities/uses you would like to see:

3. For **Teens/Youths**, check off the **3 most important** facilities/uses you would like to see:

4. **Other** Facilities – check off the **3 most important** needed at Boulevard Crossing Park:

☐ i) Leash-free Dog Park
☐

5. Are there other facilities, uses, amenities or features would you like to see :

6. How desirable would the use of a portion of the park be for creation of a **storm water pond** that would assist in conserving water from both the park and other adjacent areas?

☐ Not Desirable	☐ Neutral	☐ Very Desirable

7. How desirable would be a **naturalization zone which would be allowed to re-forest**?

☐ Not Desirable	☐ Neutral	☐ Very Desirable

8. Efforts are being made to uncover streams that were put into sewer pipes years ago – to "daylight" them - and recreate them as 'natural' streams. How desirable would it be to pursue this **"Daylighting" of Streams** at Boulevard Crossing?

☐ Not Desirable	☐ Neutral	☐ Very Desirable

9. How important is it to provide large **open spaces for random play**?

☐ Not Important	☐ Neutral	☐ Very Important

10. How desirable would an on-site presence of City Parks staff in a **maintenance facility** be?

☐ Not Desirable	☐ Neutral	☐ Very Desirable

11. How important is it to integrate with new developments which will occur around the park:

a) Pathways connecting the park and adjacent developments:

☐ Not Important	☐ Neutral	☐ Very Important

b) Parking that would be shared:

☐ Not Desirable	☐ Neutral	☐ Very Desirable

c) To have commercial businesses adjacent:

☐ Not Desirable	☐ Neutral	☐ Very Desirable

Other comments on adjacent development:

12. Which of the following best describes your family?

- ☐ i) Single
- ☐ ii) Single with children _____ younger than 12 _____ age 12 – 18 _____ age 18+
- ☐ iii) Couple
- ☐ iv) Couple with children _____ younger than 12 _____ age 12 – 18 _____ age 18+
- ☐ v) Empty nester
- ☐ vi) Other _____

13. In what age group do you belong?

- ☐ i) <18
- ☐ ii) 19 – 29
- ☐ iii) 30 – 44
- ☐ iv) 45 – 60
- ☐ v) 60+

14. I am

- ☐ i) Male
- ☐ ii) Female

15. How far of a walk will it be from your residence to Boulevard Crossing Park?

☐ i) Less than $\frac{1}{4}$ mile ☐ ii) $\frac{1}{4}$ to $\frac{1}{2}$ mile ☐ iii) $\frac{1}{2}$ mile to **1** mile ☐ iv) more than **1** mile

16. Which Neighborhood do you live in?

- ☐ i) Boulevard Heights
- ☐ ii) Chosewood Park
- ☐ iii) Grant Park
- ☐ iv) Ormewood Park
- ☐ v) Peoplestown
- ☐ vi) Other _____ _____

17. Other Comments:

Boulevard Crossing Park - Master Plan Survey

1. For Adults, check off the 3 most important facilities/uses you would like to see:

	Response Percent	Response Count
Soccer Field	18.0%	98
Baseball/Softball Field	10.9%	59
Football Field	1.8%	10
Open Multi-use Field	54.2%	295
Basketball Courts	6.8%	37
Volleyball Courts	10.3%	56
Tennis Courts	32.9%	179
Skateboard park	14.0%	76
Life/Exercise/Fitness Trail	**67.5%**	367
Disc ("Frisbee") Golf	11.2%	61
Mountain Biking Trail system	41.0%	223
Multi-use 'arena' pad (in-line skating, floor hockey, lacrosse etc)	24.6%	134
	Comments	74
	answered question	**544**
	skipped question	8

2. For Children (under 12), check off the 3 most important facilities/uses you would like to see:

	Response Percent	Response Count
Soccer Field	35.5%	170
Baseball/Softball	18.8%	90
Football Field	2.3%	11
Open Multi-use Field	48.0%	230
Basketball Courts	3.3%	16
Playground	**75.4%**	361
Skateboard Park	18.6%	89
Spray Pad with water jets, (no standing water)	45.3%	217
Exercise/Fitness Trail	21.1%	101
Court games (Hopskotch etc)	22.8%	109
	Comments	52
	answered question	**479**
	skipped question	73

3. For Teens/Youths, check off the 3 most important facilities/uses you would like to see:

	Response Percent	Response Count
Soccer Field	36.0%	171
Baseball/Softball Field	24.2%	115
Football Field	7.4%	35
Open Multi-use Field	**46.7%**	222
Basketball Courts	19.2%	91
Volleyball Court	5.5%	26
Tennis Courts	15.8%	75
Skateboard park	40.0%	190
Life/Exercise/Fitness Trail	28.0%	133
Disc ("Frisbee") Golf	11.6%	55
Mountain Biking Trail system	26.3%	125
Multi-use 'arena' pad (in-line skating, floor hockey, lacrosse etc)	31.8%	151
	Comments	22
	answered question	**475**
	skipped question	**77**

4. Other Facilities – check off the 3 most important needed at Boulevard Crossing Park:

	Response Percent	Response Count
Leash-free Dog Park	**59.4%**	321
Community Garden Plots	20.7%	112
Picnic Areas/Shelters	34.4%	186
Special Event space	13.3%	72
Games Tables (Chess, Backgammon etc.)	7.8%	42
Washrooms	35.6%	192
Ponds	22.4%	121
Concessions	3.7%	20
Parking	16.1%	87
Special Events space for festivals	18.9%	102
Wireless connectivity for laptop computers	16.1%	87
Walking Pathway/Trail system	53.9%	291
Other (Please Comment)	1.7%	9
	Comments	50
	answered question	**540**
	skipped question	**12**

5. Are there other facilities, uses, amenities or features would you like to see :		
		Response Count
		114
	answered question	**114**
	skipped question	**438**

6. How desirable would the use of a portion of the park be for creation of a storm water pond that would assist in conserving water from both the park and other adjacent areas?				
	Not Desirable	Neutral	Very Desirable	Response Count
Check one, please	6.6% (36)	27.3% (148)	**66.1% (359)**	543
			answered question	**542**
			skipped question	**10**

7. How desirable would be a naturalization zone which would be allowed to re-forest?				
	Not Desirable	Neutral	Very Desirable	Response Count
Check one, please	4.1% (22)	19.5% (106)	**76.4% (415)**	543
			answered question	**542**
			skipped question	**10**

8. Efforts are being made to uncover streams that were put into sewer pipes years ago – to "daylight" them - and recreate them as 'natural' streams. How desirable would it be to pursue this "Daylighting" of Streams at Boulevard Crossing?				
	Not Desirable	Neutral	Very Desirable	Response Count
Check one, please	2.6% (14)	19.0% (103)	**78.5% (426)**	543
			answered question	**542**
			skipped question	**10**

9. How important is it to provide large open spaces for random play?				
	Not Important	Neutral	Very Important	Response Count
Check one, please	2.8% (15)	18.5% (100)	**78.7% (426)**	541
			answered question	**540**
			skipped question	**12**

10. How desirable would an on-site presence of City Parks staff in a maintenance facility be?				
	Not Desirable	Neutral	Very Desirable	Response Count
Check one, please	4.8% (26)	32.5% (176)	**62.7% (340)**	542
			answered question	**541**
			skipped question	**11**

11. How important is it to integrate with new developments which will occur around the park:

	Not Important	Neutral	Very Important	Response Count
a) Pathways connecting the park and adjacent developments:	3.5% (19)	18.1% (98)	**78.4% (425)**	542
b) Parking that would be shared:	14.2% (76)	38.5% (206)	**47.3% (253)**	535
c) To have commercial businesses adjacent:	21.0% (113)	**41.9% (225)**	37.1% (199)	537
			Other comments on adjacent development:	70
			answered question	**541**
			skipped question	**11**

12. Which of the following best describes your family?

	Response Percent	Response Count
Single	20.3%	111
Single with children - younger than 12	2.0%	11
Single with children - age 12 – 18	1.3%	7
Single with children - age 18+	0.6%	3
Couple	28.4%	155
Couple with children - younger than 12	**41.4%**	226
Couple with children - age 12 – 18	1.8%	10
Couple with children - age 18+	1.1%	6
Empty nester	1.1%	6
Other (please comment)	0.0%	0
Other (please specify)	2.2%	12
	answered question	**546**
	skipped question	**6**

13. In what age group do you belong?

	Response Percent	Response Count
<18	1.1%	6
19 – 29	15.9%	87
30 – 44	**69.0%**	378
45 – 60	13.9%	76
60+	0.4%	2
	answered question	**548**
	skipped question	**4**

14. I am

	Response Percent	Response Count
Male	46.4%	251
Female	**53.8%**	291
	answered question	**541**
	skipped question	**11**

15. How far of a walk will it be from your residence to Boulevard Crossing Park?

	Response Percent	Response Count
Less than ¼ mile	10.5%	56
¼ to ½ mile	17.8%	95
½ mile to 1 mile	**37.6%**	201
more than 1 mile	34.3%	183
	answered question	**534**
	skipped question	**18**

16. Which Neighborhood do you live in?

	Response Percent	Response Count
Boulevard Heights	14.7%	64
Chosewood Park	3.7%	16
Grant Park	**49.3%**	215
Ormewood Park	30.5%	133
Peoplestown	2.1%	9
	Other (please specify)	108
	answered question	**436**
	skipped question	**116**

17. Other Comments:

	Response Count
	93
	answered question	**93**
	skipped question	**459**

APPENDIX B: Meeting Materials

Staff Agenda
BeltLine Master Plan
Boulevard Crossing Study Group Meeting
September 20, 2007; 6:30 – 8:30 pm
Zoo Atlanta – Action Resource Center

1. Welcome – **Matthew Dickison** (5 minutes)

    a. Welcome
    b. Overview
    c. Parks Survey
    d. Additional Announcements
    e. Sign In Sheet
    f. Upcoming Meetings/Contact Information

2. BeltLine Update – **Nate Conable** (10 minutes)

3. Master Planning Review – **Shannon Kettering & John Funny**

4. Vision, Values, Goals and Objectives – **Shannon Kettering**

5. Small Group Goals and Objectives Exercise - **Shannon Kettering/Matthew Wilder/John Funny**

6. Next Steps – **Shannon Kettering & Matthew Dickison** (5 minutes)

Supply List:

1. Agendas (Matthew)
2. Study Group Meeting Dates (Matthew)
3. BeltLine Tour Flyers (Matthew)
4. Sign-In Sheet (Matthew)
5. Surveys (Matthew)
6. Easels (**ECOS**)
7. Large Note Pads (**ECOS**)
8. Large Pens (**ECOS**)
9. Projector (**ECOS**)
10. Laptop (**ECOS**)
11. Posters (**ECOS**)
12. Sticky-notes for public comment regarding posters (**ECOS**)
13. Index Cards/Comment Cards (**ECOS**)
14. Directional Sign (Matthew)

Agenda
BeltLine Master Plan
Boulevard Crossing Park Steering Committee Meeting
October 23, 2007; 6:00 – 8:00 pm
Zoo Atlanta – Action Resource Center

Handouts available as attendees arrive:
- Greenspace Goals and Objectives
- Survey Results

1. Welcome – **Matthew Dickison** (5 minutes)

    a. Welcome
    b. Overview of purpose of meeting
    c. Additional Announcements
    d. Sign In Sheet
    e. Upcoming Meetings/Contact Information

2. Recap of Site Analysis (5 minutes)

3. Presentation of 3 Park Master Plan Concepts – **Matthew Wilder**

4. Concept Plans Discussion – **Matthew Wilder/Ed Akins/Gretchen Gigley**

5. Next Steps – **Matthew Wilder & Matthew Dickison** (5 minutes)

Supply List:

1. Agendas (Matthew D)
2. Study Group Meeting Dates (Matthew D)
3. Sign-In Sheet (Matthew D)
4. Handouts (**ECOS**)
5. Easels (**ECOS**)
6. Large Note Pads (**ECOS**)
7. Large Pens (**ECOS**)
8. Posters (**ECOS**)
9. Index Cards/Comment Cards (**ECOS**)
10. Directional Sign (Matthew)

Boulevard Crossing Park Concept Themes

Sportscape:

A highly organized and extensive collection of active recreation opportunities including both team and individual sports, including skateboarding, cycling, individual fitness, inline hockey, soccer, baseball/softball, etc.

Program Elements

Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic may enter the park to better access recreation areas. Vehicular access allows for temporary closure during special events to allow unimpeded pedestrian / transit / bicycle access. Pedestrian flow to be delineated in a hierarchy of paved walks and multiuse trails. Connections to surrounding community shall be prominent on all sides of the park

Active Recreation:
Active sports fields and activity zones to be organized by type throughout the site. Indoor and outdoor activities may coexist.

Passive Recreation:
Trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides quiet areas separate from buzz of activity. Spaces between active zones allow for restoration opportunities.

The Arts:
Extensive opportunities for outdoor art installations, temporary rotating or permanent, features at important public spaces/gateways

Restorative Landscape:

Emphasis on restoring the highly disturbed landscape to an urban oasis. Active recreation is a component, but larger emphasis is placed on natural systems, passive recreation, public art, individual health, and interpretation of the restored landscape. Picturesque views throughout

Program Elements

Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic kept to the perimeter of the park. Pedestrian flow to be delineated in a hierarchy of footpaths, paved walks, and multiuse trails which provide varying levels of connection to the restored landscape. Connections to surrounding community shall be prominent on all sides of park.

Active Recreation:
Active sports fields and activity zones to be organized into a single location / complex.

Passive Recreation:
Extensive trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides for a variety of public spaces of differing sizes, as well as broad swaths of restored natural areas. Edible landscape / community gardens.

The Arts:
Extensive opportunities for outdoor art installations featured at public spaces / gateways as well as integrated into restored habitat with opportunities for interpretation. Potential for performance art with small amphitheater 500-2500 person capacity.

Urban Confluence:

Emphasis on bringing nature, recreation, and urban elements together into balance. Restore the highly disturbed landscape, infuse it with active recreation and natural systems. Include passive recreation, public art, individual health, and interpretation of the restored landscape. Urban in nature, restored natural landscapes are stylized and interpreted for the urban environment.

Program Elements

Circulation:
Major perimeter Roads, adjacent to Beltline, vehicular traffic kept to the perimeter of the park. Pedestrian flow to be delineated in a hierarchy of footpaths, paved walks, and multiuse trails which provide varying levels of connection to the restored landscape. Connections to surrounding community shall be prominent on all sides of park

Active Recreation:
Active sports fields and activity zones to be organized into like groups and to provide recreation alternatives currently lacking in the City park system.

Passive Recreation:
Extensive trail system which may include soft and hard surface trails, boardwalks, and overlooks. Plan provides for a variety of public spaces of differing sizes, as well as broad swaths of restored natural areas. Edible landscape / community gardens

The Arts:
Extensive opportunities for outdoor art installations featured at public spaces/gateways as well as integrated into restored habitat with opportunities for interpretation. Potential for performance art with small amphitheater 500-2500 person capacity.

Boulevard Crossing VALUES

Green – Diverse - Historic

GOALS with corresponding OBJECTIVES

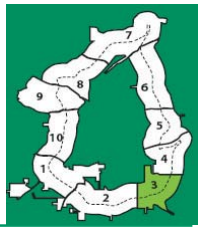
Greenspace

- Reclaim/restore/create & expand community environmental resources.
  - Restore existing streams and incorporate new water features for recreational/ educational opportunities, stormwater management, and wildlife habitat.
  - Expand community sustainable opportunities, such as recycling, composting, and gardening and recommend these activities/ amenities be included in future development.
  - Enhance the urban forest by preserving and appropriately planting new trees via an expanded open space network, enhanced streetscapes, and neighborhood arboretum programs.
  - Promote the importance of the community's environmental resources through interpretation/ education, incorporation of LEED- green development principles, and habitat restoration.
- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
  - Provide indoor and outdoor programming/ spaces for family and community gatherings for all development.
  - Establish community specific events and programs, such as "Celebrate Diversity" to unite the community and showcase its cultural significance and unique history.
  - Provide multi-purpose civic and recreational facilities at various scales to serve the community, including plazas, markets, squares, amphitheater, library, rink.
- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.
  - Provide multi-use accessibility and connectivity to and through the community's significant parks- Grant, Boulevard Crossing, and Chosewood.
  - Ensure passive spaces for mediation and reflection, such as habitat preservation areas, trails, and picnic facilities.
  - Promote innovative programming within the community open space network, such as wireless technology.
  - Provide active adventure activities, such as climbing wall, play fields/facilities, and water play areas.
  - Encourage and maintain safe and secure environment in park design and utilization through lighting and visibility.
- Identify, interpret and protect community historic and cultural resources.
  - Provide interpretive opportunities to showcase the community's significant assets, such as Fort Walker and Intrenchment Creek.
  - Establish a seamless connection between the BeltLine and community features, such as Zoo Atlanta and Chosewood Park.
  - Promote recognition of the community's diverse, historically intact neighborhoods, such as, install new historic/ educational markers to commemorate sites or events that were integral to the community's development.
  - Enhance community identity by integrating public art, heritage, cultural and historic community assets.

Boulevard Crossing Sub-Area

SOUTHEAST STUDY GROUP MEETING

Zoo Atlanta ~ February 21, 2008



1. **Welcome**, *Rukiya Eaddy, Citizen Participation Advocate Associate*

2. **BeltLine Update,** *Rukiya Eaddy, Citizen Participation Advocate Associate*

3. **Boulevard Crossing Park-Final Draft Master Plan,** *Matt Wilder, ECOS Environmental Design, Inc.*

   - **Background and Context**
   - **Concept Review**
   - **Summary of Public Input**
   - **Final Draft Park Master Plan Presentation**

4. **Questions and Comments**

5. **Phasing Prioritization Exercise**

Questions?

Please direct all Master Planning questions and/or comments to:
Matthew Dickison
Senior Urban Planner
404-865-8591
mdickison@atlantaga.gov

For general questions, contact:
Rukiya Eaddy
Citizen Participation Advocate Associate
404-588-8285
readdy@atlbeltline.org

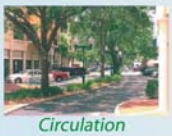
BeltLine

PLACEMAKING AT BOULEVARD CROSSING : HOW WILL IT BE ACHIEVED?

WHAT IS PLACEMAKING?

Balanced Elements


Land Uses & Urban Design


Circulation


Greenspace


Public & Cultural Arts

Appropriate Scale

City-
development pattern comprised of centers, communities, neighborhoods, and corridors and serve a city-wide population.

Center/ Community-
development pattern that serves a broader community, even regional.

Neighborhood-
development pattern that serves the immediate residents and businesses.


Center / Community Scale


Neighborhood Scale

Quality Design

Supports Transit
- Mix of Uses
- People
- Businesses
- Civic Spaces
- Clear access and connections
- Walkable 'zones' that offer different densities and intensities

Supports Community Values & Goals

Land Use & Urban Design
- Encourage development that is compatible with community values and future needs.
- Facilitate mixed use "centers" (living, working and shopping) to promote economic development, serve the community neighborhoods and support alternative transportation modes.
- Maintain a variety of residential opportunities, including mixed-income and workforce housing to strengthen the diverse community.

Circulation
- Explore opportunities to incorporate innovative strategies into community-wide transportation solutions commensurate with future needs.
- Provide connectivity, continuity and redundancy among various modes of transportation
- Allow transportation facilities to promote seamless neighborhood boundaries, while preserving and or enhancing community distinctions and character.
- Ensure future usage by developing a sustainable financial structure for maintenance.

Greenspaces
- Reclaim/restore/create & expand community environmental resources.
- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.

Public & Cultural Arts
- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
- Identify, interpret and protect community historic and cultural resources.
- Expand civic facilities to support community growth

Values: GREEN DIVERSE HISTORIC

BeltLine Subarea 3:
BOULEVARD CROSSING

ECOS ENVIRONMENTAL DESIGN, INC. | GRICE & ASSOCIATES | SMITH DALIA ARCHITECTS | DOVETAIL CONSULTING

BeltLine Atlanta Connected

Atlanta BeltLine Inc.

PLACEMAKING AT BOULEVARD CROSSING: PLANNING PROCESS

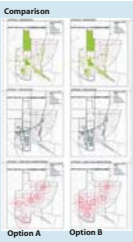
PROCESS

Site Inventory & Analysis

Opportunities & Challenges Map

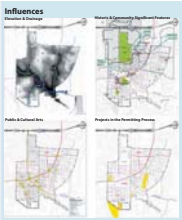
- Review Existing Conditions& Previous Studies
- Present Values, Goals & Objectives
- Present Opportunities & Challenges for Land Use, Circulation & Open Space

Comparison


Option A Option B

- Consensus on Values, Goals & Objectives
- Presentation on Establishing Placemaking
  - Elements
  - Scale
  - Design
- Present Concept Plan Option A & B

Influences



Draft Plan Components

- Review Placemaking and Influences from Existing Conditions
- Presentation of Draft Plan Elements: Land Use, Circulation, Greenspace & Public & Cultural Arts

PROJECT INITIATION	STUDY GROUP MEETING		STEERING COMMITTEE MEETING	STEERING COMMITTEE MEETING	STUDY GROUP MEETING	UPCOMING MEETINGS
08.2007	Existing Conditions 09.06.2007	Community Map Review &Comment: Study Group Meeting 09.20.2007	Community Feedback Break Out Groups: Concept Plan 10.18.2007	Steering Committee Feedback: Draft Plan I 11.15.2007	Steering Committee Feedback: Draft Plan I 01.10.2008	
Site Inventory & Review of Existing Plans →	Incorporate Map Comments From Community →		Incorporate Community Feedback Into Values, Goals & Objectives →	Incorporate Committee Comments & Create Draft Plan →	Present Draft Plan to Community →	Make Final Changes Based on Community Comments →

PRODUCT

BeltLine Redevelopment Plan Completed Nov 2005

Street Framework Plan Completed Spring 2006

Redevelopment Plan and Street Framework Plan as a Base
+
Values, Goals & Objectives Established by the Community

Option A

Option B

Draft Plan

Study Group Meeting Draft Plan II - Park 02.21.2008

Study Group Meeting Final Draft Plan - Land Use & Park TBA

BeltLine Subarea 3:
BOULEVARD CROSSING

ECOS ENVIRONMENTAL DESIGN, INC. | GRICE & ASSOCIATES | SMITH DALIA ARCHITECTS | DOVETAIL CONSULTING

BeltLine Atlanta Connected

Atlanta BeltLine Inc.

City of Atlanta
Department of Watershed Management
Protecting Our Future

Facts

Custer Avenue Combined Sewer Overflow (CSO) Storage & Dechlorination Facility

Project Overview:

A small number of the City's older neighborhoods is served by a combined sewer system. In such a system, stormwater and sanitary sewer flows (or wastewater) are collected in the same pipe.

During dry weather and light rainfall, the combined sewer flows are collected and treated at the wastewater treatment plants. During heavy rainfall, flows from the combined sewer system exceed the capacity of the downstream sanitary sewer pipes. Overflows, known as combined sewer overflows (CSOs) occur, sending untreated or minimally treated wastewater flowing into small, local streams.

In the 1980s and 1990s, CSO treatment facilities were constructed to capture, treat and disinfect the combined sewer overflows before they were discharged to streams. However, federal and state regulations governing CSO discharges and water quality standards have become more stringent over the years. Now, the City is under federal Consent Decree to significantly decrease CSOs and bring them into compliance with current water quality regulations by 2007.

The Custer Avenue project is part of the CSO Remediation Program. The City will address the CSO problem by constructing additional underground storage and upgrading treatment facilities, and separating combined sewers in selected basins. These improvements will allow the City to provide clean, safe water to residents and downstream neighbors. It will also allow the City to build a best-in-class water utility, which will provide consistent, reliable service to housholds, businesses and other cities and counties.

Project Description:

A new 10-million-gallon, underground linear storage facility will be constructed, and, along with the existing 34-million-gallon Intrenchment Creek CSO Storage Tunnel, will increase the total overflow storage capacity to 44 million gallons. To build the facility, a 30-foot diameter vertical construction access shaft, approximately 120 feet deep, will be excavated into rock and its walls will be reinforced with concrete where required for stability. The shaft will provide access to construct the below-ground storage facility that will be excavated into solid rock using drill and blasting construction methods.

In addition, the existing Intrenchment Creek CSO Treatment Facility will be upgraded to provide a higher level of treatment. Currently, the flows pumped from the tunnel are treated using bar screens, grit removal, settling basins and chlorine disinfection. The upgrade will include the addition of fine screening, filters and enhanced disinfection systems to control harmful bacteria and other residuals. The cleaned CSO flows will be discharged into Intrenchment Creek, a tributary of the South River.

over→

APPENDIX D: Master Plan Drafts

Urban Confluence:

Emphasis on bringing nature, recreation, and urban elements together into balance. Restore the highly disturbed landscape, infuse it with active recreation and natural systems. Include passive recreation, public art, individual health, and interpretation of the restored landscape. Urban in nature, restored natural landscapes are stylized and interpreted for the urban environment.

Program Elements

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Major perimeter Roads, adjacent to Beltline, vehicular traffic kept to the perimeter of the park. Pedestrian flow to be delineated in a hierarchy of footpaths, paved walks, and multiuse trails which provide varying levels of connection to the restored landscape. Connections to surrounding community shall be prominent on all sides of park

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The Arts:
Extensive opportunities for outdoor art installations featured at public spaces/gateways as well as integrated into restored habitat with opportunities for interpretation. Potential for performance art and Class C or D festivals.

Environment:
Significant stormwater management in the form of ponds and constructed wetlands. Predominantly native landscape with lower maintenance requirements. Use a decision-making heierarchy of preservation, conservation and regeneration. Park will increase human well-being. Select and use sustainable materials and properly manage waste production.

BeltLine
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BeltLine Subarea 3:
BOULEVARD CROSSING

Boulevard Crossing Park - Conceptual Master Plan

- Constructed Wetland
- Active Recreation
- Passive Recreation
- Boardwalk
- Primary Trail
- Secondary Trail
- Fitness Trail Station
- New/Existing Woodland
- Playground
- Dog Park
- Community Garden
- Water/Wetland
- Meadow
- Beltline

ECOS ENVIRONMENTAL DESIGN, INC.
GRICE ASSOCIATES, INC.

FEBRUARY 21, 2008

SCALE IN FEET
0 25 50 75 100 150

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ECOS ENVIRONMENTAL DESIGN, INC.
GRICE ASSOCIATES INC.

FEBRUARY 21, 2009

SCALE IN FEET
0 25 50 75 100 150

Atlanta BeltLine Master Plan

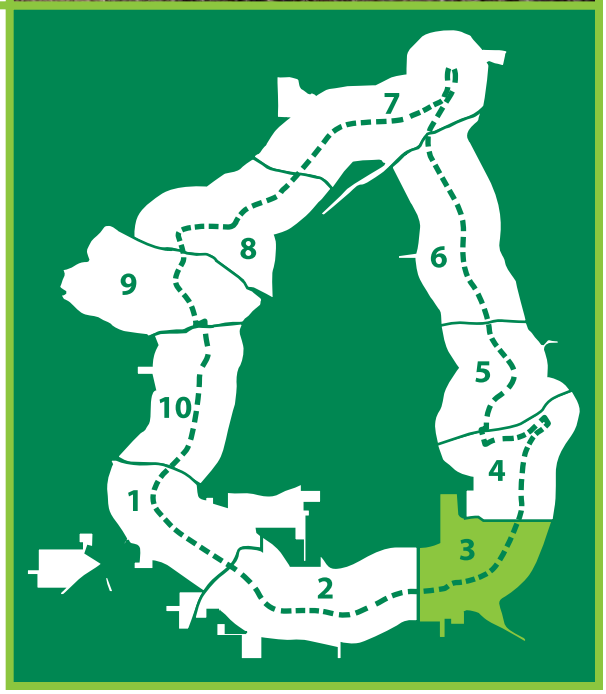
SUBAREA 3

BOULEVARD CROSSING

Appendix

Prepared for
Atlanta BeltLine, Inc.
By Ecos Environmental Design
Grice & Associates
Smith Dalia Architects
Dovetail Consulting

Adopted by the Atlanta City Council on March 16, 2009



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VI. Appendix

ASAP Amendments & Zoning Recommendations

Sustainable Action Strategies

The following matrices outline Sustainable Action Strategies for plan implementation and show how these strategies meet the community goals for each element of the Subarea Plan. The strategies include recommended policy amendments and zoning modifications as well as typical obstacles to overcome involving conventional thoughts and practices. Highlights of the strategies for each element of the Subarea Plan include:

Land Use and Urban Design Sustainable Action Strategy Highlights:

- Promote low impact development sites and other green development principles
- Provide provisions for design, installation, and maintenance of water efficient landscapes
- Implement design standards to address architectural step back at the street
- Require minimum densities, mixture of housing types, minimum affordable housing component, and mixed use
- Provide density and parking incentives for open spaces, civic spaces, and recycling facilities

Public and Cultural Arts Sustainable Action Strategy Highlights:

- Identify and promote gateways into the community
- Enhance artistic character through functional art installations in greenspaces and streetscapes
- Encourage design competition for tunnels and bridges
- Incorporate artists in design development and construction of public greenspaces and transportation solutions
- Establish community events and programs

Circulation Sustainable Action Strategy Highlights:

- Utilize complete streets principles to ensure network for all users of all ages and abilities
- Promote use of green street facilities to manage stormwater and enhance watershed health
- Initiate "Safe Routes to Schools Program"
- Incorporate stormwater function into both on and off street parking areas
- Promote shared parking, reduced street widths, and maximized sidewalks
- Incorporate recommended Streetscape Standards

Greenspace Sustainable Action Strategy Highlights:

- Orient greenways for water quality and stormwater management & encourage structural stormwater solutions to be multi-purpose
- Incorporate diverse greenspaces located as community focal points
- Enhance the urban forest and promote the BeltLine Arboretum
- Develop community farming/ gardening initiative, including markets
- Establish dark sky compliant lighting standards

Sustainable Action Strategies for Land Use and Urban Design	Boulevard Crossing Land Use and Urban Design Goals			
	Encourage development that is compatible with community values and future needs.	Facilitate mixed use "centers" (living, working and shopping) to promote economic development, serve the community neighborhoods and support alternative transportation modes.	Maintain a variety of residential opportunities, including mixed-income and workforce housing to strengthen the diverse community.	Expand civic facilities to support community growth.
Seek Boulevard Crossing Subarea Plan approval by Atlanta City Council and incorporate into the Atlanta Strategic Action Plan and BeltLine Overlay, including plan recommendations and policies.				
Overcome the following OBSTACLES to conventional zoning and land development regulations and public works practices.				
Conventional approaches to zoning focused on single uses and maximum densities, verses allowing or requiring mixed use in particular zones and specifying minimum densities.	√	√	√	√
Addressing the need to provide land uses and zoning codes that allow for better gradation of different heights and densities, as well as, clearly distinguising/ defining horizontal verses vertical mixed use including appropriate requirements for residential component.	√	√	√	√
Barriers to water resource protection including the following: elevated landscape islands, elevated curbs that prevent water flowing into landscape areas, roof drains directly connected to under drain storm sewer system, minimum parking requirements.	√			√
Detailed drainage regulations and drainage sizing criteria that lack guidance on low impact development techniques.	√			
Concerns for decentralized maintenance when utilizing low impact development techniques, which can be addressed with same observation and inspection of current stormwater facilities and with operations and maintenance manual.	√			

Recommend the following POLICY AMENDMENTS for consideration by the City of Atlanta Bureau of Planning and incorporation into the Atlanta Strategic Action Plan.					
	Propose a variety of residential and mixed use opportunities at varying densities to allow for housing and employment options by creation of walkable centers and districts per the Boulevard Crossing Subarea Plan.		√	√	
	Ensure appropriate scale along streets and adjacent to neighborhoods by reducing the building heights at the street to be complimentary to existing development.	√			
	Promote building placement to facilitate pedestrian access, hide parking in the rear, and allow more of the property for community greenspaces per the Boulevard Crossing Subarea Plan.	√			√
	Establish partnerships with the residents, developers, the City, and others to provide a variety of housing types throughout the community.			√	
	Promote low impact development sites by integrating site planning, architecture, engineering and construction; minimizing directly connected impervious area; daylighting stormwater; utilizing split flow method to separate storm events; and recycling materials during redevelopment.	√			
	Promote the importance of the community's environmental resources through interpretation / education, incorporation of LEED / Earthcraft or other green development principles, and prioritize energy / water management practices within developments.	√			
	Establish private-public partnerships to expand funding and implementation mechanisms for recreation and open space.				√
Recommend the following ZONING MODIFICATIONS to implement the values, goals, and objectives reflected in the Boulevard Crossing Subarea Plan.					
	Incorporate green building and site standards into developments to minimize negative environmental impacts, improve the quality and value, and emphasize the importance of stewardship.	√			
	Promote flexibility in zoning regulations and design guidelines for innovative solutions supported by the community.			√	
	Implement design standards that address architectural step back (height) at street to ensure appropriate relationships and transitions to existing neighborhoods.	√		√	
	Provide density and parking incentives for developments per the Boulevard Crossing Subarea Plan, such as public open spaces, civic spaces, multi-use trails, recycling facilities, and low impact and green development standards.	√	√		√
	Require minimum densities, mixture of housing types, minimum affordable housing component, and mixed use per the Boulevard Crossing Subarea Plan.		√	√	
	Establish provisions for the design, installation and maintenance of water efficient landscapes in new projects as well as for management practices in established landscapes, including the following: eliminate use of potable water and utilize rain water harvesting for irrigation; group plants by water usage into hydrozones; utilize native plant material; reduce heat island effect.	√			
	Establish guidelines for low impact development techniques (as supplement to Georgia Stormwater Management Manual) to mimic predevelopment hydrology by including runoff reduction practices, minimizing directly connected impervious areas, and incorporating stormwater function into landscape and parking areas.	√			
	Include low impact development engineering details in the land development and/or drainage regulations, including calculations for multiple structure sizing for runoff reduction and detention capacity.	√			
	Promote the use of stormwater utility fee as development incentive.	√	√		√

	Prohibit gated residential developments.	√	√	√	√
	Structural stormwater controls should be implemented only after all site design and nonstructural options have been exhausted. Encourage structural stormwater solutions to be multi-purpose and be aesthetically integrated into a site's design- i.e. multi-purpose detention areas.	√			√
	Ensure integrated and interconnected community facilities and services within developments through incentives/ zoning regulations, public engagement, and provisions for an easily accessible transportation network.		√		√

Table 1 - Sustainable Action Strategies for Land Use and Urban Design

Figure 1 - Example of channeling water runoff into biretention or rain gardens for water quality and infiltration
Courtesy of: Ecos

Figure 2 - Example of distributing roof runoff into bioretention areas or rain gardens
Courtesy of: Ecos

Figure 3- Example of architectural step back at street
Courtesy of: Others

Sustainable Action Strategies for Public and Cultural Arts		Boulevard Crossing Public and Cultural Arts Goals	
		Provide open, cultural, and civic spaces to promote social interaction and a thriving community.	Identify, interpret and protect community historic and cultural resources.
Seek Boulevard Crossing Subarea Plan approval by Atlanta City Council and incorporate into the Atlanta Strategic Action Plan and BeltLine Overlay, including plan recommendations and policies.			
Incorporate Boulevard Crossing Public and Cultural Arts Plan components and recommendations into the Atlanta Public Arts Master Plan.			
Overcome the following OBSTACLES to conventional zoning and land development regulations and public works practices.			
	Art incorporated as separate element at end of design development and construction phases, instead of being incorporated into the functional and aesthetic fabric of elements/ spaces early in the concept development process.	√	√
Recommend the following POLICY AMENDMENTS for consideration by the City of Atlanta Bureau of Planning and incorporation into the Atlanta Strategic Action Plan.			
	Promote neighborhood identity by utilizing circulation elements as gateways and incorporating public art into transportation projects, including design of round-a-bouts, transit shelters, street signage, sidewalks, etc…	√	√
	Encourage international design competitions for tunnels to promote creative, artistic design solutions that enhance safety by providing visibility throughout.		√
	Identify and promote gateways (at three levels or scales) into the community in the centers, at the BeltLine transit stops and along community streets and greenways per the Plan.	√	√
	Promote and integrate the proposed Natural Neighborhood Gateways and themes illustrated in the *Atlanta BeltLine Arboretum Concept Plan* into future gateways, landscape features, public art, and interpretive elements.	√	√
	Encourage adaptive reuse of historic/ community significant structures with cultural programming, such as markets, museums and galleries.		√
	Enhance artistic character of the community through functional art installations in public greenspaces and streetscapes, as well as, incorporating artists in design development and construction of public spaces/ transportation solutions.	√	√
	Encourage the use of environmental art and water works in future water quality/ stormwater features and drainage ways.	√	√
	Provide interpretive opportunities in collaboration with muli-use trail to showcase the community's significant assets, such as Fort Walker and Intrenchment Creek.		√
	Revitalize current art that promotes community identity.		√
	Promote preservation of historically significant railroad components, such as switchgears and relay boxes.		√
	Establish an art consortium, uniting the Metropolitan Public Art Coalition, City of Atlanta Office of Cultural Affairs, and the BetlLine Public Art Strategy Team in a joint effort to oversee and ensure the appropriate incorporation and implementation of public art per the Subarea Plan.	√	√

Recommend the following ZONING MODIFICATIONS to implement the values, goals, and objectives reflected in the Boulevard Crossing Subarea Plan.			
	Require artists to be involved in design development and construction of major public works, such as greenspaces, tunnels/ bridges, and transit facilities.	√	√
	Work with community groups and artists to establish standards for gateway features illustrated in the Boulevard Crossing Subarea Plan.	√	√
	Provide incentives for new developments and redevelopments to incorporate public and cultural art components of the Boulevard Crossing Subarea Plan, including interpretive elements and gateways.	√	√

Table2 - Sustainable Action Strategies for Public and Cultural Arts

Figure4 - Example of artistic cistern within pedestrian plaza
Courtesy of: Seattle DOT

Figure 5 - Example of incorporating art into sidewalk paving
Courtesy of: Seattle DOT

Figure 6 - Example of community event within park space

Sustainable Action Strategies for Circulation	Boulevard Crossing Circulation Goals			
	Explore opportunities to incorporate innovative strategies into community-wide transportation solutions commensurate with future needs.	Provide connectivity, continuity and redundancy among various modes of transportation.	Allow transportation facilities to promote seamless neighborhood boundaries, while preserving and or enhancing community distinctions and character.	Ensure future usage by developing a sustainable financial structure for maintenance.
Seek Boulevard Crossing Subarea Plan approval by Atlanta City Council and incorporate into the Atlanta Strategic Action Plan and BeltLine Overlay, including plan recommendations and policies.				
Incorporate Boulevard Crossing Circulation Plan components and recommendations into the Atlanta Comprehensive Transportation Plan including the following: • Policy and zoning recommendations. • Street classifications and reclassifications. • Proposed streets, bike routes and trail connectivity. • Prioritized 5-year list of mobility projects and programs, as well as, refined 25-year list of mobility projects.				
Overcome the following OBSTACLES to conventional zoning and land development regulations and public works practices.				
Allowing only drainage and conveyance structures such as ditches, inlets and storm sewer in the right-of-way and not low impact development techniques that reduce runoff volume.	√		√	
Minimum parking requirements that create large expanses of impervious surface.	√			
Detailed drainage regulations and drainage sizing criteria that lack guidance on low impact development techniques.	√			
Concerns for decentralized maintenance when utilizing low impact development techniques, which can be addressed with same observation and inspection of current stormwater facilities and with operations and maintenance manual.	√			√
Recommend the following POLICY AMENDMENTS for consideration by the City of Atlanta Bureau of Planning and incorporation into the Atlanta Strategic Action Plan.				
Enhance neighborhood interconnectivity and promote east-west and north-south vehicular circulation by extending key community thoroughfares and reclassifying key community streets per the Plan.		√	√	
Provide pedestrian connectivity via trail network through and to greenspaces, neighborhood centers and transit facilities per the Plan.	√	√	√	
Enhance neighborhood and pedestrian environment through streetscape improvements, including traffic calming measures as illustrated in the Boulevard Crossing Subarea Plan Streetscape Sections.	√	√	√	

	Improve current and future parking conditions by locating public parking structures adjacent to the BeltLine per the Plan, promoting shared parking facilities, and ensuring interparcel connectivity.	√	√		
	Give high priority to pedestrian and bicycle safety improvements near schools, while helping local schools initiate "Safe Routes to Schools" Programs.			√	
	Establish policies that promote improved street maintenance and provide communities a convenient method for reporting maintenance issues and learning the status of maintenance requests.				√
	Enhance way-finding by consistently incorporating lit signs for overhead road names and directional signage along multi-use trail networks.	√		√	
	Promote and incorporate the use of green street facilities in public and private development to manage stormwater, reduce flows, improve water quality and enhance watershed health.	√	√		
	Utilize complete street principles to ensure that the entire public right of way is routinely designed and operated to create a comprehensive and connected network for all users including pedestrians, bicyclists, transit users, and motorists, of all ages and abilities, yet complimentary to historic neighborhood framework/ aesthetic.	√	√	√	
	Encourage converting one way streets to two way streets to enhance vital neighborhood connections, especially Atlanta Avenue, Ormond Street, and Hill Street to join the Grant Park Neighborhood with Peoplestown and Chosewood.		√	√	
	Protect water quality by orienting greenways for conservation of natural resources and to enhance the use of natural features for stormwater management and trails.	√	√	√	
	Promote community initiated transportation alternatives for additional circulation throughout the subarea, such as trolleys or shuttles.	√	√	√	
Recommend the following ZONING MODIFICATIONS to implement the values, goals, and objectives reflected in the Boulevard Crossing Subarea Plan.					
	Improve drainage systems and provide methods for monitoring water levels for preemptive notification.		√		√
	Require private developers to provide public pedestrian access to the BeltLine, especially when illustrated on the Boulevard Crossing Subarea Plan.		√	√	
	Allow reduced parking to limit impervious cover and water runoff for all the properties within the subarea.	√			
	Reduce street width requirements, maximize sidewalks and promote alleyways and pedestrian ways to shorten neighborhood blocks and create a more walkable pedestrian friendly environment for all new development.	√	√	√	
	Revise sidewalk and supplemental zone requirements to incorporate Boulevard Crossing Streetscape Standards for each street classification, including provisions to eliminate or make variations to planting and parking zones due to existing right-of-way width and character. Encourage front yard tree plantings when tree planting zone is less than four feet.	√	√	√	
	Provide requirements to incorporate stormwater functions into both on and off street parking areas via porous paving, sumped landscape islands, and curb cuts to reduce landscape watering needs and enhance water quality.	√	√		
	Establish street tree standards and details to ensure healthy flourishing trees by optimizing soil volume, preventing compaction and requiring hardscape within the Tree Planting Zone be constructed to permit infiltration of air and water.	√			

	Incorporate design guidelines and standards for Green Street Program (swales, planters, curb extensions, alternative pavements) with accompanying incentives to: manage stormwater runoff both at the source and the surface; use plants and soil to slow, filter, cleanse, and infiltrate runoff; and design facilities that aesthetically enhance and compliment the historic integrity of the community.	√	√	√	
	Require all new developments to provide for alternative transportation features and facilities (bikeways, trails, bike parking/storage), wherever appropriate, as a supplement to, or (in certain instances) replacements for automobile facilities (roads, parking areas).	√	√	√	
	Adopt low impact development (planning and design approach to reduce runoff and mimic predevelopment hydrology) standards for right-of-ways, public road and parks projects.	√	√		

Table 3 - Sustainable Action Strategies for Circulation

Figure 8 - Example of planting zone and curb extensions utilized for stormwater infiltration and storage
Courtesy of: Greenworks, Portland Green Street Program

Figure 7 - Example of multi-use trail, safe routes to schools, and stormwater infiltration/ storage within curb extensions
Courtesy of: PATH Foundation, Portland Green Street Program

Figure 9 - Example of incorporating stormwater function into on-street parking with porous paving
Courtesy of: Portland Green Street Program

Sustainable Action Strategies for Greenspaces	Boulevard Crossing Greenspace Goals	
	Reclaim/restore/create & expand community environmental resources.	Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.
Seek Boulevard Crossing Subarea Plan approval by Atlanta City Council and incorporate into the Atlanta Strategic Action Plan and BeltLine Overlay, including plan recommendations and policies.		
Incorporate Boulevard Crossing Greenspace Plan components and recommendations into the Atlanta Greenspace Plan.		
Overcome the following OBSTACLES to conventional zoning and land development regulations and public works practices.		
Excessively restrictive regulations for farmers' markets and urban gardens.	√	
The notion of urban areas for food consumption and rural areas for food production.	√	
Density restrictions that fragment the landscape over large areas.	√	√
Recommend the following POLICY AMENDMENTS for consideration by the City of Atlanta Bureau of Planning and incorporation into the Atlanta Strategic Action Plan.		
Protect water quality by orienting greenways for conservation of natural resources and to enhance the use of natural features for stormwater management.	√	√
Promote an enhanced urban forest by preserving existing trees and forests, protecting undeveloped forested land as community greenspace, improving the quality of the tree-growing environment, selecting trees for diversity and suitability, and managing the urban forest as a continuous resource.	√	
Promote variety of users, opportunities for social interaction, and neighborhood identity by locating greenspaces as focal points in the community per the Plan.	√	√
Promote outdoor flexible spaces to facilitate community gatherings and special events.	√	√
Expand recreational opportunities by enhancing existing and proposed greenspaces to ensure every resident is within walking distance- 1/4 mile per the Plan.	√	√
Promote the importance of the community's environmental resources through interpretation/ education, incorporation of LEED- green development principles, and habitat restoration.	√	
Promote innovative programming within the community open space network, such as wireless technology.		√
Ensure diverse greenspace types, as illustrated in the Boulevard Crossing Subarea Plan, to serve the varying needs of the community, to protect wildlife and natural resources, and to enhance water quality.	√	√
Promote economically sustainable open air markets as tool to build economy of the community, attract a broad diversity of people, and support locally grown products.	√	√
Incorporate the recommendations of the *Atlanta BeltLine Arboretum Concept Plan* into public greenspaces, streetscapes, and community amenities (including Natural Neighborhood tree collections and species).	√	√

	Manage utility corridors (including public utilities) to enhance their value as greenspace and to capture their potential, wherever possible, for linear recreational opportunities (i.e. multi-use trails).	√	√
	Encourage a Community-based Farming/Gardening initiative to provide technical assistance (via Atlanta Local Food Initiative, Georgia Cooperative Extension, or similar program) and small seed grants to community action programs, neighborhood groups, land trusts, food banks, and similar non-profit organizations for establishment of community gardening programs. Launch similar farms-to-school programs (gardens, cafeteria food, and curriculum).	√	
	Assess unused public land (excess highway right-of-way, under-used portions of parks, etc.) for potentially suitable garden plots (e.g. Boulevard Crossing Park).	√	√
	Encourage backyard gardens, edible landscaping, and urban orchards in new developments.	√	
	Develop a Greenspace Stewardship program giving recognition and incentives to cooperating private owners of undeveloped land with Greenspace value.	√	√
	Encourage the use of Crime Prevention Through Environmental Design or CPTED principles (natural surveillance, natural access control, territorial reinforcement, maintenance) in park design to ensure safe environments.	√	√
Recommend the following ZONING MODIFICATIONS to implement the values, goals, and objectives reflected in the Boulevard Crossing Subarea Plan.			
	Expand community sustainable opportunities, such as recycling, composting, and gardening and recommend/ provide incentives for these activities/ amenities be included in future development.	√	
	Establish dark sky compliant practices and standards that permit nighttime lighting for safety, minimize glare and obtrusive light, conserve energy (promote solar lighting), and incorporate lighting curfews.	√	√
	Structural stormwater controls should be implemented only after all site design and nonstructural options have been exhausted. Encourage structural stormwater solutions to be multi-purpose and be aesthetically integrated into a site's design- e.g. multi-purpose detention areas.	√	√
	Permit multi-use trails in greenspaces as illustrated on the Plan.		√
	Encourage new developments and redevelopments along the BeltLine corridor to incorporate within their tree preservation/ replacement plans and proposed landscape plans where possible the tree species and specimen tree species identified in the *Atlanta BeltLine Arboretum Concept Plan* . These landscape plans should reflect the 'Natural Neighborhood' tree collections identified in the Arboretum Concept Plan and strive to demonstrate the positive impacts of trees in the urban landscape through bioremediation, invasive species removal, water storage, and other eco-friendly methods.	√	
	Incorporate definitions and standards for the hierarchy of greenspace types recommended in the Boulevard Crossing Subarea Plan and provide incentives for developers to implement.	√	√
	Require/ provide incentives for new developments and redevelopments to incorporate public greenspaces illustrated in the Boulevard Crossing Subarea Plan.	√	√

Table 4 - Sustainable Action Strategies for Greenspaces

Figure 10 - Example of community farming/gardening initiative
Courtesy of: Others

Figure 11 - Example of makets/ festivals and dark sky lighting within greenspaces
Courtesy of: Others

ASAP Amendments- Project List

The following recommended future land use changes for the Atlanta Strategic Action Plan describe changes that should be made from future land uses within the Comprehensive Development Plan to the BeltLine Land Uses. BeltLine Land Uses will need to be interpreted into the ASAP future land use categories.

