



Atlanta BeltLine Master Plan

SUBAREA 8 UPPER WESTSIDE-NORTHSIDE PLAN RECOMMENDATIONS

Prepared for
Atlanta BeltLine, Inc.
by AECOM

Adopted by The Atlanta City Council
March 19, 2012

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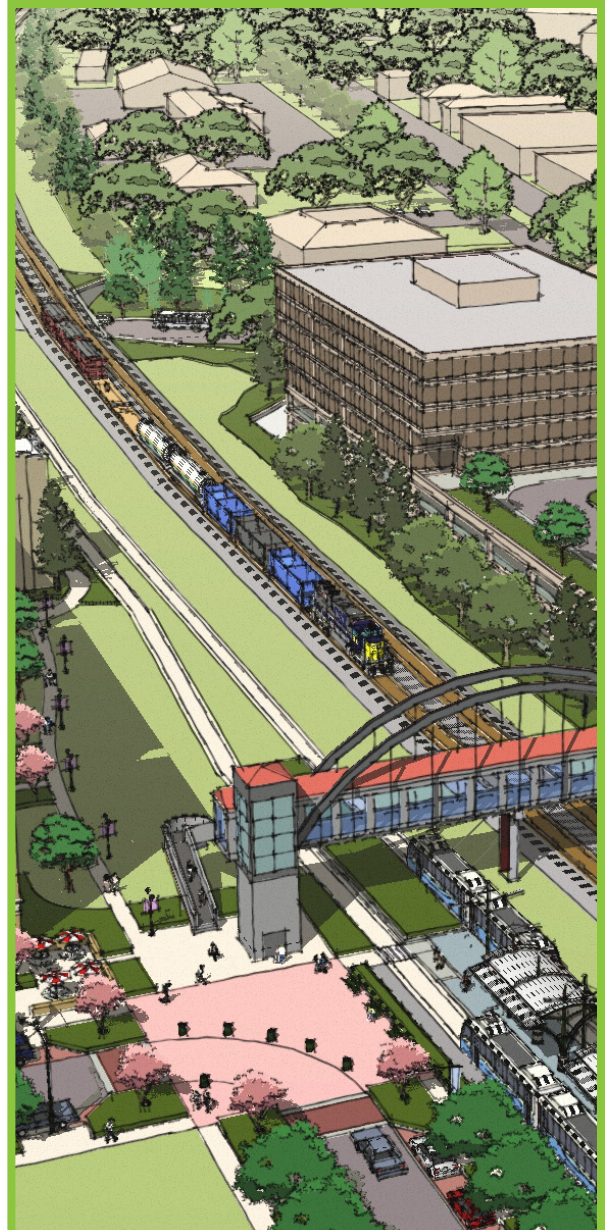
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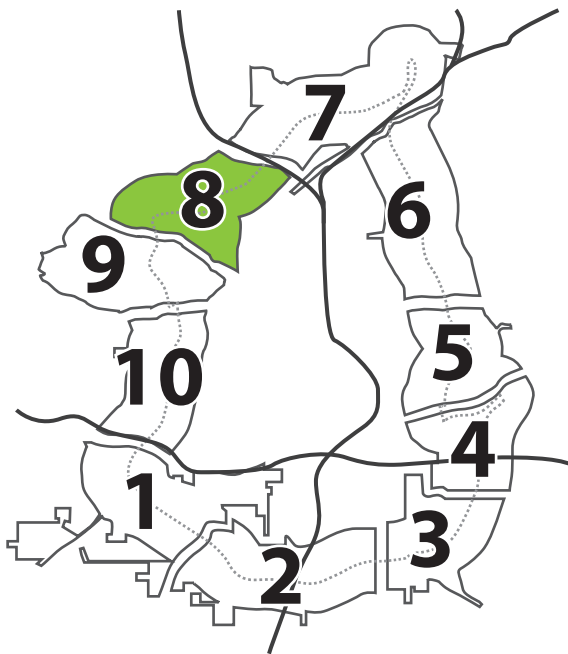
PLAN RECOMMENDATION

Executive Summary

Executive Summary

The Atlanta BeltLine is a comprehensive redevelopment initiative that will integrate greenspace, trails, transit and redevelopment along 22 miles of historic rail segments that encircle the core of Atlanta.

The Subarea 8 Master Plan encompasses the portion of the Atlanta BeltLine in Atlanta's Upper Westside, including the key corridors of Huff Road, Howell Mill Road and Northside Drive. This Executive Summary provides a brief overview of the subarea's planning process and key recommendations on land use and design, mobility, parks and open space, and cultural arts. The complete recommendations and detailed description can be found in the Subarea 8 Plan Recommendations Report.



Atlanta BeltLine SubAreas

Subarea Master Planning Process

In 2005, the Atlanta City Council adopted the BeltLine Redevelopment Plan which created a broad vision for the Atlanta BeltLine and enabled the creation of the BeltLine Tax Allocation District (TAD) as a primary funding mechanism. For planning purposes, the 22-mile corridor was broken down into 10 subareas, with each subarea undergoing a master planning process that integrates land use, urban design, circulation, mobility, greenspace and public art.

The Subarea 8 Master Plan builds on previous planning efforts to refine recommendations and identify public and private projects through a comprehensive public outreach effort. The purpose of the Subarea master plans is:

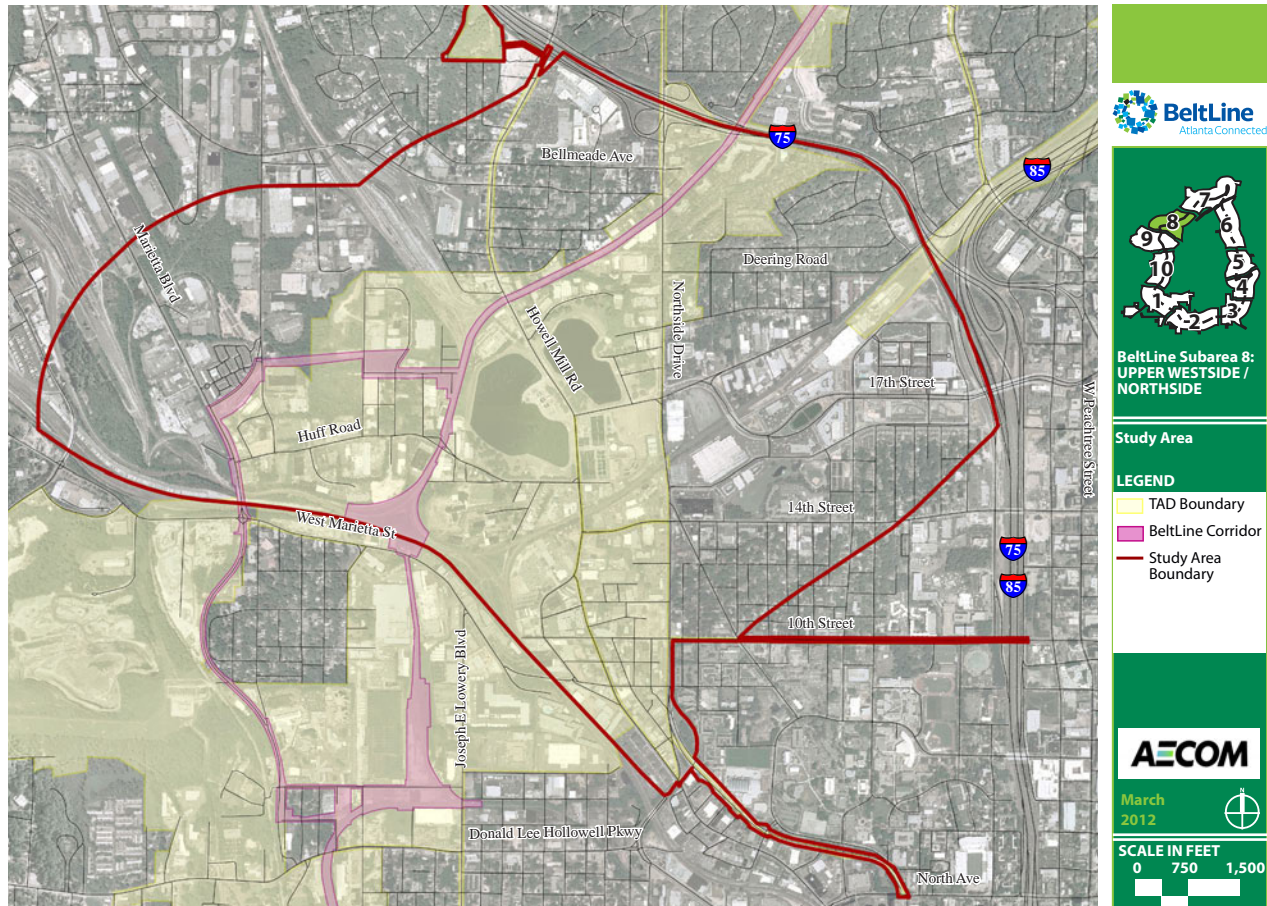
- To update and refine Atlanta BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies.
- To review the land use plan and circulation plan included in the 2005 BeltLine Redevelopment Plan in combination with other land use plans previously completed for the subareas and finalize the land use to be incorporated into the Comprehensive Development Plan.
- To review and refine the new street recommendations for incorporation in the Street Framework Plan and implementation through the BeltLine Overlay Zoning District.
- To better define streetscape, pedestrian and roadway projects and associated cost estimates for high priority corridors necessary to support future development as identified in the Redevelopment Plan and Street Framework Plan.
- To refine projects and programming related to parks and open spaces along the Atlanta BeltLine.

Upon completion of all Subarea Master Plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in individual subareas. This phased process will ensure a uniform approach to implementing projects and an equitable distribution of development across all geographies of the Atlanta BeltLine over time.

Master Plan by their nature are subject to periodic review and changes to reflect changing local conditions, 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, as well as existing physical constraints and opportunities. Accordingly, from time to time, with appropriate community and technical input, this plan may be revisited and adjusted.

Subarea 8 Context

The Atlanta BeltLine Study Area for Subarea 8 extends from I-75 to the north, Home Park, and Georgia Tech to the east, Marietta Street to the south and Marietta Boulevard, to the west. The Tax Allocation District (TAD) is the focus of this study, covering an area that includes key corridors, open spaces, the transit and trail corridors, and potential redevelopment areas. During the planning process, the subarea was further organized into four focus areas centered on the proposed transit stations and existing redevelopment nodes.



Methodology & Community Input

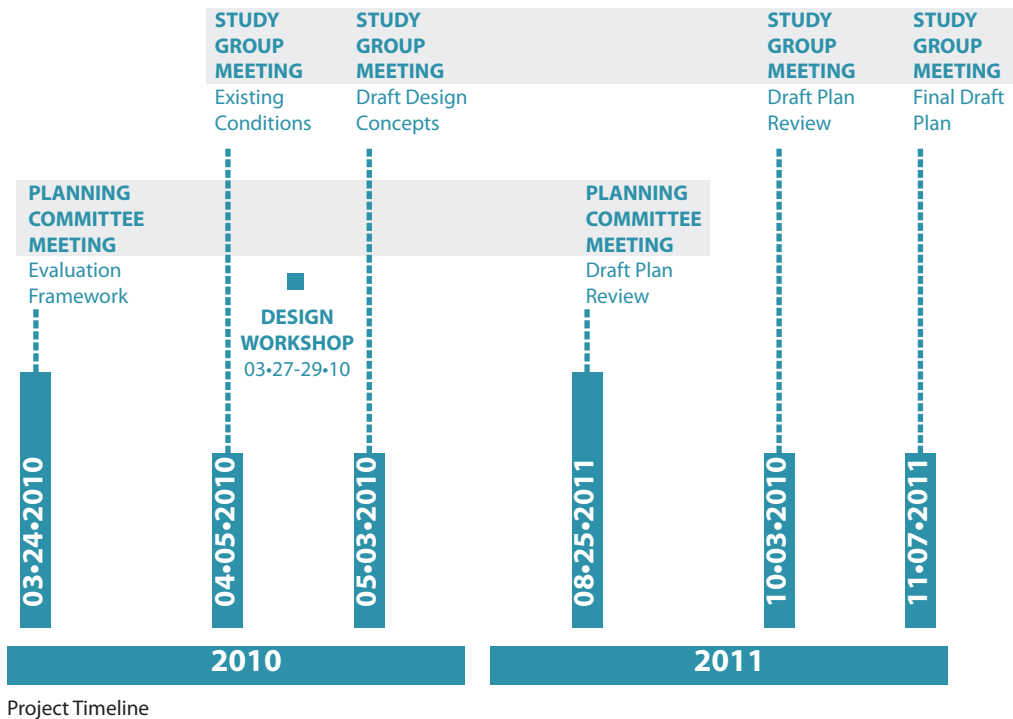
The subarea master planning process supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council in July 2006. This process incorporates the input from area stakeholders through a series of Study Group and Planning Committee meetings, stakeholder interviews, and individual project briefings established exclusively to review and guide subarea planning activities and lead discussions of land use, circulation, mobility and open space. From 2010 to 2011 the public process included a series of six public meetings, stakeholder interviews, and a three-day open house design workshop. Through this process, the community had the opportunity to shape the goals and recommendations of the Subarea Master Plan.