Existing and Proposed Park Space

- LU-1a: Future land use change from Single Family Residential and Low Density Residential to Proposed Park Space.
- LU-1b: Future land use change from Office/ Institutional to Proposed Park Space.
- LU-1c: Future land use change from Industrial/ TCU to Proposed Park Space.
- LU-1d: Future land use change from High Density Residential to Existing Park Space.
- LU-1e: Future land use change from Single Family Residential to Existing Park Space.

Community Facilities

- LU-2a: Future land use change from High Density Residential to Community Facilities.
- LU-2b: Future land use change from Industrial/ TCU to Community Facilities.

Residential 1-4 stories

- LU-3a: Future land use change from Single Family Residential to Residential 1-4 stories.
- LU-3b: Future land use change from Low Density Residential to Residential 1-4 stories.
- LU-3c: Future land use change from High Density Residential to Residential 1-4 stories.
- LU-3d: Future land use change from Low Density Commercial to Residential 1-4 stories.
- LU-3e: Future land use change from High Density Commercial to Residential 1-4 stories.
- LU-3f: Future land use change from Industrial/ TCU to Residential 1-4 stories.
- LU-3g: Future land use change from Office/ Institutional to Residential 1-4 stories.
- LU-3h: Future land use change from Mixed Use to Residential 1-4 stories.
- LU-3i: Future land use change from Medium Density Residential to Residential 1-4 stories

Residential 5-9 stories

- LU-4a: Future land use change from Low Density Residential to Residential 5-9 stories.
- LU-4b: Future land use change from High Density Residential to Residential 5-9 stories.
- LU-4c: Future land use change from Low Density Commercial to Residential 5-9 stories.
- LU-4d: Future land use change from Industrial/ TCU to Residential 5-9 stories.

Residential 10+ stories

- LU-5a: Future land use change from Industrial/ TCU to Residential 10+ stories.

Mixed Use 1-4 stories

- LU-6a: Future land use change from Low Density Residential to Mixed Use 1-4 stories.
- LU-6b: Future land use change from High Density Residential to Mixed Use 1-4 stories.
- LU-6c: Future land use change from Low Density Commercial to Mixed Use 1-4 stories.
- LU-6d: Future land use change from High Density Commercial to Mixed Use 1-4 stories.
- LU-6e: Future land use change from Industrial/ TCU to Mixed Use 1-4 stories.

Mixed Use 5-9 stories

- LU-7a: Future land use change from Low Density Residential to Mixed Use 5-9 stories.
- LU-7b: Future land use change from High Density Residential to Mixed Use 5-9 stories.
- LU-7c: Future land use change from Industrial/ TCU to Mixed Use 5-9 stories.

Mixed Use 10+ stories

- LU-8a: Future land use change from High Density Residential to Mixed Use 10+ stories.

Office/ Institutional

- LU-9a: Future land use change from High Density Residential to Office/ Institutional.

Transportation, Communication, and Utilities (TCU)

- LU-10a: Future land use change from Single Family Residential and Office/ Institutional to TCU.

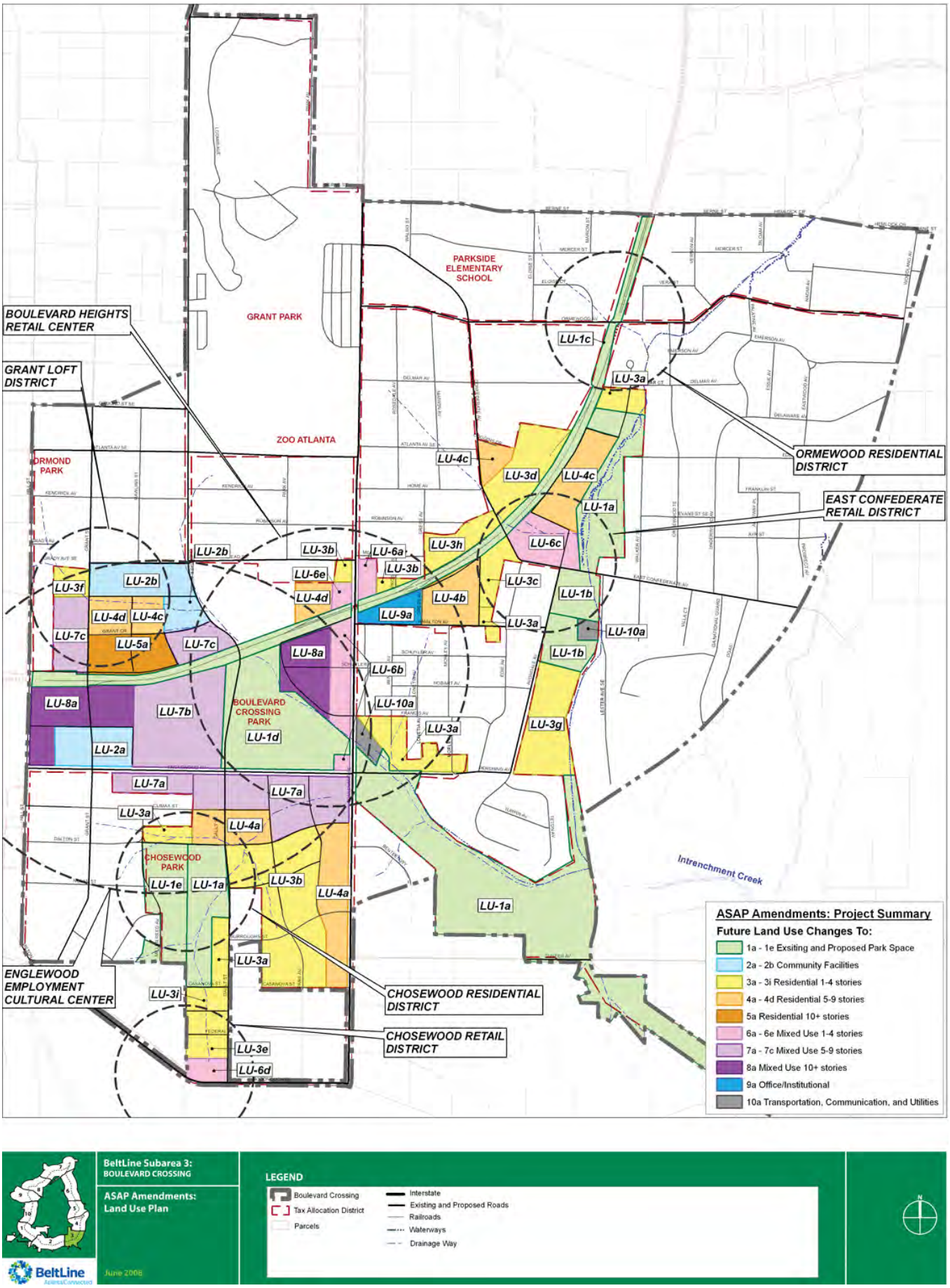

Figure 11 - ASAP Amendments - Land Use Recommendations

Zoning Recommendations- Project List

The following recommended zoning changes are to assist the City of Atlanta; however, final determination of appropriate zoning change is to be made by City of Atlanta to meet the intent of the BeltLine Land Uses recommended in this Subarea Plan.

Quality of Life Multi-Family

- Z-1a: Zoning change from Single Family or Duplex Residential to Quality of Life Multi-Family.
- Z- 1b: Zoning change from Multi-Family Residential to Quality of Life Multi-Family.
- Z- 1c: Zoning change from Commercial to Quality of Life Multi-Family.
- Z- 1d: Zoning change from Office Institutional to Quality of Life Multi-Family.
- Z- 1e: Zoning change from Industrial to Quality of Life Multi-Family.

Quality of Life Multi-Family, Quality of Life Mixed Use, or Live Work

- Z-2a: Zoning change from Duplex Residential to Quality of Life Multi-Family, Quality of Life Mixed Use, or Live Work
- Z-2b: Zoning change from Multi-Family Residential to Quality of Life Multi-Family, Quality of Life Mixed Use, or Live Work
- Z-2c: Zoning change from Industrial to Quality of Life Multi-Family, Quality of Life Mixed Use, or Live Work

Quality of Life Multi-Family or Quality of Life Mixed Use

- Z-3a: Zoning change from Multi-Family Residential to Quality of Life Multi-Family or Quality of Life Mixed Use
- Z-3b: Zoning change from Industrial to Quality of Life Multi-Family or Quality of Life Mixed Use

Office Institutional

- Z-4a: Zoning change from Industrial to Office Institutional

BeltLine Overlay District

The following are recommended changes to the BeltLine Overlay District organized by sections.

Sec. 16-36.001. Scope of regulations.

- NA

Sec. 16-36.002. Findings, purpose and intent.

- Add reference to BeltLine Subarea Plans as adopted by the City of Atlanta.

Sec. 16-36.003. Boundaries.

- NA

Sec. 16-36.004. Procedures.

- NA

Sec. 16-36.005. Provisions for administrative variations from regulations.

- NA

Sec. 16-36.006. Demolition of existing structures and redevelopment requirements.

- NA

Sec. 16-36.007. Definitions.

- Add provisions for the placement of low impact development techniques that reduce runoff volume and manage stormwater runoff both at the source and the surface within the street furniture and tree planting zone.
- Add provisions to ensure healthy flourishing street trees by optimizing soil volume, preventing compaction, and requiring hardscape within the Street Tree planting zone be constructed to permit infiltration of air and water.

Sec. 16-36.008. Permitted and prohibited uses and structures.

- NA

Sec. 16-36.009. Transitional uses and yards.

- Add provisions for transitional height planes to apply if less stringent than underlying zoning requirements to address architectural step back (height) at street and to ensure appropriate relationships and transitions to existing neighborhoods.

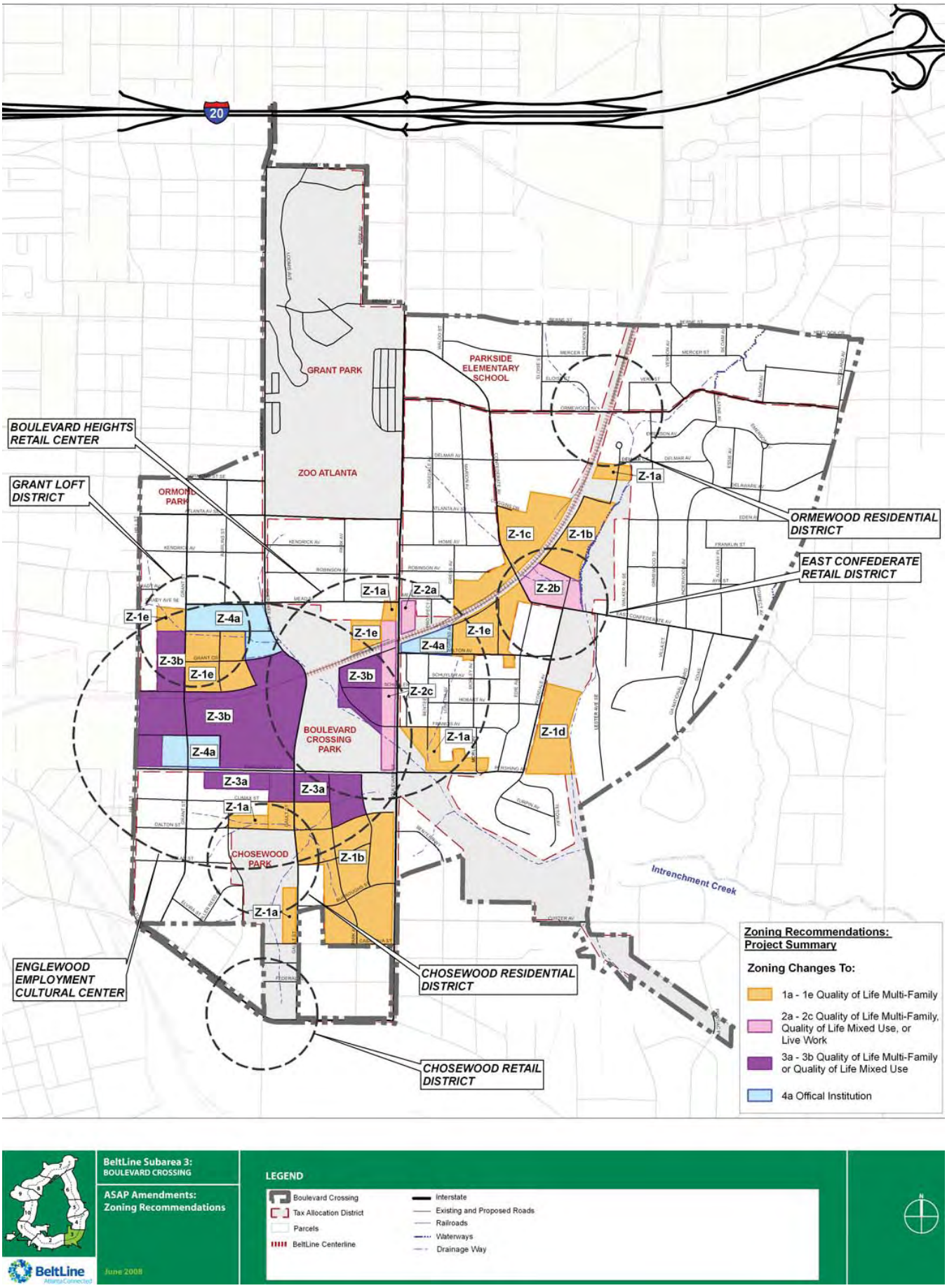

Figure 12 - ASAP Amendments - Zoning Recommendations

- Add provisions for density incentives for developments per the BeltLine Subarea Plans, such as public open spaces, civic spaces, multi-use trails, recycling facilities, affordable housing, and low impact and green development standards.

Sec. 16-36.010. Open space requirements and incentives.

- Add provisions for new developments and redevelopments to incorporate the following:
    - Public greenspaces and trails illustrated and defined in the BeltLine Subarea Plans.
    - Public and cultural art components of the BeltLine Subarea Plans, including interpretive elements and gateways.
    - Community sustainable opportunities, activities/ amenities, or initiatives, including recycling, composting, gardening, low impact development techniques within landscape and parking areas, and multi-purpose structural stormwater facilities providing recreational opportunities.
- Add provisions for publicly accessible rooftop plazas and green roofs may be counted toward UOSR.
- Add provisions for planted curb extensions or bulb outs to be provided at intersection and mid-block locations to criteria for on-street parking incentives. Where appropriate, curb extensions should allow infiltration and storage of stormwater runoff.
- Add provisions to require artists to be involved in design development and construction of major public works, such as greenspaces, tunnels/ bridges, and transit facilities.

Sec. 16-36.011. Site limitations.

- Add provisions to require developers to provide public pedestrian access for greenspaces, and greenway trails illustrated in BeltLine Subarea Plans.
- Add provisions to require developers to provide new public access street (or streets) in accordance with BeltLine Subarea Plans.
- Add provisions to encourage new developments and redevelopments along the BeltLine corridor to incorporate within their tree preservation/ replacement plans and proposed landscape plans where possible the tree species and specimen tree species identified in the Atlanta BeltLine Arboretum Concept Plan. These landscape plans should reflect the 'Natural Neighborhood' tree collections identified in the Arboretum Concept Plan and strive to demonstrate the positive impacts of trees in the urban landscape through bioremediation, invasive species removal, water storage, and other eco-friendly methods.
- Add provisions for the design, installation and maintenance of water efficient landscapes in new projects as well as for management practices in established landscapes, including the following: eliminate use of potable water and utilize rain water harvesting for irrigation; group plants by water usage into hydrazones; utilize native plant material; reduce heat island effect.
- Add provisions for low impact development techniques (as supplement to Georgia Stormwater Management Manual) to mimic predevelopment hydrology by including runoff reduction practices, minimizing directly connected impervious areas, and incorporating stormwater function into landscape and parking areas.

Sec. 16-36.012. Sidewalks.

- Add provisions for street typologies, both new and retrofit, and connect to on-street parking requirements, bike lane requirements, and sidewalk and supplemental zone requirements per the BeltLine Subarea Plans. (including table for new and retrofit street typologies)
- Add provisions to eliminate or make variations to street furniture and tree planting zone and parking zones due to existing right-of-way constraints, including width and character. If street furniture and tree planting zone is less than four feet, then require street tree plantings in supplemental zone or front yard.

- Add provisions to incorporate stormwater functions into both on and off street parking areas via porous paving, sumped landscape islands, and curb cuts to reduce landscape watering needs and enhance water quality.
- Add provisions for paved areas between required street planting to be hardscape material constructed to permit infiltration of air and water.
- Add provisions for standards, requirements, and incentives for low impact or green street program (swales, planters, curb extensions, alternative pavements) to: manage stormwater runoff both at the source and the surface; use plants and soil to slow, filter, cleanse, and infiltrate runoff; and design facilities that aesthetically enhance and compliment the historic integrity of the community.

Sec. 16-36.013. Supplemental zone.

- Add provisions for incorporating street tree plantings within supplemental zone, when adjacent street furniture and tree planting zone is less than four feet.

Sec. 16-36.014. Relationship of building to street.

- NA

Sec. 16.36.016. Loading areas, loading dock entrances and building mechanical and accessory features.

- NA

Sec. 16-36.017. Driveway curb cuts, driveways, parking structures.

- NA

Sec. 16-36.018. Lighting, security, and maintenance requirements.

- Add provisions for dark sky compliant practices and standards that permit nighttime lighting for safety, minimize glare and obtrusive light, conserve energy (promote solar lighting), and incorporate lighting curfews.

Sec. 16-36.019. Minimum landscaping requirements for surface parking lots.

- Add provisions to encourage new developments and redevelopments along the BeltLine corridor to incorporate within their tree preservation/ replacement plans and proposed landscape plans where possible the tree species and specimen tree species identified in the Atlanta BeltLine Arboretum Concept Plan. These landscape plans should reflect the 'Natural Neighborhood' tree collections identified in the Arboretum Concept Plan and strive to demonstrate the positive impacts of trees in the urban landscape through bioremediation, invasive species removal, water storage, and other eco-friendly methods.
- Add provisions for the design, installation and maintenance of water efficient landscapes in new projects as well as for management practices in established landscapes, including the following: eliminate use of potable water and utilize rain water harvesting for irrigation; group plants by water usage into hydrazones; utilize native plant material; reduce heat island effect.
- Add provisions for low impact development techniques (as supplement to Georgia Stormwater Management Manual) to mimic predevelopment hydrology by including runoff reduction practices, minimizing directly connected impervious areas, and incorporating stormwater function into landscape and parking areas.

Sec. 16-36.020. Off street parking and loading requirements.

- Add provisions for parking incentives for developments per the BeltLine Subarea Plans, such as public open spaces, civic spaces, multi-use trails, recycling facilities, and low impact and green development standards.
- Add provisions to incorporate stormwater functions into both on and off street parking areas via porous paving, sumped landscape islands, and curb cuts to reduce landscape watering needs and enhance water quality.

- Add provisions for reduced parking to limit impervious cover and water runoff for all the properties within the BeltLine subareas.
- Add provisions to require all new developments to provide for alternative transportation features and facilities (bikeways, trails, bike parking/storage), wherever appropriate, as a supplement to, or (in certain instances) replacements for automobile facilities (roads, parking areas).

Sec. 16-36.021. Off-street bicycle parking.
- NA

Sec. 16-36.022. Pedestrian bridges and tunnels.
- Add provisions to require artists to be involved in design development and construction of major public works, such as greenspaces, tunnels/ bridges, and transit facilities.

Project Summary Matrix
The following are summary projects for Land Use Recommendations, Zoning Recommendations, Mobility, Greenspace and Greenway Trails. The cost estimates provided in the Project Summary Matrix are macro-level planning estimates and will need to be revised and updated over time.

Project Matrix Abbreviations
COA: City of Atlanta
CIP: Capital Improvement Projects
QOL: Quality of Life Bonds
LCI: Livable Centers Initiative
GDOT: Georgia Department of Transportation
TPL: Trust for Public Lands
CMAQ: Congestion Management and Air Quality Funds
TE: Transportation Enhancement Funds
TIF: Transportation Impact Fees
GO: General Obligation Bonds
GaDNR: Recreation Trails Program
Private Developers
Priority 1: 0-5 years
Priority 2: 5-10 years
Priority 3: 10+ years

Land Use Recommendations

ID	Description	locations	Type of Improvement
LU-1a	Future land use change from Single Family Residential and Low Density Residential to Proposed Park Space.	Three locations, one located within the East Confederate Retail District another in the Chosewood Park District and the last in the Boulevard Crossing Retail Center	ASAP Amendments
LU-1b	Future land use change from Office/ Institutional to Proposed Park Space.	South of the Beltline, within the East Confederate Retail District, bordering Avondale Avenue	ASAP Amendments
LU-1c	Future land use change from Industrial/ TCU to Proposed Park Space.	The proposed Beltline	ASAP Amendments
LU-1d	Future land use change from High Density Residential to Existing Park Space.	Boulevard Crossing Park	ASAP Amendments
LU-1e	Future land use change from Single Family Residential to Existing Park Space.	Chosewood Park	ASAP Amendments
LU-2a	Future land use change from High Density Residential to Community Facilities.	South of the Beltline, on Englewood Avenue within the Englewood Employment Cultural Center	ASAP Amendments
LU-2b	Future land use change from Industrial/ TCU to Community Facilities.	Two locations located north of the Beltline within the Grant Loft District. Includes existing Mounted Police Patrol	ASAP Amendments

ID	Description	locations	Type of Improvement
LU-3b	Future land use change from Low Density Residential to Residential 1-4 stories.	Three locations, Two located north of the Beltline in the Boulevard Crossing Retail District, and the other south of the Beltline in the Chosewood Residential District	ASAP Amendments
LU-3c	Future land use change from High Density Residential to Residential 1-4 stories.	Bordering the south side of the Beltline within the East Confederate Retail District	ASAP Amendments
LU-3d	Future land use change from Low Density Commercial to Residential 1-4 stories.	Bordering the north side of the Beltline within the East Confederate Retail District. Recently redeveloped.	ASAP Amendments
LU-3e	Future land use change from High Density Commercial to Residential 1-4 stories.	South of the Beltline in the Chosewood Retail District on Gault Street. In permitting/rezoning process.	ASAP Amendments
LU-3f	Future land use change from Industrial/ TCU to Residential 1-4 stories.	North of the Beltline on Grant Street	ASAP Amendments
LU-3g	Future land use change from Office/ Institutional to Residential 1-4 stories.	South of the Beltline within the East Confederate Retail District on Avondale Avenue. In permitting/rezoning process	ASAP Amendments
LU-3h	Future land use change from Mixed Use to Residential 1-4 stories.	Bordering the north of the Beltline on Gress Avenue. Recently redeveloped.	ASAP Amendments
LU-3i	Future land use change from Medium Density Residential to Residential 1-4 stories.	South of the Beltline in the Chosewood Retail District on Gault Street. In permitting/rezoning process.	ASAP Amendments

ID	Description	locations	Type of Improvement
LU-4a	Future land use change from Low Density Residential to Residential 5-9 stories.	Three locations, two within the Chosewood Residential District and the other just above in the Englewood Employment Cultural Center	ASAP Amendments
LU-4b	Future land use change from High Density Residential to Residential 5-9 stories.	Bordering the south side of the Beltline within the East Confederate Retail District	ASAP Amendments
LU-4c	Future land use change from Low Density Commercial to Residential 5-9 stories.	Two locations located north of the Beltline within Grant Loft District and East Confederate Retail District and the other borders the south side of the Beltline in the East Confederate Retail District	ASAP Amendments
LU-4d	Future land use change from Industrial/ TCU to Residential 5-9 stories.	Two locations located north of the Beltline, one in the Grant Loft District and the other in the Boulevard Crossing Retail Center	ASAP Amendments
LU-5a	Future land use change from Industrial/ TCU to Residential 10+ stories.	Bordering the north side of the Beltline within the Grant Loft District	ASAP Amendments
LU-6a	Future land use change from Low Density Residential to Mixed Use 1-4 stories.	Bordering the north side of the Beltline on the east side of Boulevard	ASAP Amendments
LU-6b	Future land use change from High Density Residential to Mixed Use 1-4 stories.	Two locations located south of the beltline on the west side of Boulevard	ASAP Amendments
LU-6c	Future land use change from Low Density Commercial to Mixed Use 1-4 stories.	Bordering the south side of the Beltline within the East Confederate Retail District on East Confederate Avenue	ASAP Amendments

ID	Description	locations	Type of Improvement
LU-6d	Future land use change from High Density Commercial to Mixed Use 1-4 stories.	South of the Beltline in the Chosewood Retail District on McDonough Boulevard	ASAP Amendments
LU-6e	Future land use change from Industrial/ TCU to Mixed Use 1-4 stories.	Bordering the north side of the Beltline on the west side of Boulevard	ASAP Amendments
LU-7a	Future land use change from Low Density Residential to Mixed Use 5-9 stories.	On the southwest corner of Boulevard and Englewood Avenue	ASAP Amendments
LU-7b	Future land use change from High Density Residential to Mixed Use 5-9 stories.	Bordering the southside of the beltline and north side of Englewood Avenue	ASAP Amendments
LU-7c	Future land use change from Industrial/ TCU to Mixed Use 5-9 stories.	Two locations, both bordering the north of the Beltline within the Grant Loft District	ASAP Amendments
LU-8a	Future land use change from High Density Residential to Mixed Use 10+ stories.	Bordering the south of the Beltline the and northeast corner of Hill Street and Englewood Avenue	ASAP Amendments
LU-9a	Future land use change from High Density Residential to Office/ Institutional.	Bordering the south of the Beltline the and east side of Boulevard. Recently retrofitted/renovated	ASAP Amendments
LU-10a	Future land use change from Single Family Residential and Office/ Institutional to TCU.	Two locations south of the beltline, and in the Boulevard Crossing Retail Center and the other in the East Confederate Retail District. Existing City of Atlanta CSO facility.	ASAP Amendments

Zoning Recommendations

ID	Description	Location	Type of Improvement
Z-1a	Zoning change from Single Family or Duplex Residential to Quality of Life Multi-Family.	Five locations, two border Chosewood Park, two boarder Boulevard , and the fifth is at the notheast section bordering the south side of the beltline	Zoning Recommedations
Z-1b	Zoning change from Multi-Family Residential to Quality of Life Multi-Family.	Two locations, one borders Chosewood Park and the other is at the northeast section bordering the south side of the BeltLine	Zoning Recommedations
Z-1c	Zoning change from Commercial to Quality of Life Multi-Family.	At the northeast section bordering the north side of the BeltLine	Zoning Recommedations
Z-1d	Zoning change from Office Institutional to Quality of Life Multi-Family.	Located along Avondale Avenue	Zoning Recommedations
Z-1e	Zoning change from Industrial to Quality of Life Multi-Family.	Four locations, three bordering the BeltLine, one on Grant Street	Zoning Recommedations
Z-2a	Zoning change from Duplex Residential to Quality of Life Multi-Family, Quality of Life Mixed Use, or Live Work	Bordering the north side of the BeltLine and the east side of Boulevard	Zoning Recommedations

ID	Description	Location	Type of Improvement
Z-2C	Zoning change from Industrial to Quality of Life Multi-Family, Quality of Life Mixed Use, or Live Work	Along the west side of Boulevard	Zoning Recommedations
Z-3a	Zoning change from Multi-Family Residential to Quality of Life Multi-Family or Quality of Life Mixed Use	Along the south side of Englewood	Zoning Recommedations
Z-3b	Zoning change from Industrial to Quality of Life Multi-Family or Quality of Life Mixed Use	Two locations bordering both sides of Boulevard Crossing Park	Zoning Recommedations
Z-4a	Zoning change from Industrial to Office Institutional	Three locations, two at the far west and another bordering the east side of Boulevard and the south side of the BeltLine	Zoning Recommedations

Mobility Summary Implementation Table

Project ID	Project Name	Project Type	Project Length	Project Description
I-1	Intersection Modification: Boulevard at I-20 Eastbound Ramps	Intersection Improvement	N/A	To include the addition of turn lanes.
I-2	Intersection Modification: Boulevard at Confederate Avenue	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Westbound lanes configuration change. Install bulbouts along the east side of Boulevard at the intersection.
I-3	Intersection Modification: Boulevard at Ormewood Avenue	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Install bulbouts along the east side of Boulevard at the intersection. Install new traffic signal if and when warranted based on a traffic study.
I-4	Intersection Modification: Boulevard at Atlanta Avenue	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Realign intersection to eliminate offset. To include addition of turn lanes. Install Bulbouts along the east side of Boulevard at the intersection.
I-5	Intersection Modification: Boulevard at Englewood	Intersection Improvement	N/A	Modify intersection to accommodate "Road Diet" plan along Boulevard to include one travel lane in each direction. Install a Roundabout.
I-6	Intersection Modification: Boulevard at McDonough Boulevard	Intersection Improvement	N/A	To include the addition of turn lanes.
I-7	Intersection Modification: McDonough Boulevard at Gault Street	Intersection Improvement	N/A	To include the addition of turn lanes. Install new traffic signal if and when warranted based on a traffic study.
I-8	Intersection Modification: McDonough Boulevard at Hill Street / Milton Avenue	Intersection Improvement	N/A	To include the addition of turn lanes. Realign/reconfigure Hill Street to intersect with McDonough Boulevard.
I-9	Intersection Modification: Hill Street at Milton Avenue	Intersection Improvement	N/A	Realign/reconfigure Milton Avenue to intersect with Hill Street at the existing intersection of Nolan to form a four way approach intersection.

Project ID	Project Name	Project Type	Project Length	Project Description
NR-1	Street Framework Plan	Street Network, Capacity	N/A	New roadways and extension of existing roadways based on the Street Framework Plan as shown on the Subarea 3 Master Plan map. These roadways will be implemented as redevelopment takes place, primarily using private funding.
NR-2	Retrofit Avenue: Cherokee Avenue Extension	Street Network, Capacity	2,000	Extend Cherokee Avenue to connect to Englewood Avenue to provide continuous north-south connection.
NR-3	Retrofit Avenue: Mead Street Extension	Street Network, Capacity	950	Extend Mead Street to provide east-west connection between Cherokee Avenue and Grant Street.
NR-4	Retrofit Avenue: Grant Street Extension	Street Network, Capacity	550	Extend Grant Street to provide north-south connection between the BeltLine and Englewood Avenue.
NR-5	Retrofit Avenue: Englewood / Pershing Extension	Street Network, Capacity	1,300	Extend Englewood Avenue / Pershing Avenue to provide east-west connection between Boulevard and Avondale.
NR-6	Retrofit Avenue: Gault Street Extension	Street Network, Capacity	1,100	Extend Gault Street to connect to Englewood Avenue.

Project ID	Project Name	Project Type	Project Length	Project Description
SW-1	Convert one-way streets to two-way streets	Capacity	N/A	One-way to two-way conversions: Hill Street, Ormond Street, Atlanta Avenue
SW-2	Traffic Calming Measures	Safety	N/A	Traffic Calming Measure Program
SW-3	Traffic/Pedestrian Signal Upgrade and Timing	Operations	N/A	Traffic Signal Upgrade / Timing

Project ID	Project Name	Project Type	Project Length	Project Description
R-1	New Sidewalk: Berne Street	New Sidewalk	5,800	Install sidewalk on Berne Street from Park Avenue to Woodland Avenue
R-2	New Sidewalk: Ormewood Avenue	New Sidewalk	5,350	Install sidewalk on Ormewood Avenue from Boulevard to Woodland Avenue
R-3	New Sidewalk: East Confederate	New Sidewalk	2,700	Install sidewalk on East Confederate Avenue from Edie Avenue to past Alloway Place
R-4	New Sidewalk: Atlanta Avenue	New Sidewalk	4,250	Install sidewalk on Atlanta Avenue from Hill Street to Confederate Avenue
R-5	New Sidewalk: Boulevard	New Sidewalk	8,500	Install sidewalk on Boulevard from Berne Street to McDonough Boulevard
R-6	New Sidewalk: Englewood	New Sidewalk	3,100	Install sidewalk on Englewood Avenue from Hill Street to Boulevard
R-7	New Sidewalk: Hill Street	New Sidewalk	5,200	Install sidewalk on Hill Street from Ormond Street to Milton Avenue
R-8	New Sidewalk: Cherokee Avenue	New Sidewalk	6,100	Install sidewalk on Cherokee Avenue from Interstate 20 to Mead Street
R-9	New Sidewalk: Edie Avenue	New Sidewalk	2,100	Install sidewalk on Edie Avenue from Pershing Avenue to East Confederate Avenue
R-10	Streetscape: Boulevard	Streetscape	10,850	Install street trees, transit amenities, pedestrian lighting and lighted streetname signs
R-11	Streetscape: McDonough Boulevard	Streetscape	3,400	Install street trees, transit amenities, pedestrian lighting and lighted streetname signs
R-12	Streetscape: Hill Street	Streetscape	5,200	Install street trees, transit amenities, pedestrian lighting and lighted streetname signs
R-13	Bicycle Lanes: Hill Street	Bicycle Lanes	5,200	Restripe Hill Street to provide bike lanes rom Ormond Street to Milton Avenue
R-14	Bicycle Lanes: Confederate Avenue	Bicycle Lanes	3,750	Improve/Restripe Confederate Avenue to provide bike lanes from Boulevard to Edie Avenue
R-15	Bicycle Lanes: Atlanta Avenue	Bicycle Lanes	4,250	Restripe Atlanta Avenue to provide bike lanes from Hill Street to Confederate Avenue

Project ID	Project Name	Project Type	Project Length	Project Description
R-16	Bicycle Lanes: Englewood Avenue	Bicycle Lanes	3,100	Restripe Englewood Avenue to provide bike lanes from Hill Street to Boulevard
R-17	Bicycle Lanes: Cherokee Avenue	Bicycle Lanes	4,900	Restripe Cherokee Avenue to provide bike lanes from I-20 to Atlanta Avenue
R-18	Bicycle Lanes: Boulevard	Bicycle Lanes	4,500	Restripe Boulevard to provide bike lanes from BeltLine (Near Hamilton Avenue) to McDonough Boulevard
R-19	Bicycle Lanes: McDonough Boulevard	Bicycle Lanes	3,400	Improve/Restripe McDonough Boulevard to provide bike lanes from Hill Street to Boulevard

Greenway Trail Recommendations

ID	Description	Location	Type of Improvement
G-1	Existing Grant Park (130.58 acres) (updated Master Plan)	Surrounding streets include: Boulevard, Atlanta Avenue SE, Cherokee Avenue, and Sydney Street	Greenspace
G-2	Proposed BeltLine (21.23 acres)	From Berne Street to Hill Street	Greenspace
G-3	Existing Boulevard Crossing Park (21.50 acres) (Community Park Development $190,000 to $350,000 per acre)	Bordering the south of the Beltline on the Northwest corner of Boulevard and Englewood	Greenspace
G-4 - G-6, G-20 - G-22	Proposed Commons	Commons are often the central location for their specified districts or centers	Greenspace
G-7 - G-11, G-13	Proposed Greenways	Connections to and from each park and commons, and BeltLine	Greenspace
G-12	Proposed Boulevard Heights Greenway (54.50 acres) (Acquisition Cost: $75,000 per acre)	Linking Boulevard Crossing Park along utility right of way toward Intrenchment Creek as well as up Boulevard Height Park	Greenspace
G-14	Proposed Ormewood Greenway (12.93 acres) (Acquisition Cost: $75,000 per acre)	Linking Boulevard Height Park to Ormewood Park and neighborhood	Greenspace

	Description	Location	Type of Improvement
G-17	Proposed Chosewood Park Expansion (9.15 acres) (Acquisition Cost: $700,000 per acre; Neighborhood Park Development: $90,000 - $200,000 per acre)	Expands existing park east to Gault Street	Greenspace
G-18	Proposed Boulevard Heights Park (8.51 acres) (Acquisition Cost: $700,000 per acre; Neighborhood Park Development: $90,000 - $200,000 per acre)	On the east side of Avondale Avenue, connects to Boulevard Heights Greenways and Ormewood Greenway	Greenspace
G-19	Proposed Ormewood Park (1.60 acres) (Acquisition Cost: $700,000 per acre; Neighborhood Park Development: $90,000 - $200,000 per acre)	Bordering Beltline, located between Delmar Court and Walker Avenue	Greenspace

Greenway Trail Recommendations

	Description	Location	Type of Improvement
GT-1	Proposed BeltLine Trail (2.24 miles) (Trail Development: 17,725 linear feet @ $100 per linear foot not including acquisition)	Extends east to west from Burn Street to Hill Street	Greenspace
GT-2	Chosewood / Grant Park Connector (3.36 miles) (Trail Development: 11,826 linear feet @ $100 per linear foot not including acquisition)	Extends north to south from Grant Park/ Zoo Atlanta to Chosewood Park	Greenspace
GT-3	Boulevard Crossing Connector (1.88 miles) (Trail Development: 9,920 linear feet @ $100 per linear foot not including acquisition)	Extends northwest to southeast from Boulevard Crossing Park to Intrenchment Creek	Greenspace
GT-4	Intrenchment Creek Connector (2.27 miles) (Trail Development: 11,981 linear feet @ $100 per linear foot not including acquisition)	Extends north to south from Parkside Elementary School to Intrenchment Creek	Greenspace

Table 5 - Project Summary Matrix

Meeting Summaries & Support Documents

Southeast Study Group
Meeting - March 2007

Community Issues and Concerns:

Preservation of history of the BeltLine and communities
Protection of longtime residents
Revitalization of Central Business District: City of Atlanta
Affordability of housing
Balanced gentrification
Family friendly development
Maximization of greenspace opportunities
Improvement of the usability of public transit/transportation
Environmental justice policies and law enforcement
Quality of life improvements: public safety and law enforcement, park rangers, noise abatements
Enhancement of trails and paths: both to and on the BeltLine
New and renovated facilities for the homeless
Quality of life: well designed, public space, public art
Well defined access roads to the neighborhoods to the trails
Good signage
Responsible eminent domain usage
Promote mass transit connectivity inside and outside the BeltLine
Youth input
Healthy grocery stores
Guarantee of living wages for contractor and workers with the BeltLine
Sanitary facilities and restrooms
Green building principles
First source hiring
Promote destination development
Buried utilities and stormwater retention
Wifi
Highest density close to stops and compatibility with existing homes and consistent in
Character
Engage children as to work and job opportunities for BeltLine
Funding stream for maintenance and water features in design
Disabled and senior accessibility and housing
Art schools for children
Rail completed in ten years or less
More sporting facilities
Improve roads and connectivity
Adequate screening of maintenance facilities
Short blocks to promote pedestrianism
Kids ride free under 16
Revitalization of Brownfield's
Park and ride lots
Continuous and connected multi-use trails: well lit and safe
Neighborhood identity through signage and themes for stops
Revitalization
Community centers
Revitalize senior housing

Agenda
BeltLine Master Plan
Boulevard Crossing Subarea Steering Committee
July 26, 2007; 6:00 – 7:30 pm
Zoo Atlanta - ARC

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1. Welcome – Jonathan Lewis
2. Master Planning Process –Jonathan Lewis
3. BeltLine Redevelopment Plan Review – Nate Conable
4. Steering Committee Issues Discussion/Identification – Shannon Kettering

Agenda
BeltLine Master Plan
Boulevard Crossing Subarea Steering Committee
August 16, 2007; 6:00 – 7:30 pm
Zoo Atlanta - ARC

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1. Welcome – Jonathan Lewis

2. Parks Department Overview and the Forthcoming Greenspace Plan –Paul Taylor
   http://atlantagreenspace.com/

3. Existing Conditions at the Boulevard Crossing Park Site – Shannon Kettering

Boulevard Crossing Study Area

SOUTHEAST STUDY GROUP MEETING

Zoo Atlanta ~ September 6, 2007

1. **Welcome**

2. **Confirmation of Study Group Coordinators**

3. **Master Planning Overview and Schedule**

4. **Existing Conditions Presentation:**

   - Landuse Conditions
   - Transportation Conditions
   - Questions and Answers
   - Existing Conditions Map Review

5. **Group Exercise**

6. **Next Steps:**

   - September 20, 2007 (6:30 PM to 8:30 PM): Study Group Meeting to develop goals and objectives.
   - January 10, 2007 (6:30 PM to 8:30 PM): Review draft study area Master Plan.

Note: All meetings are located in the Action Resource Center at Zoo Atlanta

Questions?

Please direct all questions and/or comments to:
Matthew Dickison
Project Manager
502-865-8591
mdickison@atlantaga.gov

BeltLine

Boulevard Crossing Sub-Area Master Plan
Study Group Meeting
September 6, 2007
Zoo Atlanta

The meeting commenced at approximately 6:30 pm with opening remarks given by Matthew Dickison, Project Manager.

Roland Young, Atlanta BeltLine Inc., discussed the confirmation of Study Group Coordinators. The group confirmed the appointment of Rick Hudson as Study Group Coordinator and Simon Reynolds as Co-coordinator.

Jonathon Lewis, Senior Project Manager, discussed the Master Planning process (see attached presentation):

Questions from the public:

- How does the plan affect adjacent property?

Response from staff: The plan will consider property adjacent to the BeltLine.