Overview of Subarea Goals and Objectives

The Goals and Objectives were developed by the Subarea 8 Study Group to articulate the desired vision for this area. The community goals are organized into three plan elements: land use and urban design, transportation and mobility, and greenspace and public art. These goals guided the overall master planning process.

Land Use & Urban Design

- Support redevelopment around future transit stations and in targeted areas of change.
- Promote development densities sufficient to support future transit.
- Establish the character & scale of redevelopment based on context, access & neighborhood adjacency.
- Reconnect transforming industrial areas to surrounding assets (e.g. Georgia Tech, neighborhoods, parks, and trails).
- Include a diversity of employment options by integrating new light industrial and other job-generating activities.



Transportation & Mobility

- Increase east-west connectivity.
- Enhance key streets to promote walkability (former industrial streets).
- Maximize connectivity to the BeltLine trail & transit.
- Implement traffic calming on busy neighborhood streets.
- Structure redevelopment to promote connectivity.
- Minimize, to the extent possible, the impacts of truck activity on residential areas.
- Transform elements of the community that are in physical decline.

Community Character & Greenspace

- Provide identity for the area by celebrating its unique historic character and its role in Atlanta's rail and Civil War history.
- Recognize the industrial roots of the area by promoting industrial materials, scale and character.
- Protect the history, character, scale and intimacy of residential neighborhoods.
- Capitalize on the area's unique open space opportunities (e.g. redevelopment sites and Waterworks).
- Enliven and reinforce the area's identity through public art, cultural art, signs and unifying design themes.
- Maximize accessibility to parks, trails, and open spaces.
- Provide adequate open space through new plazas, parks and greenways, as well as the best use of existing parks and open spaces.



A future Howell Mill Road Station Area

Plan Summary: Land Use & Design

The subarea's land use and urban design plan illustrates (page 12) the combined potential of the Atlanta BeltLine to direct private redevelopment, establish needed open space, shape multimodal connectivity, and guide land use.

The development opportunities are focused on the future Atlanta BeltLine transit station areas, the Westside/Marietta Area, and adjacent areas likely to be influenced by development. The plan calls for a range of mixed-use intensity around the transit stations, generally consistent with current land use policy in the City's Comprehensive Development Plan (CDP), to support transit-oriented development within walking distance of each station.

The following section illustrates the key recommendations for the four focus areas.

Elaine/Huff Station

The character of the Huff Road area has dramatically changed in the past ten years. What was historically a small railroad community (Blandtown) surrounded by rail lines and industrial development, is now a growing mixed-use neighborhood. The Land Use and Urban Design Plan for the Elaine/Huff Station area envisions the area's build-out centered on a future Atlanta Belt-

Line Transit Station, a central open space corridor and existing developments. Increased density is focused south of the station and along Huff Road with lower intensity residential development north of the open space corridor.

Key components of the urban design plan include:

- **Huff Road** - The proposed station location south of the power easement highlights the opportunity to create a transit-supportive mixed use neighborhood between Huff Road and the station. New development in this area should have a strong residential component with neighborhood-serving office and retail uses.
- **North Neighborhood** - A large portion of the property north of the open space corridor is under single ownership (Brock Properties) and has been designed to encourage a mix of residential products including single-family, townhomes and apartments to create a distinct neighborhood north of the transit station.
- **Open Space Corridor** - The area north of the proposed station location includes a natural creek, stream buffer, and utility easement that restrict development. The proposed open space corridor utilizes these conditions to provide a significant amount of open space and to serve as an identifi-



A future Culpepper Street is framed by new housing, activated by street level uses, and seamlessly connected to BeltLine Transit and open space.

able and valuable amenity for future redevelopment.

- **The Atlanta BeltLine Trail**- The main Atlanta BeltLine Trail connects east-west along the proposed transit alignment and through the proposed open space corridor. The trail can be flexibly aligned through the open space corridor and will connect to the east via the Culpepper Street bridge over the CSX rail corridor.

Howell Mill Station

The Howell Mill Station area encompasses a diverse mix of uses that includes the Berkeley Park Neighborhood, the Atlanta Waterworks, the Howell Mill Road commercial corridor, and a mix of small-scale light industrial uses. The Land Use and Urban Design Plan for the Howell Mill Station area is focused on the Trabert Avenue corridor and redevelopment opportunities along Howell Mill Road and Northside Drive surrounding the Atlanta Waterworks site.

Key components of the urban design plan include:

- **Howell Mill Road and Trabert Avenue** - Existing light industrial properties are envisioned to redevelop into medium-density mixed-use residential and retail that capitalizes on access to transit and the proposed public open space along the Waterworks site.
- **Northside Drive** - The Northside Drive corridor is envisioned as a higher intensity mixed-use corridor with office, residential and retail development. The western side of the corridor runs along the Waterworks site and has the potential to front on this future public open space amenity.
- **Waterworks** – The Waterworks site serves as the central open space of this station area and connects the larger open space corridor to the west and east. The open spaces surrounding the reservoirs are envisioned as publicly accessible, passive green spaces with select trails and paths connecting the site's unique and picturesque viewpoints. The Atlanta BeltLine has begun preliminary discussions with the City's Department of Watershed Management to explore possible public access scenarios.
- **Trabert Open Space** - The Trabert Open Space is a linear open space that provides a "window" to the Atlanta BeltLine from Northside Drive and takes advantage of the natural topography to provide stormwater management.
- **The Atlanta BeltLine Trail** – The Atlanta BeltLine Trail runs along the north edge of the Waterworks reservoirs, parallel to the extended Culpepper Street and Trabert Avenue. A spur trail is proposed along the western edge of Reservoir 2 connecting Huff Road to the main Atlanta BeltLine Trail.
- **Berkeley Park Pedestrian Path** – Connecting from the Trabert Open Space and Atlanta BeltLine Trail, an underpass is proposed under the CSX and BeltLine Transit corridors to provide a pedestrian connection to the Berkeley Park Neighborhood and north to Underwood Hills Park near I-75.



The above Illustrative Urban Design Plan focuses redevelopment opportunities along Howell Mill Road, Northside Drive and the Atlanta Waterworks. Development includes a residentially focused mixed use.

Northside Station

The Northside Station area is at the interchange of I-75 and Northside Drive and includes a mix of office, multifamily residential, and retail surrounded by single-family residential neighborhoods. The Plan for the Northside Station area envisions higher intensity development at the station area supporting mixed density residential adjacent to the Loring Heights neighborhood. The restoration and enhancement of the existing creek creates a central open space corridor through the station area.