Shannon Kettering, Consultant Project Manager, ECOS, presented and discussed Existing Conditions (see attached presentation):

- Explanation of Consultant Team
- Brief summary of process
- Use of Redevelopment Plan
- 2006 Aerial
- Explanation of TAD: School Board, City of Atlanta, Fulton County, Increment Tax Financing with a 25 year sunset
- Approximately 530 acres of TAD property in the study area
- Natural Features: elevation (highs and lows), low point is Entrenchment Creek
- Development patterns: 1911, 1940: Fill-in around Grant park, 1972: more development, Today: characteristics of the seven neighborhoods, industrial area character
- Zoning: 2 overlay districts: Grant Park and BeltLine
- Landuse: 20% is industrial, greater than 13% is vacant
- Historic and Cultural Resources will be available at the next meeting
- Previous Studies: Inconsistencies with BeltLine Redevelopment Plan, Will move through the visioning process, Need to have a unified plan, What has been proposed and where do we go from there?

John Funny, Grice and Associates, presented and discussed Existing Conditions related to mobility (see attached presentation):

- Taking a smart growth approach
- Very unique area with good opportunities
- Must include truck traffic service
- Bridge Crossings: provide safety for crossing of transit types

- Character of bridges
- One at-grade crossing: Boulevard and the BeltLine
- Bus routes: Several opportunities exist
- Crash Data: safety concerns, rank of dangerous intersections: Blvd and Confederate, Blvd and McDonough
- Rail Crossings: 4 Bridge crossings, 1 at-grade: requires additional features for safety
- Previous studies: Ask where past plans conflict with new ideas

The formal presentation and question and answer period was followed by an opportunity for the public to view printed versions of all existing conditions maps. Post-it notes were made available to place comments on the maps. These comments were incorporated into the final version of all documents. The comments included:

- **Natural Features Map**
  - Dabney Hill with Fort Walker site located on top
  - Are you also taking gentrification into account and looking for ways to make sure hard working families can afford to continue living here? Example – Dekalb's Homeownership Property Freeze
- **Development Patterns Map**
  - Professor Richard Laub's Graduate GSU preservation class already did a very comprehensive historic sites survey with UDC – Contact Doug Young or Prof. Laub
  - Boulevard Heights is actually more transitional than Ormewood Park. Most of Ormewood in this are is well established with infill single family.
  - See the Beltline Historic Resources Survey, conducted through the AUDC and GSU. They have your resources study. – Brandy
- **Zoning Map**
  - Grant Park currently has a sub committee of preservation professionals and developers reviewing and rewriting historic Preservation Ordinance and design guidelines in UDC's books. Check with Phil Cuthbertson – GPNA president
- **Environmental Conditions Map**
  - What is the regulated substance?
  - What is the phase II grid layout?
- **Existing Land Use Map**
  - Intersection of Berne St and BeltLine: Pink should be gray, gray should be yellow.
  - Office? At north end of Chosewood Park?
  - (Chosewood Park Area)Open space east of residential strip zoned Single Family?
- **Previous Studies – Land Use, Parks, Urban Design Map**
  - Change "Grant Park Comprehensive Transportation Plan" to "Proposed Grant Park Comprehensive Transportation Plan"
  - Show previous study boundaries where they go outside the BeltLine study group on this one (i.e. – The DCA Quality Growth Study took in all of Grant Park – Here it looks as if it matched the study group border) Can mislead public viewing map
  - Change "Grant Park Master Plan" to "Proposed Trolley / Beltline Maintenance facility and streetcar tourist loop"

- East Atlanta Village Study – Connection to Glenwood Ave. across Moreland
- Intersection of Gress Ave and Milton Ave: turn orange to gray
- Planned Development Housing (PDH) in green area SE of Benteen Way.
- Validate Park boundaries for Chosewood Park

- **Previous Studies – Transportation and Infrastructure Map**
  - Change "Grant Park Comprehensive Transportation Plan" to "Proposed Grant Park Comprehensive Transportation Plan"
  - Change "Grant Park Master Plan" to "Proposed Trolley / Beltline Maintenance facility and streetcar tourist loop"
  - No bulb-outs! They are the worst! Think of some thing better!
  - Grave concern decreasing lanes of traffic on Boulevard from 4 lanes to 3 lanes. Traffic is horrific now
  - Boulevard 3 or 4 lanes?
  - Hill St. 3 lanes?
  - Modify Chosewood Park street grid for landscape
  - Make grid work!
  - Look at publication: "Creative Transportation Design" artists involved in designing bridges, pedestrian and streetscape.
- **MARTA Bus Routes Map**
  - Please list bus routes immediately outside map
  - Show where the bus route goes once it leaves this subarea. What is it connecting to? Show linkage bus routes streets (arterials) Moreland Ave.
- **Crash Data Map**
  - What is the distinction between the orange and green blocks? Note: Most crashes occur on McDonough (Chosewood) and Boulevard near rail crossing yet they were not identified as "notable intersections" or otherwise
- **Roadway Classification**
  - Please highlight Moreland Ave.

Following the map review session, break-out groups were formed to discuss the following:

Question 1: What Should Be Preserved?
Response from breakout groups:
Trees
Old neighborhood character
Architectural details
Bridge design features
Artistic inv.
Diversity
Historic resources (Brandy's List)
Architectural integrity: through UDC and good neighborhood review process
Historic railroad bridges
Tree canopy
On-street parking
Industrial

Question 2: What are the biggest issues?
Response from breakout groups:
Affordable housing
Access to social services
Bike/ped accessibility
Economic development
Density
Smart growth/best practices
Alternative transportation/mode
Environment
Mixed-income/mixed-use
Ensuring density and connectivity
Sustainable development
Displacement of residents (adjacent to TAD)
Elderly/disabled residents
Local business support
Safety/code enforcement
Support connections thru social interaction
Pedestrian oriented public spaces
Accessibility to BeltLine
Jobs
Unemployment
Clean up industrial blight
Edges of study area: impacts of redevelopment, connectivity
Traffic
Healthy mix of housing
Coordinating with MARTA
Crime: especially safety in parks

Questions 3: What are the transportation safety and operational concerns?
Response from breakout groups:
Boulevard @ I-20
Bulb-outs are concern for through traffic
Connectivity across I-20
Moreland Avenue and Boulevard: Need more N-S access
Pedestrian access throughout: especially Parkside Elementary
Bike lanes
On-street parking
Using bike lanes as turn lanes
Nighttime access to parks
Lighting
Landscaping
Milton Avenue and Lakewood: odd geometry
Hill and Milton: odd geometry
Boulevard SB approaching Boulevard Crossing

Boulevard NB approaching Memorial Drive
Boulevard South of BeltLine: Construct a Roundabout?
Local preservation of Police within study area
Safe routes to school

Question 4: What would benefit the entire study area?
Response from breakout groups:
City services: Police, etc.
S/W
Relo. Zone 3/6 to study area
Improve street surface: maintenance
Commercial development in neighborhood: small/local scale
Connecting places that are of interest to youth
Cultural facilities
Better resources for existing parks
Targeted density with consideration of transition to adjacent areas
Improve pedestrian access to the BeltLine
Street signage/consistency of naming
Safe parking: balance with development
Address marker: 6" numbers
Landscaping
A/E: High quality design fro transit
Transit stops to reflect neighborhood character
Jobs
Access to better transit
Network of neighborhood commercial nodes
Proximity of parking
Walkability
Not overcrowded, not regional bar-hopping scene
Neighborhood retail
Bicycle parking
Retain population diversity
Affordable housing: livable
Ability to take amenities on transit: coolers, strollers, bikes, etc.
BeltLine used for Intown trips
Future connectivity
Affordable transit
Focus on freight movement
Access for first responders
Look at the whole area/city
Architectural integrity: design over size, city needs to strengthen position, work with community, clear developer expectations
Get information to everyone

The next Study Group meeting will be held on September 20, 2007.

Boulevard Crossing Study Area

SOUTHEAST STUDY GROUP MEETING

Zoo Atlanta ~ September 20, 2007

1. **Welcome**

2. **BeltLine Update**

3. **Master Planning Review**

   - **Master Planning Process**
   - **Existing Conditions Map Review**
   - **Opportunities and Challenges Review**

4. **Vision, Values, Goals and Objectives**
   - **Presentation**
   - **Group Discussion**

5. **Small Group Goals and Objectives Exercise**

6. **Map Review and Comment**

7. **Next Steps:**

   - January 10, 2008 (6:30 PM to 8:30 PM): Review draft study area Master Plan.
   - January 17, 2008 (6:30 PM to 8:30 PM): Review draft Park Master Plan

Note: All meetings are located in the Action Resource Center at Zoo Atlanta

Questions?

Please direct all questions and/or comments to:
Matthew Dickison
Project Manager
502-865-8591
mdickison@atlantaga.gov

BeltLine

Boulevard Crossing Sub-Area Master Plan
Study Group Meeting
September 20, 2007
Zoo Atlanta

The meeting commenced at approximately 6:30 pm with opening remarks given by Matthew Dickison, Project Manager.

Nate Conable, Atlanta BeltLine Inc., presented a brief update regarding major developments/issues impacting the entire BeltLine project.

- ABI is committed to restoring ARC funding for the Westside
- Discussions with the Georgia Department of Transportation (GDOT) about southwest portions of the rail right-of-way (ROW)
- According to CSX there are approximately 35 customers using the active freight lines in the southwest/southeast
- The Georgia Supreme Court will here oral arguments regarding Tax Allocation District (TAD) funding on Tuesday, September 25th at 10:00 AM.
- ABI has entered into a public-private partnership to secure the northeast BeltLine ROW
- City Council has approved nearly $30 million in funding for the construction of a stormwater facility and park at the proposed North Avenue park site

Questions from the public:

- Are you currently in negotiations for ROW regarding the southwest corridor?

Response from staff: Yes, negotiations with GDOT have begun.

- Will the stormwater facility at North Avenue Park serve the entire area?

Response from staff: The facility will be sized for a 100 year flood event and will have overflow capacity.

Shannon Kettering, Consultant Project Manager, ECOS, presented and discussed Finalized Existing Conditions (see attached presentation):

- Landuse
- Nine major studies exist in the area
  - Will build upon, validate and refine the Redevelopment Plan
  - Consensus and Inconsistencies exist
- Cultural Resources: The Urban Design Commission conducted a windshield survey of potential historic sites
- Boulevard Crossing Park
  - Steep Slopes
  - Park Site Considerations
  - Existing: two major terraces, utility lines, etc.
- Transportation
  - Previous studies

    - Safety considerations
    - Circulation patterns

Questions from the public:

- Is the BeltLine Overlay Zoning District in place?

Response from staff: Yes

John Funny, Grice and Associates, presented and discussed Finalized Existing Conditions related to mobility (see attached presentation):

- Transportation
    - Previous studies
    - Safety considerations
    - Circulation patterns

Shannon Kettering, Consultant Project Manager, ECOS, presented and discussed Opportunities and Challenges (see attached presentation):

- Landuse challenges
- Open and Civic Spaces: new park, Grant Park, Greenway connections
- Limited green space on east side of study area
- 1-20 connections
- Streets for biking, walking

Shannon Kettering, Consultant Project Manager, ECOS, presented and discussed Vision, Values, Goals and Objectives (see attached presentation)

During a short break, Post-it notes were made available to place comments on existing conditions maps. These comments were incorporated into the final version of all documents.

The break was followed by break out groups to develop specific objectives to implement goals for Landuse, Open and Civic Spaces, and Mobility. The following goals and objectives were developed during this session:

Boulevard Crossing VALUES

- Preservation and celebration of historic neighborhood character
- Incorporation of smart growth principles in all redevelopment
- Maintenance and restoration of urban tree canopy, namely hardwoods, old growth, open space
- Provisions for affordable living options for singles, couples, families, seniors
- Facilitation of a diverse demographic that is unique, has personality, and contains artistic flare
- Maintenance and enhancement of architectural integrity
- Expansion of the heritage and history of the local neighborhoods
- Encouragement of community equity/ ownership

- Promotion of a safe and secure community for all ages
- Incorporation of quality of life elements: trails, parks, community amenities, multi-modal transit solutions, walkability, art

GOALS with corresponding OBJECTIVES

Land Use

- Encourage development that is compatible with community values and future needs.
    - Plan for infrastructure improvements so that growth does not overwhelm existing facilities.
    - Develop design guidelines and standards that provide quality architecture, pedestrian scale, and well-balanced uses.
    - Incorporate green building and site standards into developments to minimize environmental impacts, improve the quality and value, and emphasize the importance of stewardship.
- Facilitate mixed use "centers" (living, working and shopping) to promote economic development, serve the community neighborhoods and support alternative transportation modes.
    - Establish appropriate locations for density, ensuring uses are sited appropriately, services are compatible, and the development is pedestrian oriented.
    - Incorporate standards that facilitate a balance and relationship of uses to create a vibrant and viable center with employment and housing opportunities.
    - Promote uses that support and serve the needs of the neighborhood, such as day to day services, community facilities (post office, library, community centers), and institutions (schools, employment training facilities).
    - Locate gathering places/ community spaces for the encouragement of social interaction.
- Maintain a variety of residential opportunities, including mixed-income and workforce housing to strengthen the diverse community.
    - Establish partnerships with the residents, developers, the City, and others to provide a variety of housing types throughout the community.
    - Ensure appropriate transitions between residential intensities by promoting buffers and step downs in stories and intensity.
    - Promote flexibility in zoning regulations and design guidelines for innovative solutions supported by the community.
- Expand civic facilities to support community growth
    - Enhance existing and provide for future civic, educational, and medical institutions to adequately serve all ages.
    - Ensure integrated and interconnected community facilities and services within developments through incentives/ zoning regulations, public

engagement, and provisions for an easily accessible transportation network.
    - Establish private-public partnerships to expand funding and implementation mechanisms for recreation and open space.

Circulation

- Explore opportunities to incorporate innovative strategies into community-wide transportation solutions commensurate with future needs.
    - Provide transportation demand strategies based on existing density and the scale of planned developments that minimize single-occupancy trips, limit contribution to peak-hour congestion, and encourage the use of alternative modes.
    - Implement state-of-the-practice traffic control strategies that are more responsive to fluctuating demand, serve multiple modes, and convey key traffic information to travelers in a dynamic framework.
    - Employ the City's existing traffic calming program's established criteria, street prioritization, public involvement, and a "suite" of traffic calming measures including bulb-outs, traffic circles, pedestrian refuges, chicanes, etc.
- Provide connectivity, continuity and redundancy among various modes of transportation
    - Incorporate strategies for a continuous network of pedestrian and bicycle facilities as part of planned streetscape and roadway improvements.
    - Improve drainage systems and provide methods for monitoring water levels for preemptive notification.
    - Ensure the community-wide accessibility to local activity centers though improving multi-modal connectivity (filling the gaps), including transit, bicycles, and pedestrians.
- Allow transportation facilities to promote seamless neighborhood boundaries, while preserving and or enhancing community distinctions and character.
    - Provide safe and efficient pedestrian and bicycle accessibility across major roadways.
    - Give high priority to pedestrian and bicycle safety improvements near schools, while helping local schools initiate "Safe Routes to Schools" Programs.
    - Work with community groups and public safety officials to promote "safe driver" educational programs, implement appropriate traffic control strategies, and conduct routine traffic enforcement.
- Ensure future usage by developing a sustainable financial structure for maintenance.
    - Establish policies that promote improved street maintenance and provide communities a convenient method for reporting maintenance issues and learning the status of maintenance requests.

Open & Civic Spaces

- Reclaim/restore/create & expand community environmental resources.
    - Restore existing streams and incorporate new water features for recreational opportunities, stormwater management, and wildlife habitat.
    - Expand community sustainable opportunities, such as recycling, composting, and gardening and recommend these activities/ amenities be included in future development.
    - Enhance the urban forest by preserving and appropriately planting new trees via an expanded open space network, enhanced streetscapes, and neighborhood arboretum programs.
    - Promote the importance of the community's environmental resources through interpretation/ education, incorporation of LEED- green development principles, and habitat restoration.
- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
    - Provide indoor and outdoor programming/ spaces for family and community gatherings for all development.
    - Establish community specific events and programs, such as "Celebrate Diversity" to unite the community and showcase its cultural significance and unique history.
    - Provide multi-purpose civic and recreational facilities at various scales to serve the community, including plazas, markets, squares, amphitheater, library, rink.
- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.
    - Provide multi-use accessibility and connectivity to and through the community's significant parks- Grant, Boulevard Crossing, and Chosewood.
    - Ensure passive spaces for mediation and reflection, such as habitat preservation areas, trails, and picnic facilities.
    - Promote innovative programming within the community open space network, such as wireless technology.
    - Provide active adventure activities, such as climbing wall, play fields/facilities, and water play areas.
    - Encourage and maintain safe and secure environment in park design and utilization through lighting and visibility.
- Identify, interpret and protect community historic and cultural resources.
    - Provide interpretive opportunities to showcase the community's significant assets, such as Fort Walker and Intrenchment Creek.
    - Establish a seamless connection between the BeltLine and community features, such as Zoo Atlanta and Chosewood Park.
    - Promote recognition of the community's diverse, historically intact neighborhoods.

Boulevard Crossing Study Area

Steering Committee Meeting

Zoo Atlanta ~ October 18, 2007

1. **Consensus on Study Area Values**

2. **Presentation on Placemaking**

3. **Presentation of Two Concept Plan Options** ***based upon prevalent characteristics in the BeltLine Redevelopment Plan and Street framework Plan***

4. **Steering Committee Charrette**

5. **Next Steps:**

   - October 23, 2007 (6:00 PM to 7:30 PM): Steering Committee Meeting to Review Park Concept Plan
   - November 15, 2007 (6:00 PM to 7:30 PM): Steering Committee Meeting to Review Draft Study Area Master Plan

Note: All meetings are located in the Action Resource Center at Zoo Atlanta

Please visit the new BeltLine website at:
www.beltline.org

Questions?

Please direct all questions and/or comments to:
Matthew Dickison
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404-865-8591
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BeltLine

Boulevard Crossing Steering Committee Meeting
Oct. 18, 2007

Master Planning Focus

1. Greenspace
2. Circulation
3. Land Use

Matthew Dickison/Shannon Kettering – Opening Statements

I. Matthew Dickison greeted all of the members of the steering committee and due to the presence of a few new individuals the group went around and introduced themselves and their roles in the project.

II. Shannon followed up the brief opening by introducing the three main priorities of the current land use planning focus.

1. Greenspace – Which would be developed by using a hierarchy of central gathering spaces (Plazas, Civic Squares)
2. Circulation – Which uses a hierarchy of mobility aids (New Streets, Streetscapes, Transit Options)
3. Land Use – This would employ urban design to build identity and character unique to the subarea.

III. Shannon then introduced the practice of place making that is used by ECOS, which consisted of proper scale (City, Center, and Neighborhood Scale Development).

IV. ECOS area plans were developed based on the requirements that transit presents to the area, which includes critical mass, and transit supported uses.

V. After Shannon went through her brief introduction she presented the group with two plans (Option A and Option B). Option A had noticeably fewer development nodes that were of higher intensity, while option B delivered lower scale development with a higher total number of nodes.

Responses by the Steering Committee to the plans presented by ECOS

I. Many of the committee members thought the scale was too intense for the area, particularly Option A. They liked the transitioning scale involved in Option B specifically the Loft District and the Neighborhood Employment Center.

Steering Committee Recommended Areas for Higher Density Development:

1.) Trestletree
2.) N. of Boulevard Crossing Park
3.) E. Confederate at BeltLine
4.) Boulevard Heights Retail Center

II. The group was also concerned about the street level pedestrian experience throughout the higher density area. The steering committee vocally called for some terracing of the buildings, with the lowest level focused on the street edge.

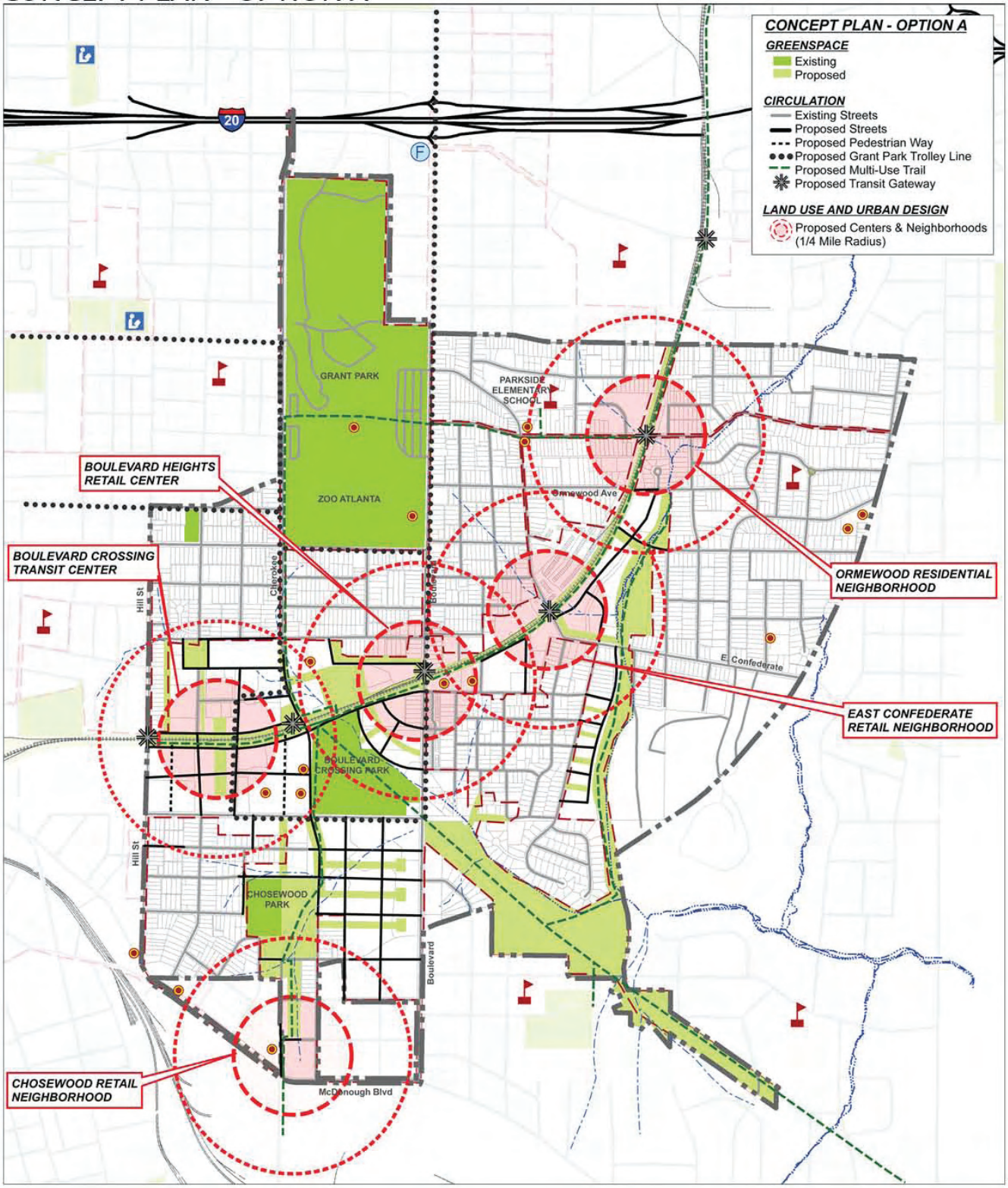
III. The Englewood development node was of concern as redevelopment is currently taking place. The steering committee members were concerned about the area not being able to be permeated during redevelopment and wanted to gain some assurance that with the development of the park that the area adjacent to it would not be fenced off precluding neighborhood residents from jogging or walking their dog safely through the area.

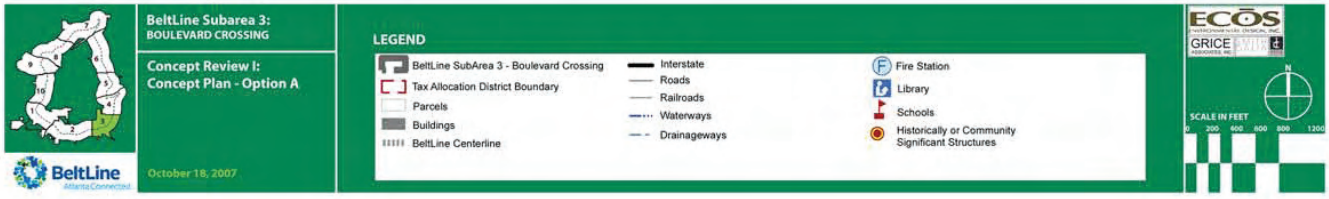
IV. Many of the groups concerns started with topography as they repeatedly discussed the topographical issues of many of the key development nodes throughout the ECOS plan options. Many were adamant about the need for vistas of the city that would be gained using development driven by the already existing topography of the area.

V. Parking was also an issue as the citizens adamantly stated that it should be something that we all take into consideration as we look at development that will take place before transit begins. One of the popular ideas from the group was the use of shared parking near the park, in an effort to mitigate the problem that could arise if park patrons start parking on residential streets. Jonathan Lewis stated to the group that the Atlanta BeltLine Inc. will conduct a parking study in the near future to deal with these exact concerns throughout the BeltLine.

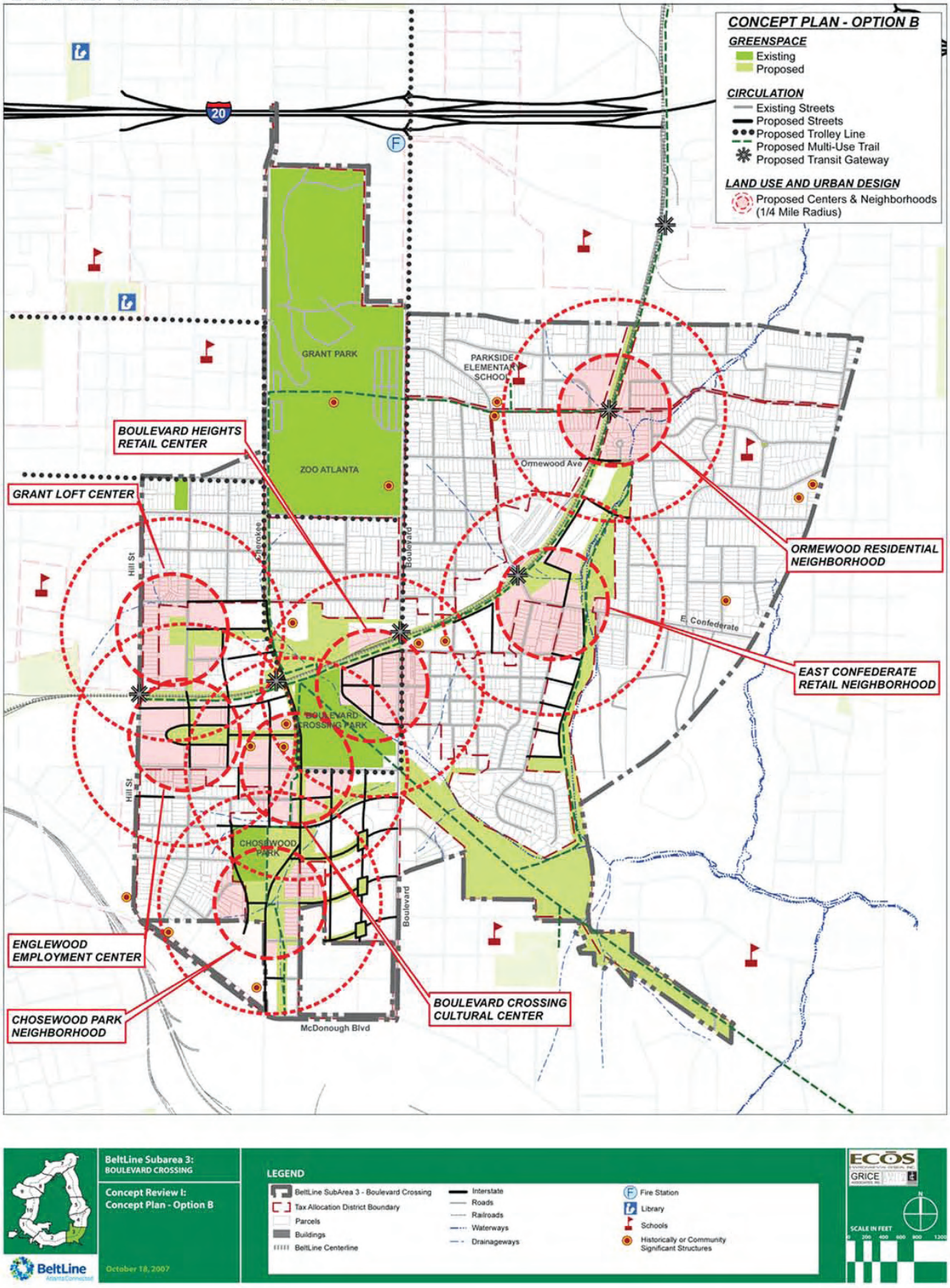
VI. Traffic Calming was a key concern for many of the members as they addressed the mobility aspects of the plans. Areas such as Boulevard experience motorist traveling at high speeds near pedestrian focused uses such as Grant Park and the commercial node along Cherokee Avenue. The committee was enamored with the idea of pedestrian only streets through the western edge of the study area. There were some concerns over safety however as the consultants presented plans that called for tunnels that would cross beneath the BeltLine with the improved street framework.

CONCEPT PLAN - OPTION A





CONCEPT PLAN - OPTION B



Boulevard Crossing Study Area

Steering Committee Meeting

Zoo Atlanta ~ November 15, 2007

1. **Review of Previous Steering Committee Meeting**

2. **Key Influences from Existing Conditions/Resources**

3. **Presentation of Draft Plan**

   - **Circulation**
   - **Greenspace**
   - **Land Use and Urban Design**
   - **Public and Cultural Arts**

4. **Comments and Feedback**

5. **Next Steps:**

   - January 10, 2008 (6:30 PM to 8:30 PM): Study Group Meeting to present the Draft Study Area Master Plan
   - January 17, 2008 (6:00 PM to 7:30 PM): Steering Committee Meeting to present and discuss the Draft Park Master Plan

Note: All meetings are located in the Action Resource Center at Zoo Atlanta

Please visit the new BeltLine website at:
www.beltline.org

Questions?

Please direct all questions and/or comments to:
Matthew Dickison
Project Manager
502-865-8591
mdickison@atlantaga.gov

BeltLine

Boulevard Crossing Steering Committee Meeting
Nov. 15, 2007

Meeting Agenda

1. Ed McBrayer's Discussion of the Prospective PATH Connections
2. Review of Previous Steering Committee Meeting
3. Key Influences from existing Conditions
4. Presentation of Draft Plan
5. Comments and Feedback

Ed McBrayer

1. Ed McBrayer was in attendance for an optional meeting prior to the steering committee meeting, to discuss the trail options for subarea 3.
2. The hot issue of the area was the inclusion of a tunnel trail under the BeltLine along Cherokee Ave.
3. The neighbors adamantly opposed this connection specifically due to the possible exacerbation of the current criminal issues in the area. The residents clearly preferred an at grade crossing. Committee members also invited McBrayer to a community meeting on Dec. 6th to discuss the issue further with more members of the community.
4. McBrayer explained that the funding for this trail connection is coming from Park Opportunity Bonds that must be spent before they expire in the coming year. He also explained that CSX is not open to an at grade crossing on the rail track. McBrayer also explained that the tunnel would be about fifty yards long, and the tunnel will be a circular shape with eight foot width at grade and twelve foot with at your elbows.
5. With the statement of the opportunity bonds issue, many of the residents voiced their concern about the development of a trail when currently there is no active park, as well as the fact that the zoo is developing a new master plan which could alter the egress and ingress points of the zoo before the completion of the park.
6. Paul Taylor told the citizens that there would be no promise that the funds would be able to be returned to the area if they did not take advantage of the opportunity bonds that are focused on in this proposal.
7. Many of those in attendance agreed that funding should not be the driving force on whether something gets built or not, it should based on a greater vision.

Matthew Dickison - Introduction

1. The next meeting is January 22nd, 2008
2. Reviewed the Northeast Corridor Acquisition

Shannon Kettering - ECOS

1. **Draft Material Introduction**:
   I. Circulation
   II. Greenspace
   III. Land Use
   IV. Public Art

2. **Establish Placemaking**
   Placemaking consist of establishing the four elements above while using:
   I. Appropriate Scale
   II. Design Quality
   III. Transit Friendly Elements

3. **Character Desired by the Boulevard Crossing Steering Committee**
   I. Green
   II. Diverse (Economically, Racially, Ethnically, Housing Types, etc)
   III. Historic

4. **What influenced ECOS' Decision Making?**

   I. **Elevation and Drainage** – Wanted to make an effort to preserve the existing drainage ways
   II. **Historic and Cultural Features** – Maximize the emphasis on these features throughout the subarea
   III. **Current Projects in the permitting stages** – There were a total of about five projects
   IV. **Street Classification** – Arterial, Collector and Local streets all serve different purposes

5. **John Funny – Grice and Associates**

   I. **Not Just a Volume Study** – Grice and Associates also looked at the pedestrian realm, specifically sidewalk conditions (Did landscaping overwhelm the sidewalk? Where are there gaps in terms of usable sidewalks?)
   II. **Intersection Traffic Modeling** – Using the SYNCHRO format, which focuses on the short term projections
   III. **Draft Transportation Key Features** – Round about at Boulevard and Englewood, Storm water Management Median, Tunnels from Grant, Cherokee, and Mead (Mead provides great E-W connectivity that only exists currently with McDonough)

6. Types of Greenspaces throughout the Subarea

I. Parks (Has all three different levels of parks between Grant, Boulevard Crossing and Choosewood)
II. Commons
III. Greenways
IV. Pedestrian Plazas

7. Land Use throughout the Subarea

I. Centers – Englewood Employment center sort of combines with the Boulevard Heights Center
II. Other secondary centers include East Confederate, Choosewood Residential and Retail Center, Ormewood Center and Grant Loft Neighborhood
III. Main Center – Englewood Employment Center – 10+ Stories
a.) Extends greenspace from park
b.) Parking is below grade
c.) Cultural Focus (School or Community Center)
Boulevard Heights Retail Center
a.) Community-oriented Retail/Services and Multi- Family Living centered around the BeltLine,Community Park, and Boulevard
b.) 1/4 mile core area centered at Schuyler Avenue extension and linear Community Greenway
c.) Building Heights up to 10+

8. Community Concerns over Draft Materials

Arts

I. Can we work to Revtialize the current art in the area?
II. A key corner for public art could be the Zone 3 precinct; it could provide a grand entrance into the park and also serve as a gateway into the Grant Park neighborhood.
III. We would really like public art that is functional.

Greenspace

I. Leave parking/maintenance facility east of woods near Boulevard
II. Greenway connection from Choosewood Park to McDonough

Land Use

I. The committee members would like to see more dense population along the Westside of the new park

II. The committee felt that medium density residential development near SE of Choosewood needs to focus on drainage issues.
III. Change low density residential in Grant Park to medium mixed use
IV. The committee loved all of the greenspace connections
V. The committee also advised that 10+ stories will make the neighborhood nervous and to split the area north of the BeltLine to transition

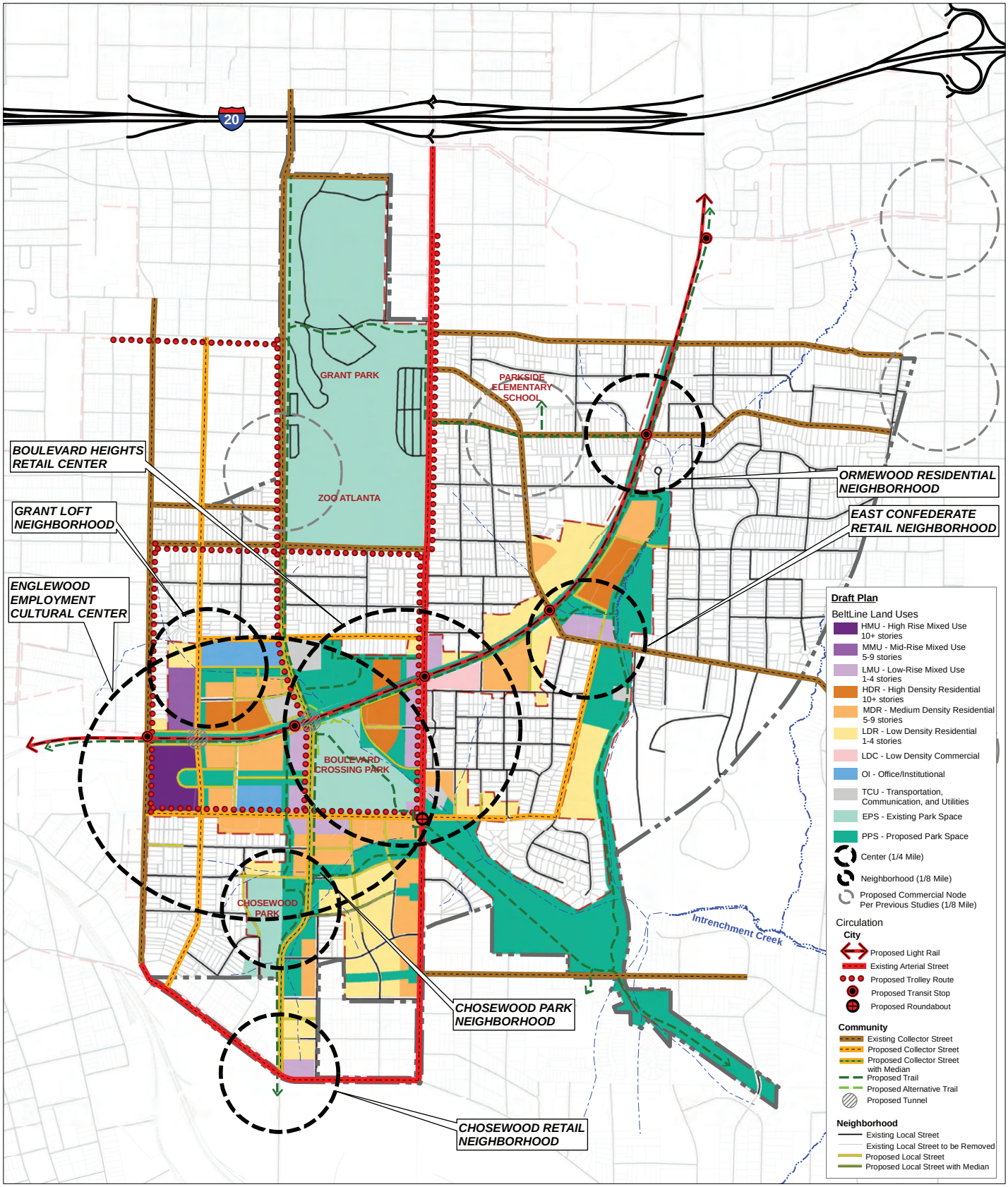
Circulation

I. Mead, Cherokee, & Grant Tunnels – They would be great, but logistically there was some concern on behalf of the committee members
II. It would be great to make Atlanta Ave. a two way street all the way to Hank Aaron
III. Traffic Calming along Hill and Boulevard and Avondale @ East Confederate – The committee thought this problem could be solved with the use of more roundabouts to slow traffic down, also could these roundabouts be pedestrian friendly?
IV. Could the pedestrian connections pay closer attention to schools and parks? Also there should be more buffering of pedestrians along Boulevard due to the high rate of speed the cars travel at.

Next Meetings:

Next Study Group Meeting for Subarea 3 Master Plan: January 10th, 6:30pm, ARC at Zoo Atlanta

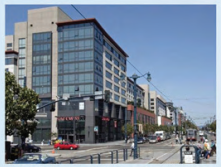
Next Committee Meeting for Park Master Plan: January 17th, 6:00pm, ARC at Zoo Atlanta


20
GRANT PARK
ZOO ATLANTA
PARKSIDE ELEMENTARY SCHOOL
BOULEVARD HEIGHTS RETAIL CENTER
GRANT LOFT NEIGHBORHOOD
ENGLEWOOD EMPLOYMENT CULTURAL CENTER
ORMEWOOD RESIDENTIAL NEIGHBORHOOD
EAST CONFEDERATE RETAIL NEIGHBORHOOD
BOULEVARD CROSSING PARK
CHOSEWOOD PARK
CHOSEWOOD PARK NEIGHBORHOOD
CHOSEWOOD RETAIL NEIGHBORHOOD
Intrenchment Creek
Draft Plan
BeltLine Land Uses
HMU - High Rise Mixed Use 10+ stories
MMU - Mid-Rise Mixed Use 5-9 stories
LMU - Low-Rise Mixed Use 1-4 stories
HDR - High Density Residential 10+ stories
MDR - Medium Density Residential 5-9 stories
LDR - Low Density Residential 1-4 stories
LDC - Low Density Commercial
OI - Office/Institutional
TCU - Transportation, Communication, and Utilities
EPS - Existing Park Space
PPS - Proposed Park Space
Center (1/4 Mile)
Neighborhood (1/8 Mile)
Proposed Commercial Node Per Previous Studies (1/8 Mile)
Circulation
City
Proposed Light Rail
Existing Arterial Street
Proposed Trolley Route
Proposed Transit Stop
Proposed Roundabout
Community
Existing Collector Street
Proposed Collector Street
Proposed Collector Street with Median
Proposed Trail
Proposed Alternative Trail
Proposed Tunnel
Neighborhood
Existing Local Street
Existing Local Street to be Removed
Proposed Local Street
Proposed Local Street with Median

PLACEMAKING AT BOULEVARD CROSSING : HOW WILL IT BE ACHIEVED?

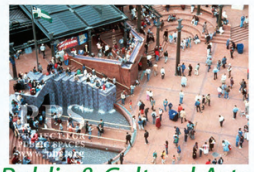
WHAT IS PLACEMAKING?

Balanced Elements


Land Uses & Urban Design


Circulation


Greenspace


Public & Cultural Arts

Appropriate Scale

City-
development pattern comprised of centers, communities, neighborhoods, and corridors and serve a city-wide population.

Center/ Community-
development pattern that serves a broader community, even regional.

Neighborhood-
development pattern that serves the immediate residents and businesses.


Center / Community Scale


Neighborhood Scale

Quality Design

Supports Transit
- Mix of Uses
- People
- Businesses
- Civic Spaces
- Clear access and connections
- Walkable 'zones' that offer different densities and intensities

Supports Community Values & Goals

Land Use & Urban Design
- Encourage development that is compatible with community values and future needs.
- Facilitate mixed use "centers" (living, working and shopping) to promote economic development, serve the community neighborhoods and support alternative transportation modes.
- Maintain a variety of residential opportunities, including mixed-income and workforce housing to strengthen the diverse community.

Circulation
- Explore opportunities to incorporate innovative strategies into community-wide transportation solutions commensurate with future needs.
- Provide connectivity, continuity and redundancy among various modes of transportation
- Allow transportation facilities to promote seamless neighborhood boundaries, while preserving and or enhancing community distinctions and character.
- Ensure future usage by developing a sustainable financial structure for maintenance.

Greenspaces
- Reclaim/restore/create & expand community environmental resources.
- Ensure the recreational needs of the City of Atlanta are compatible with Boulevard Crossing community needs.

Public & Cultural Arts
- Provide open, cultural, and civic spaces to promote social interaction and a thriving community.
- Identify, interpret and protect community historic and cultural resources.
- Expand civic facilities to support community growth

Values: GREEN DIVERSE HISTORIC

BeltLine Subarea 3:
BOULEVARD CROSSING

January 10, 2008

ECOS ENVIRONMENTAL DESIGN, INC. I GRICE & ASSOCIATES I SMITH DALIA ARCHITECTS I DOVETAIL CONSULTING

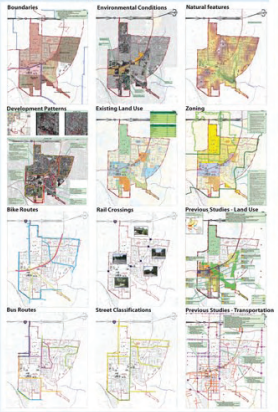
BeltLine Atlanta Connected

Atlanta BeltLine Inc.