Key components of the urban design plan include:

- **Atlanta BeltLine Transit Station** – The transit station is located east of Northside Drive in order to place it central to future redevelopment opportunities and away from the highway character of Northside Drive.
- **Mixed Density Residential** - Redevelopment of properties south of the creek should include a mix of housing products including: single-family, townhomes and multifamily residential buildings.
- **Transit Supportive Employment Use** – New office and mixed use development north and south of



This illustrative image portrays a bird's eye view of a future Northside Station looking west toward Northside Drive and Berkeley Park. A pedestrian bridge connects the Atlanta BeltLine Station and Trail to Northside Drive and Bellemeade Avenue, linking the Berkeley Park and Loring Heights neighborhoods together. Future office and mixed-use development is focused around the station and oriented to new parks and open spaces to create an active and multi-modal center for employees and residents.

the station, provides a concentration of employment uses that can be served by future Atlanta BeltLine Transit.

- **Central Open Space Corridor** – The restored and enhanced creek creates a natural public amenity that can serve a range of recreational and open space functions while providing stormwater management for future redevelopment.
- **Atlanta BeltLine Trail** – The Atlanta BeltLine Trail connects to the station via the central open space corridor and then runs under I-75 to link up with the existing trail to the north.

Westside/Marietta

The Westside/Marietta area is a growing urban mixed-use district bordered on the west by the rail corridor and the east by Northside Drive. Recently the area has experienced the development of a growing number of mid-rise (5-9 story) multifamily residential projects that serve young professionals and GA Tech students. The Plan for the Westside/Marietta area envisions a vibrant business, cultural arts, and urban housing district.

Key components of the urban design plan include:

- **Office/Mixed-Use** – The area is well positioned for office/employment development related to economic opportunities tied to Georgia Tech.
- **Northside/Marietta & Lower Westside Park** – The reconfiguration of the Northside/Marietta intersection opens up a valuable development and open space opportunity. This site marks the location of the official surrender of Atlanta to Union forces on September 2, 1864. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential for a new park at this historic location.
- **Tech Parkway Trail** – This connection will create a needed link to this growing area of student housing that is currently separated from the main campus by Northside Drive, and would connect directly to the future Lower Westside Park
- **Residential** – The Westside/Marietta area will continue to see multifamily redevelopment serving to populate this growing mixed-use urban district.

Plan Summary: Mobility

The subarea's unique physical conditions (rail lines, large industrial properties, Waterworks, etc.) have historically limited street connectivity. As redevelopment continues in the area increasing traffic pressure will be placed on a limited network of key streets such as Huff Road, Howell Mill Road, Northside Drive, and Deering Road. The subarea's mobility strategy (page 13) recommends a number of projects intended to: increase overall connectivity and accessibility, improve capacity and operations, enhance pedestrian and bicyclist mobility and enhance transit.

Connectivity & Accessibility Improvements

One of the Atlanta BeltLine's principal objectives is to enhance connectivity throughout the city and to promote access to the corridor from surrounding neighborhoods and activity districts. The primary means of doing this is through additions to the street network: adding redundancy to the network through new streets and roads increases the number of route options available through an area and alleviates the traffic burden that principal thoroughfares and intersections must bear.

Key recommendations include:

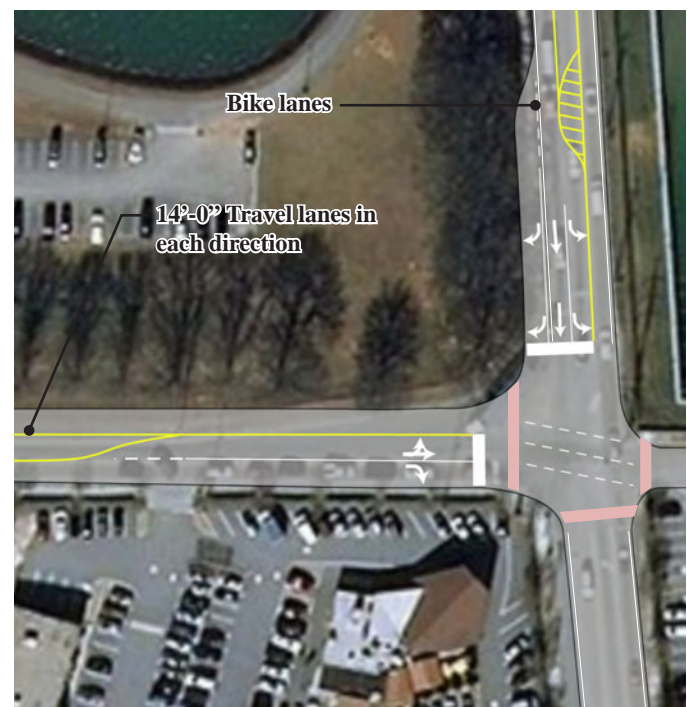
- **East-West Connectivity** - New east-west connectivity is created by connecting and extending Elaine Street, Culpepper Street, and Trabert Avenue. This new connected corridor would link all three stations, provide a street parallel to the Atlanta BeltLine Trail, and create a new connection from Marietta Boulevard to Northside Drive.
- **Northside/Marietta/Tech Parkway** - The plan envisions the potential to reconfigure this intersection to eliminate the high-speed "interchange", create a new and strong multimodal connection to Georgia Tech, and set up a valuable development and open space opportunity.
- **Local Street Connectivity** - A framework of streets and blocks have been established that maximize accessibility around the transit stations and to the trail. These streets serve to shape redevelopment into walkable blocks that can accommodate a range of use and density.

Operational & Capacity Improvements

It is important to consider that one of the key mobility themes of Subarea 8 is the limited options for movement across longer distances in the subarea, especially east or west across the CSX railroad and Howell Mill Drive corridor. With this in mind, many of the operational and capacity improvements are intended to facilitate additional travel demand along the limited number of route options. These improvements come in the form of corridor-length projects to add capacity, optimize traffic operations and increase safety; and strategic intersection-based capacity projects to reduce traffic congestion and delay at the key turning points in the Subarea 8 thoroughfare network.

Key recommendations include:

- **Huff Road/Howell Mill Intersection** - The project proposes widening Huff Road to allow space for two eastbound turn lanes, one to be dedicated to right turns and one to share left-turn and through movements, the latter of which are a negligible volume due to the restrictions on general entry into the Atlanta Waterworks site.