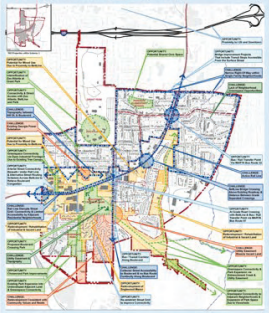
PLACEMAKING AT BOULEVARD CROSSING: PLANNING PROCESS

PROCESS

Site Inventory & Analysis



Opportunities & Challenges Map

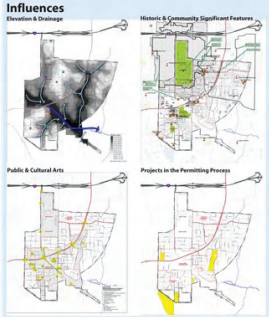


- Review Existing Conditions& Previous Studies
- Present Values, Goals & Objectives
- Present Opportunities & Challenges for Land Use, Circulation & Open Space

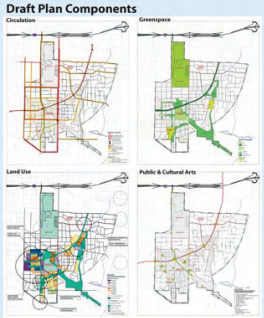
Comparison

- Consensus on Values, Goals & Objectives
- Presentation on Establishing Placemaking
  - Elements
  - Scale
  - Design
- Present Concept Plan Option A & B

Influences



Draft Plan Components

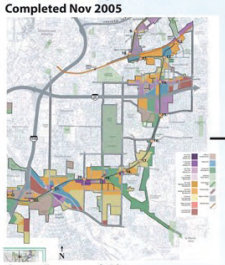


- Review Placemaking and Influences from Existing Conditions
- Presentation of Draft Plan Elements: Land Use, Circulation, Greenspace & Public & Cultural Arts

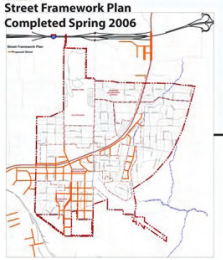
PROJECT INITIATION 08.2007	STUDY GROUP MEETING Existing Conditions 09.06.2007	STUDY GROUP MEETING Goals & Objectives 09.20.2007	STEERING COMMITTEE MEETING Concept Plan 10.18.2007	STEERING COMMITTEE MEETING Draft Plan I 11.15.2007	STUDY GROUP MEETING Draft Plan I 01.10.2008	UPCOMING MEETINGS
Site Inventory & Review of Existing Plans →	Incorporate Map Comments From Community →	Incorporate Community Feedback into Values, Goals & Objectives →	Incorporate Committee Comments & Create Draft Plan →	Present Draft Plan to Community →	Make Final Changes Based on Community Comments →	

PRODUCT

BeltLine Redevelopment Plan Completed Nov 2005



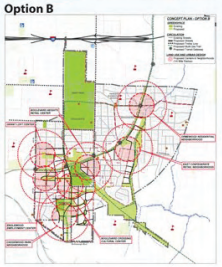
Street Framework Plan Completed Spring 2006



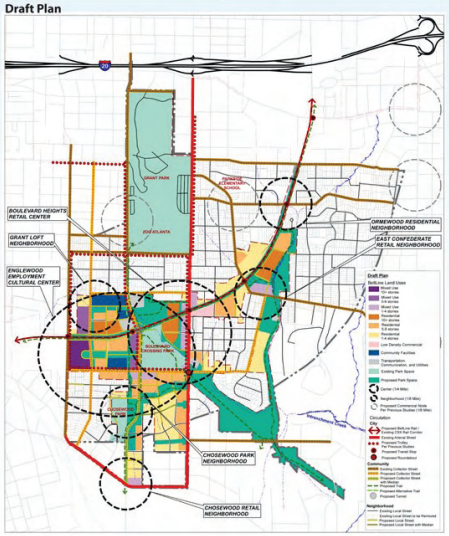
Redevelopment Plan and Street Framework Plan as a Base
+
Values, Goals & Objectives Established by the Community

Option A

Option B



Draft Plan



Steering Committee Meeting Draft Plan I - Park 01.17.08

Study Group Meeting Final Plan - Land Use & Park 02.21.08

BeltLine Subarea 3: BOULEVARD CROSSING

January 10, 2008

ECOS ENVIRONMENTAL DESIGN, INC. I GRICE & ASSOCIATES I SMITH DALIA ARCHITECTS I DOVETAIL CONSULTING

BeltLine Atlanta Connected

Atlanta BeltLine Inc.

Boulevard Crossing Sub-Area

PLANNING MEETING

Zoo Atlanta ~ March 25, 2008

1. **Welcome**

2. **Review Placemaking and Previous Draft Concept Plans**

3. **Review Draft Plan Elements (Public and Cultural Arts, Greenspaces, Land Use and Urban Design & Circulation)**

   - **Concept Analysis**
   - **Concept Solutions**
   - **Sustainable Action Strategies**

4. **Questions and Comments**

Questions?

Please direct all Master Planning questions and/or comments to:
Matthew Dickison
Senior Urban Planner
404-865-8591
mdickison@atlantaga.gov

For general questions, contact:
Rukiya Eaddy
Citizen Participation Advocate Associate
404-588-8285
readdy@atlbeltline.org

BeltLine

Questions and Concerns
Subarea 3 Planning Committee
March 25, 2008:

PUBLIC ART –

1) Does it make sense to use an existing organization such as MPAC for implementation of BeltLine related Public Art?
- Another member of the committee recommended that Atlanta BeltLine Inc. should look to form a consortium of artist to focus on the implementation of the art projects.
- M. Dickison and Jonathan Lewis both responded that Atlanta BeltLine Inc. is in the midst of forming a Public Art strategy team to aid in dealing with this topic. Lewis also acknowledged the City's Bureau of Cultural Affairs will play a large role in the implementation of the public art projects

GREENSPACE

2) If you take Entrenchment Creek out of the equation, are the numbers for Subarea 3 still exceeding the national standard of greenspace?

- Yes, the national goal for 2030 is eight per 1000 residents. The goal will still be surpassed if the greenway was no longer part of this calculation.

LAND USE/CIRCULATION

3) Does the level of the MR zoning category change the allowance of commercial space?

- Yes, municode should be consulted for the exact densities allowable by each zoning code.
- http://www.municode.com/Resources/gateway.asp?pid=10376&sid=10

4) Several committee members had concerns about some of the land use and circulations ideas, they were as follows:

- The plan shows Boulevard changing to a two-lane road with a turning lane. One of the community members voiced his concern

over this idea. However, after Mr. John Funny of Grice and Associates, who developed the circulation portion of the plan responded by illustrating the model to the community.

- Another idea that was floated was the extension of the parallel parking spaces another 2 ft or so in width so not to affect cyclist passing by when the doors of the cars are opened.

- There were also some ROW width concerns raised about the proposed parallel parking on Confederate Ave.

- A couple of community members questioned the change of Hill St. from a one way to a two-way road.

Agenda
BeltLine Master Plan
Southeast Study Group Meeting
April 14, 2008
Zoo Atlanta ARC Meeting

1. Opening Remarks

2. Introductions

3. Final Draft Plan Review

4. Questions and Discussion

5. Prioritization Exercise

For questions or additional information, please contact:

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mdickison@atlantaga.gov
404.865.8591

Rukiya Eaddy
Citizen Participation Advocate
readdy@atlbeltline.org
404.614.8285

Resources

- Atlanta Regional Commission, *Transit Oriented Development Implementation* (2003)
- City of Atlanta and Atlanta Beltline Inc. GIS Base Data Received July 24th, 2007
- City of Atlanta and ABI Previous and On-going Studies
    - An Analysis of the Fiscal Impacts of the Atlanta Beltline Tax Allocation District (2005)
    - Atlanta BeltLine Cultural Planning Vision (2006)
    - Atlanta BeltLine Five Year Work Plan (2005)
    - Atlanta BeltLine Health Impact Assessment (2007)
    - Atlanta BeltLine Redevelopment Plan- Future Circulation Plan- Traffic Impacts and Roadway Improvements (2005)
    - Atlanta BeltLine Redevelopment Plan (2005)
    - Atlanta BeltLine Street Framework Plan (2006)
    - Atlanta BeltLine TAD Feasibility Study (2005)
    - Atlanta Project Greenspace (on-going)
    - Atlanta Regional Commission Envision 6 Regional Transportation Plan (on-going)
    - Atlanta Strategic Action Plan (on-going)
    - Atlanta Quality Growth Task Force Recommendations (2004)
    - Chosewood Park Land Use Concept (2007)
    - Chosewood Park Neighborhood: Proposed Land Use Plan (2006)
    - City of Atlanta BeltLine Brownfield Survey
    - City of Atlanta BeltLine Overlay Zoning District (2007)
    - City of Atlanta Comprehensive Transportation Plan (on-going)
    - City of Atlanta Cultural Master Planning Activities (2004)
    - City of Atlanta Department of Parks, Recreation and Cultural Affairs Strategic Pan (2005)
    - City of Atlanta Department of Parks, Recreation and Cultural Affairs 2006 Annual Report (2006)
    - City of Atlanta Department of Public Works Programmed Projects (on-going)
    - City of Atlanta Public Art Master Plan (2003)
    - DCA Quality Growth Resource Team Study for Grant Park Neighborhood (2003)
    - Jonesboro Road Corridor Redevelopment Plan Update (2006)
    - Memorial Drive LCI Study (2001)
    - Memorial Drive- Martin Luther King, Jr. Drive Area Revitalization Study (2001)
    - Moreland Avenue Corridor Master Plan (2005)
    - PATH Foundation: Chosewood/ Grant Park Connector Plan (2007)
    - Ponce De Leon/ Moreland Avenue Corridor LCI Study (2005)
    - Programmed Projects by the Department of Public Works (on-going)
    - Project Greenspace (on-going)
    - Proposed Comprehensive Transportation Plan for Grant Park & affected Adjacent Neighborhoods (2007)
    - Proposed Trolley / BeltLine Maintenance Facility & Street Car Tourist Loop (2006)
    - Reconnecting Communities: Atlanta Rail Corridor Assessment (2004)
    - Southside Atlanta Redevelopment Plan (2000)
    - The Beltline Emerald Necklace: Atlanta's new Public Realm (2004)
    - 2007 – 2012 Capital Improvement Program (2007)

- Congress for New Urbanism— Image Bank: http://www.cnu.org/search/imagebank
- Duany Plater-Zyberk & Company— Research: http://www.dpz.com/research.aspx
- Federal Transit Administration, *Transit-Oriented Development and Joint Development in the United States: A Literature Review* (2002)
- Pedestrian and Bicycle Information Center— Image Library: http://www.pedbikeimages.org
- Project for Public Space— Image Collection: http://www.pps.org/imagedb
- Rocky Mountain Land Use Institute, *Sustainable Community Development Code Reform Initiative*
- Smart Growth Online: http://smartgrowth.org
- Transit Cooperative Research Program: http://www.tcrponline.org
- Urban Land Institute— Development Case Studies: http://casestudies.uli.org

Atlanta BeltLine Master Plan

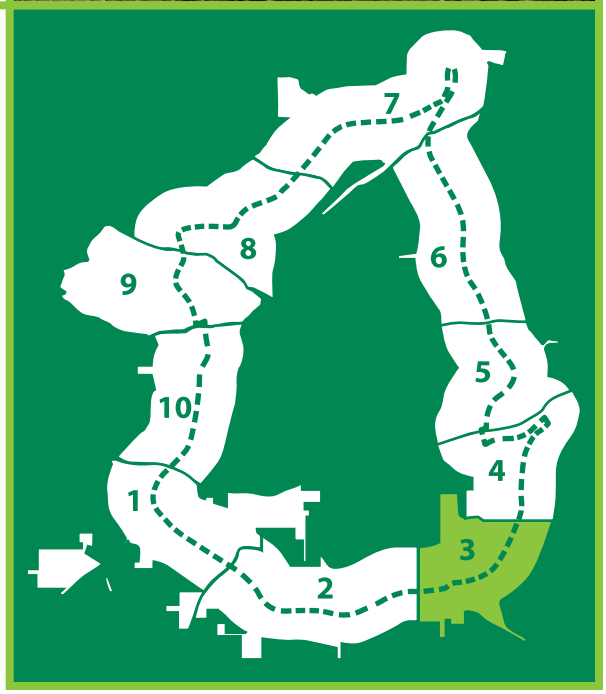
SUBAREA 3

BOULEVARD CROSSING

Existing Conditions Report

Prepared for
Atlanta BeltLine, Inc.
By Ecos Environmental Design
Grice & Associates
Smith Dalia Architects
Dovetail Consulting

Adopted by the Atlanta City Council on March 16, 2009



BeltLine
Atlanta Connected

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CONTENTS

Acknowledgements

The Honorable Mayor **Shirley Franklin**

ATLANTA CITY COUNCIL

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H. Lamar Willis, Post 3 at Large

ATLANTA BELTLINE BOARD

Calvin "Cal" Darden
Chair of the Board, Atlanta BeltLine, Inc. **;** ADA Appointee

The Honorable Shirley Franklin
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Angie Laurie, Grant Park Resident

Any Schneggenberger, East Atlanta Community Assn.

Bakari Brooks, Atlanta Housing Authority

Danielle Battle, Parkside Elementary School

Dave Radlmann, Greenstreet Properties

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Fred Smith, SAND

Glenn Kurtz, Grant Park Resident

Jeff Rogers, Grant Park Resident

Jessica Toral, Chosewood Park Neighborhood Assn.

SUBAREA 3 PLANNING COMMITTEE

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Keith Lauer, Cyclorama

Lisa Tuttle, Metropolitan Public Art Coalition

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Paul Simo, Grant Park Resident

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Acknowledgements

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Context

The Boulevard Crossing subarea is located in the southeast portion of Atlanta, south of I-20 and east of I-75/I-85. It is bounded by Berne Street to the north, Hill Street to the west, and McDonough Boulevard to the south. The subarea is within the Southeast Study Group for the BeltLine and encompasses 1167 acres of land and 1.3 miles of the BeltLine Corridor. The Tax Allocation District within the subarea includes 529 acres of land proposed for redevelopment and rehabilitation.

There are seven neighborhoods and two Neighborhood Planning Units within the Boulevard Crossing Subarea. All seven neighborhoods are within Council District 1. The Neighborhood Planning Units within the subarea include NPU-W and NPU-Y. The majority of the neighborhoods are within NPU-W, including: Benteen, Boulevard Heights, Custer/McDonuogh/Guice, Grant Park and Ormewood Park. The neighborhoods of Chosewood Park and Englewood Manor are within NPU-Y. The Boulevard Crossing subarea has the largest amount of potential greenspace in the southeast study area and contains city assets like Zoo Atlanta and Grant Park.

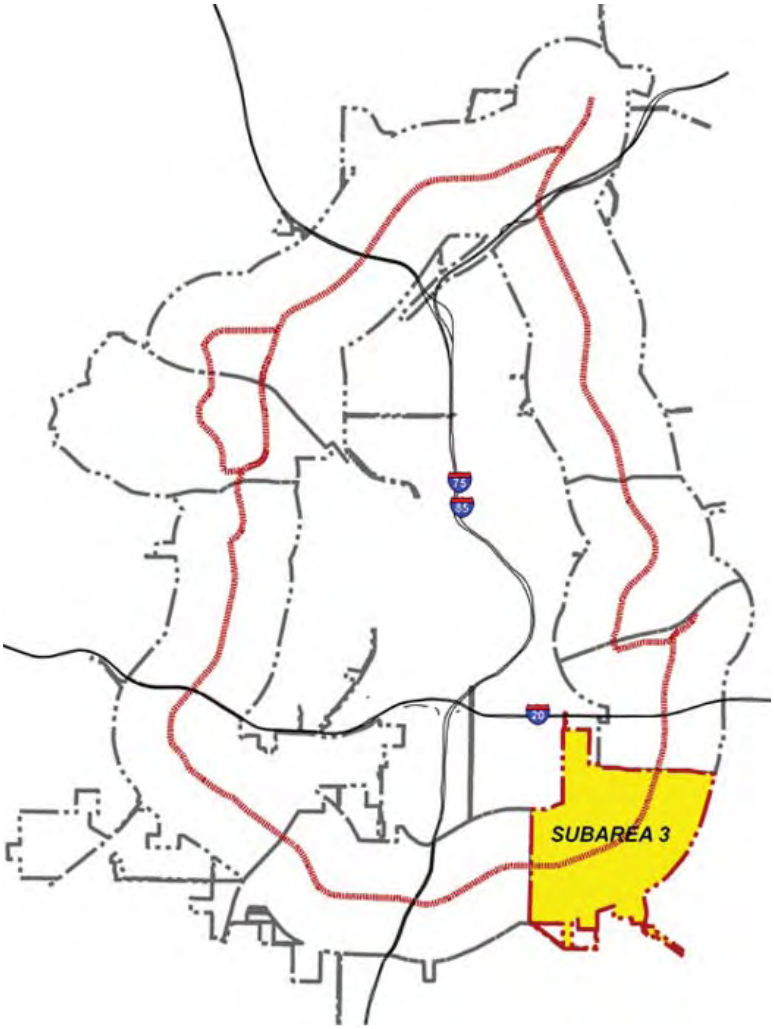

Figure A.1 - BeltLine Context

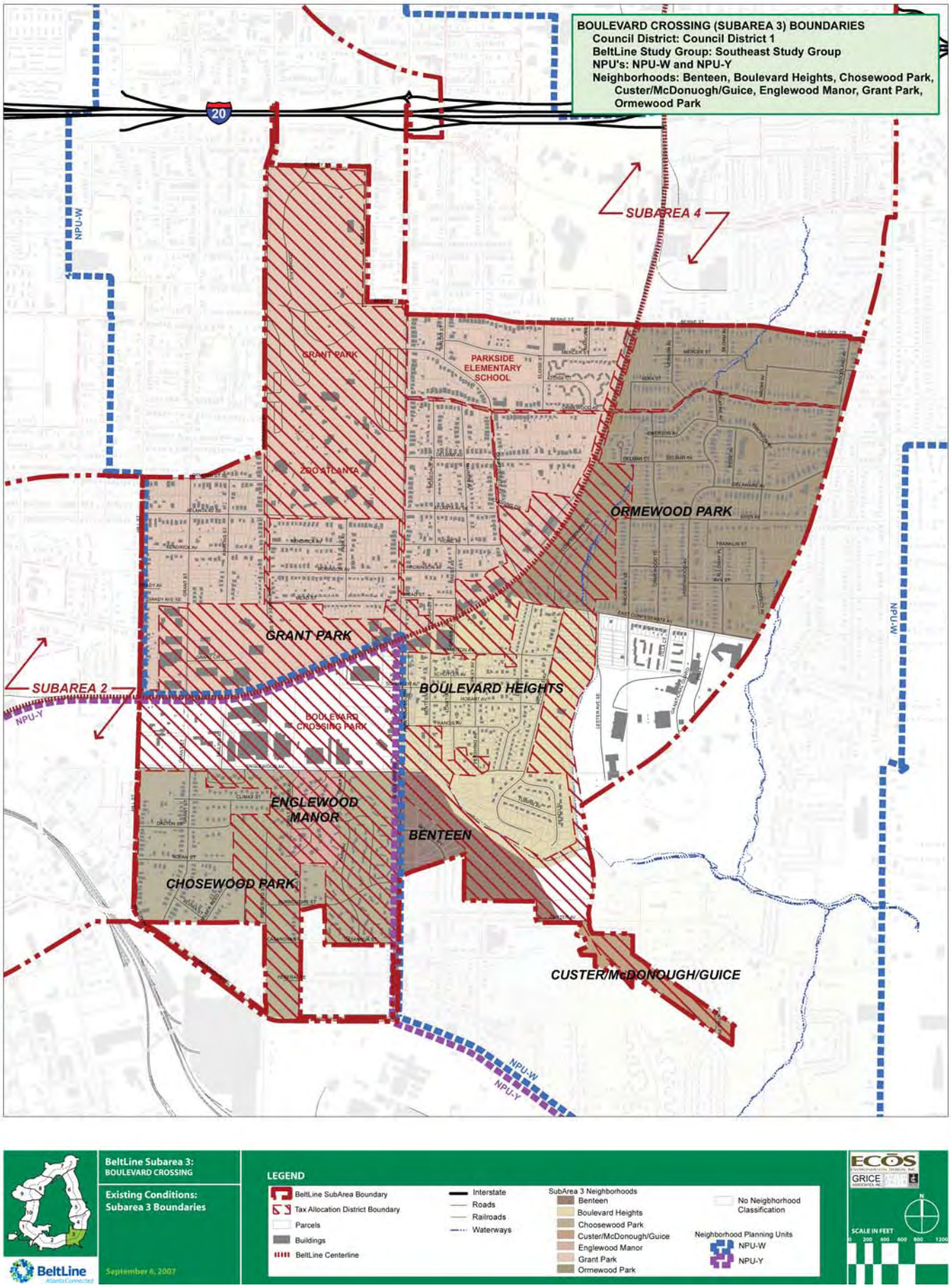

Figure A.2 - Subarea Context

History

The history of the Boulevard Crossing subarea speaks through the architecture, railroad corridor and street networks. The timeline below was based on information presented in *A History of the Atlanta BeltLine and its Associated Historic Resources* -Prepared By Georgia State University - Heritage Preservation - History 8700 - Spring 2006, This timeline summarizes the development within the Boulevard Crossing Subarea from the 1800's to present day.

The historic communities of this subarea have a well established neighborhood character and have a unique opportunity for continued revitalization. As stated in *A History of the Atlanta BeltLine and its Associated Historic Resources* "Together the green spaces, industrial structures, and residential neighborhoods provide a window into Atlanta's development patterns especially in the southeastern quadrant. The construction of the beltline aided in the development of industry, residential neighborhoods, and public amenities in the Boulevard Crossing area. The preservation and creation of green spaces and the preservation and rehabilitation of extant structures could create a wave of revitalization for the surrounding node areas that is much needed."

Historic Timeline of Boulevard Crossing Subarea

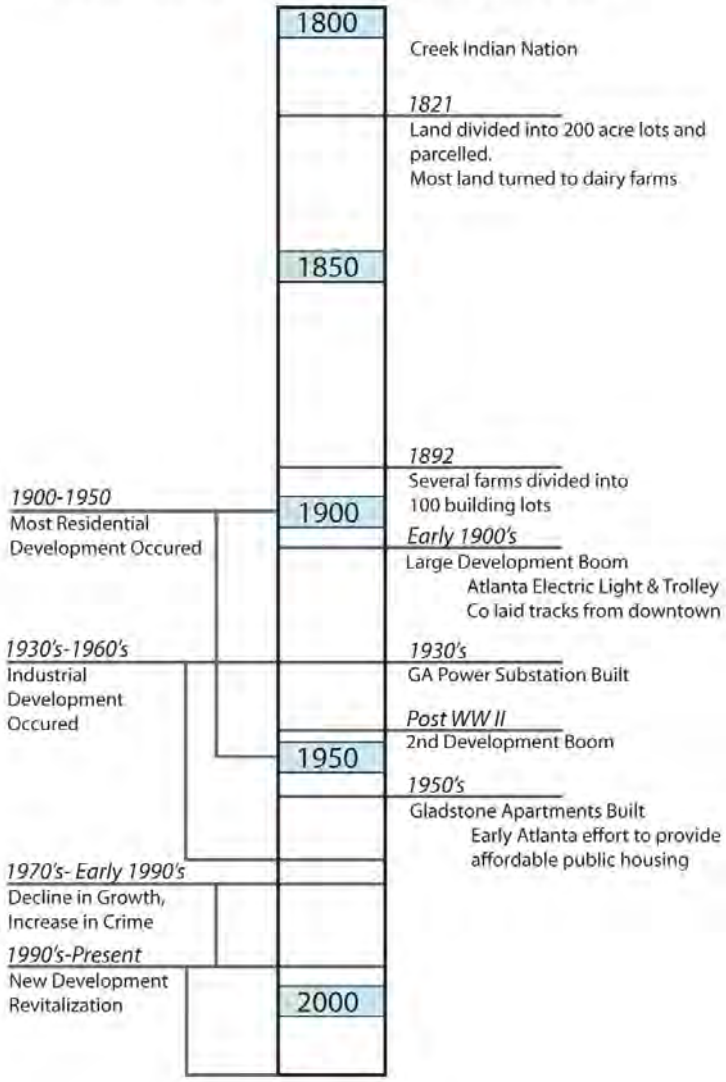

Figure B.1 - Subarea Timeline

Figure B.2 - Intersection of Georgia Ave. & Hill St. - 1952
Courtesy of: www.atlantatimemachine.com

Figure B.3 - Intersection of Georgia Ave. & Hill St. - 2005
Courtesy of: www.atlantatimemachine.com

Historic & Cultural Resources

Historic and cultural resources are a key component to connectivity and preservation along the BeltLine. They also provide educational opportunities on the history of Atlanta and more specifically, the Boulevard Crossing subarea. Boulevard Crossing has an exceptional amount of cultural resources, such as, historic neighborhoods, the proposed Boulevard Crossing Park, the mounted police station, schools, churches and historical structures such as the Burns Cottage and the Cyclorama. The lists below show the nationally and locally designated historic features within Boulevard Crossing.

National Register of Historic Places:

Buildings:

- Burns Cottage
  - A replica of poet Robert Burns' birthplace in Alloway, Scotland that was constructed by the Burns Club of Atlanta in 1911.
- Cyclorama of the Battle of Atlanta
  - World's largest painting

Districts:

- Grant Park Historic District

Districts Currently Registered by City of Atlanta

Grant Park Historic District

The Atlanta Urban Design Commission(AUDC) in conjunction with the City of Atlanta Department of Planning & Community Development conducted a survey of the entire BeltLine Corridor titled *Historic Preservation & the BeltLine*. The mission of the AUDC survey is "to integrate historic preservation into the (BeltLine) planning process" and to identify "historic resources (as) a key component of the BeltLine's future."

Figure C.1 - Cyclorama - 1953 -
Courtesy of: www.atlantatimemachine.com

Preliminary Findings by AUDC Staff of Significant Historic Resources Along / Near the BeltLine TAD

Buildings:

- Cyclorama of the Battle of Atlanta
- Fort Walker
- Georgia Power Substation
  - Noted for Architectural, Community Planning & Development significance

Sites:

- Ormewood Underpass
  - Noted for Transportation and Engineering significance

Districts:

- Grant Park
  - Listed to include areas of the neighborhood that are not currently designated under the National Historic District or Local Historic District that should still be taken into consideration for their contributing historical significance
- Ormewood Park
  - Noted for Architectural, Community Planning & Development significance

The Cultural Resources Map (see fig C.2) displays the survey information by the AUDC (listed above) as well as the nationally and locally listed features. Other significant structures noted on the map were found during a windshield survey conducted by the consultant team during the course of the project to validate additional findings by AUDC staff. These structures include noted buildings of historic significance as well as community facilities such as churches within the area, the National Dust Control Service brick industrial warehouse next to Boulevard Crossing Park, and the Evander Holyfield Boxing Facility located north of Berne Street.

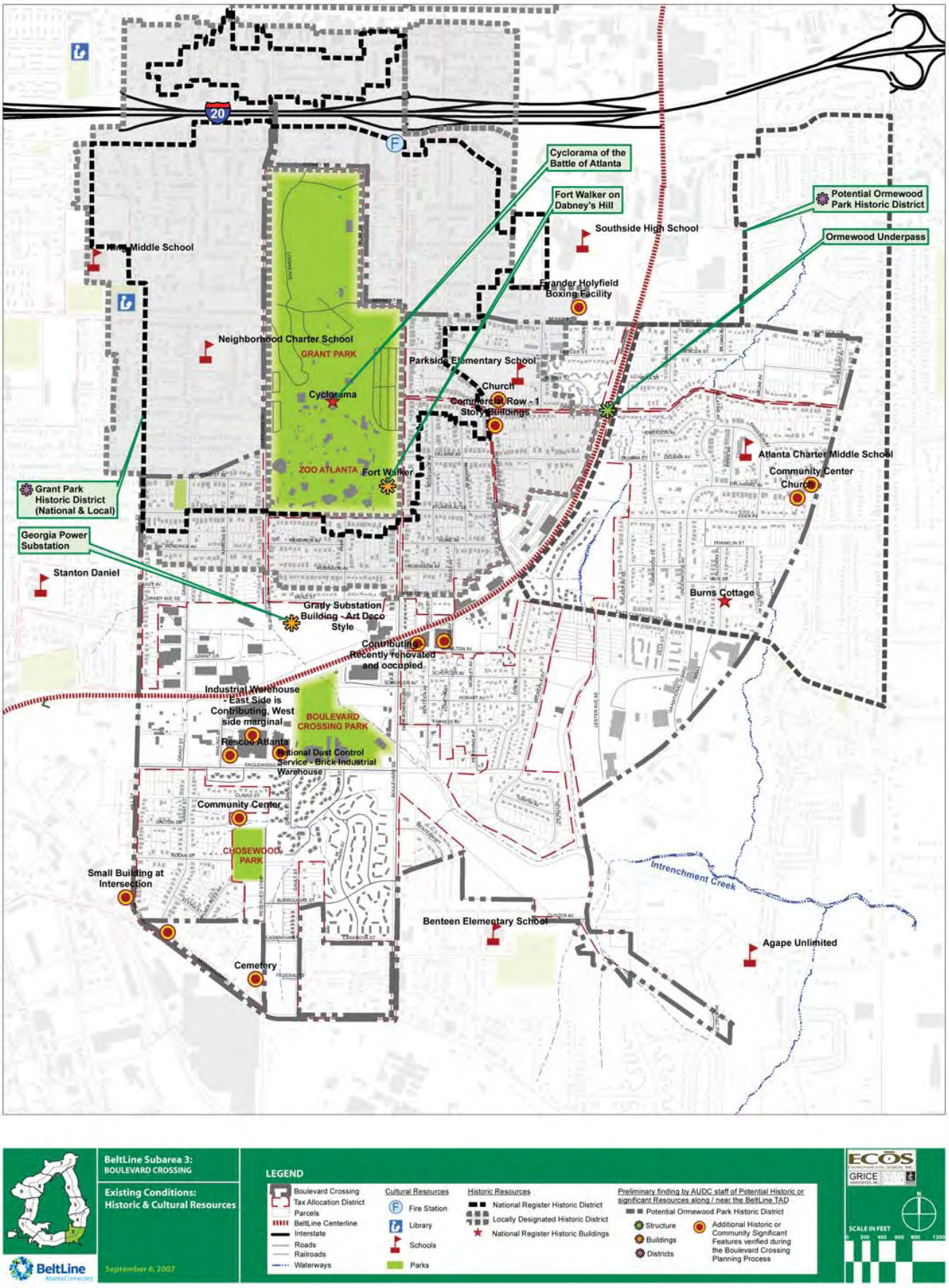

Figure C.2 - Historic & Cultural Resources Map

Natural Features

Existing natural features are an important component in understanding the land and its potential for development. The findings from mapping the natural features which includes waterways, drainage ways, floodplain, and topography of the subarea, are listed below. (see fig D.3).

Topography / Elevation

- The most severe elevation changes are predominately focused around the BeltLine creating a ridge in most locations causing challenges with street network connections. There is only one at grade crossing with the existing road network. There are additional challenges with street network connections in Chosewood Park along Boulevard.
- Elevation change is 175 feet within the subarea with the highest point at Fort Walker on Dabney's Hill in Grant Park and the lowest point at Intrenchment Creek.
- High points within the subarea present great views towards the city skyline.

Figure D.1 - Displays elevation change of the BeltLine Corridor near Boulevard Crossing Park

Hydrology / Drainage ways

- Intrenchment Creek is located in the southeast portion of the subarea with drainageways and tributaries extending from the Ormewood Park neighborhood, Boulevard Crossing Park and Chosewood Park.
- Some portions of Intrenchment Creek are piped or within a concrete channel and may provide an opportunity to daylight, where conditions permit, and restore the natural environment and flow of water.

Tree Canopy

- As indicated from the 2006 aerial imagery of the subarea, there are many locations with an extensive tree canopy in the subarea
- Most residential neighborhoods have moderate to mature tree canopy
- Many undeveloped parcels, such as the parcel to the east of the GA Power substation and the parcel next to Chosewood Park, are heavily forested.
- Heavily treed areas should be preserved to maintain the benefits of the urban canopy. Benefits include reduced air and surface temperatures, improved air and water quality and promotion of smart growth practices.

Figure D.2 - Concrete Channel - Boulevard Heights Neighborhood
Courtesy of www.hsrc-ssw.org

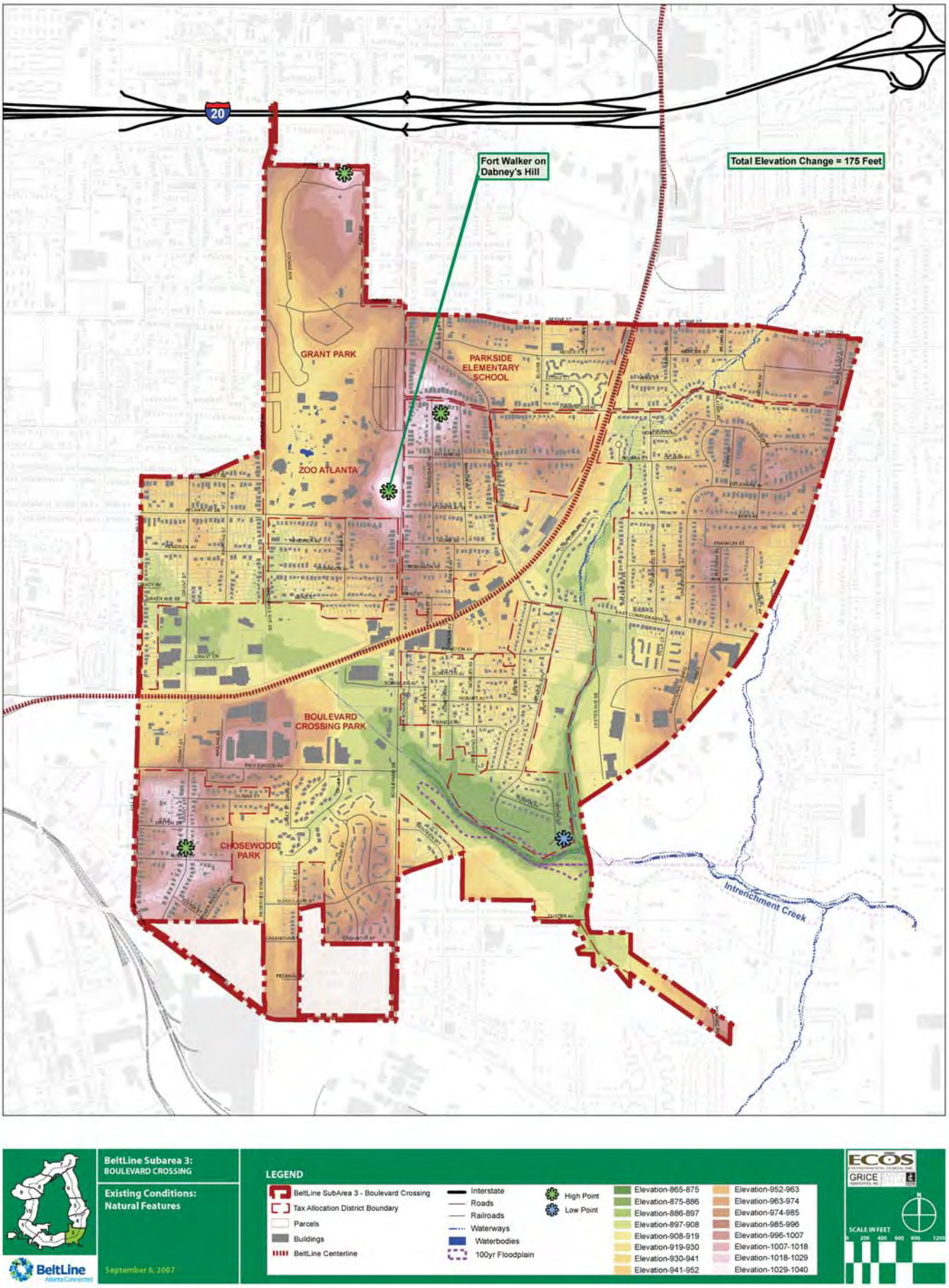

Figure D.3 - Natural Features Map

Environmental Conditions

When examining the environmental condition of an urban area, brownfield sites have to be addressed. According to the EPA, the term `brownfield site' is a property on which expansion, redevelopment, or reuse may be complicated by the presence, or perceived presence, of contamination. As stated in the EPA's *Anatomy of a Brownfields Redevelopment*, as part of the Brownfields Solution Series, cleaning up a brownfield requires:

- Conducting property and environmental assessments
- A Phase I environmental assessment should be performed to identify the presence, type, and extent of contamination that may exist onsite. If required, a Phase II assessment may be conducted to sample or test for specific hazards that may have been identified in Phase I and to help develop a remedial action plan.
- A cleanup may be considered complete when local, state, or federal regulatory closure (e.g., a No Further Action Letter) is issued.

Current and past uses of a site provide clues to the environmental conditions. Due to the historically industrial oriented uses of the BeltLine TAD, several parcels are suspect to be brownfields. The January 2005 study by MACTEC classifies seven sites within the Boulevard Crossing subarea as potential brownfields (see fig E.2).

Out of the seven sites identified in the subarea, two of these sites have already been remediated and redeveloped as medium and high density residential. Boulevard Crossing Park is shown on the map and a Phase I & Phase II Environmental Assessment has already been conducted. There was shown to be no contamination. The four remaining brownfield sites leave Subarea 3 with remediation and development opportunities in close proximity to the BeltLine. Remediation of brownfields within the TAD property would enhance protection of human health and the environment, revitalize neighborhoods, and improve quality of life.

Figure E.1 - Existing Tree Canopy

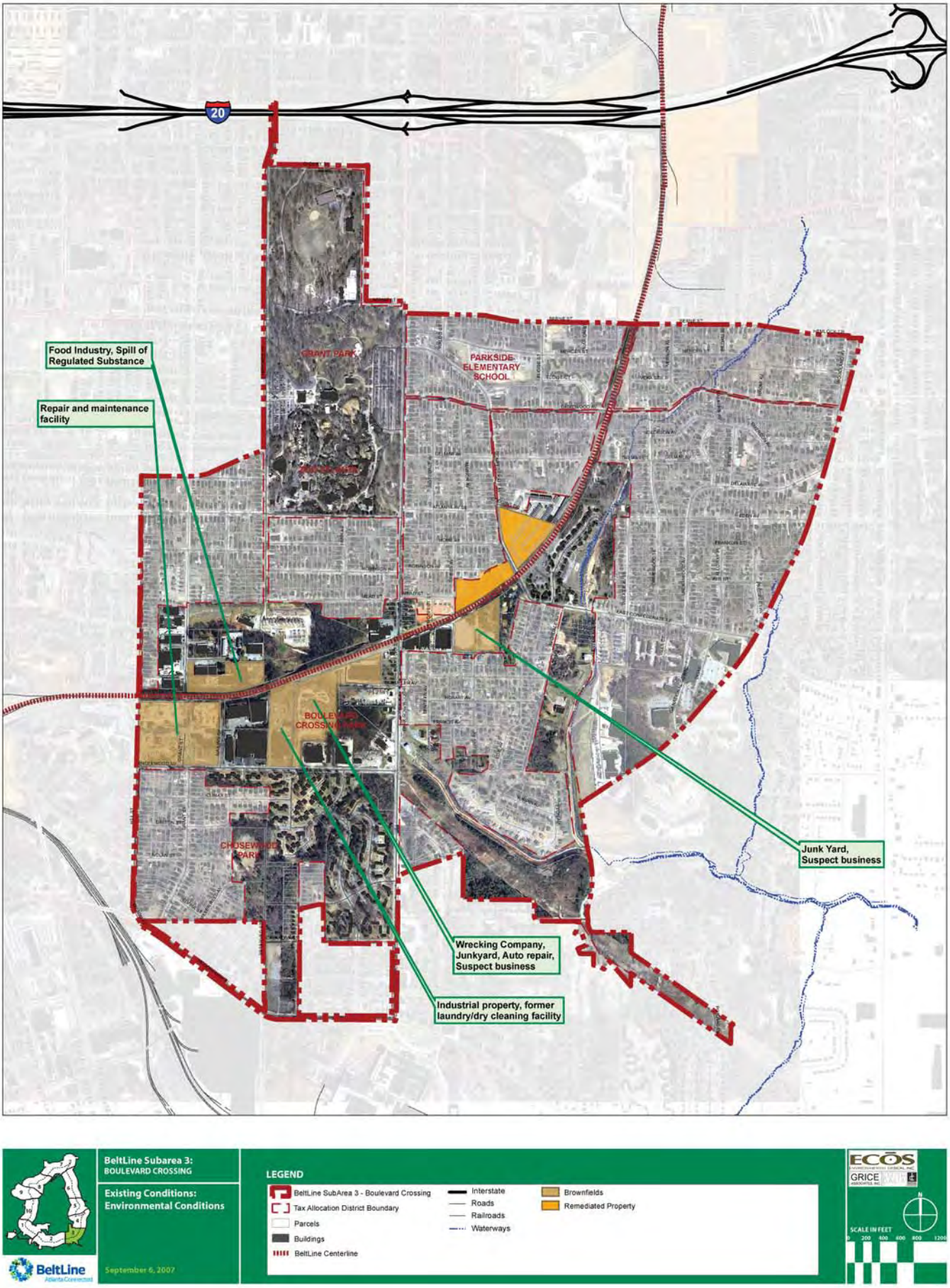

Figure E.2 - Environmental Conditions Map

Development Patterns

The Boulevard Crossing subarea has seen an enormous amount of development in the past 100 years. The Development Patterns Map captures these patterns that have occurred over time from 1911-2006 in and around the subarea (see fig F.1). The 1911 Sanborne map displays the railroad corridor and the beginnings of a street network and small patches of development within the Grant Park and Ormewood Park areas. Grant Park is currently on the National Register of Historic Districts and Ormewood Park has potential for historic designation status. The Cyclorama of the Battle of Atlanta and the Burn's Cottage which are both National Register Historic Buildings are shown on this map as well. The 1940 maps display the formations of street networks extending into Chosewood Park and Boulevard Heights along with more residential development throughout the subarea. By 1972, interstate 20 had been built and development was booming throughout. The 2006 map begins to distinguish neighborhood development types, streetscapes and current conditions. Each neighborhood within the subarea has its own unique character and style, described below.

GRANT PARK

- **Housing style**: 1-2 story single family & duplexes- modified Queen Anne, Victorian era cottages, Craftsman bungalows, English vernacular revival, shotgun
- **Streetscape**: sidewalks, mature tree canopy, rolling terrain, on-street parking
- **Lot size**: approximately 1/8 to 1/4 acre
- **Condition**: well-established, developed in late 19th & early 20th century, renovations occurring over past 20 years

ORMEWOOD PARK

- **Housing style**: 1-2 story single family- Craftsman
- **Streetscape**: sidewalks, moderate tree canopy, on and off street parking
- **Lot size**: approximately 1/8 to 1/2 acre
- **Condition**: Well established, some transitional, infill single family

INDUSTRIAL/RAIL CORRIDOR

- **Housing style**: 1-2 story infill townhomes, contains the only higher density residential development in subarea along Confederate.
- **Streetscape**: sidewalks, lack of continuous or contiguous tree coverage, utility corridors, steep terrain
- **Lot size**: larger parcels, approximately 1 to 20 acres
- **Condition**: underutilized, mix of large expanses of impervious and underutilized greenspaces, prevalent chain link fencing, deteriorating commercial uses

CHOSEWOOD PARK

- **Housing style**: 1-2 story single family
- **Streetscape**: sidewalks, mature tree canopy, on and off-street parking, undulating landscape terrain
- **Lot size**: approximately 1/6 to 1/4 acre, some close to 1 acre
- **Condition**: well-established, current renovations & rehabilitation, connectivity in and around park is limited, connectivity limited to eastern portion of neighborhood for what appears to be safety and maintenance reasons.

ENGLEWOOD MANOR

- **Housing style**: 1-2 story multi-family
- **Streetscape**: sidewalks, minimal tree canopy, rolling terrain, on and off-street parking
- **Lot size**: na
- **Condition**: deteriorating , most homes lacking proper maintenance

BOULEVARD HEIGHTS

- **Housing style**: 1-2 story single family
- **Streetscape**: no sidewalks, moderate tree canopy, on and off street parking
- **Lot size**: approximately 1/8 to 1/2 acre
- **Condition**: Some transitional and some established, new infill single family occurring.