The proposed configuration of Huff Road and Howell Mill Road

- **Howell Mill Road Capacity Improvements at Bellemeade and Chattahoochee** - If and when new development opportunities make it feasible, further capacity improvements should be considered for this extent of the Howell Mill corridor, that includes new left turn lanes to increase storage capacity but continue to provide adequate sidewalk width to ensure a safe and walkable environment.
- **17th Street/Howell Mill Intersection Capacity** - As new development adds traffic, the 17th Street approach to this intersection should add a right-turn storage lane to allow right turns to be separated from lefts, which would use the current single approach lane.

Pedestrian & Bicycle Improvements

The following are recommendations specific to bicycle and pedestrian safety and circulation. Although they may be related to other recommendations and may be tied into the operation of other modes of travel, their primary intent is to serve bicyclists and pedestrians.

Key recommendations include:

- **Bellemeade Pedestrian Bridge** - East of Northside Drive, a pedestrian connection and bridge is proposed to begin at the Northside/Bellemeade Avenue intersection and cross the Atlanta BeltLine corridor in order to navigate a grade change between the corridor's northern and southern edges. This will improve connectivity on the two sides of the corridor and facilitate pedestrian access to and from the Berkeley Park neighborhood. An illustration of the pedestrian bridge is shown on page 8.
- **Neighborhood Sidewalk Additions and Enhancements** - The streets within the Loring Heights and Berkely Park neighborhood should have sidewalks added within public right-of-way where feasible.
- **Howell Mill Road Bicycle Corridor** - The Connect Atlanta transportation plan defined the Marietta Street-Howell Mill Road corridor as one of its Core Bicycle Connections. The lane conversion on Howell Mill Road to a consistent three-lane section (from Chattahoochee to Marietta) allows for the potential inclusion of bicycle lanes.

Transit Improvements

The cornerstone of enhanced transit options is the addition of premium transit on the Atlanta BeltLine corridor itself. In addition to helping to offset the vehicle-based transportation impact of new development, transit provides a strategic connection to major employment centers that are not directly accessible by vehicle trips from Subarea 8, especially Piedmont Park and the Lindbergh Center office and retail district. The opportunity for a one-seat transit ride to these locations, combined with the proximity to such Atlanta BeltLine-led amenities as the Westside Reservoir Park, is likely to increase the overall appeal of this part of the corridor.

Other proposed projects within the Subarea:

- **Northwest Transit Corridor** - Proposed premium transit to Cobb County, connecting the MARTA Arts Center transit station and the Cumberland activity center in Vinings, would potentially pass through Subarea 8 and as such should offer connections, both through an alignment along 17th Street and through stations in Subarea 8, to Atlanta BeltLine transit and new Subarea 8 development.
- **Shuttle and Bus Service** - Atlanta BeltLine, Inc. and the City of Atlanta should continue to work with MARTA and other transit service agencies as redevelopment activity continues in Subarea 8 to realize opportunities for improved transit service, transit amenities and increased ridership.
- **New Amtrak Station** - The Atlanta BeltLine should remain attentive to a potential multimodal transportation facility near the intersection of 17th Street and Northside Drive on the State Road and Tollway Authority-owned site south and west of 17th Street's curve. A new Amtrak Station would enhance Subarea 8 connectivity options through its offering of Amtrak intercity passenger rail service, the aforementioned proposed premium transit service to Cobb County, and local bus and shuttle services.

Plan Summary: Parks & Open Space

Throughout the planning process community members expressed the strong desire to find opportunities for additional parks and open space. The subarea is generally underserved by open space and includes many commercial and industrial areas transitioning into urban neighborhoods with growing open space needs.

The open space vision for Subarea 8 (page 14) establishes a central open space system that parallels the Atlanta BeltLine Corridor, shaping surrounding redevelopment and connecting the greenspace around the Waterworks reservoirs to the surrounding community. Embedded into this open space system are a series of creeks and natural areas, passive and active parks, plazas, and multi-use trails. Each piece of the open space system is intended to be designed to respond to its natural and cultural surroundings, and programmed to serve a variety of functions including ecological, connective and social.

The Atlanta BeltLine Trail, with supporting pedestrian and spur trail connections, links the open space system east to west, providing access and connections across previously insurmountable barriers such as I-75, Northside Drive, Howell Mill Road, and the CSX rail corridor. The open space system also serves as a valuable address and framework for future redevelopment. New development will front its buildings and place active uses along these public spaces, maximizing the economic and social synergies created by this valuable public amenity and adjacent development.

Key recommendation include:

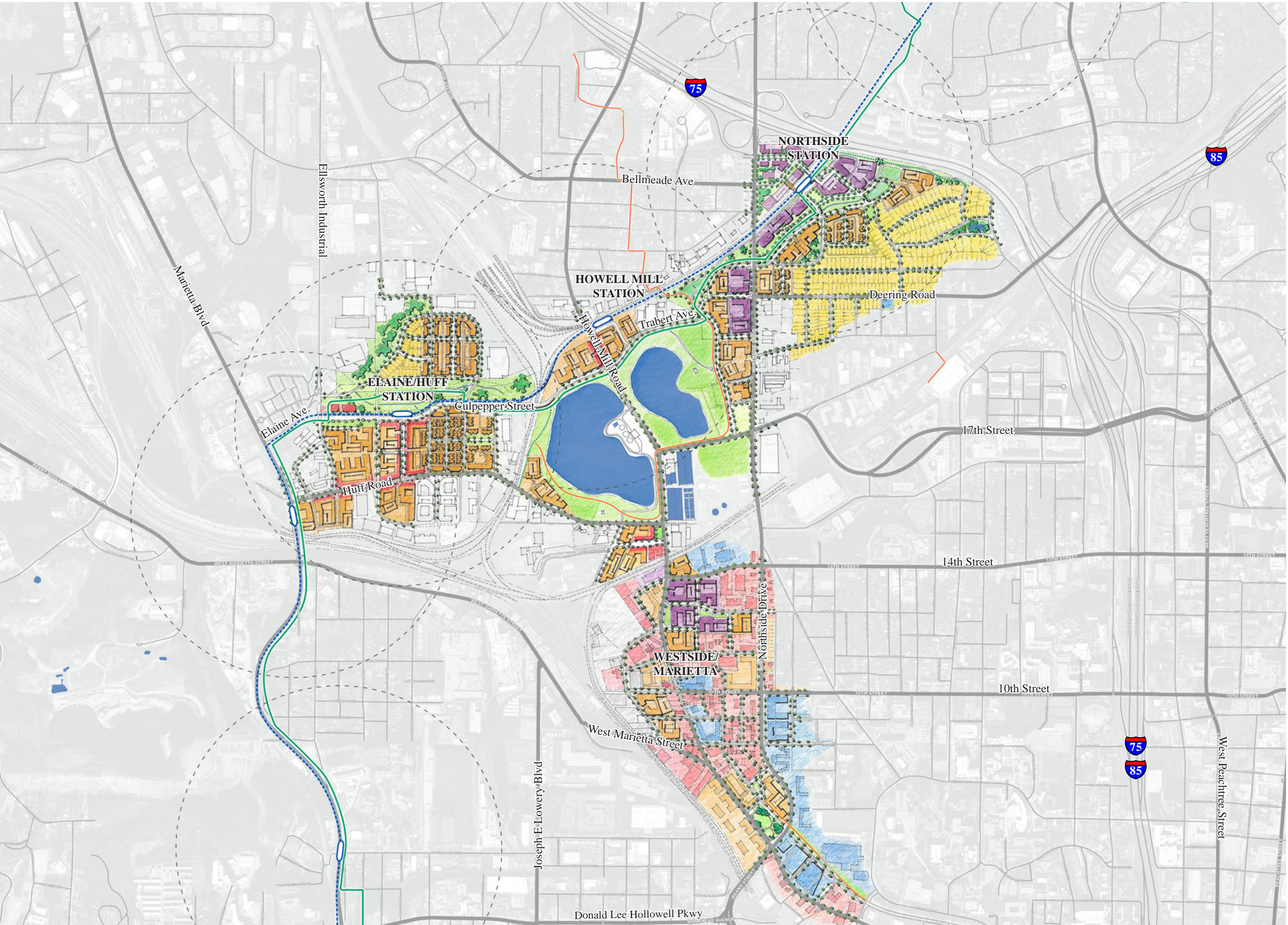
- **Elaine/Huff Station Area Open Space** – Central to the Elaine/Huff Station Area is an open space corridor that runs east-west from Ellsworth Industrial Boulevard to the CSX Rail corridor. This open space corridor is comprised of an existing creek and adjacent utility corridor. The combined stream buffer and utility easement defines an undevelopable swath of land ½ mile long by 300 feet wide, creating approximately 17 acres of potential open space. The resulting open space corridor is framed by future residential and mixed-use development.
- **Waterworks Open Space** – The City of Atlanta's Waterworks site has the potential to provide valu-