BENTEEN

- **Housing style**: 1-2 story single family
- **Streetscape**: no sidewalks, moderate tree canopy, off-street parking
- **Lot size**: approximately 1/4 to 1/2 acre
- **Condition**: 1970s residential development, minimal renovations

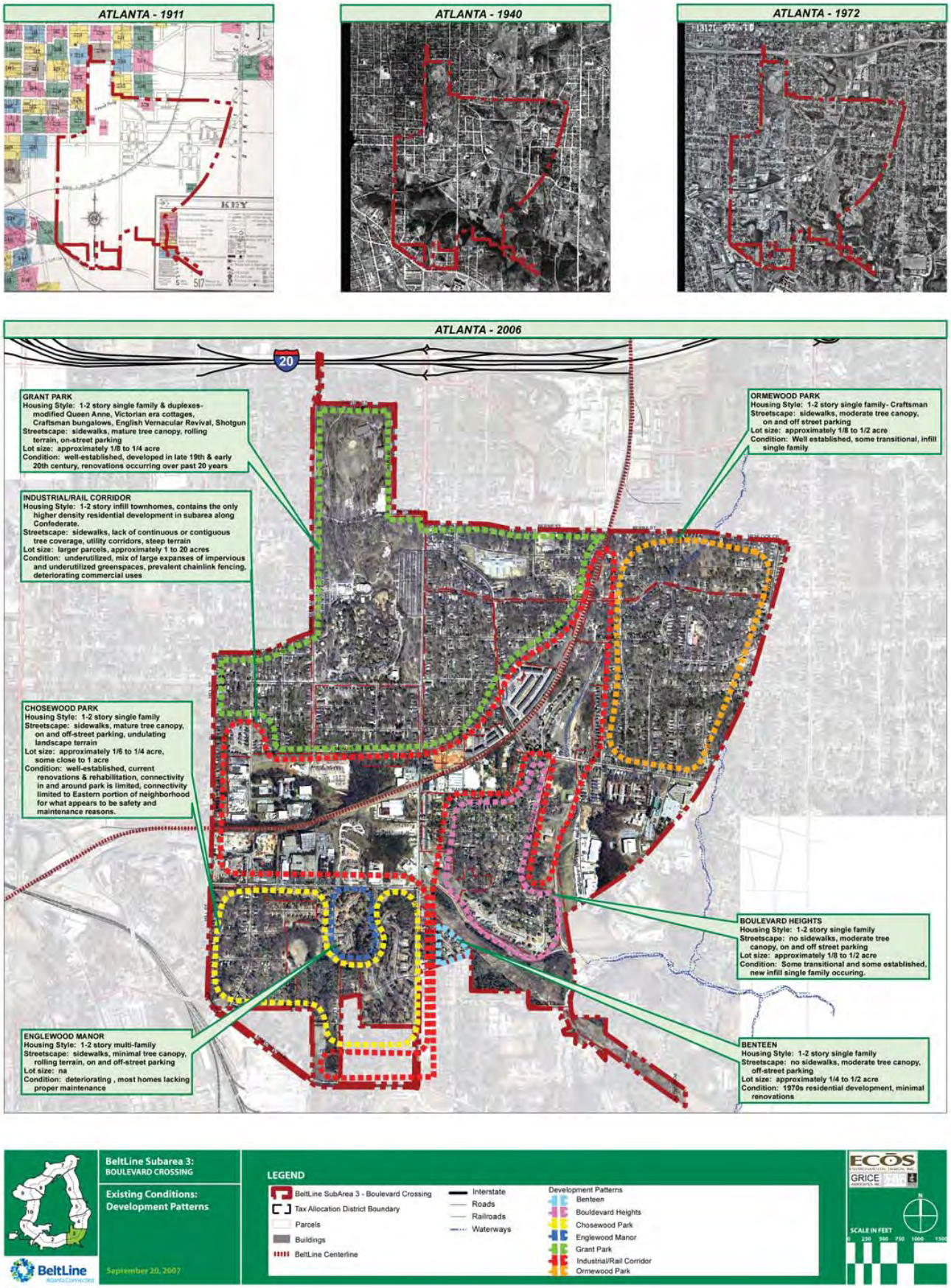

Figure F.1 - Development Patterns Map

Population / Employment

Population

The Boulevard Crossing population is increasing at about the same annual rate as the City of Atlanta and per projections by the Atlanta Regional Commission and City of Atlanta may increase 1.5 times by 2030. The median age for Boulevard Crossing is approximately 31 and will modestly increase to almost 32 by 2012. The majority of the population is Black; however, there are a significant percentage of Hispanic origin residents.

POPULATION	Census 2000	2007	2012	2007-2012 Change	2007-2012 Annual Rate
City of Atlanta	416,474	463,421	500,694	37,273	1.56%
Boulevard Crossing	7,471	8,537	9,362	825	1.86%

Table G.1 - Population

POPULATION BY AGE	Boulevard Crossing			City of Atlanta		
	2000	2007	2012	2000	2007	2012
Total	7,471	8,539	9,362	416,474	463,420	500,694
0 - 4	9.1%	9.3%	9.0%	6.4%	6.3%	6.4%
5 - 9	8.3%	7.8%	8.0%	6.6%	5.8%	5.6%
10 - 14	6.5%	7.0%	6.6%	6.0%	6.0%	5.3%
15 - 19	6.9%	5.4%	6.3%	7.2%	7.3%	7.0%
20 - 24	8.8%	7.3%	6.9%	9.4%	8.1%	9.7%
25 - 34	21.3%	21.0%	19.3%	19.7%	19.2%	16.7%
35 - 44	17.0%	15.8%	15.2%	15.5%	15.2%	14.8%
45 - 54	11.4%	13.0%	13.2%	12.0%	12.5%	12.9%
55 - 64	5.4%	7.7%	9.2%	7.4%	9.5%	10.7%
65 - 74	3.2%	3.4%	4.1%	5.0%	5.2%	5.7%
75 - 84	1.6%	1.7%	1.6%	3.3%	3.2%	3.3%
85+	0.5%	0.6%	0.7%	1.4%	1.6%	1.8%
18+	72.1%	72.8%	72.9%	77.7%	78.4%	79.4%

Table G.2 - Population by Age

POPULATION BY RACE/ETHNICITY	Boulevard Crossing			City of Atlanta		
	2000	2007	2012	2000	2007	2012
Total	7,470	8,536	9,363	416,474	463,420	500,694
White Alone	36.9%	27.8%	23.4%	33.2%	29.9%	27.9%
Black Alone	53.0%	61.2%	64.6%	61.4%	63.6%	64.9%
American Indian Alone	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%
Asian or Pacific Islander Alone	1.6%	1.5%	1.4%	2.0%	2.2%	2.4%
Some Other Race Alone	6.1%	7.2%	8.2%	2.0%	2.6%	3.1%
Two or More Races	2.1%	2.1%	2.1%	1.2%	1.4%	1.5%
Hispanic Origin	13.8%	14.3%	15.3%	4.5%	5.5%	6.2%
Diversity Index	68.2	65.9	65.0	55.4	55.6	55.9

Table G.3 - Population by Race / Ethnicity

HOUSEHOLDS	Boulevard Crossing	City of Atlanta
2000 Households	2,718	168,147
2000 Average Household Size	2.71	2.30
2007 Households	3,131	189,708
2007 Average Household Size	2.70	2.29
2012 Households	3,447	206,778
2012 Average Household Size	2.69	2.28
2007 - 2012 Annual Rate	1.94%	1.74%

Table G.4 - Population by Household

Employment

The daytime and nighttime ratio is relatively low with more people living in rather than being employed in Boulevard Crossing. The largest employer in Boulevard Crossing is the government sector with 44.9%. The majority of businesses are however in the service sector, with retail and government following in second and third.

EMPLOYMENT	Boulevard Crossing	City of Atlanta
Total Businesses:	129	26,545
Total Employees:	2,247	331,119
Total Residential Population:	8,537	463,421
Daytime (Employee)/Nighttime (Population) Ratio	0.26	0.71

Table G.5 - Employment

EMPLOYMENT AND BUSINESSES BY SECTOR	Boulevard Crossing Businesses		Boulevard Crossing Employment		City of Atlanta Businesses		City of Atlanta Employment	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture & Mining	2	1.6%	6	0.3%	321	1.2%	1,366	0.4%
Construction	9	7.0%	276	12.3%	1,285	4.8%	6,904	2.1%
Manufacturing	5	3.9%	191	8.5%	641	2.4%	17,627	5.3%
Transportation	3	2.3%	10	0.4%	471	1.8%	14,167	4.3%
Communication	3	2.3%	10	0.4%	291	1.1%	6,646	2.0%
Electric, Gas, Water, Sanitary Services	0	0.0%	0	0.0%	35	0.1%	2,352	0.7%
Wholesale Trade	6	4.7%	263	11.7%	912	3.4%	8,959	2.7%
Retail Trade Summary	20	15.6%	66	2.9%	4,913	18.5%	52,447	15.8%
Finance, Insurance, Real Estate Summary	7	5.5%	27	1.2%	2,842	10.7%	30,794	9.3%
Services Summary	48	37.5%	389	17.3%	11,813	44.5%	138,164	41.7%
Government	17	13.3%	1,008	44.9%	984	3.7%	47,454	14.3%
Other	8	6.3%	0	0.0%	2,037	7.7%	4,239	1.3%
Totals	128	100.0%	2,246	100.0%	26,545	100.0%	331,119	100.0%

Table G.6 - Employment by Sector

Zoning

As expressed in the Atlanta Strategic Action Plan (ASAP), the City's zoning districts include seventeen types of residential zoning districts, eleven quality of life zoning districts (eight mixed residential districts and three mixed commercial districts), a live work zoning district, an office and institutional zoning district, six commercial zoning districts, six neighborhood commercial zoning districts, two industrial zoning districts, eighteen special public interest districts (SPIs), three types of planned development zoning districts, nine landmark districts, and eight historic districts. The majority of the Boulevard Crossing subarea consists of single family and two family residential zoning districts with minimum lot sizes from .21 (R4) to .17 (R5) acres. Commercial, industrial, and multi-family residential zoning districts are concentrated within the Tax Allocation District along the BeltLine and extend along the only two arterial corridors within the subarea- Boulevard and McDonough. Currently, only a handful of parcels are zoned one of the quality of life zoning districts (Multi-family MR or Mixed Use MRC). This will likely need to change for redevelopment and revitalization to meet the requirements to support transit and to fulfill the goals of the Boulevard Crossing community.

Two City of Atlanta overlay districts encompass a portion of the Boulevard Crossing subarea. The first is the Grant Park Historic District which is located north of the BeltLine and TAD properties. Development controls for residential, commercial, and transitional industrial properties include yards/ setbacks, heights, parking and driveways, screening, and architectural standards. The second overlay district and one that will be examined during this planning process to ensure that it assists in achieving the Boulevard Crossing community goals and desired neighborhood character, is the BeltLine Overlay District. Development controls for this district include transitional uses and yards, open space requirements and incentives, site limitations, sidewalk zones, relationship of building to street, loading areas, driveways and parking, lighting, landscaping for parking, bicycle parking, and pedestrian bridges/tunnels. The following are the intent of the two overlay districts:

Intent of the Grant Park Historic District Regulations:

- To **promote the educational, cultural, economic and general welfare of the city** by preserving the district's architectural integrity, streetscape patterns, and cultural heritage.
- To **preserve the district's historic pattern and distribution of building types** that are characterized primarily by single-family residences, institutions, and neighborhood commercial buildings, many of which were constructed during the late 19th century and early 20th century.
- To **ensure harmony and compatibility of visual qualities and spatial relationships** that exist between buildings, and between buildings and the street, throughout the district.
- To **preserve the residential character** of all streets and thoroughfares in the district.
- To **preserve the historic street and lot pattern**, and design that are significant elements of the district.
- To **encourage and ensure development that is complementary to and compatible** with the existing historic structures in the district.
- To **encourage the use of existing alleys**, reinforcing the streetscape patterns and general physical character of the district.
- To **encourage economic development** and a **variety of housing opportunities**; **foster neighborhood revitalization**, and **discourage displacement** of residents.

Intent of the BeltLine Overlay District Regulations:

- **Implement certain recommendations** contained in the comprehensive study known as the **BeltLine Redevelopment Plan** as adopted by the City of Atlanta;
- **Preserve a continuous corridor** along the BeltLine route of sufficient dimension for the implementation of transit, multi-use trails and green space;
- **Promote and maximize opportunities for safe and accessible green spaces, plazas, public art, and cultural and institutional buildings**;
- **Preserve opportunities for connecting trails** reaching beyond the BeltLine to create a broad network of trails throughout the city;
- **Encourage a grid of smaller blocks and connected streets** to improve access to the BeltLine, reduce congestion, and further the urban character of the area;
- **Preserve the historic physical character of the industrial districts** along the BeltLine by promoting adaptive re-use of historic structures and encouraging new construction to be consistent with the size, scale and/or character of those buildings;
- **Ensure that new construction is compatible with the character of existing** established adjacent single-family neighborhoods;
- **Create new mixed-use and commercial nodes** at BeltLine station areas that are pedestrian and transit-oriented;
- **Create a diversified urban environment** where people can live, work, shop, meet and play;
- **Promote public health and safety** by providing a pedestrian-oriented environment that includes active street-level uses, sufficient sidewalk widths, and primary pedestrian access from sidewalks to adjacent building entrances;
- **Promote development of a wide range of housing types** appropriate to meet various housing needs and income levels;
- **Facilitate safe, pleasant and convenient pedestrian and bicycle circulation** and minimize conflict between pedestrians and alternative transit modes;
- **Provide accessible and sufficient parking** in an unobtrusive manner by encouraging shared parking solutions and minimizing commercial parking in residential neighborhoods;
- **Maximize air and water quality**, including that which supports tree planting, greenspace and watershed protection, and bicycle parking;
- **Improve the aesthetics of street and built environments**.

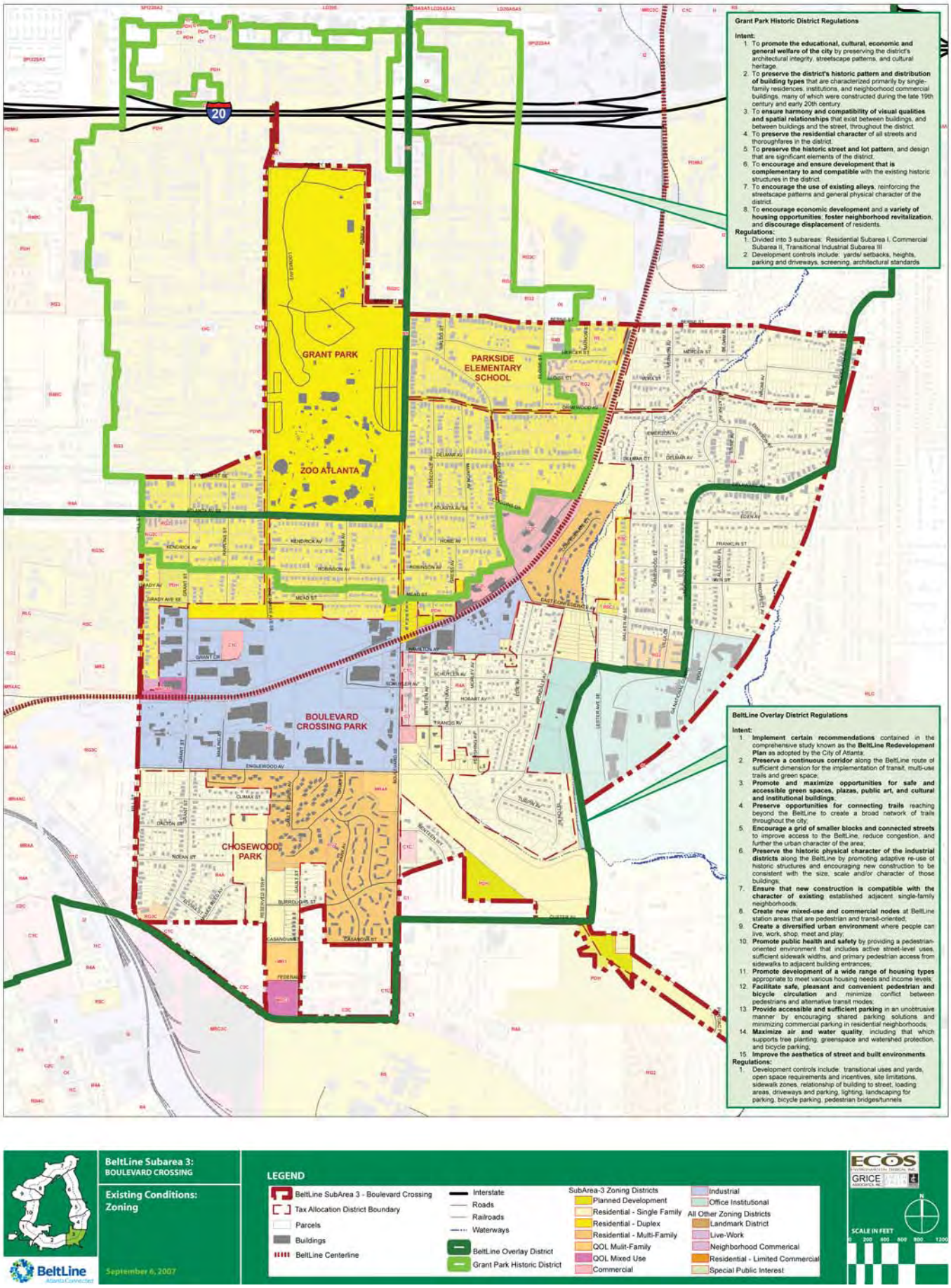

Fig H.1 - Zoning Map

Existing Land Use

The existing land use for the Boulevard Crossing BeltLine TAD properties was verified and revised via a windshield survey. The following provided by ABI and Urban Collage, are land use categories with corresponding definitions utilized during the windshield survey and displayed on the Existing Land Use Map (Fig. I.1):

Open Space:

- This category pertains to any piece of property that is *intentionally* being used for any open space uses (i.e., rather than a vacant lot or natural undeveloped property). It is important to remember that you are surveying the parcel, not portions of the parcel. Therefore, a parcel that contains an apartment complex that happens to have a small courtyard would not be considered "open space." However, if the courtyard was a part of the apartment complex but on a parcel unto itself, that parcel would be considered open space. An open space does not have to be publicly-owned to be considered "open space."

  Samples: *Parks (active or passive), plazas, recreation fields, trails, golf courses, nature preserves, school yards, courtyards, gardens, etc.*

Single-Family Residential:

- This category pertains to any piece of property that is occupied by one, single-family housing unit (typically a house). This does not include "houses" that are subdivided into multiple units. This does not include a single parcel that contains more than one "house." It does not matter whether the house is owner-occupied or a rental property as long as there is one dwelling unit per lot.

  Samples: *Detached house, townhouse on a fee-simple lot (i.e., there is one unit per lot), mobile home (if the mobile home is on a lot by itself), etc.*

Low-Density Residential:

- This category pertains to situations in which multiple housing units are contained within a single lot, but at a low density (i.e., approximately less than 12 units per acre). Once again, it does not matter whether the housing units are owner-occupied (such as in a condominium arrangement) or rental as long as there are multiple units per lot at a low density.

  Samples: *Several homes on a single lot, duplexes, triplexes, townhomes with ample spacing between buildings, 1 story assisted living facilities, etc.*

Medium-Density Residential:

- This category pertains to situations in which multiple housing units are contained within a single lot, but at a medium density (i.e., approximately 12-36 units per acre). Once again, it does not matter whether the housing units are owner-occupied (such as in a condominium arrangement) or rental as long as there are multiple units per lot at a medium density. In practice, most apartment complexes fall in this category unless the buildings are one story and spaced far apart.

  Samples: *2-4 story apartment complexes, tightly-packed urban townhomes, 2-4 story assisted living facilities, etc.*

High-Density Residential:

- This category pertains to situations in which multiple housing units are contained within a single lot, but at a high density (i.e., approximately 36-72 units per acre). Once again, it does not matter whether the housing units are owner-occupied (such as in a condominium arrangement) or rental as long as there are multiple units per lot at a high density. In practice, most mid-rise apartment complexes fall in this category.

  Samples: *5-12 story apartment/condo/senior/assisted living residential towers, etc.*

Very High-Density Residential:

- This category pertains to situations in which multiple housing units are contained within a single lot, but at a very high density (i.e., above approximately 72 units per acre). Once again, it does not matter whether the housing units are

owner-occupied (such as in a condominium arrangement) or rental as long as there are multiple units per lot at a very high density. In practice, most high-rise apartment/condo complexes fall in this category.

Samples: *13+ story apartment/condo/ senior/assisted living residential towers, etc.*

Low-Density Commercial:

- This category pertains to parcels that contain a commercial business – typically a business that sells goods and/or services (that is not manufacturing or industrial) at a low density (i.e., approximately 3 stories or less). For the purposes of this survey, this also includes general office uses (unless specifically related to a civic or service-provider "institution').

  Samples: *Retail establishments, restaurants/eating establishments, laundry, drug stores, offices, grocery stores, gas stations, automobile repair shops, florists, bakeries, coffee houses, repair shops, funeral homes, hotels, motels, spas, salons, bars, banks, lodges/clubs, commercial recreation facilities (eg., go-carts, miniature golf, driving range, workout club, batting cages, etc.), printing shops, leasing centers, strip centers, car washes, self-storage, movie theatres, etc.*

High-Density Commercial:

- This category pertains to parcels that contain a commercial business - typically a business that sells goods and/or services (that is not manufacturing or industrial) at a high density (i.e., approximately 4 stories or more). In practice, this type of commercial intensity is only found in downtown urban locations. For the purposes of this survey, this also includes general office uses (unless specifically related to a civic or service-provider "institution').

  Samples: *Malls, mid to high-rise office buildings (over 4 stories), mid to high-rise shopping centers (over 4 stories), etc.*

Industrial:

- This category pertains to parcels that contain a manufacturing, production or processing use. In general, this would include anything that requires the use of heavy machinery and typically involves loading and unloading of heavy trucks. This category should also be used for areas that are designated for heavy storage of materials. For use in this survey, this should also include any utilities or communication-related uses.

  Samples: *Trucking facilities, factories, power plants, recycling centers, junk yards, refuse processing centers, dumps, communication towers, power sub-stations, water treatment facilities, manufacturing facilities, distribution centers, etc.*

Office/Institutional:

- This category pertains to parcels that are used exclusively for civic use, or service-provider institutional uses (including offices for such uses). Institutional uses generally include any civic or service-related facility even if not publicly owned or operated.

  Samples: *Healthcare providers, hospitals, schools (public or private), community centers, worship facilities, social service providers, police/fire stations, homeless shelters(non-residential), job training facilities, government offices, post offices, libraries, museums, correctional facilities, etc.*

Office/Institutional/Residential:

- This category pertains to parcels that contain a mix of the Office/Institutional uses described above <u>and</u> residential uses. Typically, this occurs where a specific service provider is also providing housing to its users. In practice, this condition will be rare.

  Samples: *Residential homeless shelters, permanent care facilities, etc.*

Mixed-Use (20% residential):

- This category pertains to parcels that contain a mix of residential and non-residential uses, as long as the residential uses are approximately 20% or more of the development. In some instances this will include a mix of uses within a single building. In other cases, it will simply include separate buildings with separate uses but contained within a single property.

Apartment building with a drugstore on the bottom floor, an apartment complex on the same parcel as a strip center, etc.

Parking:

- This category is confined to parcels that are solely used for parking, even if they are associated with an adjacent use on another parcel. If a lot is used for parking but is not paved, then it should be categorized as "vacant land" (see the next category).

  Samples: *Paved parking lot, parking deck, etc.*

Vacant Land:

- This category pertains to parcels that do not contain a primary structure. In some instances, a lot will contain the ruins of a dilapidated structure; if the ruins are simply the remaining foundation walls, then the lot should be considered "vacant." If part or all of a dilapidated structure remains, then the lot should be categorized as the use that was last present in the structure (to the extent that it can be determined). If a lot contains a very small appurtenance, such as a shed or out-building, it may be considered vacant land.

  Samples: *Undeveloped lot, a lot that once contained a structure, a lot cleared for construction but with nothing on it, a gravel lot used for parking, etc*

The Boulevard Crossing subarea is predominately single family (32.3%), but also contains significant public open spaces with Grant Park, Boulevard Crossing Park, and Chosewood Park ac BeltLine TAD. However, these large open spaces lack pedestrian and greenspace connectivity to each other. The remaining TAD properties providing for redevelopment and rehabilitation opportunities consist of approximately 20% industrial uses, 15% medium density residential uses, and 13% vacant land. Industrial properties are focused at the BeltLine between Boulevard and Hill Street. The Georgia Power substation is located north of the BeltLine in this area with a power easement bisecting southeast from the station through the intersection of Boulevard and Englewood, limiting development at this intersection. The former industrial buildings located to the southeast of the intersection of Boulevard and BeltLine were recently renovated to low density commercial uses. The multi-family parcels within the TAD north of the BeltLine have also recently been redeveloped; moreover, those south of the BeltLine provide potential revitalization opportunities and the redevelopment planning process for the largest of these owned by Atlanta Housing Authority is already underway. Much of the vacant land within the TAD is undeveloped and contains significant tree stands that are worth preserving. A few office/institutional and community facilities are scattered throughout the subarea and include the Equestrian Mounted Police Patrol, Parkside Elementary School, Chosewood Park Community Center, State of Georgia Confederate Avenue Complex, and churches.

During the land use windshield survey, building occupancy and building condition for the TAD properties was also verified and revised based upon external observations only. Overall the majority of buildings are in standard condition, with only a few substandard structures. No buildings were found to be either deteriorated or dilapidated. Approximately 70% of properties appeared to have occupied buildings, while the remaining properties appeared to be either partially occupied (this includes the Atlanta Housing Authority Property) or unoccupied.

The City of Atlanta is currently updating their comprehensive plan to the Atlanta Strategic Action Plan. Due to the impacts of the proposed BeltLine corridor and requirement needed to support transit, the future land uses should change substantially in this update. Several projects in the Boulevard Crossing study area are already within the permitting process including the parcel at McDonough and Gault Street, parcel at Grant Street and BeltLine, and large parcels along Avondale Avenue.

Existing Land Use within Boulevard Crossing (Subarea 3) TAD

Land Use Category	Acreage	% of Total Land within Subarea 3 TAD
Single Family	7.1	1.3%
Low Density Residential	1.7	0.3%
Medium Density Residential	79.5	15.0%
High Density Residential	1.3	0.2%
Low Density Commercial	5.4	1.0%
Office/ Institutional	10.3	1.9%
Office/ Institutional/ Residential	1.4	0.3%
Industrial/ TCU	104.3	19.7%
Open Space	176.4	33.4%
Right-of-way (Streets/ Railroad)	70.9	13.4%
Vacant	70.6	13.3%
Total	**529.0**	**100.0%**

Existing Land Use within Boulevard Crossing (Subarea 3)

Land Use Category	Acreage	% of Total Land within Subarea 3
Single Family	376.6	32.3%
Low Density Residential	28.5	2.4%
Medium Density Residential	96.5	8.3%
High Density Residential	1.3	0.1%
Low Density Commercial	8.5	0.7%
Office/ Institutional	75.9	6.5%
Office/ Institutional/ Residential	2.9	0.2%
Industrial/ TCU	108.0	9.3%
Open Space	178.3	15.3%
Right-of-way (Streets/ Railroad)	179.5	15.4%
Parking	0.8	0.1%
Vacant	110.1	9.4%
Total	**1167.0**	**100.0%**

Table I.1 - Existing Land Use Chart

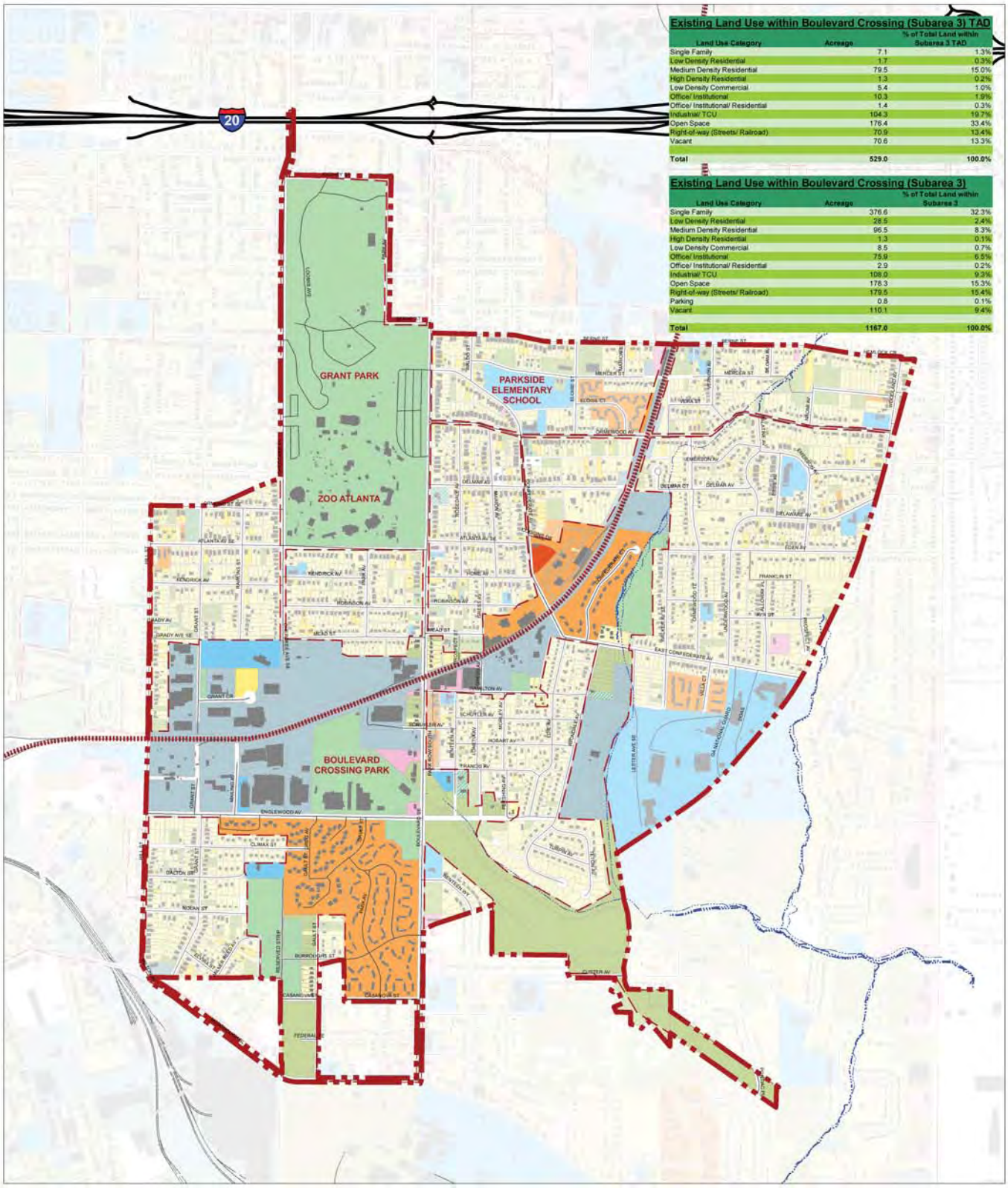

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Figure I.1 - Existing Land Use

Existing Roadway Facilities

Existing Roadway Network

Subarea 3 consists of a diverse transportation infrastructure comprised of local streets, collectors, and principal arterials. These facilities must serve the multi-modal travel needs of those with trips originating and/or ending within the subarea, and of those who travel through it. In order to plan for future demand resulting from the implementation of the BeltLine, it is important to comprehensively assess the existing conditions of these facilities. In doing so, transportation deficiencies that may adversely affect safety, mobility, and quality of life - both now and in the future can be addressed. This report summarizes the findings from this assessment.

The first step in evaluating transportation facilities in the subarea is to accurately characterize their intended function. The relationship between roadway functional classification, mobility, and access is depicted in Figure 1. The figure shows that as access increases, mobility decreases, and vice-versa. The functional classifications of key facilities are shown in Figure 2, Existing Roadway Classification.

The following key facilities have been identified in Subarea 3:

Boulevard is the major north-south minor arterial that bisects Subarea 3. This roadway includes a four-lane cross-section along rolling terrain. The adjacent development along Boulevard consists of residential, retail, and commercial; and includes Grant Park and Zoo Atlanta. The speed limit along this roadway is 35 mph.

McDonough Boulevard runs along the southern border of Subarea 3 amidst a mix of residential, institutional (correctional facility), industrial, and retail developments. Between Milton Avenue and Sawtell Avenue the driveway concentration is relatively high. McDonough Boulevard is a minor arterial consisting of a blend of rolling and level terrain, with a speed limit of 35 mph.

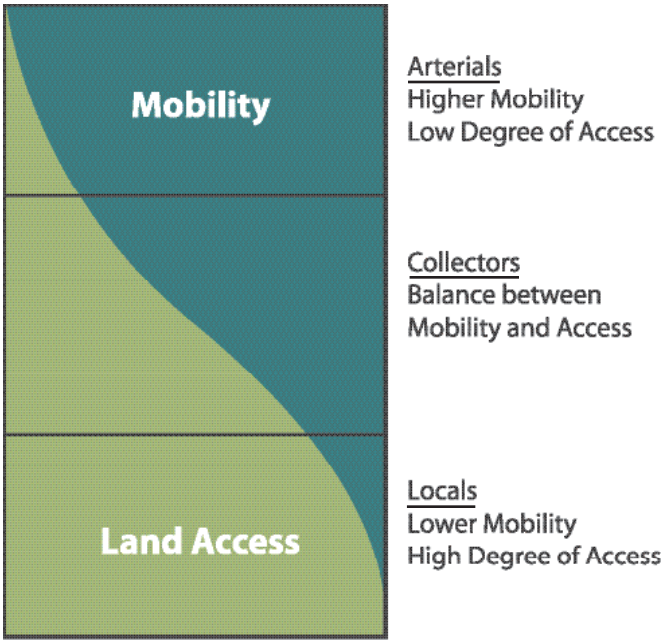


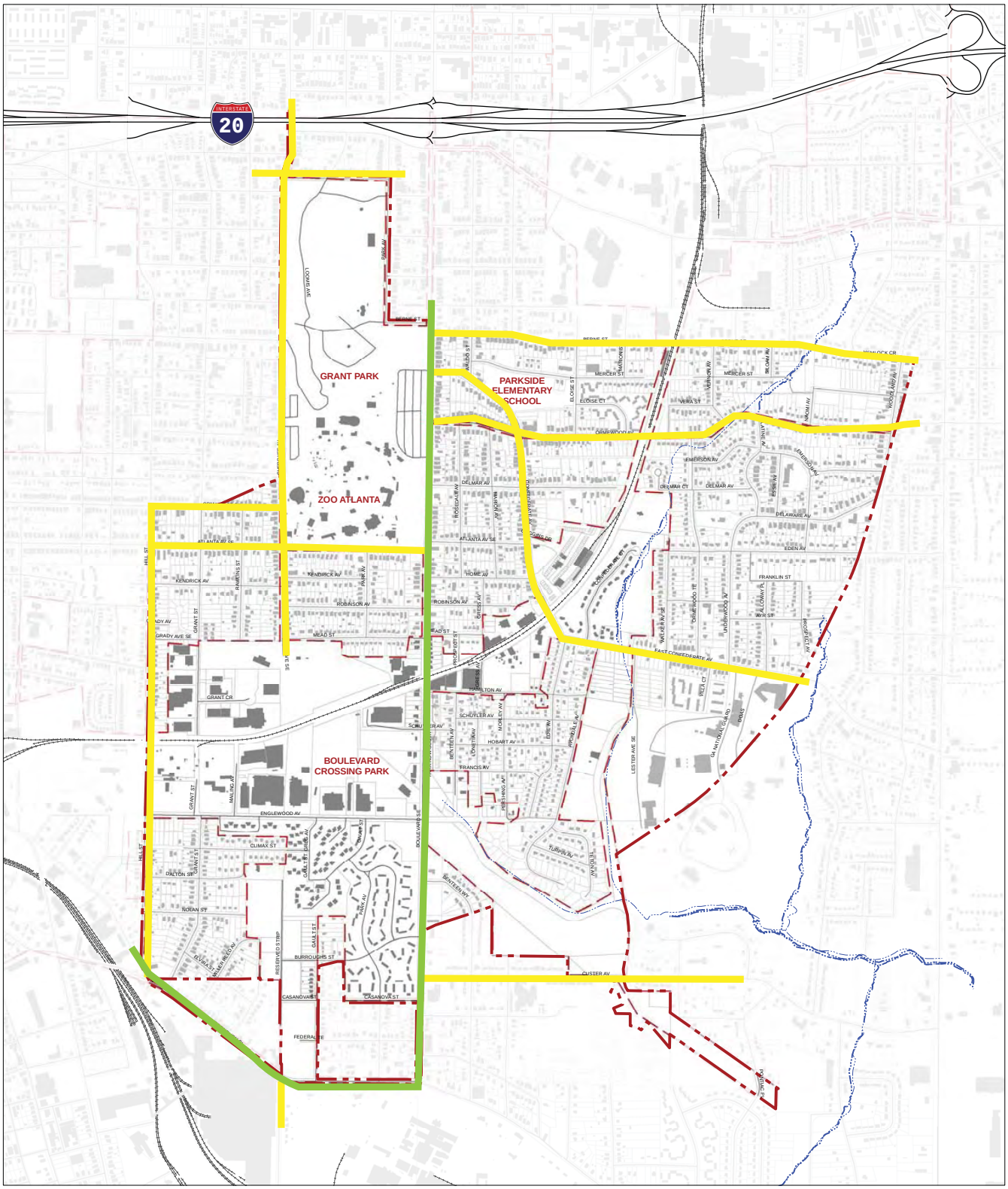
Figure 1 - Relationship of Functional Classification Highway Systems in Serving Traffic Mobility and Land Access. (Source: Safety Effectiveness of Roadway Design Features, Vol. 1, Access Control, FHWA, 1992)

Cherokee Avenue is another north-south collector that runs along the west side of Grant Park and Zoo Atlanta. The surrounding development is primarily residential with some retail. The posted speed limit is 30 mph.

Ormond Street is a relatively short east-west segment of roadway in Subarea 3, extending from Hill Street to Cherokee Avenue through a residential area. This segment of the collector is one-way with two lanes in the westbound direction. The posted speed limit for Ormond Street is 25 mph.

Atlanta Avenue is an east-west collector that connects Hill Street and Boulevard, two primary north-south facilities in Subarea 3. Atlanta Avenue extends through a residential area. This roadway has a two-lane cross-section, serving two-way traffic. The posted speed limit for this segment is 30 mph. Curbside parking exists throughout.

Englewood Avenue is an east-west facility that connects Hill Street and Boulevard. It has a two-lane cross section that accommodates two-way traffic. The posted speed limit for this roadway segment is 25 mph. The development adjacent to the facility consists of residential, commercial, and in-



BeltLine Subarea 3:
BOULEVARD CROSSING

Existing Roadway Classification

November 16, 2007

LEGEND

- BeltLine SubArea 3 - Boulevard Crossing
- Tax Allocation District Boundary
- Parcels
- Buildings

- Interstate
- Roads
- Railroads
- Waterways

FUNCTIONAL CLASS
- Minor Arterial
- Collector Street

SCALE IN FEET
0 100 200 400 600 800 1200

Figure 2 - Existing Roadway Classification

dustrial.

Network Traffic Controls

The review of the traffic controls for Subarea 3 included the gathering of detailed traffic signal timing and phasing parameters at each of the study intersections. This data served to develop an assessment of the traffic control make-up of the roadway network. Figure 3, Network Traffic Controls, shows the location of the study intersections throughout the subarea, as well as the type and mode of operation.

The traffic controls at the study intersections in this subarea consist of 12 signalized and six unsignalized intersections. Eight of these intersections are along Boulevard. The signalized study intersections on Boulevard vary in operational parameters, including different cycle lengths and modes of operation. The cycle length is the time required for the traffic signal to complete one full sequence of serving all traffic movements. The study intersections that don't have assigned cycle lengths operate in free mode. This mode of operation indicates that the intersections have variable cycle lengths and are not coordinated with the surrounding traffic signals.

On the southern end of Boulevard, at the intersections of McDonough Boulevard and Englewood Avenue, cycle lengths of 80 seconds are used for both the AM and PM peak periods. Having a series of traffic signals with the same cycle lengths provides the opportunity for "green" progression along the roadway, which helps to reduce traffic congestion in the peak direction of flow.

Subarea 3 includes the intersections of Boulevard with the I-20 EB and WB ramps. These intersections operate under the control of one traffic controller. A single computer processor controls both intersections, allowing them to operate in a synchronized manner. The nearby intersection of Boulevard with Glenwood Avenue is unsignalized. This intersection has been integrated into the traffic control plan, by having the stop bar for the northbound movement at I-20 EB placed south of Glenwood Avenue. This provides a unique traffic control configuration that attempts to accommodate all three intersections. During the AM peak period, this traffic signal operates with a cycle length of 120 seconds. However, during the PM peak period, it operates in free mode.

Further south of I-20 is the intersection of Boulevard & Confederate Avenue. This intersection operates with a cycle length of 90 seconds during both the AM and PM peak periods. Data was also collected at the intersection immediately to the north at Berne Street, which was found to have the same timing parameters, allowing for coordinated operations between these intersections.

Although the AM cycle length of 90 seconds at Confederate Avenue is different from the AM cycle length of 120 seconds at I-20, there is still the opportunity for coordination among this series of intersections. Because 90 and 120 have least common multipliers of 360, and subsequent common multipliers of 720, 1080, 1440, and so forth, these signals can have "optimal" coordination once every four cycles, or 1/4th of the time. This is demonstrated in the following example. During the PM peak, there is no apparent coordination among this series of traffic signals.

Along Atlanta Avenue, the study intersections at Cherokee Avenue and Boulevard all operate in free

$$90\ sec.\ cycle = 90 \rightarrow 180 \rightarrow 270 \rightarrow 360 \rightarrow 450$$

$$120\ sec.\ cycle = 120 \rightarrow 240 \rightarrow 360 \rightarrow 480 \rightarrow 600$$

mode throughout the day. The remaining study intersections along McDonough Boulevard at Hill Street and Sawtell Avenue also consistently operate in this mode.

Existing Rail & Bridge Infrastructure

A field review of Subarea 3 rail and bridge infrastructure was conducted to obtain a general assessment of the condition of these facilities. As part of this process, the Georgia Department of Transportation's (GDOT) 2003 Bridge Inventory was provided by the City of Atlanta as part of the Review of Existing Information.

The furthest reach of the rail facilities in the subarea is near **Glenwood Avenue and Bill Kennedy Way**. At this location, as pictured in Figure 4, large con-

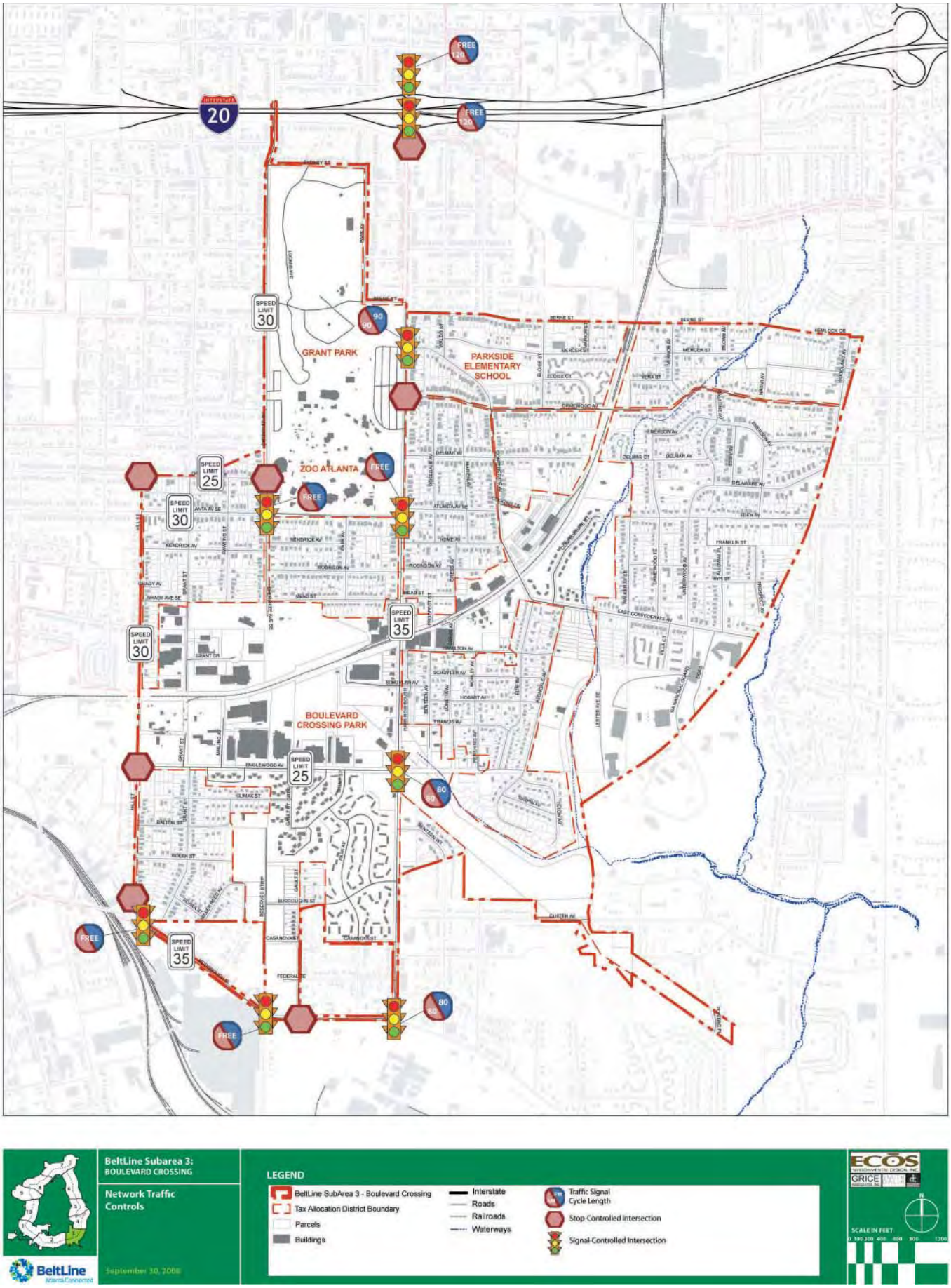


Figure 3 - Network Traffic Controls and Speed Limits

crete blocks have been placed to prevent the rail cars from moving beyond their current position.

Berne Street crosses over the CSX rail tracks near the northern border of the subarea. The documen-

Figure 4 - Railroad tracks near Glenwood Avenue and Bill Kennedy Way

tation of this bridge (STRUCTURE ID 121-0427-0) in the 2003 GDOT Bridge Inventory notes the following:

- This all concrete bridge structure is in good condition with no reported deficien cies.