able open space. The plan envisions utilizing the land surrounding the reservoirs as passive open spaces for public use with pathways connected to the Atlanta BeltLine Trail.

- **Northside Station Area Open Space** – The central open space feature of the Northside Station area is the restoration of an existing creek that runs from Northside Drive, east under I-75. The resulting linear park creates an organizing public space for future redevelopment and the Atlanta BeltLine transit station. This central park provides for a range of amenities that could include: creek restoration, a transit plaza and a neighborhood park.
- **Lower Westside Park** - The reconfiguration of the Northside/Marietta intersection opens up a valuable development and open space opportunity. This site marks the location of the official surrender of Atlanta to Union forces on September 2, 1864. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential for a new park at this historic location.
- **Cultural Arts** – The plan identifies a diverse set of public art opportunities tied to the Atlanta BeltLine's open space and infrastructure projects ranging from physical art installations to flexible venues for temporary exhibits or performances. This plan is tied to the area's existing historic and cultural resources.



Example of passive open space with pedestrian paths stormwater ponds





BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

ILLUSTRATIVE
URBAN DESIGN
PLAN

LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Single Family
- Multi-family
- Mixed Use
- Institutional
- Commercial
- Parks/Open Space



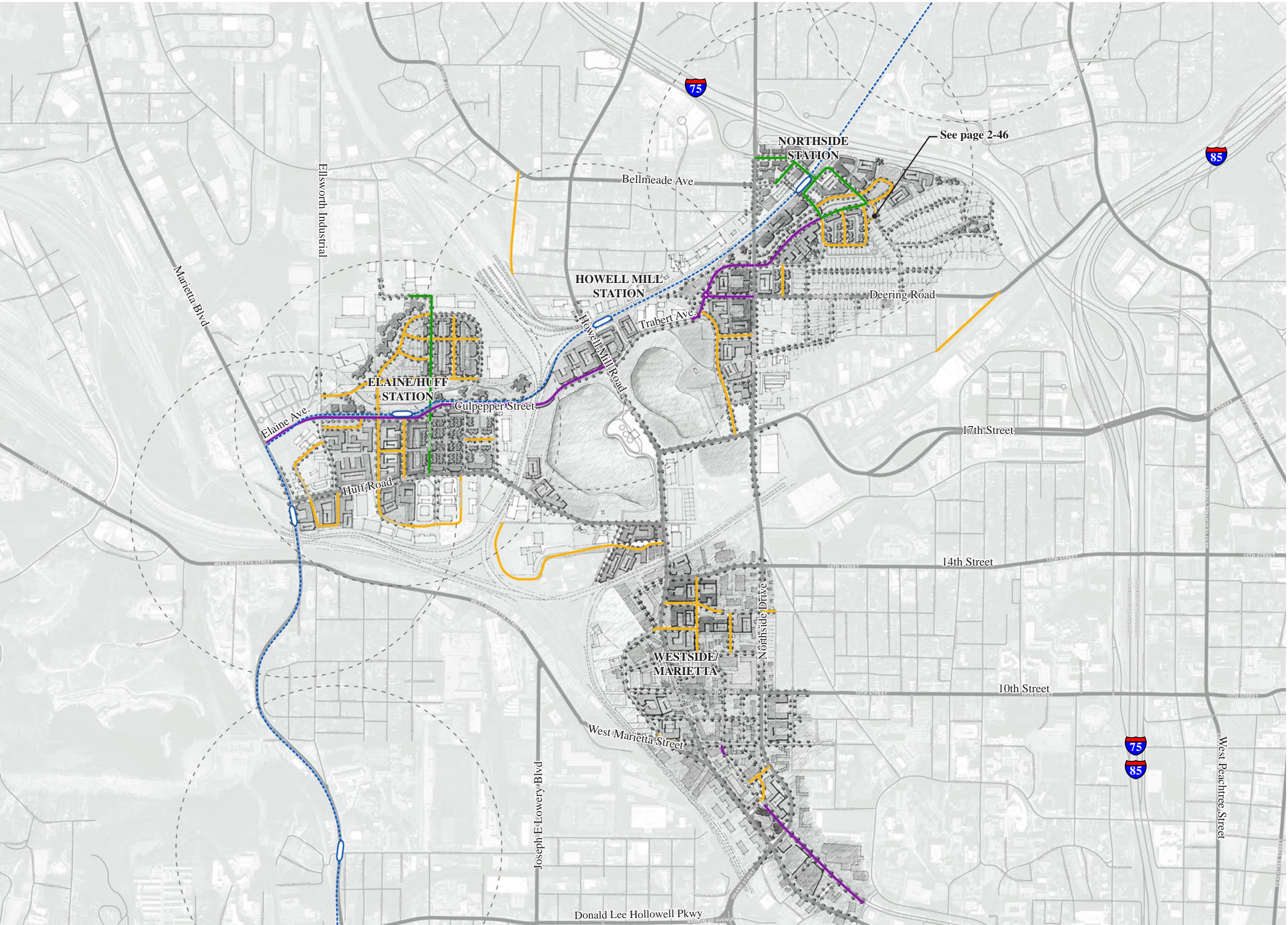
March
2012



Not to Scale

12

SUBAREA 8





BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

STREET
FRAMEWORK

LEGEND

- Selected Transit Alignment
- Street-Residential
- Avenue-Residential
- Avenue-Mixed Use