Figures 5 and 6 show the CSX rail tracks at Berne Street. As shown, these tracks are usually occupied by rail cars in a staged position.

A CSX Railroad bridge also crosses over **Confederate Avenue** (STRUCTURE ID 121-0526-0). There

Figure 5 - Berne Street over CSX Rail Tracks

Figure 6 - CSX Rail Tracks under Berne Street

are several mobility characteristics that can be discerned from the photograph of this bridge in Figure 7.

As Confederate Avenue travels under the bridge, it has sidewalks on both sides. The pedestrian fa-

Figure 7 - CSX Rail Tracks over Confederate Avenue

cilities on the right side of the figure show an intruding overgrowth of foliage. It was also noted that on the warning signage related to the bridge clearance height, the measured height has been painted over in black. This may relate to the bridge inventory notes, which state:

- This non-roadway structure has been inspected for clearances only. The minimum vertical clearance is substandard and requires posting Our records indicate the minimum vertical clearance to be 12′-11″. At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control.

- Devices (current edition) Low Clearance Sign Inspection of the structural components is the responsibility of the owner.

Figure 8 provides a closer perspective of the bridge.

As **Ormewood Avenue** passes under a CSX rail

Figure 8 - Sidewalk under CSX Rail Tracks at Confederate Avenue

road bridge (STRUCTURE ID 121-0528-0), it has a considerably wide, unmarked cross-section. As can be seen in Figure 9, the vehicle traveling under the bridge is close to the center of the roadway. Sidewalks are present on both sides of the roadway, but the sidewalk on the right side of the figure appears to be substandard, incomplete and overgrown with foliage. This sidewalk was under some construction activity at the time of the survey. Also, it should be noted that overhead utility lines span under the

Figure 9 - CSX Rail Tracks over Ormewood Avenue

bridge. The bridge inventory notes for this location are as follows:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

As **Hill Street** passes under a CSX bridge (STRUCTURE ID 121-0523-0) it has a relatively wide cross-section, with room for two lanes in one of the two directions, although it is not marked. Sidewalks are along both sides of the roadway under the bridge, but these sidewalks are in need of maintenance, as they are overgrown with foliage. These aspects of the crossings can be seen in Figure 10. This bridge has two separate inventory notations, which are apparently contradictory. The first note states that posting is not required, while the second states that the vertical clearance is substandard, requiring posting. These notes are as follows:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting. Inspection of the structural components is the responsibility of the owner.

- This non-roadway structure has been inspected for clearances only. The minimum vertical clearance is substandard and requires posting. Our records indicate the minimum vertical clearance to be 13'-05". At the present time, the city should verify this clearance and post this structure in accordance with the Manual on Uniform Traffic Control Devices (current edition) Low Clearance Sign. Inspection of the structural components is the responsibility of the owner.

The CSX rail crossing at **Boulevard** is shown in Figure 11. The arrow shown in the roadway is placed

Figure 10 - CSX Rail Tracks over Hill Street

to prompt the merging of vehicles into a narrower, one-lane segment. A lane merge at a railroad crossing does not appear consistent with good traffic engineering design. The guardrail shown on the right side of the picture has significant damage, which may be related to vehicle crashes at this merge point.

Figure 11 - CSX Rail Crossing at Boulevard

A location map of the subarea's rail and bridge infrastructure is shown in Figure 12.

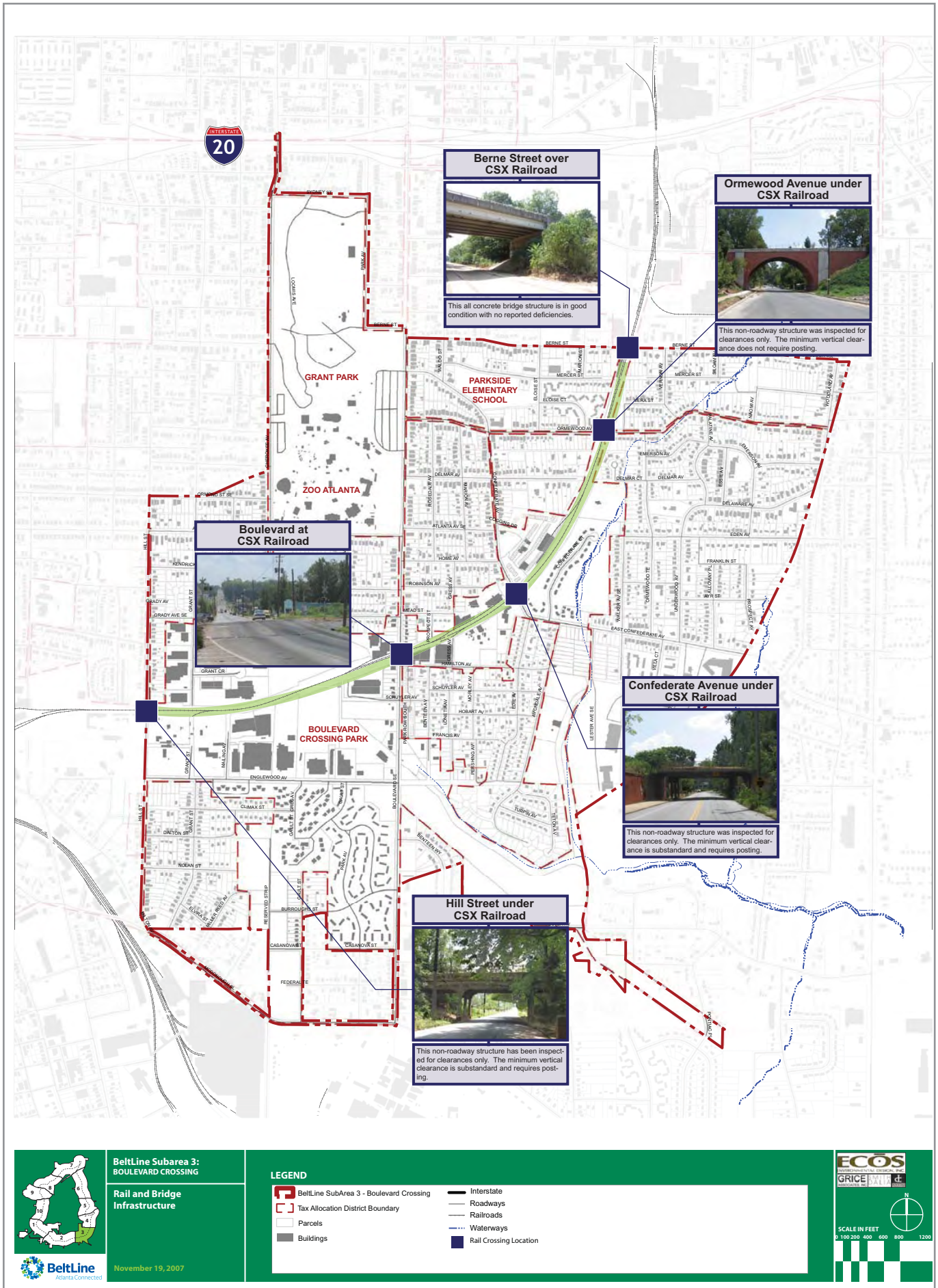


Figure 12 - Rail and Bridge Infrastructure

Walkability and Bikability Assessment

One of the most important aspects of the BeltLine Project is to strive for a multimodal transportation network that provides balanced capacity and safety for all travel modes, including pedestrians, bicycles, motor vehicles, buses and rail transit. Walking not only continues to be the most fundamental travel mode but also serves to connect all other travel modes in a modern transportation network. According to the 2001 National Household Transportation Survey data, trips made primarily by walking account for between 6 and 16 percent of all trips.

Bicycle Facilities

There is a lack of dedicated bicycle facilities within the subarea. Confederate Avenue (NB side) through East Confederate Avenue (both directions) is the only roadway with designated bike lane facilities. The focus for this effort, therefore, is directed towards roadway facilities that may also be used by cyclists. Cyclists are assumed to use vehicular lanes and shoulders as bikeways. In certain areas, the lane widths are sufficient to accommodate bicycle traffic; but this width may at times be occupied by parked vehicles. In other instances, the stretch of roadway where there is sufficient width may be too short to be a practical route. A summary of the lane widths for key roadways follows:

Confederate Avenue - Confederate Avenue runs from Boulevard, eastwards towards the BeltLine at Edie Ave, where it then changes to E. Confederate Ave. The roadway comprises of a two-lane cross-section that supports traffic in both direction throughout the residential area. From Boulevard to Edie Ave, the cross-section width is approximately 30 feet and from Edie Ave to Moreland Ave about 40 feet on average.

Bike lanes are available along most of the roadway. The bike lane on the eastbound portion of the roadway starts at Edie Ave and ends at Woodland Ave. In the opposite direction (WB), the bike lane begins at Woodland Ave and ends at Ormewood Ave. Sidewalks are present on both sides of Confederate Avenue, except for the eastbound section at the BeltLine (from railroad crossing to Edie Ave).

The circled region, in the aerial view below, shows the end of the existing bike lane along Confederate Avenue.

Figure 13 - Bike lane on Confederate Avenue

Grant Park - The gated entrance to Grant Park intersects Boulevard at Confederate Ave. This is a signalized intersection. Although the roadway has a cross-section width of 34 feet that supports two-way traffic into and out of the park, there are no pavement markings to delineate traffic or pedestrian movements. There are no sidewalks or crosswalks to support pedestrian activity at this location.

Boulevard – Traveling north from McDonough Boulevard, Boulevard has a four-lane cross-section with relatively narrow lanes of 10 feet. As Boulevard crosses the proposed BeltLine, the northbound direction reduces from two through lanes to one through lane and curbside parking. This roadway returns to a cross-section with 10-foot lanes shortly after Confederate Avenue.

McDonough Boulevard – The segment of this roadway in Subarea 3 does not appear conducive to bicycle traffic. In the eastbound direction, leaving its intersection with Boulevard, the lane width is 17 feet. However, at the intersection with Gault Street, the roadway broadens to a four-lane cross-section with 11 to 12-foot lanes. Approaching the intersection with Hill Street, the lanes become more narrow at 9 to 10 feet.

Hill Street – Hill Street runs through a residential area, which is typically more supportive of bicycle

and pedestrian traffic. The southbound direction has an approximate width of 19 feet throughout the residential area. As Hill Street reaches I-20, the lanes become much narrower (10' – 12').

Cherokee Avenue – This roadway has parking along both sides of the street for most of its length. The roadway has an unmarked cross-section width of 40 feet. The curb lanes are set aside for parking along most of the roadway, which leaves Cherokee functionally operating as a two-lane roadway with 10 to 12-foot lanes.

Atlanta Avenue – This facility travels through a residential area with relatively wide lanes in each direction. Approaching Cherokee Avenue from the west, the widths are 20 feet, but reduce to 14 feet as they cross the intersection. Further east, closer to Boulevard, these lanes are approximately 17 feet in width. There is parking on both sides of the street.

Ormond Street – Ormond Street has a posted speed limit of 25 mph. This street, through primarily residential areas, also has relatively wide lanes. On the north side of Ormond Street, which is a one-way street, the westbound lane varies between 20 and 21 feet. Parking is on both sides of the street.

Englewood Avenue - With a 40-foot cross-section, Englewood Avenue has a 20-foot lane in each direction. This area includes industrial development in a mix with residential and commercial.

Pedestrian Facilities

In order to obtain a better understanding of how the existing pedestrian network serves the needs of pedestrians with various abilities, potential safety and operations issues were identified, and necessary measures to improve pedestrian facilities were developed. As part of the survey, a formal walkability survey was conducted throughout Subarea 3. This field survey is based on the recently published *"Pedestrian Road Safety Audit Guidelines and Prompt Lists (Report No.: FHWA-SA-07-007)"* by the Federal Highway Administration (FHWA) in July 2007.

For the field walkability survey, the transportation network throughout BeltLine Subarea 3 was categorized into the following four zones, each identified with the letters A through D, concerning pedestrian mobility, accessibility and safety:

- Zone A: Streets
- Zone B: Street Crossings
- Zone C: Parking Areas/Adjacent Developments
- Zone D: Transit Areas

For each zone, three major topic areas and nine subtopic categories were carefully evaluated in the field, as displayed in Table 1 below:

Table 1 – Walkability Survey Methodology

Walkability Survey Topics and Subtopics	
Topic	Subtopic
Pedestrian Facilities	1. Presence, Design, and Placement
	2. Quality, Condition, and Obstructions
	3. Continuity and Connectivity
	4. Lighting
	5. Visibility
Traffic	6. Access Management
	7. Traffic
Traffic Control Devices	8. Signs and Pavement Markings
	9. Signals

Source: FhWA, Pedestrian Road Safety Audit Guidelines and Prompt Lists

Major roadways in the subarea were identified during the walkability survey. Survey results on each facility are discussed in the following section:

Hill Street (I-20 WB to McDonough Blvd)

Hill Street has some pedestrian mobility and safety issues. Figure 14 shows one instance of driveways intersecting sidewalks, which may force pedestrians to travel on the streets. This may be very problematic for those in wheelchairs. This issue may also limit pedestrian visibility.

Figure 14 – Hill Street (between Englewood and Atlanta)

In many cases, the walking surfaces along Hill Street are not adequate or well maintained. There are many obstructions (i.e. - utility poles, trees, and foliage) along Hill Street sidewalks. The sidewalks under the overhead railroad tracks, north of Englewood Ave, are in disrepair and require extensive maintenance.

The BeltLine will connect 45 in-town neighborhoods with parks, transit and trails for commuters, bicyclists and pedestrians.

In some areas, ramps are not provided, and signs and pavement markings are not suitable. Pedestrian signal pushbuttons are either missing, damaged or not in conformance with the ADA standards in many cases. Below are examples of some locations reviewed for pedestrian walkability issues.

The intersection at the **I-20 WB Ramp and Hill Street** has pedestrian crossing facilities that pose safety concerns. The exit ramp terminates at Hill Street, with wide turning radii, as shown in Figure 15. Another major concern is the missing warning signs and/or stop signs to alert freeway motorists approaching the intersection. Also, due to the slope shown in Figure 16, it is difficult for oncoming motorists to see the crosswalk, creating safety concerns for this crossing point.

Figure 15 – Hill Street at I–20 WB Ramp

Figure 16 – Hill Street at I–20 WB Ramp Approach

The intersection of **Ormond Street and Hill Street** presents a different type of problem. This location has no stop bars or pedestrian signals. There are no curb ramps in some corners. Uneven surfaces and catch basins at the end of crosswalks create obstructions for pedestrians. Figures 17 and 18 show some the issues described.

Figure 17 – Hill Street at Ormond Street

Figure 18 – Crosswalk Alignment at Hill Street and Ormond Street

<u>Cherokee Avenue (I-20 to Mead Street)</u>

Cherokee Avenue is one of the more pedestrian friendly locations studied. Well-maintained sidewalks are provided on both sides of the street. A majority of the locations near Zoo Atlanta do have ramps, and only a few areas along the roadway are not ADA-compliant.

There are, however, some issues related to pedestrian safety. In some areas, driveways are close to crossing points. There are a few locations where conflicts between bicycles and pedestrians are of concern.

At some intersections, pedestrian signal pushbuttons are not ADA accessible. Stop bars and crossing pavement markings are either worn or missing at some locations.

The landing areas at some bus stops are not adequately maintained. Figure 19 shows the only sidewalk stretch found with significant access issues.

Figure 19 – Bus Stop on Cherokee Avenue near Grant Park

The intersections of **Glenwood Avenue and Cherokee Avenue** contain a few walkability issues. In some areas there are no curb ramps. Additionally, the wide curb radii may increase the speed of right-turning movements.

Figures 20, 21, and 22 show some crossing points found along Cherokee Avenue, with obstructions and missing ramps.

Pedestrian mobility concerns were observed at the **Zoo Atlanta** parking lot. Some areas have steep grades, which may pose a challenge for some pedestrians, particularly those with disabilities or mobility problems.

Figure 20 – Crossing at Cherokee Avenue and Glenwood Avenue

Figure 21 – Obstruction at Crossing at Cherokee Avenue and Glenwood Avenue

Figure 22 – Obstruction and Lack of Curb Ramps at Crossing on Cherokee Avenue and Glenwood Avenue

Atlanta Avenue (Hill Street to Boulevard)

An assessment of **Atlanta Avenue** revealed a variety of pedestrian and motorist issues. Some of these problems are described in previous sections of this document. The issues on Hill Street and Cherokee Avenue were discussed in previous sections.

Sidewalks are provided along both sides of the Atlanta Avenue. Most of the sidewalks are in good condition. An overgrown tree trunk, partially blocking the sidewalk, is the only exception. Figure 23 illustrates the above mentioned condition.

Figure 23 - Sidewalk on Atlanta Ave. near Boulevard

In some areas, driveways are too close to crossing points. At some intersections, pedestrian signal pushbuttons are not provided or are placed in a manner that limits ADA accessibility. Stop bars and crossing pavement markings are degraded or absent at several locations.

Englewood Avenue (Hill Street to Boulevard)

The assessment of **Englewood Avenue** revealed many pedestrian mobility issues. Curb ramps, stop bars and crossing pavement markings are either worn or not provided along some sections. The walking surfaces along Englewood Avenue are steep and uneven in some areas. Transit stops are typically in a substandard state.

Englewood Avenue also has many transit-related issues. Most bus stop areas do not appear to conform to acceptable standards of walkability. At some locations there are no designated pedestrian

crossings to access the stops, transit waiting areas or adequate paved surfaces. The limited pedestrian crossings available do not appear to be convenient for transit users. This is depicted in Figure 24.

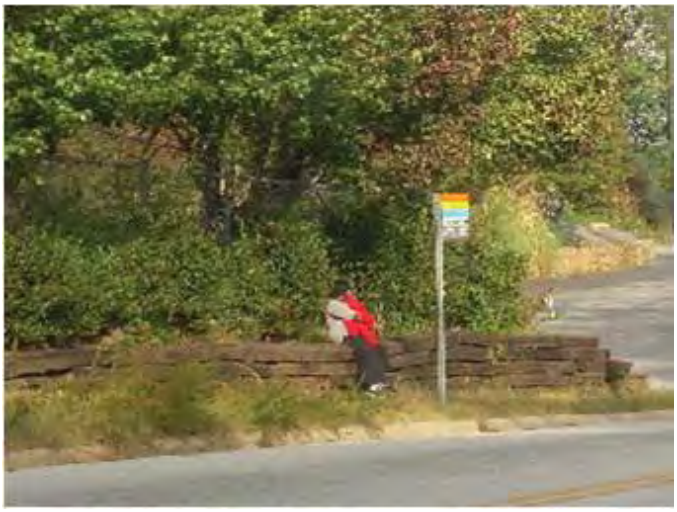


Figure 24 - Bus Stop on Englewood Avenue near Boulevard

The sidewalks along Englewood Avenue are in need of extensive maintenance. Figure 25 shows an example of a sidewalk location that requires extensive clearing and maintenance.

Figure 25 - Sidewalk on Englewood Avenue between Hill Street and Boulevard

Although sidewalks are provided along most of the roadway, one segment provides a sidewalk on only one side of the street. For the area with two sidewalks, one side is almost completely overgrown with foliage. This partially blocked segment constricts pedestrian access to bus stops and other areas. Visibility may become a significant issue for pedestrians, bicyclists and motorists for these segments. Figure 26 shows a bus shelter, along a sidewalk, that is almost completely overgrown with vegetation.

Figure 26 - Englewood Avenue between Hill Street and Boulevard

Some transit stop locations don't appear to be well-coordinated. In most areas there are poor connections among pedestrian facilities. Figure 27 shows an example of one such bus stop on Englewood near Hill Street. This bus stop is located on a steep slope near a corner with a wide curb radius.

Figure 27 - Bus Stop at Edgewood Avenue near Hill Street

The bus stop sign is placed in a location lacking the following items:

- Sidewalk
- Proper walking path
- Adequate landing platform
- Wheelchair access
- Safe refuge
- ADA accommodations
- Crosswalk
- Homeowner property line boundary
- Level surface

McDonough Boulevard (Milton Avenue to Boulevard)

The pedestrian facilities in the study area along **McDonough Boulevard** are primarily in a dilapidated state. Pedestrian signals are typically not properly oriented or timed at a number of locations. In some cases, pedestrian signs are worn to an illegible state. This is depicted in Figure 28.

Figure 28 - McDonough Boulevard near Boulevard

Walking boundaries are not always discernible by pedestrians. Curb ramps, stop bars and crossing pavement markings are either worn or missing in some sections. Walking surfaces are degraded, partially blocked, and uneven in a number of segments, which can make the area impassable for wheelchairs. Figure 29 shows some of these issues.

There is also discontinuity among the sidewalks along the roadway. Although sidewalks are located on both sides of the street, they are sometimes at the same elevation as the roadway or missing a landscaped buffer zone. A considerable amount of obstructions (poles, posts, bushes and trees) limit the walkway passage to an insufficient width. Figure 30 and Figure 31 show some of the issues described.

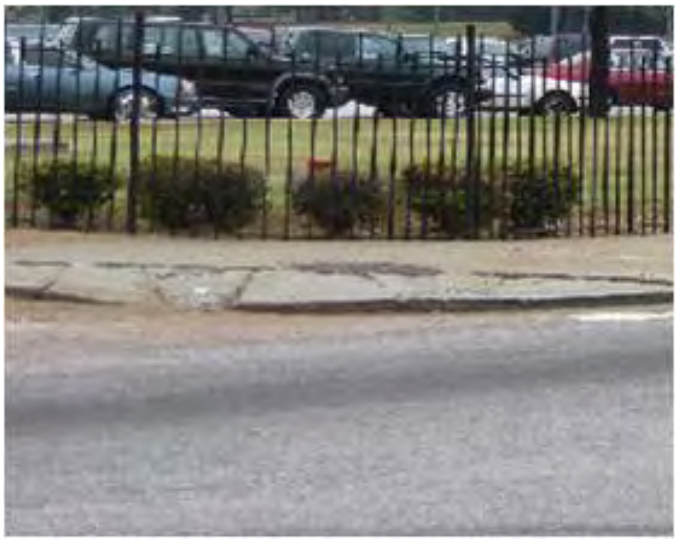


Figure 29 - Corner at McDonough Boulevard and Boulevard

Figure 30 - Sidewalk on McDonough Boulevard near Milton Avenue

Figure 31 - Crossing on McDonough Boulevard at Milton Avenue

Along McDonough Boulevard, bus stops located at stop bars may create visibility issues between pedestrians and motorists. Additionally, crosswalks are not located within a close proximity to some stop locations, limiting safe and efficient access. Water settlement is also an issue along this roadway. Figure 32 shows standing water at the bottom of a curb ramp.

Figure 32 - Water Settlement on McDonough Boulevard

Boulevard (I-20 to McDonough Boulevard)

Various pedestrian safety issues are identified along this 2.1-mile stretch of **Boulevard**. Sidewalks are present on both sides of the street along the majority of Boulevard. However, abrupt discontinuity does occur at several intersections where there are no appropriate crossings provided.

As Figure 33 shows, the sidewalk ends abruptly at the at-grade rail crossing, which presents difficulty and hazard for pedestrians in wheelchairs, pushing strollers or with visual impairments, especially under wet or icy surface conditions.

Figure 34 shows a car partially blocks the sidewalk, which would force wheelchairs or groups of pedestrians to use the road. Compounded with the cross slope of the driveway crossing the sidewalk, the situation creates safety concerns for pedestrians. This photo also shows that there is no separation/buffer between travel lanes and sidewalks.

Figure 33 - Sidewalk on Bouldevard close to Railroad Crossing

Figure 34 - Sidewalk on Boulevard close to Atlanta Avenue

At some locations, the widths of sidewalks along Boulevard are barely enough for two pedestrians walking in opposite directions to pass each other. Sidewalks are also frequently obstructed by permanent and/or temporary objects such as utility poles, sign posts, manholes, vegetation, parked vehicles, etc. Partially obstructed sidewalks present significant challenges to pedestrians with visual or mobility impairments.

As shown in Figure 35, the sidewalk is partially blocked by a trash can and overhanging tree limbs. As shown in Figure 36, the sidewalk along Boulevard is narrowed down to less than three feet due to obstructions by vegetation and parked vehicle. As displayed by the above figures, buffers that effectively separate pedestrians and motor vehicles are not consistently present along the entire length of Boulevard. Along a significant portion of Boulevard, no separation is provided between pedestrians on sidewalks and vehicles in curb lanes. This situation is frequently compounded with narrow sidewalks.

Figure 35 - Boulevard – East of Grant Park

Figure 36 - Sidewalk on Boulevard near Grant Park

Overhead street lighting exists along the entire Boulevard, but are scarcely distributed along some sections. Street lights enhance the visibility of sidewalks, however at many locations they are blocked by trees along sidewalks. Trees also block lights from overhead street lighting, causing visibility issues of pedestrians during night or dark daytimes.

Surface conditions of sidewalks vary along the roadway. At many sections pavement is not adequately maintained. Cracks, gaps and vegetation cause inconvenience and hazards to wheelchairs, the visually impaired, and elderly using walkers.

Street crossings present much greater challenges to pedestrians. Various issues can be illustrated by photos taken at identified key intersections, described in the following sections.

As shown below in Figure 37, crosswalk markings are significantly degraded. The grade slope shown in the figure is close to the maximum limit of ADA standards, making it difficult for wheelchairs to cross the street.

Figure 37 - Boulevard at I–20 Westbound Ramp

As displayed in Figure 38, the crosswalk markings extending from the top-left to the bottom-right corner nearly fades, and is barely visible in this figure. The ladder marking from left to right is immediately adjacent to curb lane and overlaps the faded crosswalk at the corner.

Figure 38 - Crossing and Curb Ramp on Boulevard at I–20 Westbound Ramp

As shown below in Figure 39, a depressed grate is in the pedestrian "desired line" of crossing Boulevard. Confederate Avenue crosswalk markings and appropriate signs are missing at this location.

Figure 39 - Boulevard at Confederate Avenue

The intersection of Boulevard and Ormewood Avenue is unsignalized. As Figure 40 shows, the pedestrian crossing across Boulevard is marked and

Figure 40 - Boulevard at Ormewood Avenue

signed. However, drivers turning left from Ormewood Avenue onto Boulevard may have difficulty finding acceptable gaps. The multiple skid marks evident at this location, shown in Figure 41, may be a indicator of a problem at this location which may affect pedestrian mobility and safety.

Figure 41 - Crossing at Boulevard and Ormewood Avenue

At the intersection of Boulevard & Atlanta Avenue, a pedestrian signal is non-operational, as shown in Figure 42.

Figure 42 - Pedestrian Signal at Boulevard and Atlanta Avenue

As shown in Figure 43. a curb ramp is missing to connect the sidewalk at the top and the marked crosswalk.

Figure 43 - Crossing at Boulevard and Atlanta Avenue

The barricaded driveway at the left side of Figure 44 intersects the sidewalk at the corner of the intersection, potentially creating conflicts between pedestrians and vehicles turning right from Boulevard to Atlanta Avenue.

Figure 44 - Barricaded Driveway at Corner of Boulevard and Atlanta Avenue

Another malfunctioning pedestrian signal is shown above in Figure 45. The pushbutton is not correctly oriented and not accompanied by appropriate signs to indicate how to use it, possibly causing confusion for pedestrians.

Figure 45 - Malfunctioning Pedestrian Signal on Boulevard

In the bottom left corner of Figure 46, another misplaced pushbutton is shown without appropriate accompanying signs at the same intersection.

Figure 46 - Pedestrian Button with Inappropriate Placement

Figure 47 shows a completely disoriented pedestrian signal head, which may cause confusion and signal wrong information to pedestrians waiting to cross street. This photo also shows, as found in many other intersections, the two perpendicular crosswalks share one narrow curb ramp causing inconvenience for pedestrians since the curb ramp does not align with the pedestrian desire lines and may divert wheelchairs into vehicular travel lanes.

Figure 47 - Disoriented Pedestrian Signal Head

As shown in Figure 48, the curb ramp is missing for one of the crossings. Wheelchair users crossing the street may have to use travel lanes due to a disconnect between sidewalks and crosswalks. The pavement in the landing area is cracked. Grates in the crosswalk also create tripping hazards for wheelchair users, visually impaired and elderly using walkers or canes.

Figure 48 - Intersection of Boulevard and Englewood Avenue

Below, Figure 49 displays rough crosswalk surface and a disconnection between marked crosswalk and sidewalk without curb ramp.

An inventory of sidewalks along the key roadways

Figure 49 - Crossing at Boulevard and Englewood Avenue

of Subarea 3 was conducted, which included the documentation of some of the sidewalk characteristics and gaps along the roadways. These characteristics varied greatly, but the Team focused on several variations of pedestrian pathways in an attempt to create a composite of the sidewalks in the subarea. Figure 50 shows the gaps in sidewalks, as indicated by directional arrows. This figure also shows several photographs of the varying sidewalk characteristics. As shown in these photographs, although sidewalks exist, some are substandard in design or condition.

As shown in Figure 50, Englewood Avenue has the greatest gaps in pedestrian accommodations. This may be a reflection of the adjacent development in the area being primarily industrial. The residential areas of Subarea 3 have typically broad coverage. There are also relatively long segments of Berne Street and Ormewood Avenue without sidewalks on the western end of the subarea. This occurs in a low-density residential area.

Conclusions from Walkability and Bikability Assessment

In conclusion, the survey of Subarea 3 reveals some common problems throughout most of the facilities. Below is a list of typical issues.

- Lighting conditions for pedestrians require improvements at both sidewalks along streets and street crossings.

  Street crossings at intersections or mid-block crossings were frequently poorly designed, planned and maintained. Typical issues include:

  Crosswalks do not align with pedestrian "de sired" pathways, such as being offset between marked crosswalk and sidewalks they connect to. Countermeasures may include repainting crosswalks to line up with sidewalks.

  - Worn crosswalk markings.

  Inadequate pedestrian signal design, installation, activation and timing.

  - Rough and cracked walking surfaces.

  Lack of ADA facilities, such as ADA standard pushbuttons and curb ramps.

  •

  Sidewalks/street boundaries are often not discernible to people with visual impairments.

  •

  Sidewalks are not adequate and properly maintained. Too many obstructions (utility poles, trees, shrubs) and damaged surfaces.

  •

  Transit locations need significant maintenance and improvements

  •

  Crosswalks terminate at catch basins and drainage opening areas

  •

  Missing or faded stop bars and crosswalk pavement markings.

  •

  Missing or damaged pedestrian signal push buttons.

Pedestrian Volumes

The pedestrian volumes at the subarea's key intersections were collected in concert with the collection of AM and PM peak period vehicular turning movements. These volumes, by approach, are summarized in Table 2 and Table 3. The highest volume of pedestrians during both peaks are found at the Boulevard intersections of Atlanta Avenue, Glenwood Avenue, I-20 EB ramp, McDonough Boulevard, and Ormewood Avenue. High pedestrian volumes were also found on Hill Street at the I-20 EB and WB ramps.

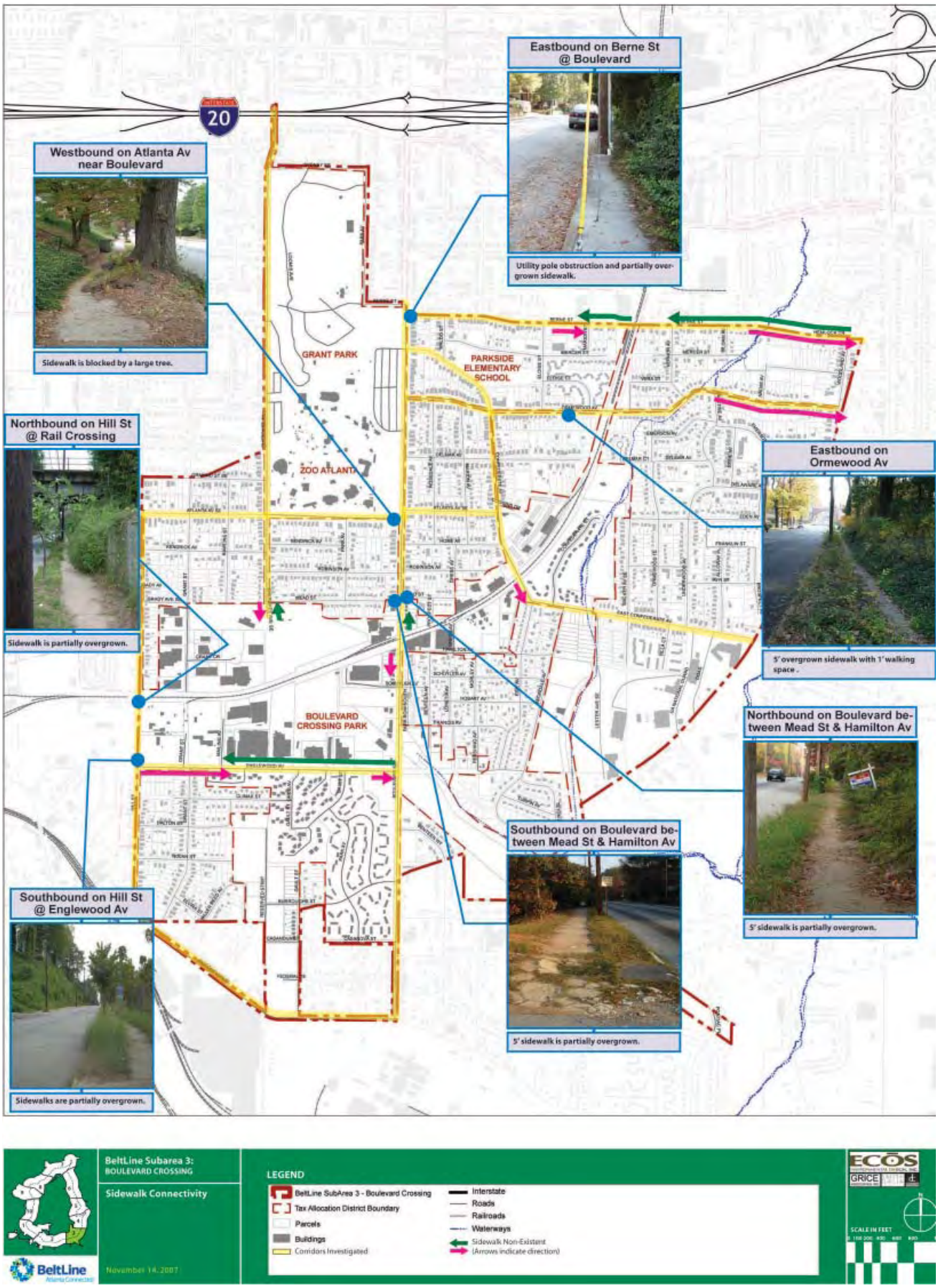


Figure 50 – Subarea 3 Sidewalk Connectivity

Table 2 – AM Peak Hour Pedestrian Volumes

Intersection	NB	SB	EB	WB	Hourly Total
Boulevard & Atlanta	8	8	6	17	**39**
Boulevard & Confederate	14	2	4	4	**24**
Boulevard & Englewood	0	6	0	0	**6**
Boulevard & Glenwood	2	3	21	0	**26**
Boulevard & I-20 EB	8	10	11	9	**38**
Boulevard & I-20 WB	0	0	0	0	**0**
Boulevard & McDonough	8	9	16	7	**40**
Boulevard & Ormewood	18	10	0	0	**28**
Cherokee & Atlanta	3	7	4	0	**14**
Cherokee & Glenwood	4	6	6	1	**17**
Cherokee & Ormond	14	9	0	8	**31**
Hill & Englewood	1	0	3	24	**28**
Hill & I-20 EB on ramp	19	11	12	1	**43**
Hill St. & I-20 WB off ramp	18	7	5	12	**42**
Hill & Ormond	20	2	1	2	**25**
McDonough & Gault	0	0	7	13	**20**
McDonough & Milton	2	0	3	6	**11**
McDonough & Sawtell	0	0	0	0	**0**

Table 3 – PM Peak Hour Pedestrian Volumes

Intersection	NB	SB	EB	WB	Hourly Total
Boulevard & Atlanta	7	19	4	8	**38**
Boulevard & Confederate	1	2	0	0	**3**
Boulevard & Englewood	0	0	0	0	**0**
Boulevard & Glenwood	10	14	4	4	**32**
Boulevard & I-20 EB	17	8	1	6	**32**
Boulevard & I-20 WB	0	2	0	0	**2**
Boulevard & McDonough	4	0	11	11	**26**
Boulevard & Ormewood	14	11	1	3	**29**
Cherokee & Atlanta	1	1	0	0	**2**
Cherokee & Glenwood	12	0	4	9	**25**
Cherokee & Ormond	4	5	1	0	**10**
Hill & Englewood	6	5	2	5	**18**
Hill & I-20 EB on ramp	3	8	0	0	**11**
Hill St. & I-20 WB off ramp	7	8	3	5	**23**
Hill & Ormond	11	2	7	0	**20**
McDonough & Gault	0	3	3	2	**8**
McDonough & Milton	1	3	5	5	**14**
McDonough & Sawtell	0	0	8	5	**13**

Volume and AADT Information

The AADT (Annual Average Daily Traffic) along **Boulevard** varies based on location. Near its intersection with McDonough Boulevard, the bi-directional AADT is 10,900 vehicles per day (vpd). Further north, near the intersection of Berne Street, the bi-directional AADT is approximately 19,500 vehicles per day. This is related to the facility being "fed" by its nearby intersecting collector routes, such as Atlanta Avenue, Confederate Avenue, Ormewood Avenue, and Berne Street. These trips mostly have the northern destination of I-20 and beyond. This is also reflected in an AADT of 31,400 vpd north of I-20. This is also due to traffic exiting I-20 onto Boulevard.

AADT data was collected at two locations along **Cherokee Avenue**, north and south of Atlanta Avenue. To the north, which leads to Grant Park, the bi-directional AADT is approximately 3900 vpd. To the south, which terminates in an industrial area, the bi-directional AADT is 1800 vpd.

Along **Hill Avenue**, AADT volumes were collected in three locations, two near I-20 and one near McDonough Boulevard. Just north of I-20, the bi-directional AADT is approximately 23,000 vpd. Just south of I-20, the AADT is a much lower 5,200 vpd. This would support the fact that much of the traffic from I-20 has a northern destination. Near McDonough Boulevard, within a residential area just south of an industrial area, the bi-directional AADT is 3300 vpd.

McDonough Boulevard near its intersection with Sawtell Avenue has a bi-directional AADT of 11,800 vehicles per day.

Englewood Avenue has a bi-directional AADT of approximately 2,200 vpd. The directional distribution of this traffic is nearly even, as this traffic seeks to access either Hill Street or Boulevard.

The AADT and peak hour turning movement counts across the Subarea 3 traffic network are shown in Figure 51 and Figure 52 respectively.

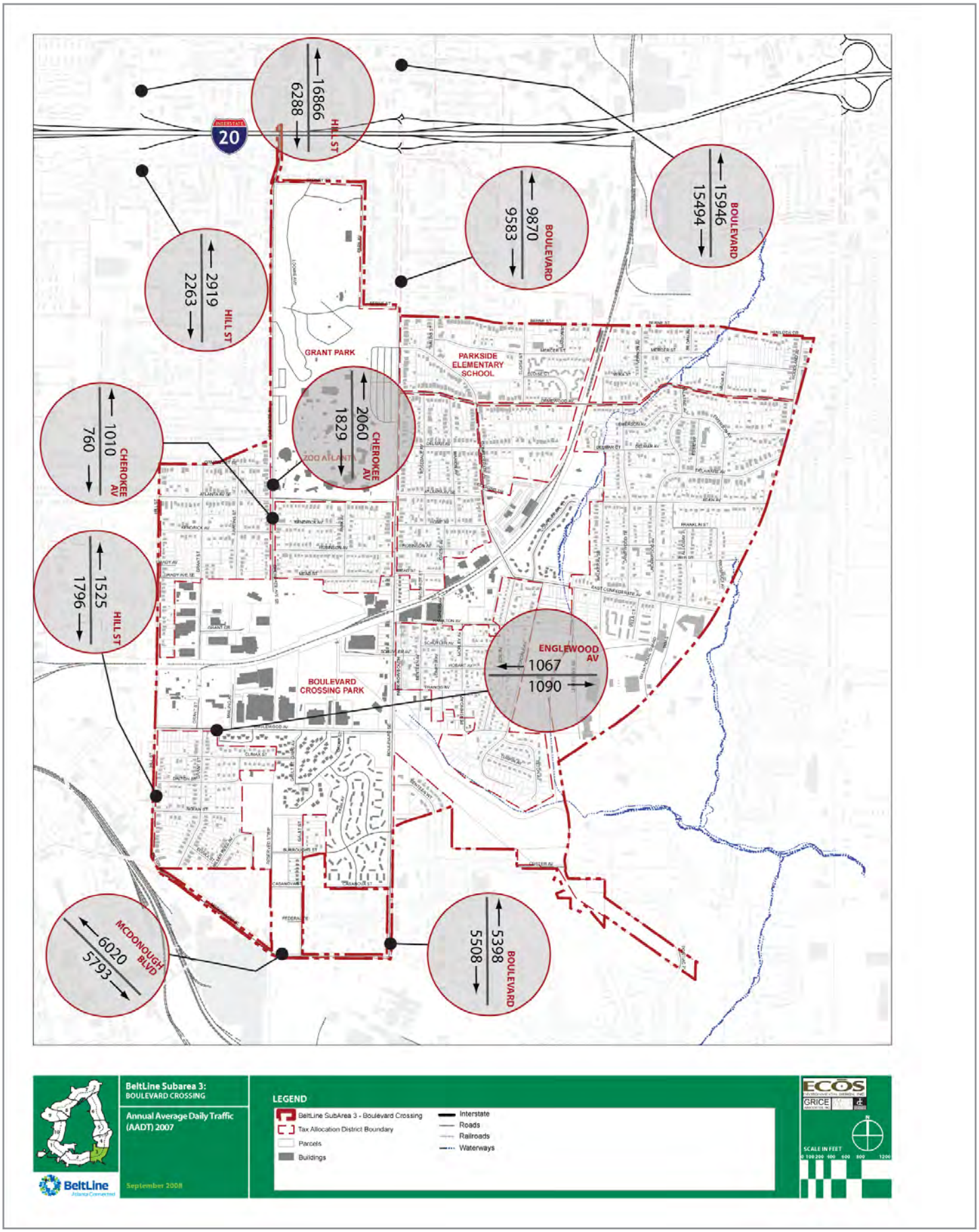


Figure 51 – Subarea 3 Average Daily Traffic

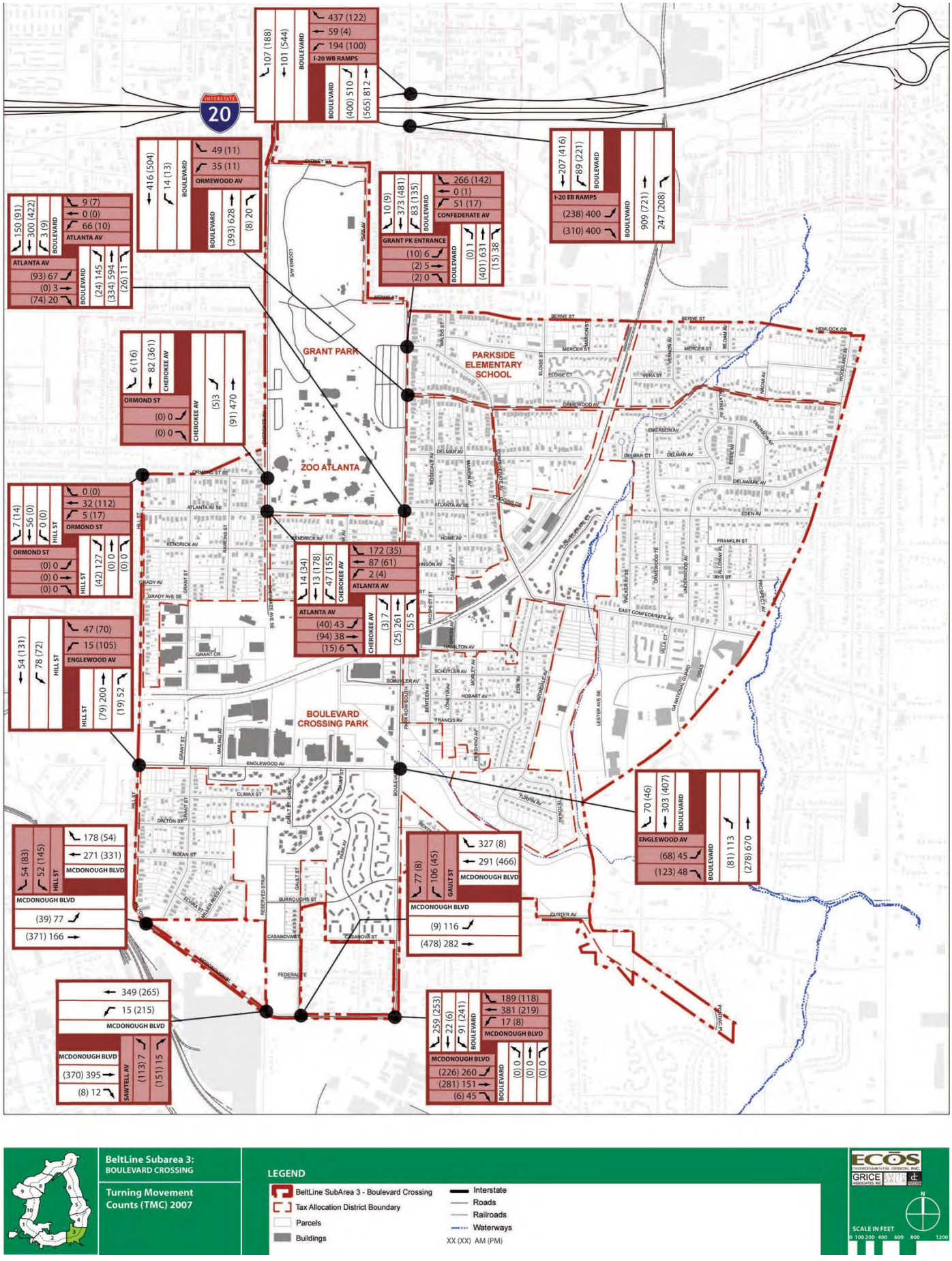


Figure 52 - Subarea 3 Peak Hour Turning Movements Counts

Transit Service

Transit is an important travel option in Subarea 3, and will continue to play an integral role in the future transportation system with implementation of the BeltLine. Currently, the subarea is served by the Metropolitan Atlanta Rapid Transit Authority (MARTA). There are five transit routes (4, 32, 49, 97 & 397) provided. Figure 53 shows the Marta Bus Routes in the subarea.