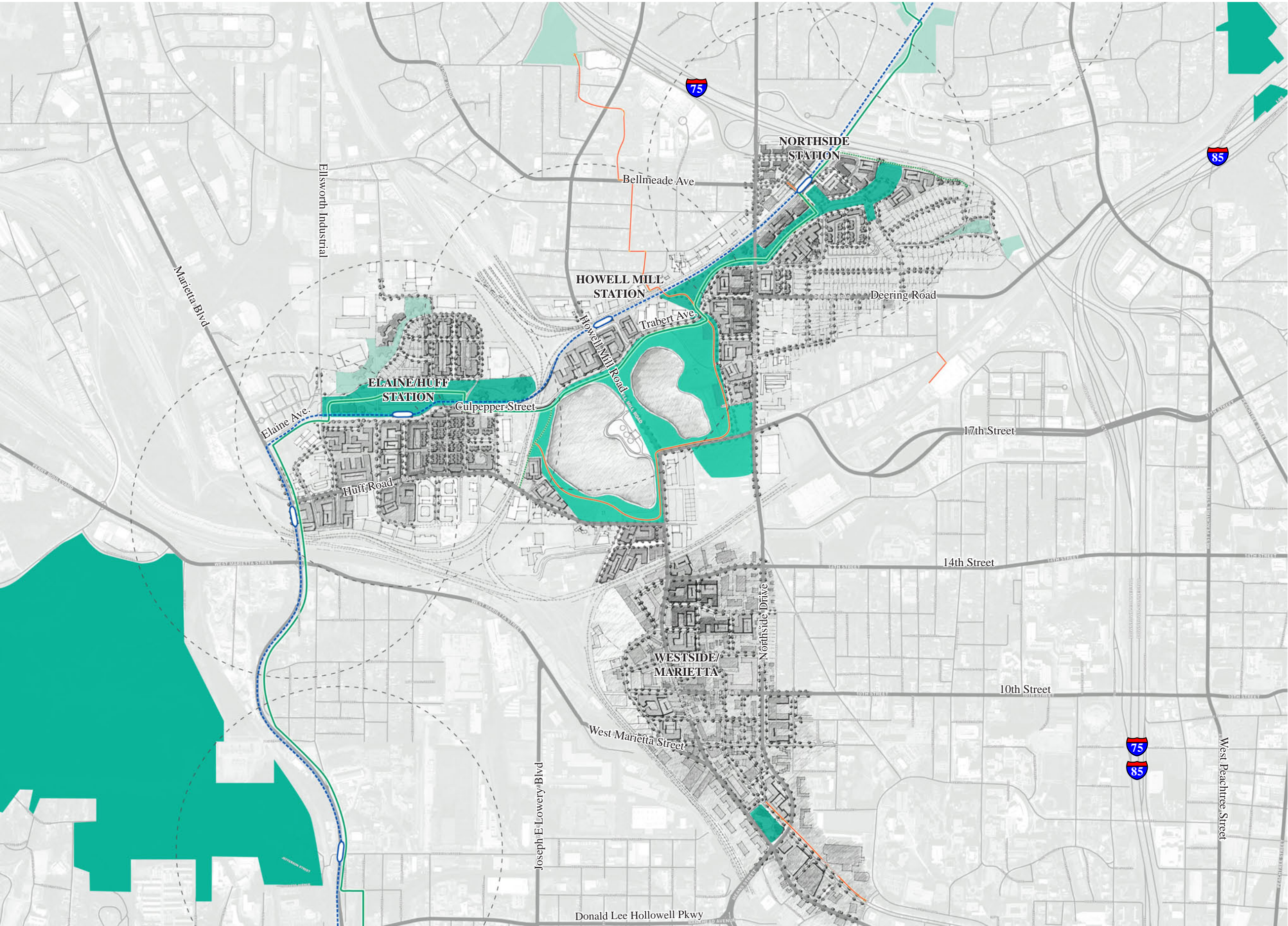


March 2012



Not to Scale

13
SUBAREA 8





**BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE**

**PROPOSED PARK &
OPEN SPACE**

LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Existing Parks
- Proposed Parks
- Proposed Public Access at Water Works