Route 4 – McDonough / Grady Hospital

Route 4 serves the Chosewood Park Community, traveling along the southern boundary of the subarea along McDonough Boulevard and Milton Avenue. It has an average daily ridership of **2,493 passengers**. The surrounding area is primarily made up of single-family and low-density development, with some industrial and vacant properties as well.

Previous studies have proposed a pedestrian plaza and commercial node near the intersection of McDonough Boulevard. More mixed use development is also planned for the area. The McDonough Boulevard Streetscape Project will increase roadway capacity and enhance the environment for pedestrians, and may encourage more use of transit. This community is well-established as a single-family residential neighborhood, with several property renovations and rehabilitations underway. The proposed changes in land use may increase density in the area, with a corresponding increase in transit usage. Route 4 provides service to the Georgia State and Five Points Rail Stations.

Route 32 - Eastland / Bouldercrest

With connectivity to the King Memorial Transit Station, Route 32 has a ridership averaging **2449 passengers** per day. The route serves the Ormewood Park and Grant Park Communities, as well as the small industrial portion of the study area via East Confederate, Underwood, Delaware, Woodland, and Ormewood Avenues, and Boulevard. It can be expected that workers traveling to and from businesses in the industrial zone and the State Government Complex on East Confederate Avenue comprise the users of this route. Although the industrial facilities appear to be diminishing, established single-family neighborhoods remain stable. There is also an increase in the amount of higher-density in-fill housing. The changing land use may result in changes in transit ridership. There are streetscape and intersection improvements proposed for the Boulevard, East Confederate Avenue, and Ormewood Avenue. The construction of these improvements may temporarily disrupt transit operations in those areas; however the improved pedestrian amenities should have a positive affect on transit usage in the long term.

Route 49 – McDonough

Route 49 provides service to the Five Points MARTA Station. This route traverses several communities within Subarea 3, including Chosewood Park, Englewood Manor, Boulevard Heights, Custer/McDonough/Guice, and Benteen, all single-family residential neighborhoods. This route also covers a small industrial sector. The route follows Custer Avenue, Boulevard, Englewood Avenue, and Hill Street. Future plans for this area forecast more medium- and high-density residential and mixed use development. This change in land use may increase ridership from its current level of **2422 passengers** per average weekday. A future BeltLine Rail Station is planned along this route on Hill Street.

Route 97 - Georgia Avenue/ Grant Park

Route 97 buses operate along Boulevard, as well as Atlanta, Hamilton, and Cherokee Avenues. Current land use is predominantly single-family residential and park space. The route also intersects with a portion of the neighboring industrial area. Future land use plans indicate that the area will not undergo significant changes, except the portion near Hamilton Avenue and Boulevard, where more mixed use properties are forecast to develop near the future BeltLine. The proposed Grant Park Trolley line may operate along Boulevard. Streetscape projects are planned for Confederate, Atlanta, and Cherokee Avenues, and Boulevard. These transportation improvements will benefit pedestrian accessibility to transit along these thoroughfares, although construction activity may cause temporary disruptions. The route carries an average of **1,032 passengers**

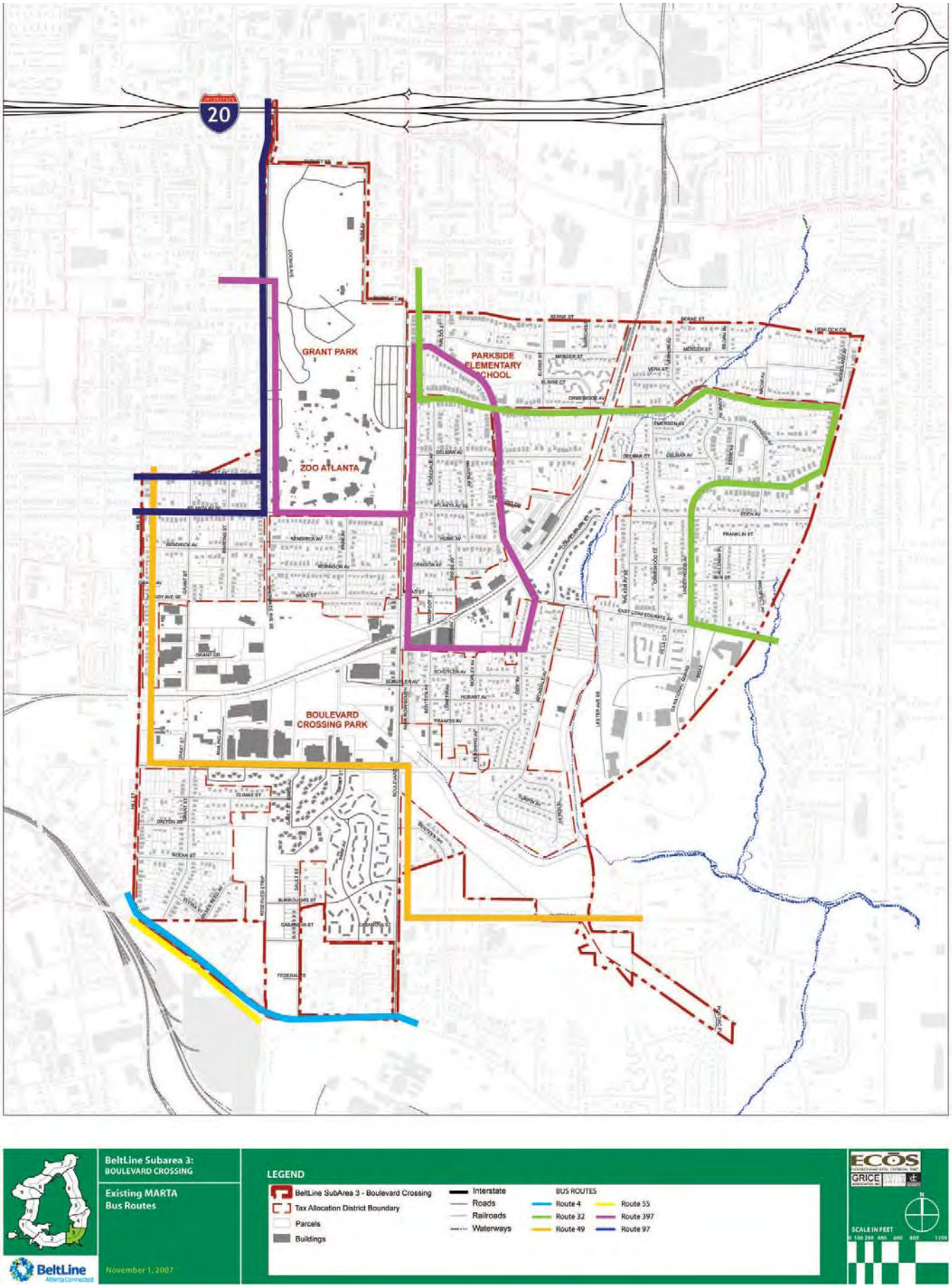


Figure 53 - MARTA Bus Routes

per weekday. The route serves the Five Points Rail Station, Zoo Atlanta and the Georgia Aquarium.

Route 397 - Cherokee Avenue

Route 397 uses a small vehicle to provide service to the King Memorial Rail Station, Zoo Atlanta, Cyclorama, and Grant Park. Within the Sub-area Route 397 travels along Cherokee Avenue, Ormond Street and Atlanta Avenue. The Grant Park Community served by this route is characterized by well-established single-family residential neighborhoods. No changes in land use are proposed for this area. There is a pedestrian plaza planned for the intersection of Ormond Street and Cherokee Avenue, and an Atlanta Avenue streetscape project is also in the program. The improvements will enhance the transit user's overall environment. The proposed Grant Park Trolley line will follow the same path as Route 397 through the study area. The route presently carries an average of **97 passengers** per weekday.

Super Block Identification

A super block is a street block that is typically larger than the traditional blocks found in the urban setting or context. These blocks are often formed by consolidating several smaller blocks and are often barred to through traffic. These super structures, although once popular, have over time lost their appeal since these large block sizes tend to limit pedestrian and vehicular circulation. Long blocks provide a barrier to pedestrian and bike traffic, and can contribute to safety concerns for pedestrians since it may encourage mid-block crossings and higher vehicular speeds along block lengths. The connectivity, walkability and economic environment of a community can be enhanced by introducing paths which break up super block structures since this increases the mobility of system users.

The typical urban city block varies from one city to another. In Chicago the typical block size is approximately 330 ft x 660 ft, while in New York, the block sizes may be 200 ft x 600 ft. In some areas in New York the north-south block length can be roughly 1/20 of a mile or 260 ft, while the east-west length can be 1/5 of a mile or 1,056 ft. Typical street connectivity standards or goals as indicated in the Victoria Transport Policy Institute, recommend that maximum block sizes should be limited to 5-12 acres. Of course, these standards should be flexible enough to accommodate specific conditions that may arise, such as geographic barriers or special land use. For the purpose of this assessment, the typical block size would be defined as a block having an average land area of approximately 5 acres. Block sizes over 12 acres will be considered a super block.

To determine the existence of super blocks within Subarea 3, a GIS map was produced with the relevant existing block information. As can be seen in Figure 54, the majority of Subarea 3 has block sizes that are 4 acres or less. Areas A, E and F were the only blocks identified as having land areas close to or exceeding the upper threshold used to determine a typical block size. Area A has a land area of 13 acres however; this site does not support the typical land use in an urban setting. This area is a special site since it houses the Zoo Atlanta site. Area F can be considered a super block with an area of 17.4 acres; however there are a number of streets with permeate the interior of this block which can increase its accessibility.

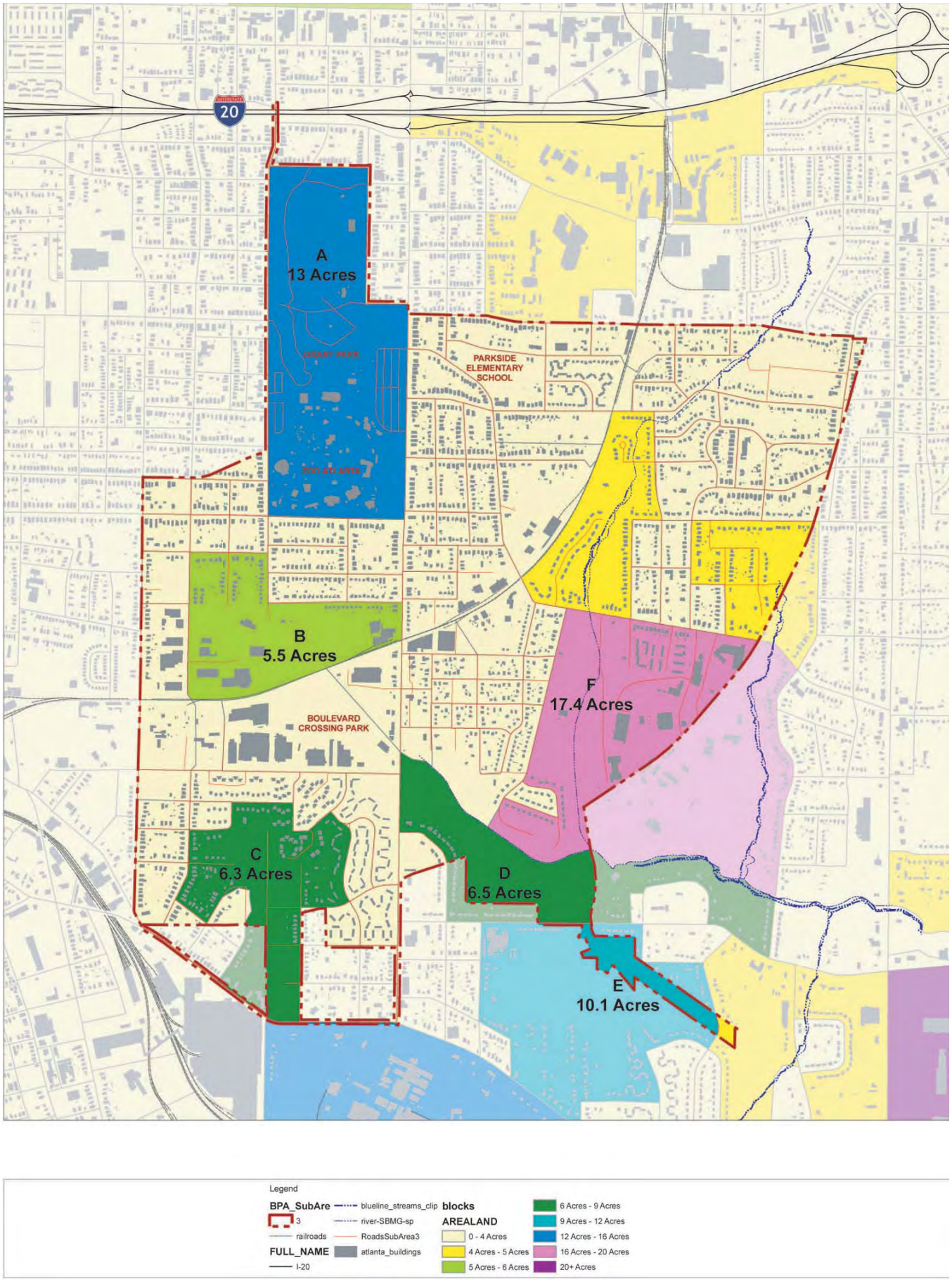


Figure 54 - Super Block Identification

Street Connectivity

The term "street connectivity" looks at how well a road or pedestrian system connects points of origins to points of destinations. This measure does not only look at the directness of links but also focuses on the density of connections within a system.

A highly connected area typically:

- Possesses a dense system of parallel routes and cross-connections within an area which typically forms a grid-like pattern of arterial, collector and local streets
- Has few closed-end streets
- Has many points of access
- Has narrow streets with sidewalks or off-street paths
- Has frequent intersections to create a pedestrian-scale block pattern
- Has traffic calming devices such as curb extensions, crosswalks or landscaping
- Has pedestrian and bicycle connections Where street connections are not possible due to barriers to connectivity

(Source, CPW, University of Oregon, 2003).

Street connectivity studies conducted in 1997 by Metro, the Portland Metropolitan Area's elected regional government, found that in general:

- High levels of local street connectivity re duce the amount of local traffic on major streets.
- There are overall reductions in vehicle hours of delay, vehicle miles of travel and average trip length in areas with high local street connectivity.
- Returns from greater street connectivity increases at a diminishing rate. Where the marginal benefit derived from increasing connectivity from a low level to a moderate level is higher than the marginal benefit received from moving from moderate to high connectivity levels.
- Providing a moderate level of connectivity (between 10 to 16 connections per mile) achieves the most cost effective method of improving regional street flow.
- Street connectivity ultimately improves livability in communities.

This does not suggest that there are no negative externalities produced as a result of increased street connectivity in an area. Some potential drawbacks that may result include the diversion of traffic into residential neighborhoods, and diminished capacity on major streets due to new intersections. However, mitigation measures can be adopted to reduce these externalities.

To determine the street connectivity of Subarea 3, this assessment made use of a connectivity index. A connectivity index can be used to determine, quantitatively, the level of an area's connectivity. There are several different methods which can be used to determine the level of street connectivity in an area; however, for this analysis a simple connectivity ratio will be utilized. The connectivity ratio looks at the number of roadway links divided by the number of roadway nodes that exists in the system:

According to the Victoria Transport Policy Institute's report titled Roadway Connectivity, Creating More Connected Roadway and Pathway Networks, updated July 2008, a minimum connectivity index value of approximately 1.4 is required for a "walkable" community. To determine the street connectivity index and ultimate connectivity of Subarea 3, it was necessary to first produce a GIS-based map of the subarea and associated roadway or major street network centerlines. Using these maps, the areas links and nodes were

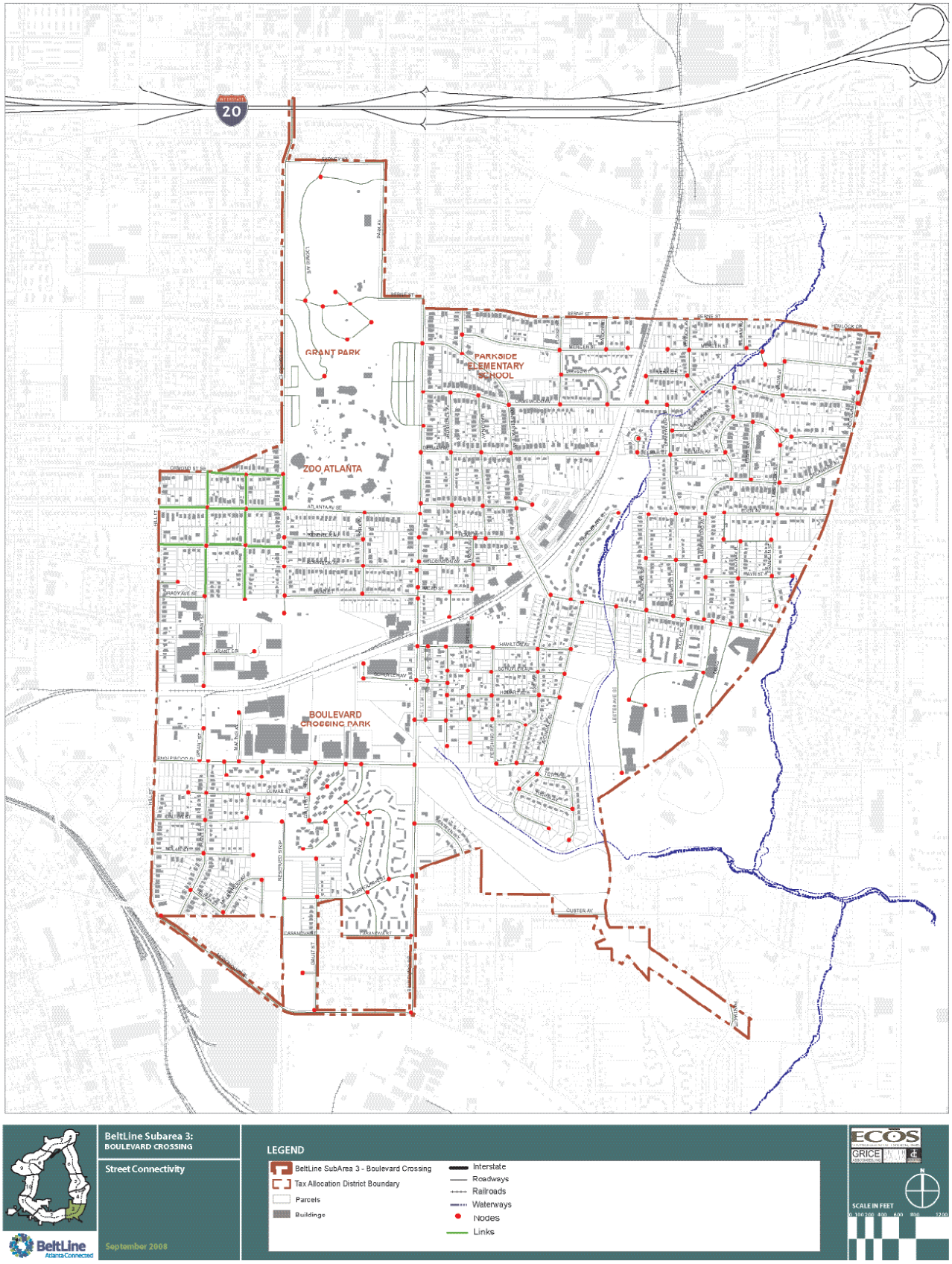
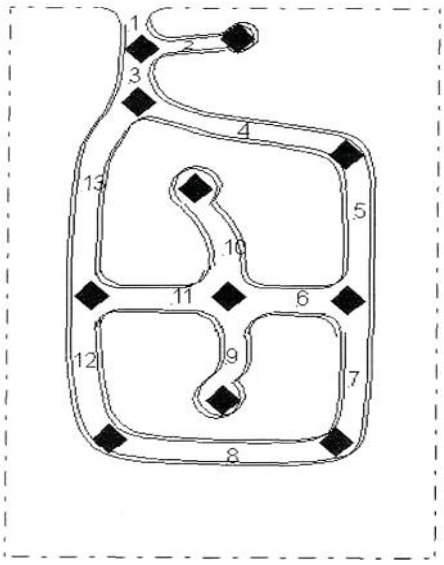


Figure 55 - Street Connectivity

identified and recorded, as shown in the following Figure 55, entitled Street Connectivity.

Roadway links are identified as segments between intersections while roadway nodes are the intersections. The following example from the Unified Development Ordinance for the Town of Mount Pleasant, NC, reflects a basic application of street

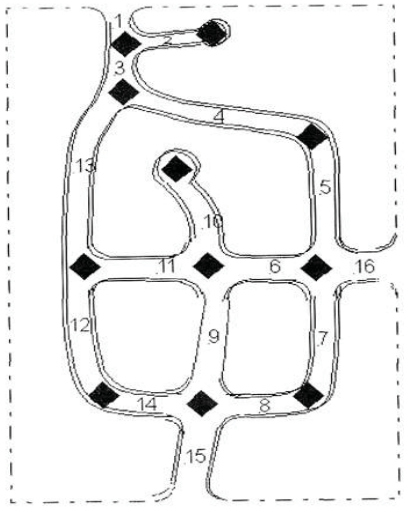
$$\frac{13 \text{ links}}{11 \text{ nodes}} = 1.18 \text{ ratio}$$



connectivity. Below is an example of a network that does not meet the minimum ratio:

However, the example below from the same ordi-

$$\frac{16 \text{ links}}{11 \text{ nodes}} = 1.45 \text{ ratio}$$



nance shows a modified network that meets the minimum threshold for connectivity:

There are approximately 218 nodes and 321 associated links identified in Subarea 3. The connectivity index produced in this subarea was 1.472, which is at the minimum connectivity value needed to support a walkable community.

The index obtained for Subarea 3 gives a general indication of the street connectivity for the area. A higher index usually means that travelers have increased route choice, which allows for more direct connections for access between points of origins and destinations. While this index number serves as a general guide to the street connectivity, there exist several limitations to the process. These limitations include:

- Street connectivity ultimately improves livability in communities.
- Centerline or street information for the area may not be complete or may not include new road construction
- Connectivity levels for motorized and non-motorized modes may differ,
- Paths or trails that may be used by pedes trian and bike traffic may not be represent ed in the GIS source data used in the street connectivity calculations, however,

these paths do increase the overall connectivity of the system.

Safety Analysis - Roadways

Crash data was also collected for roadway segments in Subarea 3. This information was used to

$$\text{Crash Rate} = \frac{\text{no. of crashes} \times 10^8}{\text{ADT} \times 365 \text{ days/year} \times \text{L miles}}$$

calculate the crash rate for key roadways. Crash rate — total crashes per 100 million Vehicle Miles Traveled (VMT):

The calculated rates were compared to average rates for the State of Georgia between 2003 and 2005 based on classification. The three applicable classifications are urban minor arterial, urban collector road, and urban local street. The crash rates for key roadways are shown in Table 10.

As can be seen, the crash rates are significantly higher than the statewide averages. The highest is **McDonough Boulevard**, which has a rate that is nearly 3 times the statewide average. The most influential variable here is the short distance over which these crashes occur (0.64 miles). As mentioned above, the intersection of McDonough Boulevard and Boulevard has the highest number of crashes (67) and accident rate (2.97) of all the study intersections in the subarea.

Hill Street and **Boulevard** have roadway crash rates of 8.81 and 8.28 per million vehicle miles (MVM) of travel, respectively. Boulevard has a total of 290 crashes over the four-year period. It should be noted that this is the longest segment and has the highest ADT. One notable aspect of the comparison of these two roadways that have similar rates is that this occurs over a shorter distance of Hill Street, with approximately 1/5th the volume. Also, these roadways have different functional classifications.

A similar comparison can be made between **Cherokee Avenue** and **Englewood Avenue** which have different classifications, and section lengths. Although Englewood has significantly fewer accidents (14 versus 37), the shorter distance over which this occurs appears to be an "equalizer". The

Table 4. Roadway Crash Rates

Corridor	Classification	Total Acc.	AADT	Section Length	Accident Rate	Statewide Avg.
			vpd	miles	per MVM	per MVM
Hill St.	Collector	41	3,321	0.96	**8.81**	5.13
Boulevard	MinorArterial	290	15,180	1.58	**8.28**	5.54
McDonough Blvd.	MinorArterial	155	11,813	0.64	**14.04**	5.54
Cherokee Ave.	Collector	37	2,830	1.19	**7.53**	5.13
Englewood Ave.	Local Road	14	2,157	0.59	**7.53**	3.88

statewide average for each of their classifications is another key distinction. Englewood further exceeds the Georgia statewide average for local roads (3.88 per MVM), in comparison to Cherokee Avenue for collector roads (5.13 per MVM).

Safety Analysis - Intersections

In the assessment of safety within Subarea 3, network crash data was extracted from the Georgia Department of Transportation's (GDOT) crash database for the years of 2002 through 2005. Crash data was gathered for several intersections and key roadway facilities for which traffic volume data was collected. This data was synthesized to determine the total number of crashes and crash rate occurring in each year, as well as the type. Results for intersection crashes is summarized in Table 5.

In a review of the results for Subarea 3, the highest total number of crashes occurred at the intersection of Boulevard and McDonough Boulevard. The two predominate types of collisions are right angles and rear-ends. These two collision types are common at intersections, being a point of convergence for multiple movements and directions of flow. However, the rate at which these crashes occurred is nearly double the rate of the second-highest intersection.

The practice of calculating the crash rate creates an "equalizer" that factors the traffic volume into the assessment of crashes and creates a more equitable comparison among intersections. However, the functional classification is also a distinguishing factor for which consideration should be given. Typically, the volume of traffic on a roadway is indicative of the classification. These two roadways are both minor arterials.

The crash totals for right-angle and rear-end collisions, may appear to diminish the relatively lower totals for other types of crashes. However, there are four reported head-on collisions reported over the four-year period. Three of these collisions occurred in solely in 2004. This intersection also had two sideswipe-opposite collisions. In comparison with head-on collisions, this type of collision may be seen as the lesser of the two outcomes of a common safety concern. This may be related to the skewed alignment of the westbound approach of McDonough Boulevard into one receiving lane. Additionally, the opposing eastbound left has con-

Figure 56 - Boulevard and McDonough Boulevard

siderable demand during peak conditions. The geometric alignment of this intersection is depicted below in Figure 56.

The next tier of intersections also has a considerable number of crashes, but significantly fewer than the intersection of Boulevard and McDonough Boulevard. These intersections include the Boulevard intersections of Glenwood Avenue and Confederate Avenue, which are both intersections of a minor arterial and collector street.

At the I-20 intersection of Boulevard & Glenwood Avenue there is a relatively balanced occurrence of right-angle, rear-end, and sideswipe-same direction crashes. As shown in Figure 57, this intersection is functionally within the intersection of the I-20 Eastbound ramp, which is conceivably a factor, given driver expectancy and anticipation and driver response to a complex traffic control configuration. One example of this is the location of the traffic signal heads for the northbound Boulevard movement. Because the Glenwood Avenue ap-

Table 5. Intersection Crash Summary

Intersection	Year	Right Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Collision Not With Vehicle	Pedestrian	Total Crashes
Boulevard @ McDonough Blvd	2002	4	0	8	1	0	2	0	15
	2003	4	1	8	6	0	1	0	20
	2004	5	3	6	3	2	0	0	19
	2005	6	0	5	2	0	0	0	13
	Total	19	4	27	12	2	3	0	67
Boulevard @ Glenwood Ave	2002	4	0	6	1	1	0	0	12
	2003	4	0	3	3	0	0	0	10
	2004	0	0	2	3	0	0	0	5
	2005	4	0	4	4	0	1	0	13
	Total	12	0	15	11	1	1	0	40
Boulevard @ Confederate Ave	2002	3	0	4	3	0	0	0	10
	2003	4	0	1	0	1	0	0	6
	2004	3	0	2	1	1	2	0	9
	2005	3	0	4	1	0	3	0	11
	Total	13	0	11	5	2	5	0	36
McDonough @ Sawtell Rd	2002	0	0	2	0	0	1	0	3
	2003	3	0	1	1	2	0	0	7
	2004	1	1	0	1	0	1	0	4
	2005	2	1	3	1	0	0	0	7
	Total	6	2	6	3	2	2	0	21
Boulevard @ Englewood Ave	2002	1	0	2	1	1	0	0	5
	2003	0	0	1	1	0	1	0	3
	2004	1	0	2	2	0	1	0	6
	2005	0	0	0	1	0	1	0	2
	Total	2	0	5	5	1	3	0	16
Boulevard @ Atlanta Ave	2002	0	0	0	1	0	0	0	1
	2003	0	0	2	0	0	0	0	2
	2004	1	0	3	1	2	0	0	7
	2005	2	0	2	0	0	1	0	5
	Total	3	0	7	2	2	1	0	15

Figure 57 - Boulevard & Glenwood Avenue

proach does not have any signal indications, drivers are left to judge or anticipate the movements of conflicting traffic.

The intersection of Boulevard and Confederate Avenue has slightly fewer crashes, but a higher crash rate of 1.54 versus 1.20 at Glenwood Avenue.

The third tier of intersections, in terms of the total number of crashes, includes the intersections of Boulevard and Atlanta Avenue, Boulevard and Englewood Avenue, and McDonough Boulevard and Sawtell Road. Of these three intersections, the intersection of McDonough Boulevard and Sawtell Road has the highest crash total (21) and rate (1.18).

One notable aspect of the crash statistics at this intersection is the two head-on collisions that have taken place. This is one of only two study intersection in the entire subarea, where this type of collision occurs. It should also be noted that there were two (2) sideswipe-opposite collisions at this intersection. The differentiation between these two types of collisions is often matter of angular degrees. A similar case is noted above for the intersection of Boulevard and McDonough Boulevard. This may be related to the positioning of this intersection within a horizontal curve as shown in Figure 58.

Figure 58 - McDonough Boulevard and Sawtell Road

The Boulevard intersections of Atlanta Avenue and Englewood Avenue have similar statistics, in terms of crashes. The intersection at Englewood has a slightly higher rate. The offset side-street configuration of Atlanta Avenue may have some relationship with the consistent occurrence of rear-end collisions at this intersection. While this intersection is controlled by a traffic signal, the width of the intersection (approximately 180 feet) may necessitate

Figure 59 - Boulevard and Atlanta Avenue

longer clearance times. The offset configuration of

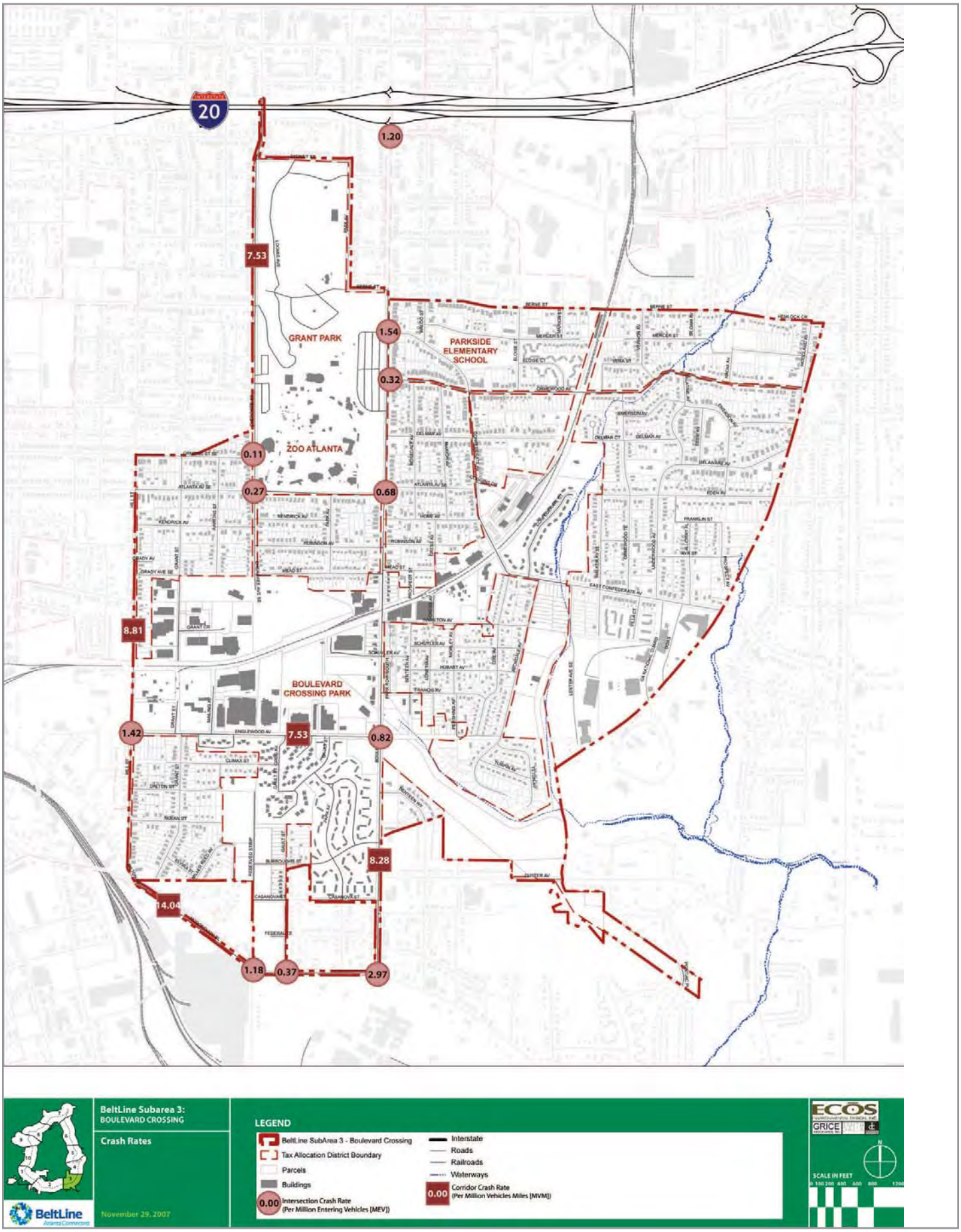


Figure 60 - Crash Rates

this intersection is shown in Figure 59.

The final tier of intersections included a far lower number of crashes. Of these remaining intersection, only the intersection of Hill Street and Englewood Avenue has more than ten (10) crashes over the four-year period from 2002 through 2005. With only 11 total crashes, this intersections still has a crash rate of 1.42, which is comparable to the intersection of Boulevard and Confederate, which has 33 total crashes. The other intersections in this group with a four-year total of crashes of less than ten include:

- Boulevard and Ormewood Avenue (6)
- Cherokee Avenue and Glenwood Avenue (0)
- Cherokee Avenue and Ormond Street (1)
- Cherokee Avenue and Atlanta Avenue (3)
- Hill Street and Ormond Street (0)
- Hill Street and McDonough Boulevard (0)
- McDonough Boulevard and Gault Street (7)

Figure 60 on the previous page shows crash rates for the study intersections.

Recommendations from Previous Plans

There have been various transportation improvement projects for Subarea 3 recommended in previous studies and plans. While none of these are programmed in the current RTP, they have been considered for their relevance and possible incorporation in the BeltLine Subarea 3 Plan.

Atlanta Commuter On-Street Bike Plan (1995)

In the development of this plan, the Mayor's Bicycle Planning Committee recommended three (3) tiers of on-street bicycle planning projects. These include 1-Year, 5-Year, and 15-Year projects. The bike lane projects that fall within the limits of Subarea 3 are included in the following table.

Table 6. Atlanta Commuter On-Street Bike Plan Recommendations

Five-Year Projects	
Berne Street	From Grant Park to City limits via Bouldercrest Drive
Boulevard	From Eastside Trolley Trail to Grant Park
East Confederate Avenue	From Grant Park to Woodland Avenue
Hill Street	From Memorial Drive to Lakewood Way
Hilliard Street/Cherokee Avenue	From John W. Dobbs Avenue to Grant Park

Livable Centers Initiative - City Center (2001)

Although this initiative encompasses an area that lies mostly outside Subarea 3, there are several recommendations that are within the subarea or have potential impacts that extend from the Center City area. The specific associated recommendation related to Boulevard, for which is recommended "less extensive streetscape improvements but should still have wide sidewalks and street lighting".

Atlanta BeltLine Redevelopment Plan, Future Circulation Plan, Traffic Impacts & Roadway Improvements (2005)

This document, compiled by Grice & Associates in 2005, summarized proposed improvements based on an assessment of transportation mobility that contributed to an overall circulation plan. The resulting recommendations, generally described, are as follows:

- Glenwood Avenue
  - Intersection improvements
    - Glenwood Avenue at Boulevard
  - Capacity Improvements
    - Glenwood Avenue from Boulevard to
- Boulevard
  - Intersection Improvements

- Glenwood Avenue at Boulevard and Boulevard at Englewood Avenue
  - Signal Improvements
    - Atlanta Avenue at Boulevard
  - Streetscape Improvements
    - Atlanta Avenue to Englewood Avenue

Figure 61- Cherokee Avenue at Atlanta Avenue

- Cherokee Avenue
  - Intersection Improvements
    - Cherokee Avenue at Atlanta Avenue
  - Capacity Improvements
    - Widen from Mead Street to Atlanta Avenue
    - Upgrade southern portion from Mead Street to Atlanta Avenue to accommodate increased traffic from new extension
    - Extend Cherokee 2000' from southern terminus to Englewood Avenue, 4 Lanes
    - Construct new underpass at Cherokee under BeltLine

- Englewood Avenue
  - Intersection improvements:
    Englewood Avenue @ Boulevard
    Englewood Avenue @ Cherokee
    Englewood Avenue @ Hill Street
  - Streetscape Improvements:
    From Hill Street to Boulevard

- Hill Street
  - Intersection Improvement
    Hill Street at Milton Avenue
  -

Streetscape Improvement from Englewood Avenue to Atlanta Avenue

Draft Comprehensive Transportation Plan for Grant Park and Affected adjoining neighborhoods (2007)

This report makes specific recommendations for the Grant Park area, including Boulevard, Cherokee Avenue, Confederate Avenue, Glenwood Avenue. These recommendations, that include great detail, are summarized below.

- Boulevard
  - Install landscaped curb "'bulb-outs" from CSX rail tracks north to Confederate Ave.
  - Reduce incorrect four-lane configu ration of Boulevard to three lanes, starting from CSX tracks north to Confederate Ave.
  - Maintain one through north/south lane on each side, install a 'two way left turn lane' in the center all the way from the CSX (BeltLine) tracks north to Confederate Ave.
  - Accommodate bicycle lanes on each side of Boulevard south of CSX rail crossing to McDonough Blvd.
  - Add left turn arrows on Boulevard at Atlanta Ave. in both directions. Left turn arrow for southbound Boulevard traffic would facilitate eastbound access to Beazer development (300 Units) as well as to Ormewood

Figure 62 - Boulevard at Atlanta Avenue

Park. Left turn arrow for northbound Boulevard would facilitate westbound traffic onto Atlanta Ave. before I-20 and Memorial Dr.
  - Add left turn arrow to traffic light on Boule-

vard southbound at Confederate Ave. to facilitate left turn into Ormewood Park neighborhood (east bound).

- Make traffic lights on Berne St. activated ONLY by pedestrians and by approaching traffic. Berne St. is no longer a through street. If and when activated, maintain current 'green wave' sequence on Boulevard with light at Confederate. This would facilitate left turn onto Berne east-bound, from Boulevard southbound when light is red at Confederate Ave. (one block away).
- Add stop sign to Parkside Elementary School crosswalk on Waldo at Mercer St. to provide students with a safe route to school.
- Provide and maintain safe pedestrian routes across Boulevard.
- Install directional signage at the Glenwood/ Memorial Bridge on Glenwood Ave. to indicate access to I-20 (BEFORE reaching Boulevard).
- Install/create "Traffic Calming Devices" for all 'feeder' traffic onto Boulevard from: Atlanta Avenue, Confederate Avenue, Berne Street and Glenwood Avenue.
- GDOT has agreed to post directional sig nage on I-75/85 north/south indicating Fulton St. as off-ramp to Zoo/Cyclorama. City is prepared to post directional signage from Fulton St. to Zoo/Cyclorama via Hank Aaron Dr. / Georgia Ave / Atlanta Ave.
- Move northbound traffic light 100 ft. south on Boulevard to avoid congestion/ blockage of retail driveways (BP /Fire Stations, 465 Blvd.). Replace small "Do not block driveway" sign with large "Stop here on red".
- Repaint north and southbound through lanes on Boulevard just north of the I-20 bridge to clearly indicate the existing and dangerous 'jog to the left' lane shift. Install overhead signs (bent arrows) as well as eye-level warning arrows, also in each direction, to alert drivers of existing lane shifts.
- Southbound on Boulevard., prior to /at I-20 west bound on-ramp, add additional "right turn only" lane as well as an additional "right turn only" overhead sign to facilitate southbound traffic flow from Blvd. onto I-20 westbound. Add painted 'mini-strips' to continuing ("through") southbound lanes to

Figure 63 - Boulevard

indicate lane shift to the right on the bridge itself. Add overhead signs, also, to indicate 'lane shift to the right.'

- Pedestrian Related Recommendations
  - Reduce four-lane configuration of Boulevard from Confederate Ave. south to CSX rail tracks (McDonough Blvd.)
  - Increase visibility of all pedestrian crosswalks – especially those to/from Grant Park proper.
  - Install pedestrian in-road upright signs in all crosswalks.
  - Install additional pedestrian crosswalk at Berne St., south of 'dog-leg'. Install Pedestrian / traffic activated light to facilitate access to Grant Park. (Especially for Parkside Elementary School).
  - Repair pedestrian traffic control buttons at all traffic lights. (Atlanta, Confederate Ave., Berne St.)
  - Create Pedestrian Corridor, along Boulevard, between Grant Park and Cabbagetown 'Mill'. Place concrete planters along the sidewalks on the I-20 overpass bridge for noise abatement, new urban streetscape and to increase pedestrian safety.
  - Move current crosswalk on Boulevard at I-20 to a safer location, in line with current Glenwood Ave.

- Quality of Life Enhancements
  - Post "No freight trucks on Boulevard"

in much more visible locations, BEFORE trucks actually proceed down/turn onto Blvd. at I-20 and also on McDonough Blvd to prevent trucks from turning north onto Boulevard from the south.
- "Streetscape" the I-20 overpass with concrete planters.
- Landscape with trees and shrubs the 'bulb-outs' used to protect the resident parking between CSX rail tracks and Confederate Ave.

- Cherokee Avenue
  - o Strategies to Address Increased Commuter Traffic
    - North/southbound on Cherokee Ave., at Georgia Ave., install a dedicated left turn lane with dedicated left turn arrows.
    - Calm traffic/protect west side resident parking by installing landscaped curb 'bump-outs'.

o Pedestrian Related Recommendations
- Increase visibility of all pedestrian cross walks - especially those to/from Grant Park Proper.
- Install additional crosswalks at new stop sign on Cherokee Ave. and Sidney westbound. Paint "stop line" in northbound lane at stop sign at Glenwood Ave.
- Create Pedestrian/Bicycle Corridor along Cherokee Ave. between Zoo/Cyclorama and Oakland Cemetery/M. L. King Marta Station.
- Install curb 'bump-outs' in front of both (Milledge, Ormond) fountains on Cherokee Ave. to 1) calm traffic; 2) create extra 'public space' for fountain enjoyment. Enhance with landscaped planers for added pedestrian safety and enjoyment.
- Consider a traffic-calming curve at Milledge Avenue to create pedestrian plaza and focal point at the Milledge Fountain and Ormond St. Fountain, both currently slated for renovation. Storm drainage may be an issue for this design at Milledge.
- Consider a pedestrian-focused plaza at Grant Central Pizza area, perhaps with stamped or colored asphalt.

o Quality of Life Enhancements
- Maintain all in-road pedestrian crosswalk upright signs.
- Maintain all pedestrian 'flag' stations.

- Glenwood Avenue
  - o Mobility Recommendations
    - Replace destroyed "No Left Turn" sign on Glenwood at Boulevard.
    - Replace uprights south of Boulevard traffic island to prevent illegal left turns from southbound Boulevard onto eastbound Glenwood. Replace the destroyed "No Left Turn" sign onto Glenwood.
      - Move crosswalk on Boulevard at Glen wood to just south of the traffic island, in line with former intersection. Provide a refuge island for pedestrians crossing Boulevard.
      - Install I-20 directional signage on Glenwood at Kennedy Memorial Drive (Glenwood Park intersection).

Existing Conditions Summary

The assessment of existing conditions in Subarea 3 suggests that there are many transportation infrastructure challenges, affecting all modes of travel, which must be remedied.

The subarea has adequate north-south and east-west connectivity. The north-south connectivity is supported almost exclusively by Boulevard, highlighting the need to encourage uses of alternate routes.

An assessment of the subarea's traffic control network finds that many signals are not well-coordinated, suggesting that vehicular mobility in the area may be hindered.

Pedestrian mobility was also evaluated by means of a comprehensive review of the pedestrian accommodations throughout the subarea. This review found that pedestrian accessibility is significantly limited. The majority of pedestrian facilities are not

in conformance with current standards.

Transit mobility throughout the subarea was also reviewed, revealing that transit service in some instances lacks coverage and connectivity.

A cursory review of rail and bridge infrastructure was also conducted to gain a sense of the condition of these facilities. Much of the rail in this subarea appears to be abandoned and at times detrimental to pedestrian mobility. All of the bridge structures examined were found to meet minimum vertical clearances.

This assessment of existing conditions also evaluated the occurrence of crashes on key roadways and at study intersections. The crash rates in this subarea are considerably higher than the statewide average for similar facilities.

A review of previous transportation recommendations reflects extensive past efforts to promote transportation improvements in the area. These recommendations largely focused on streetscape projects, which may take various forms. Improvements that focus on pedestrian mobility are a noted priority.

These findings will be used to ascertain the transportation improvements which will be needed in this subarea to support the redevelopment of the BeltLine.

Previous Studies

A significant part of the initial planning effort for the Boulevard Crossing Study involved the development and analysis of a comprehensive inventory of existing plans, projects, studies, conditions and agreements that may influence or impact the planning process.

The purpose of the inventory and analysis was to review the goals, objectives and recommendations for land use, transportation, parks, infrastructure, urban design and other key planning elements to determine the points of consensus and identify inconsistencies among the plans. In addition, the analysis ensured that the recommendations developed for the Boulevard Crossing Study would continue to build upon and refine the community values, principles and recommendations expressed in previous planning initiatives.

In total, thirty-eight plans were reviewed for the inventory process, including several noteworthy plans:

- Atlanta BeltLine Redevelopment Plan (2005)
- Atlanta BeltLine Street Framework Plan (2006)
- Atlanta BeltLine Redevelopment Plan- Circulation Plan- Traffic Impacts & Roadway Improvements (2005)
- Atlanta Project Greenspace (on-going)
- COA Department of Public Works Programmed Projects (on-going)
- Chosewood Park Land Use Concept (2007)
- PATH Foundation: Chosewood/ Grant Park Connector Plan (2007)
- Proposed Comprehensive Transportation Plan for Grant Park and Affected Adjoining Neighborhood (2007)
- Chosewood Park Neighborhood – Proposed Land Use Plan (2006)
- Proposed Trolley/ BeltLine Maintenance Facility & Street Car Tourist Loop (2006)
- Moreland Avenue Corridor Master Plan (2005)
- DCA Quality Growth Resource Team Study for Grant Park Neigborhood (2003)
- Memorial Drive- Martin Luther King, Jr. Drive Area Revitalization Study (2001)
- Southside Atlanta Redevelopment Plan (2000)

The key recommendations from the above plans have been grouped into two categories and are displayed on the Previous Studies Maps (Figures K.1 and K.2). The first previous studies map- Land Use, Urban Design, and Parks utilizes the Atlanta Redevelopment Plan as a base to compare and note consensus with other planning study recommendations. Concerning land use recommendations most overlap is in the Chosewood and Englewood area- south of the BeltLine and west of Boulevard. The Comprehensive Development Plan for City of Atlanta is currently being updated; however, the current future land use map is inconsistent with all recommendations of the BeltLine Redevelopment Plan. Other proposed features noted on the plan from previous studies include Chosewood Park Community Center, Pedestrian Plazas at Grant Park and McDonough Boulevard, Commercial Nodes throughout the Grant Park neighborhood, and BeltLine/ Streetcar Maintenance Facility along Cherokee Avenue.

The second previous studies map- Transportation and Infrastructure displays that most plans tended to build upon one another or addressed different aspects of the subarea's transportation network. Recommendations included proposed streetscape improvements for the major roadways focused on neighborhood connectivity, traffic calming, and the pedestrian environment. Proposed bike routes, multi-use trails, and Grant Park Trolley Line are also displayed on the previous studies map. The proposed street network from the Atlanta BeltLine Street Framework Plan is of particular importance as it strives to connect the neighborhoods via an enhanced street grid. A more detailed explanation of the key previous transportation recommendations can be found in the Existing Roadway Network section of this report.

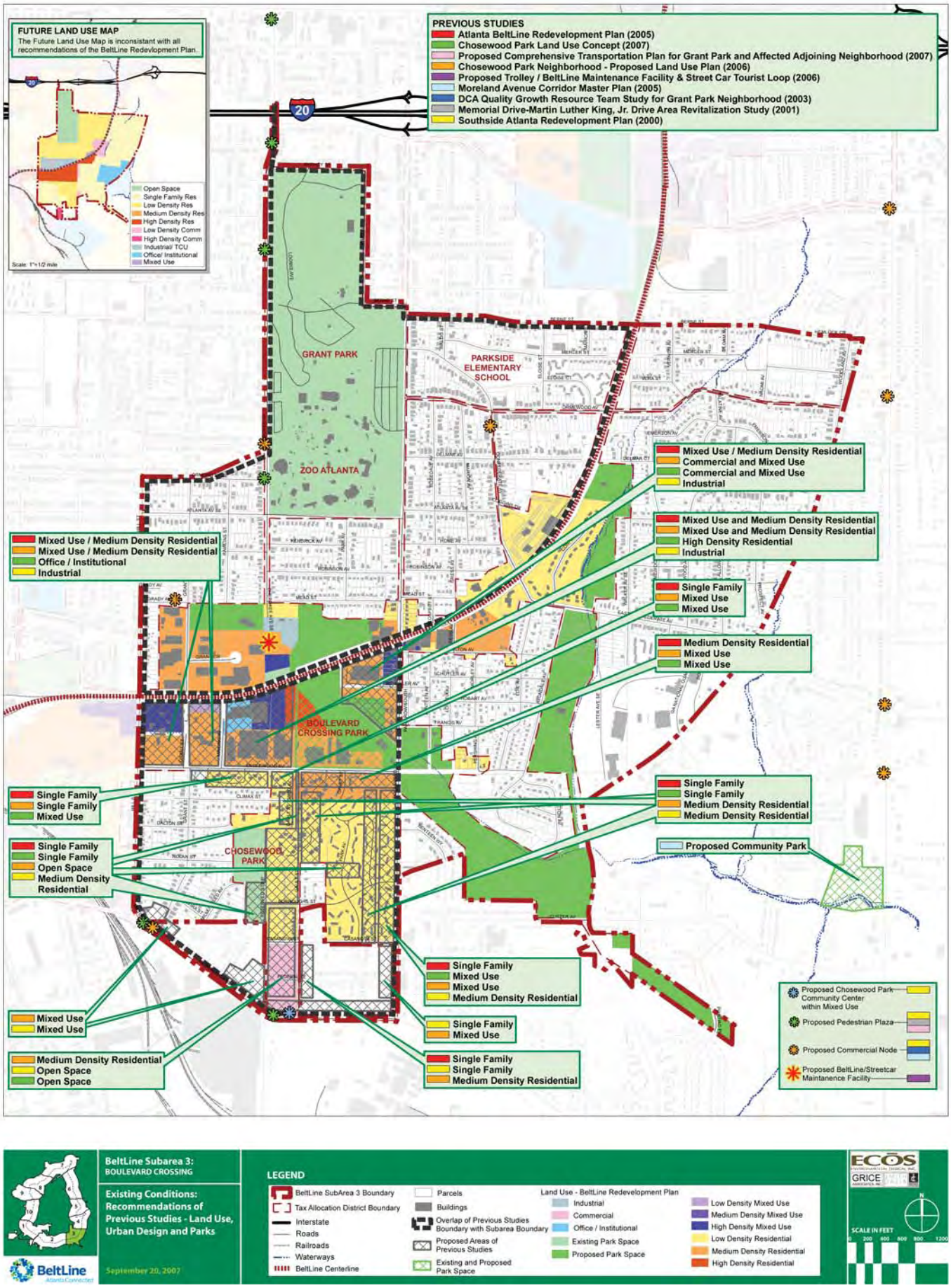


Figure K.1 - Previous Studies - Land Use

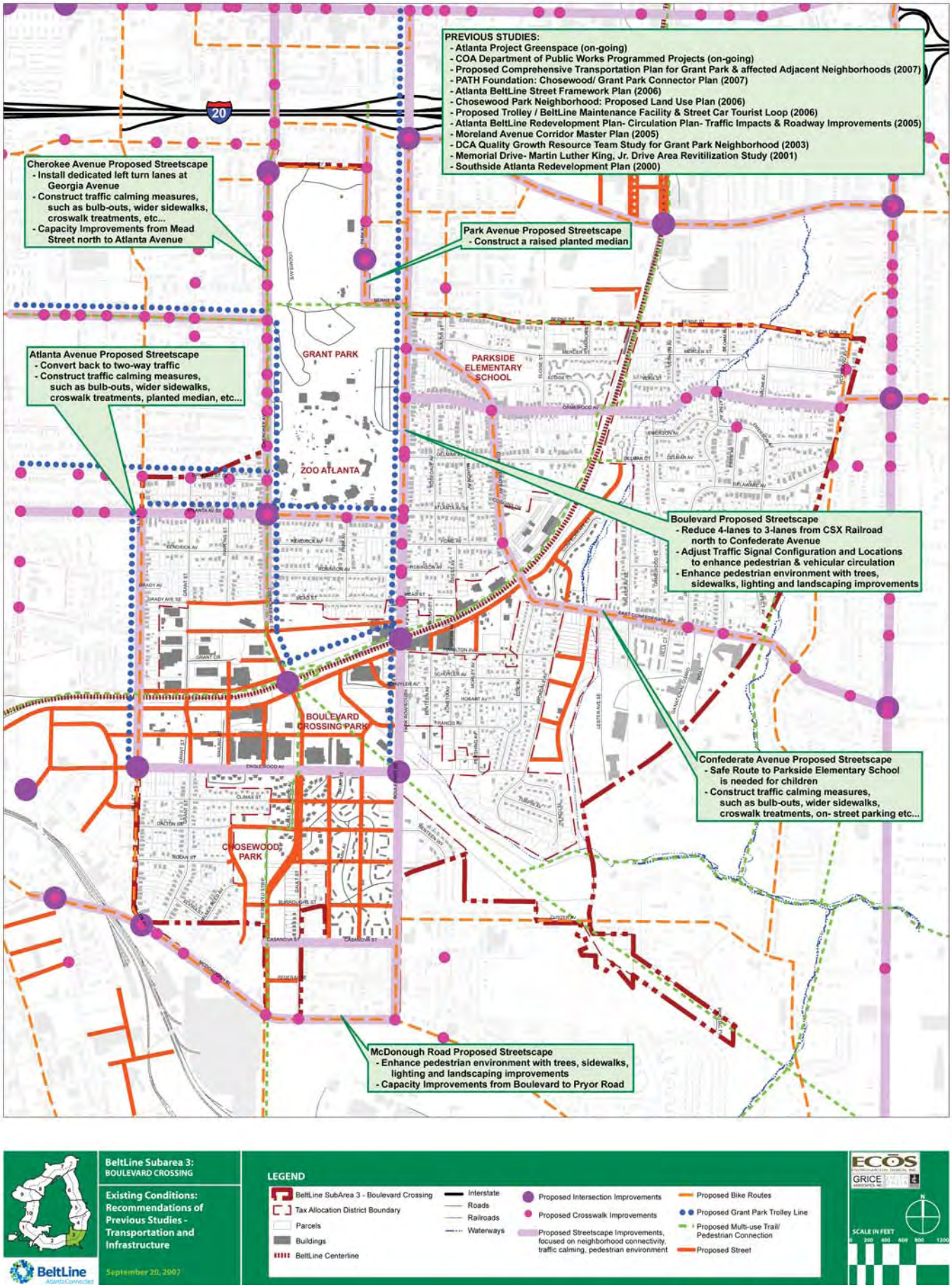


Figure K.2 - Previous Studies - Transportation

Several hundred program, project and policy recommendations are represented within the existing plans studies. The majority of the recommendations are more at the program and policy level and could not be mapped. Equally as important to consider through the planning process are the following highlights of the program and policy level recommendations organized into general plan element categories:

Transportation and Infrastructure

- Require access management with new development, which may include right-in/ right-out islands and shared driveways.
- Employ Context Sensitive Solutions (CSS) approaches for transportation projects to include all stakeholders in the visioning and design process and to implement designs that reflect the environmental, social, and historical environment in which they are situated.
- Ensure that all traffic controls, including signage, striping, and pavement markings are consistent with current MUTCD (Manual of Uniform Traffic Control Devices) standards.
- Prohibit street abandonment or closure as part of new development, unless new streets are created with equal or greater connectivity to the existing grid.
- Enhance access both within the redevelopment area and to nearby destinations and neighborhoods through a series of new streets, trails, and streetscapes
- Establish standards for on-street angled parking citywide.
- Consider "back-in" angled parking as an option in commercial areas. This type of parking accommodates both drivers and cyclists who use the on-street bicycle network.
- New Development and Parking: Any major new development in the area should also provide parking internal to its own site
- Parking Requirements: Adequate to provide for residents, visitors and users of retail and commercial space.
- Encourage rear service lanes to provide connectivity and reduce turning movements.
- Smart Corridors – Focus on Intelligent Transportation System (ITS) strategies that support effective management and operations of the transportation system.
- Reduce speed limits on the internal residential streets from 35 to 25.
- Create supportive streetscape environments for mixed-use and New Urbanist-style development.
- Install sidewalks and encourage traffic calming measures throughout all NPU's.
- Eliminate the one-way streets and provide traffic calming measures on two-way streets.
- Maintain, rather than reduce, vehicular capacity along main streets using elegant traffic calming measures.
- Upgrade Signal System, Controls, and Communications
- Ensure that all traffic signals within the corridor are installed, maintained, timed and coordinated in accordance with the latest standards.
- Upgrade span-wire traffic signals to mast arm signals.
- Reduce impacts of trucks on local streets.
- Improve traffic problems associated with industrial traffic.
- To maintain accessibility along sidewalks and ensure vehicular safety, utilities and other impediments including utility poles, sign posts, and fire-hydrants, within sidewalk and in roadway clear-zones should be removed or relocated in accordance with GDOT and ADA standards.
- Greater use of alternate transportation should be encouraged.
- Study the addition of traffic signals on Boulevard Avenue.
- Improved basic amenities and pedestrian facilities at all bus stops.
- Provide a protected pedestrian walk phase or leading phase at signalized intersections.
- Establish engineering guidelines and cross-sections for trail and transit that encourage a pedestrian-friendly environment.
- Provide better pedestrian access to mass transit and parks.
- Use alleyways as pedestrian walkways connecting with sidewalks.

- Accommodate cyclists and pedestrians on bridges and tunnels that cross freeways, rivers, creeks, railroads, and other major barriers.
- Improve crosswalks; make them more visible (street lights and or pavers at intersections).
- Adopt the Georgia Department of Transportation Pedestrian and Streetscape Guide and Traffic Signal Design Guidelines as the design guides for the City of Atlanta.
- Improve street lighting along main pedestrian areas and around the park; alleyways could have a light at each end and one or two along the interior.
- Enforce current requirements for owners to maintain the sidewalks in front of their property.
- Require all portions of public street-serving sidewalks, even when their width extends onto private property, to be held to the same design and accessibility standards as the portion within the public right-of-way.
- Utilize two sidewalk ramps at intersection corners. Ramps should direct pedestrians to crosswalks. When only one ramp is provided pedestrians are pointed towards the middle of the intersection.
- Provide a knee wall, fence, hedge or curb at the back of the required sidewalk in residential areas to provide a boundary between the public and private realms.
- Widen and sign sidewalks for trail users.
- Utilize pedestrian countdown signals at all new signalized crossings.
- Require new development to bury utilities, unless economically prohibitive.
- Make trail access points as frequent as possible. Where feasible, provide access points every 1/4 mile.
- Create trail spurs to increase access to the Beltline loop from nearby, and especially underserved, neighborhoods.
- Develop trail design standards and operational guidelines to make sure that Beltline trails can be used for recreation, exercise, and transportation. This may require additional lighting to allow bicycle and walking commuters to use the trails for evening commutes.
- Consistently incorporate bicycle facilities into the City's transportation planning process.
- Review, revise, and develop policies regarding road maintenance, improvements, signing, and striping to accommodate bike facilities.
- Link bicycle projects with other transportation systems to facilitate commuting and other trips by bicycle.
- Design and construct all street improvements to accommodate appropriate bicycle facilities, based on the street and traffic conditions.
- Provide a smooth surface and transition over all below-grade utility access covers, utility covers, and at-grade railroad crossings. (Coordinate with the railroad companies to provide needed improvements on crossings.)
- Provide efficient and effective maintenance on all on-street bike facilities, thereby providing optimal commuting and recreational opportunities.
- Upgrade loop detectors to be sensitive to bicycle presence and/or upgrade crosswalk signals so the crosswalk button is accessible to cyclists from the street.
- Place/replace all drainage grates on all streets so they are perpendicular to the direction of the traffic and flush with the pavement surface.
- Discourage street patterns that include cul-de-sacs and dead ends, which cause long, indirect routes.
- Assure that road repairs and patching on all streets are uniform, smooth and free of dips and bumps.
- Require bike racks in new multifamily residential developments.
- Enforce current requirements for bicycle racks in commercial developments.
- Increase bicycle ridership as viable mode of transportation by providing a network of on-street bikeways that is accessible to all neighborhoods and serves both residents and visitors.
- In conjunction with the pedestrian lead times at signalized intersections, allow cyclists to also use this lead time.
- Reduce motor vehicle travel speeds in

neighborhoods, as necessary, by providing traffic calming devices or other methods to slow motorists' speeds.

- Link on-street bikeways with transit stations and work with MARTA to place bike racks on the transit buses.
- Segments of the population do not have access to transit and must use automobiles to travel. Expanding travel options for residents improves both the quality of life and increases economic opportunity.
- Critically review development plans located within ½ mile of transit stations to ensure safe and convenient walking and biking opportunities.
- Encourage the creation of transportation infrastructure (including streets, sidewalks, and bike lanes) that is well connected to new and existing transit stops and major destinations.
- Design transit stops along the Beltline that are accessible via the trail and/or a well-connected sidewalk system to enable transit riders to gain their 30 minutes of daily physical activity.
- Enhanced transit amenities at schools, activity centers and all recommended nodes, includes shelters, lighting, seating, trash receptacles, maps & schedules.
- Develop a comprehensive transit and pedestrian-bike plan, which achieves connectivity with existing local and area community assets (Carter Center, Grant Park, MARTA Stations, etc.) even if that means using shared surface streets or additional right-of-way acquisition.
- Strong pedestrian and bus links should be developed.
- Bus services should link the area's vital tourist and historical resources.
- Require new bus shelters to be located in the street furniture and tree planting zone of the sidewalk, rather than blocking the clear zone.
- Work with MARTA to modify bus routes for focused service between parks, commercial zones.
- Encourage MARTA to establish corridor-wide bus service.
- Establish a "park and neighborhood" shuttle/trolley linking existing tourist sites, commercial centers, transit station(s), and parking facilities. The shuttle might also connect with tourist sites in other parts of the city.
- Integrate trail and transit design.
- Preserve Historic Rail Infrastructure and incorporate into the greenway/transit landscape design.
- Transportation systems should be enhanced to ensure safe and functional circulation for pedestrians and automobiles.
- Provide adequate lighting along the trails, within parks, around transit stops, and along sidewalks and walkways that access these features of the Beltline.
- Provide appropriate infrastructure for biking.
- Implement interventions for pedestrian and cyclist safety that focuses on separation by time and space, increasing pedestrian/cyclist visibility, and reducing motor vehicle speeds.
- Provide safe rail crossings.
- Encourage safe separation of pedestrian and vehicular traffic.
- Accommodate safe and effective bicycle traffic.
- Study the creation of railroad quiet zones that silence freight train horns near residential areas according to regulation by the Federal Railroad Administration.
- Connect the Beltline to existing schools in the area through Safe Routes to Schools programs, which include education, outreach, and infrastructure improvements. Through the partnership of the Atlanta Public Schools, the Fulton and DeKalb County Health Departments, Beltline, Inc., the City of Atlanta, the Georgia Department of Transportation, and others, SRTS can provide mutual benefit by encouraging children to be physically active and reducing school-related traffic congestion.
- Empower Grant Park residents to effectively participate in decision-making processes that determine the manner in which local streets are used instead of acquiescing to increasing demands from drive-through commuters.

- Increase bicycle ridership as viable mode of transportation by providing a network of on-street bikeways that is accessible to all neighborhoods and serves both residents and visitors.
- Support the Atlanta Regional Commission's goals for reducing air and noise pollution as well as traffic congestion .
- Increase Transportation Infrastructure Investments.
- Provide for the efficient and economical use of public infrastructure.
- Re-evaluate existing off-street parking space requirements for new commercial development, and encourage use of shared parking wherever possible.
- Implement the parking proposals identified in the Grant Part Master Plan (paid parking) and negotiate an arrangement to dedicate parking revenues for improvements of the park.
- Set-up metered parking in the primarily commercial areas of the neighborhood; negotiate an arrangement to keep these parking revenues in Grant Park community, perhaps as a funding source for the GPRC (example: Downtown Athens, Georgia).
- Develop a neighborhood parking program (i.e., decals for residents, passes for resident guests); investigate programs in other communities. (Example: French Quarter in New Orleans).
- Evaluate potential parking solutions for Grant Park, including alternate, attended, paid parking locations such as industrial areas (off hrs. and weekends), church lots, school lots, NFL facility.
- Manage traffic congestion.
- Ensure equitable access for all citizens to range of options for education, transportation, housing, employment, human services, culture, and recreation.
- The region should also seek greater coordination of regional scale water/ sewer, transportation, land use plans and infrastructure spending toward achieving common objectives, with State actions, plans and permits consistent with, and supportive of these objectives.

Greenspaces

- Provide a variety of park types, including passive parks and active parks.
- Upgrade park infrastructure and facilities.
- Partner with organizations to create a park system that is the best it can be.
- Link with existing parks and attractions, making each space more accessible.
- Provide ADA access to new facilities and add access where needed to existing facilities.
- Provide opportunities that allow people with disabilities to participate in a non-threatening environment.
- Rehabilitate and in some cases expand existing neighborhood parks.
- Historic Sites - Historic Sites Inventory - Atlanta's Lasting Landmarks inventory should be expanded to include sites of important historical events.
- Historic Sites - Park Master Plans - All park master plans should include the preservation, enhancement, maintenance and management of historic sites and features.
- Create the sense among motorist that they are driving through parks and neighborhoods, rather than the sense they are driving on arterials bordered by parks and neighborhoods.
- Encourage the building of trails and walking paths to promote healthy exercise and create programs to teach about nature and the environment.
- Complete key street, intersection, and connectivity improvements simultaneously with the parks and trails development.
- Encourage connected greenspaces all around the corridor to capitalize on existing natural amenities and to frame new residential opportunities.
- Encourage the creation of at least 20% greenspace in new development.
- Maintain current and future greenspace at "best-of-class" standards.
- Improve green space and tree canopy along main streets.
- Increase greenspace and assure all facilities and playgrounds comply with life safety codes.

- Create standards for greenspace to be included in all major capital projects, both public and private.
- Protect Historic and Cultural Assets - Greenways will secure the City's historic heritage and cultural life by increasing the accessibility and inter-relationships of significant historic and cultural facilities.
- Install police or 911 call boxes at periodic intervals to boost people's sense of personal safety.
- Incorporate injury prevention messages in parks, trails, and transit stations to decrease risk of injury.
- Design parks, trails, and transit to promote 24-hour formal and informal surveillance and increase feelings of personal safety.
- Budget for maintenance of park facilities, trails, and the transit system including transit cars.
- Consider creating a neighborhood watch program, "Adopt a park/trail," or Beltline patrol or police force to monitor activities on the Beltline (neighborhood groups can also assist with park and trail clean-up activities).
- Educate users about ways to maintain personal safety through signage, newsletters, and neighborhood meetings. This Beltline focused effort can be an expansion of the Atlanta police force's current activities.
- Develop a specific public safety plan for newly developed parks and trails.
- Crime will be reduced by increasing visibility and activity levels in greenways and parks and by providing new routes for police patrols.
- Study daylighting previously buried streams and restoring other natural functions to manage stormwater runoff.
- Air quality, water quality, and biodiversity will be improved through the reduction of automobile emissions, conservation of urban forest, protection of floodplains and erodible soils, and provision of wildlife habitat corridors.
- Protect and enhance existing wetlands and urban forests.
- Need to adopt long range management plans for all park sites.
- Plan for future upgrades by monitoring population trends.
- Implement educational interventions both onsite, in parks and along trails, and in the broader Atlanta community to encourage physical activity. The City Parks and Recreation Department can partner with the Fulton County Department of Health and Wellbeing to develop educational signage, handouts, programs, and other interventions.
- Increased public open space and protected landscaped greenways will improve the City's visual quality.
- Increase public open spaces - The abundance, quality and accessibility of parks and open space Citywide will be increased by the parks and greenways system.
- Preserve the required 75-foot stream buffers as open space, especially in undeveloped areas.
- Design environments that promote formal and informal social interaction by embracing an expanded definition of public space that includes sidewalks, parking lots, and streets.
- Strengthen communities - Increased opportunities will be provided for neighborhood residents to interact with one another, strengthening the sense of community.
- All parts of the community should be connected through a series of open green spaces, streetscapes, bike routes, and trails.
- Encourage the creation of green roofs (which provide water resources benefits, as well as serving as additional green/public space) by educating developers and builders and by offering incentives.

Land Use and Urban Design

- Adopt land use regulations that prioritize the needs of pedestrians, bikers, and transit users.
- Preserve institutional, civic, religious and residential land uses.
- Limit commercial and mixed-use development to existing or planned centers.
- Concentrate industrial uses in areas with best highway and rail access.

- Convert marginal industrial, underused and underutilized industrial properties, commercial, and residential uses to mixed-use and residential uses.
- Rehabilitate many existing industrial uses including improved landscape buffering and property maintenance.
- Participate in citywide efforts to establish infill development standards.
- Continue development of vacant infill lots in the neighborhood as single-family and duplex residences in the Grant Park neighborhood.
- Provide opportunities to live close to jobs and other amenities.
- Create an active mix of uses along Memorial Drive, Boulevard and Hill Streets.
- Encourage high-density, mixed-use development around transit stations so that neighborhood-oriented commercial uses will be close to the residential uses, thereby improving accessibility for pedestrians and cyclists.
- Neighborhood Commercial - Conduct collaborative marketing efforts to ensure healthy tenant mixes.
- Change development regulations to accommodate existing non-conforming uses and to promote creation of the neighborhood commercial nodes recommended.
- Require new development to utilize the basic urban design standards contained in the City of Atlanta Urban Design Policy and codified in the Quality of Life Zoning Districts.
- Use community focal points (churches, schools, etc.) as anchors for future nodes.
- Locate residential units, schools, senior centers, day care centers, and hospitals away from high-volume road segments.
- Encourage nodal development
- Encourage medium-, high-, or very high-density residential development, particularly in areas that are designated for nodal development, and other selected areas.
- Each region should promote and preserve a regional "identity", or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or shared characteristics.
- Traditional downtown areas should be maintained as the focal point of the community. For newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.
- Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.
- Shape appealing physical environments that enhance walkability and positive social interaction.
- Establish enforceable and workable land use and urban design guidelines focusing on pedestrian-and transit-oriented mixed use development, potential reuse of historic structures and giving consideration to sustainable building practices.
- Form partnerships with organizations like the Atlanta Neighborhood Development Partnership, the Atlanta Housing Authority, the Atlanta Housing Association of Neighborhood-Based Developers, and others.
- Provide incentives for building new affordable infill housing on vacant sites in the neighborhood.
- Require new development to reserve ten percent of proposed units for affordable housing.
- Make the City of Atlanta more livable by increasing the availability of affordable workforce housing with city incentives, making Atlanta one of America's safest cities, and collaborating to improve the public schools, and growing parks and protected greenspace.
- Require a diversity of housing types and prices within the Beltline TAD.
- Provide a range of size, cost, and density in each community to make it possible for all who work in the community to also

live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and a range of housing choice to meet market needs.

- Adopt design guidelines for appropriate (but affordable) infill housing, including multifamily developments that blend into the neighborhood (not detectable from the street).
- Establish policies and programs to prevent displacement in areas surrounding the Beltline TAD. Efforts like property tax freezes, assistance to make housing improvements, and other programs can reduce displacement of residents from neighborhoods where property values are rapidly increasing.
- Encourage high density housing within walking distance of retail and transit to reduce the need to drive.
- The south side of the Beltline represents the greatest prospect for development of large quantities of new housing in "village center" settings. In particular, the intersection of Boulevard and the Beltline provides a unique opportunity for a new mixed-use village center with storefront retail and loft housing ("Boulevard Crossing"). This type of development would bring neighborhood retail services to an area of town where such services are in high demand, but currently scarce, as well as linking visitors to Grant Park.
- Increase variety of housing choices (location, type, price-point) by both promoting removal of barriers that restrict the market, and creating incentives to encourage more development options.
- Allow "granny flats" (accessory housing units) for new and existing housing development as a practical way to provide housing choice.
- Develop transit station areas and plan transit land use areas.
- Focus new housing and job growth near transit stops and locate new transit stops near existing neighborhoods.
- Use nodal land use patterns to support transit.
- Recognize and preserve 1950s early auto-related uses.
- Emphasize and highlight existing historical and other cultural amenities.
- Encourage property owners to retain the original facade and integrity of historic structures, when possible.
- Support variations of zoning open space requirements for buildings over 50 years old to permit their reuse.
- Preserve historic structures as much as possible and encourage them to be reused or incorporated into new development.
- New development should refer to the Atlanta Urban Design Commission historic resources survey and report for identification of preservation targets.
- Support the preservation and rehabilitation of significant historic buildings.
- Inventory historic buildings eligible for the National Register of Historic Places.
- Pursue opportunities for economic development and job creation.
- Employ the principles of sustainability and balance to ensure the economic viability of all communities and to enhance the state's economic competitiveness.
- Establish business incentives to attract new commercial opportunities, including: revolving loan fund and façade grant program.
- Build the foundation for sustainable job growth by supporting the growth of target industries, creating and growing business recruitment, retention and expansion capabilities, and increasing the capital available for development and business growth.
- Prepare for the influx of residents and development by championing major projects, increasing the economic vitality of underdeveloped areas; make it easier to develop in Atlanta.
- Enhance economic development by increasing property values, attracting commercial development and encouraging visitors and tourists.
- Provide Small Business Assistant Programs for local business owners and entrepreneurs.

- Stabilize adjacent neighborhoods through enhanced public safety and existing building code enforcement.
- Support and grow existing neighborhood watch programs.
- Adopt a stormwater ordinance to reduce impervious surfaces and hence stormwater runoff. Such an ordinance should call for compact development that uses narrower streets, reduced parking requirements, and vegetated buffers along large swaths of pervious surfaces.
- Give special attention to large abandoned structures or sites, including those that may be environmentally contaminated;
- Ensure that buildings in commercial and mixed-use areas provide roofs that appear primarily horizontal from the street; provide continuous storefronts along the sidewalk; and prohibit parking lots between building and the street.
- Maximum Heights: on Memorial Drive (limit to be 66'-0") Height limit is 76' at Hill Street and Boulevard intersections at areas adjacent to commercial or mixed-use structures. At side streets height limit is 45 feet. Interior block height requirements are to be determined by transitional height plane.
- Building Set-backs: Build to street line, 15'-25' from curb at major streets, 15' or less to match existing patterns at interior streets.
- Provide buildings that create a pleasant scale by requiring buildings to define the public street, like walls define a room and ensuring that balconies, porches, etc. provide articulation but do not destroy the delineation of the street.
- Building Conditions - Support homeowners who want to make improvements that reduce occurrences of substandard, deteriorated, and dilapidated structures.
- Building Conditions - Utilize renovation or redevelopment to reduce occurrences of substandard, deteriorated, and dilapidated industrial or commercial structures.
- Building Pattern Policies - Use the residential building disposition in historic neighborhoods as models for new buildings in proposed multifamily areas. Multifamily buildings not in nodes should be built to within 15 feet of the sidewalk.
- Building Pattern Policies - Use residential building disposition in historic neighborhood as a model for new buildings in proposed single-family areas.
- Building Pattern Policies - Use the sidewalk-oriented pre-World War II building disposition in historic neighborhood centers as models for new commercial or mixed-use buildings. Buildings in centers should be built up to the sidewalk and should be connected to form a continuous wall.
- The establishment of an architecturally similar arcade element (series of arches, roofed, with areas/shops in the spaces between the arches) at the base of all new buildings along Memorial Drive, MLK Drive, Hill Street and Boulevard.
- Preserve and protect neighborhoods by requiring that new development complement the existing neighborhood, by creating transitions between single family housing/low-rise development and taller buildings and commercial properties, and by offering programs and assistance to help at-risk households remain in the community.
- Preserve single-family detached residential neighborhoods against encroachment by nonresidential or incompatibly scaled residential development.
- Promote and emphasize neighborhood conservation.
- Provide neighborhood scaled development.
- Revise zoning; implement overlay zoning; or create parallel zoning. Allow densities and/or mixes of uses that are sufficient to promote economically viable development and existing housing development is a practical way to provide housing choice.
- Protect existing single family residential land uses from conversion or redevelopment through supportive zoning.
- Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technical

advances, or to pursue entrepreneurial ambitions.

- Create opportunities for citizens to learn more about community planning and actively encourage their involvement in public decision making.
- Encourage the clean up and redevelopment of brownfield sites.
- Assess environmental conditions of potential brownfield sites to determine appropriate clean up and redevelopment.
- Form alliances between residential interest and adjacent businesses and institutions.
- Discourage strip commercial development .
- Develop long-range plan for revitalizing existing commercial structures and creating future neighborhood commercial districts.
- Promote residential density near available infrastructure.
- Require the density of proposed redevelopment to decrease away from the corridor to ensure suitable transitions to nearby single family neighborhoods.
- Encourage the dispersal of social service agencies throughout the City, including residential facilities for elderly persons, mentally-and physically -disabled persons, and persons who are undergoing rehabilitation.
- Enhance the international cultural reputation of Atlanta.

Public and Cultural Arts

- Encourage the use of cultural activities and art in all parks and civic projects.
- Collaborate, educate, and advocate with agencies, community groups and corporations to provide all residents of Atlanta with every opportunity to be touched and inspired by the arts and cultural experiences.
- Foster public interest and participation in the arts.
- Educate citizens and public officials as to the value and contribution that arts and cultural events have made and can make to the community.
- Promote local artists involve citizens of all economic and social levels in arts and cultural planning and programming.
- Foster and support local artists and grassroots arts groups such as theater, dance, music, literary, and visual arts organizations.
- Heighten Atlanta's image as one of America's cultural leaders.
- Provide technical assistance to artists and organizations for the purpose of enhancing their impact on the community.
- Fully implement the Public Art Master Plan.
- Establish gateways and entry features within the urban landscape.
- Re-design entrance bridges into Grant Park.
- Establish a historic marker program in the study area's historic neighborhoods.

	ABRDP	ASAP	BSFP	TAD	5YWP	MDLCI	SMALCI	COABF	PPDPW	PGREEN	COA CTP	SSRP	PCPMP	GPNCZA	BOZD	BEN	COA PAMP	PPMP	COA CIP	ARC E6	BTIA	RCRTT	DPRCA SPLAN	DPRCA AR	BHIA	AQGTF	BFIA	FEDP	NCEDP	RGBN	MARTA	POGP	COSBP	MDMLK 2001	EARP	GPATS	MACMP	PMCS	JRCRPU	MAQTR	DCAQ	CES	FA EDP	ABDG	ADP
Land Use	X	X		X		X							X			X							X		X				X						X		X	X	X	X	X				
Transportation	X	X			X	X							X												X							X				X		X	X		X				
Parks	X	X		X								X	X			X							X		X				X			X		X		X			X		X			X	
Pedestrian	X	X		X		X							X							X		X											X	X	X			X	X		X				
Greenspace	X				X											X						X	X		X				X			X				X		X	X						
Bicycles		X				X																X										X	X					X	X		X				
Housing		X		X	X							X													X							X		X	X			X		X	X	X			
Transit	X	X		X	X	X										X				X					X						X							X	X		X	X			
Funding		X		X	X											X	X			X			X		X				X						X				X	X	X	X			
Historic Preservation		X											X																			X		X				X	X		X			X	
Economic Development		X		X	X							X	X											X					X			X			X	X					X		X		
Safety and Security	X											X											X	X					X			X				X		X							
Environmental Protection		X						X																	X							X							X		X				
Planning		X																											X									X	X	X	X				
Building Elements		X				X																	X															X	X						
Neighborhood Preservation		X										X													X									X				X	X		X				
Zoning						X							X																								X	X	X	X					
Arts																X							X																						
Public Education		X																					X						X			X									X				
Public Participation																									X											X					X				
Open Space																						X				X						X							X						
Brownfields												X											X						X										X						
Implementation																							X		X															X	X				
Air Quality																									X								X												
Community Building													X												X							X									X				
Development		X				X																							X											X	X				
Infrastructure		X		X																				X																X	X				
Connectivity				X								X																					X												
Design Process																X							X		X					X											X				
Employee Development																							X																						
Governance																X							X					X			X														
Organization																													X											X	X				
Parking																																									X				
Density	X	X																		X														X											
Congestion		X																		X																									
Parcel Policies																																							X						
Social Services		X																																				X							
Access	X																																								X				
Community Assets		X																																											
Cultural																							X																						
Gateways													X										X																		X				
Regional Coordination		X																																						X					
Right-of-Way																																													X
Data Collection																									X																				
Growth Management		X																																											
Interagency Coordination																																								X					
Market Analysis																																									X				X
Community Visioning		X																																											

Table K.1. Summary of Recommendations for Existing Plans and Studies

Opportunities & Challenges

Based upon the detailed existing conditions inventory and analysis covered in the proceeding sections, the following are opportunities and challenges identified for the Boulevard Crossing Subarea organized by Circulation, Greenspaces, and Land Use and Urban Design:

Circulation

- Opportunities:
    - Proximity to I-20 and downtown
    - Arterial street connectivity beneath / under rail line & alternative street routing schemes across at Grant St. and Cherokee Ave. at the BeltLine to relieve Boulevard congestion
    - Bus / Transit corridor along Boulevard
    - Re-establish street grid in Englewood Manor to improve connectivity
    - At grade road crossing at Boulevard with BeltLine & bus / rail. Transfer Point via MARTA Bus Route 97
    - Bus / rail transfer point at Ormewood and BeltLine intersection via MARTA Bus Route 32
    - Bridge improvement projects at Berne Street that include transit stops accessible from the surface street
- Challenges:
    - Topography between Hill St. & Boulevard
    - Rail line disrupts street grid / connectivity & limited accessibility by adjacent residential neighborhoods
    - Collector street accessibility to Boulevard & no bus route continuity along Boulevard
    - Active rail line for part of the BeltLine
    - BeltLine bridge crossing above East Confederate & distance between grade. Will need separated crossings
    - Narrow right-of-way within single family neighborhoods

Greenspaces

- Opportunities:
    - Intensification of Zoo Atlanta at Grant Park
    - Connectivity & direct access with Zoo Atlanta, BeltLine and Grant Park
    - Greenspace connectivity along Grant Street via open industrial frontage due to existing tree canopy
    - Proposed Boulevard Crossing Park
    - Chosewood Park Improvements
    - Existing Chosewood Park expansion into undeveloped adjacent land & greenspace connectivity
    - Greenspace connectivity & park expansion via Intrenchment Creek & utility easement
- Challenges:
    - Utility easement& topography at Boulevard Crossing Park
    - Lack of greenspace opportunities in the Ormewood Park Neighborhood

Land Use and Urban Design

- Opportunities:
    - Potential for mixed use due to proximity to BeltLine
    - Redevelopment of Englewood Manor
    - Redevelopment / rehabilitation of industrial & vacant land
- Challenges:
    - Existing Georgia Power Substation
    - Redevelopment of Englewood Manor area consistent with community values and needs
    - Utility easement bisects vacant land south of Boulevard Crossing Park

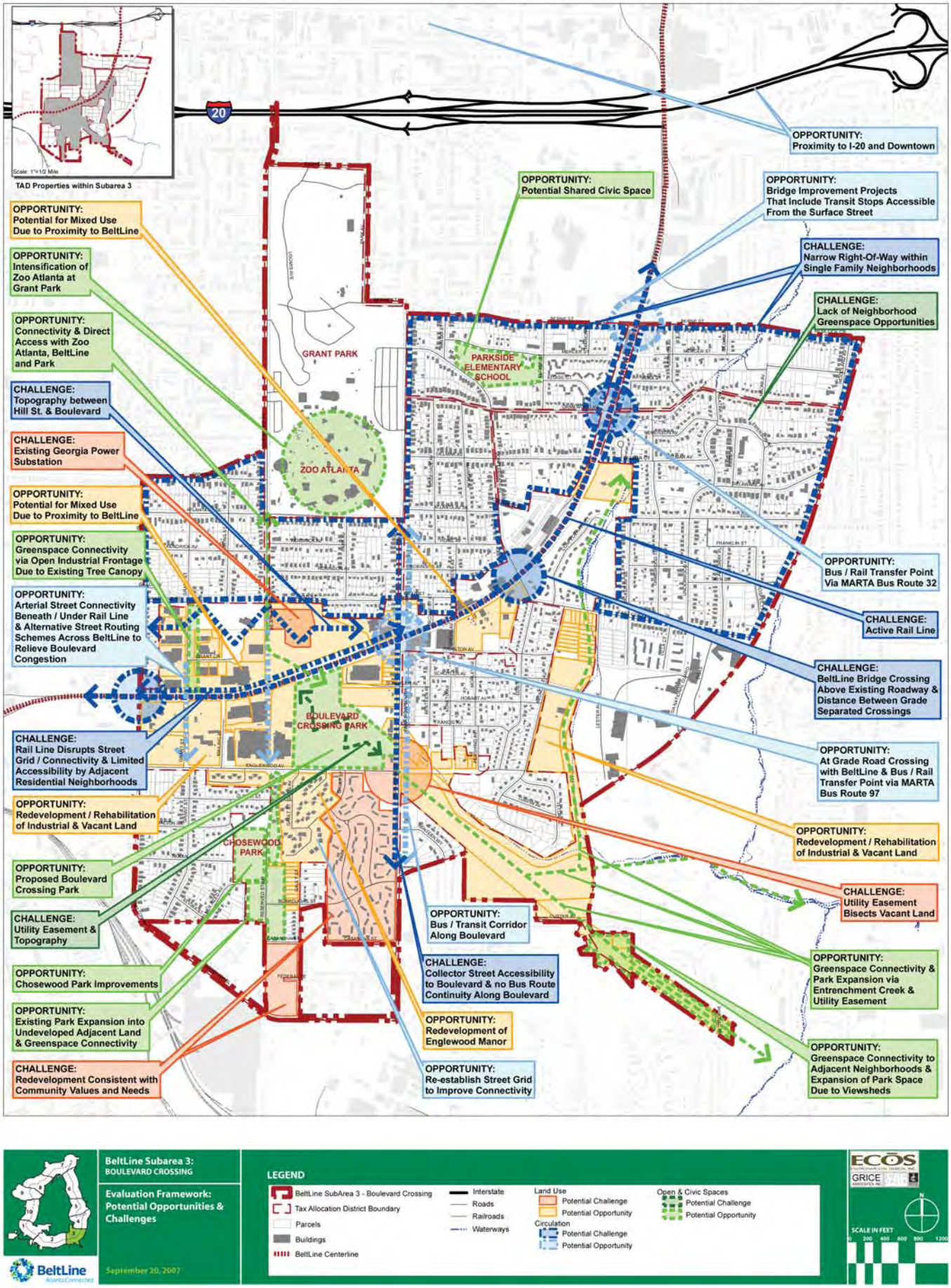


Figure L.1 - Opportunities and Challenges