March 2012

Not to Scale





PLAN RECOMMENDATION

1.0 Overview

1.1 Overview

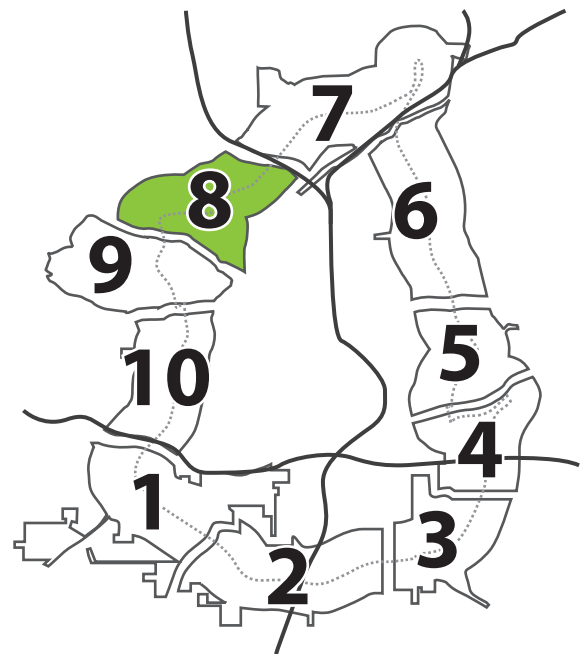
Background

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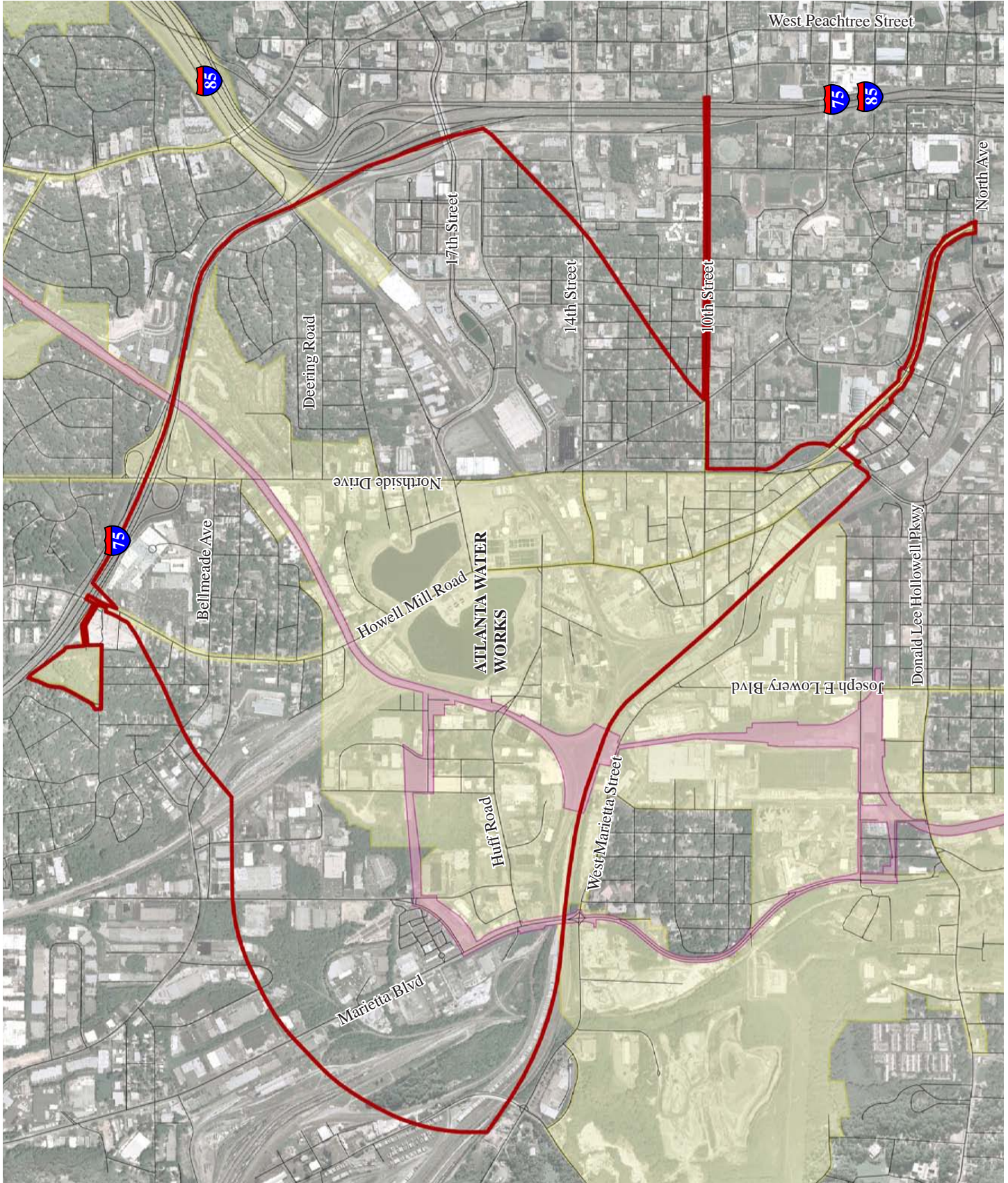
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- To update and refine Atlanta BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies.
- To review the land use plan and circulation plan included in the 2005 BeltLine Redevelopment Plan in combination with other land use plans previously completed for the subareas and finalize the land use to be incorporated into the Comprehensive Development Plan.
- To review and refine the new street recommendations for incorporation in the Street Framework Plan and implementation through the BeltLine Overlay Zoning District.
- To better define streetscape, pedestrian and roadway projects and associated cost estimates for high priority corridors necessary to support future development as identified in the Redevelopment Plan and Street Framework Plan.
- To refine projects and programming related to parks and open spaces along the Atlanta BeltLine.

The Atlanta BeltLine Study Area for Subarea 8 extends from I-75 to the north, Home Park, and Georgia Tech to the east, Marietta Street to the south and Marietta Boulevard, to the west. The Tax Allocation District (TAD) is the focus of this study, covering an area that includes key corridors, open spaces, the transit and trail corridors, and potential redevelopment areas. During the planning process, the subarea was further organized into four focus areas centered on the proposed transit stations and existing redevelopment nodes.



Atlanta BeltLine SubAreas





ACKNOWLEDGEMENTS

The Honorable Mayor **Kasim Reed**

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ACKNOWLEDGEMENTS

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CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Project Manager

CONSULTANT TEAM

AECOM

Market + Main

Danielle Roney

1.2 Guiding Principles

The Guiding Principles were developed by the Subarea 8 Study Group to articulate the desired vision for this area. They are organized into three plan elements: land use and urban design, transportation and mobility, and greenspace and public art. These principles guided the overall master planning process.

Land Use & Urban Design

- Support redevelopment around future transit stations and in targeted areas of change.
- Promote development densities sufficient to support future transit.
- Establish the character & scale of redevelopment based on context, access & neighborhood adjacency.
- Reconnect transforming industrial areas to surrounding assets (e.g. Georgia Tech, neighborhoods, parks, and trails).
- Include a diversity of employment options by integrating new light industrial and other job-generating activities.

Transportation & Mobility

- Increase east-west connectivity.
- Enhance key streets to promote walkability (former industrial streets).
- Maximize connectivity to the BeltLine trail & transit.
- Implement traffic calming on busy neighborhood streets.
- Structure redevelopment to promote connectivity.
- Minimize, to the extent possible, the impacts of truck activity on residential areas.
- Transform elements of the community that are in physical decline.

Community Character & Greenspace

- Provide identity for the area by celebrating its unique historic character and its role in Atlanta's rail and Civil War history.
- Recognize the industrial roots of the area by promoting industrial materials, scale and character.
- Protect the history, character, scale and intimacy of residential neighborhoods.
- Capitalize on the area's unique open space opportunities (e.g. redevelopment sites and Waterworks).
- Enliven and reinforce the area's identity through public art, cultural art, signs and unifying design themes.
- Maximize accessibility to parks, trails, and open spaces.
- Provide adequate open space through new plazas, parks and greenways, as well as the best use of existing parks and open spaces.



PLAN RECOMMENDATION

2.0 Land Use & Urban Design

2.1 Illustrative Urban Design Summary

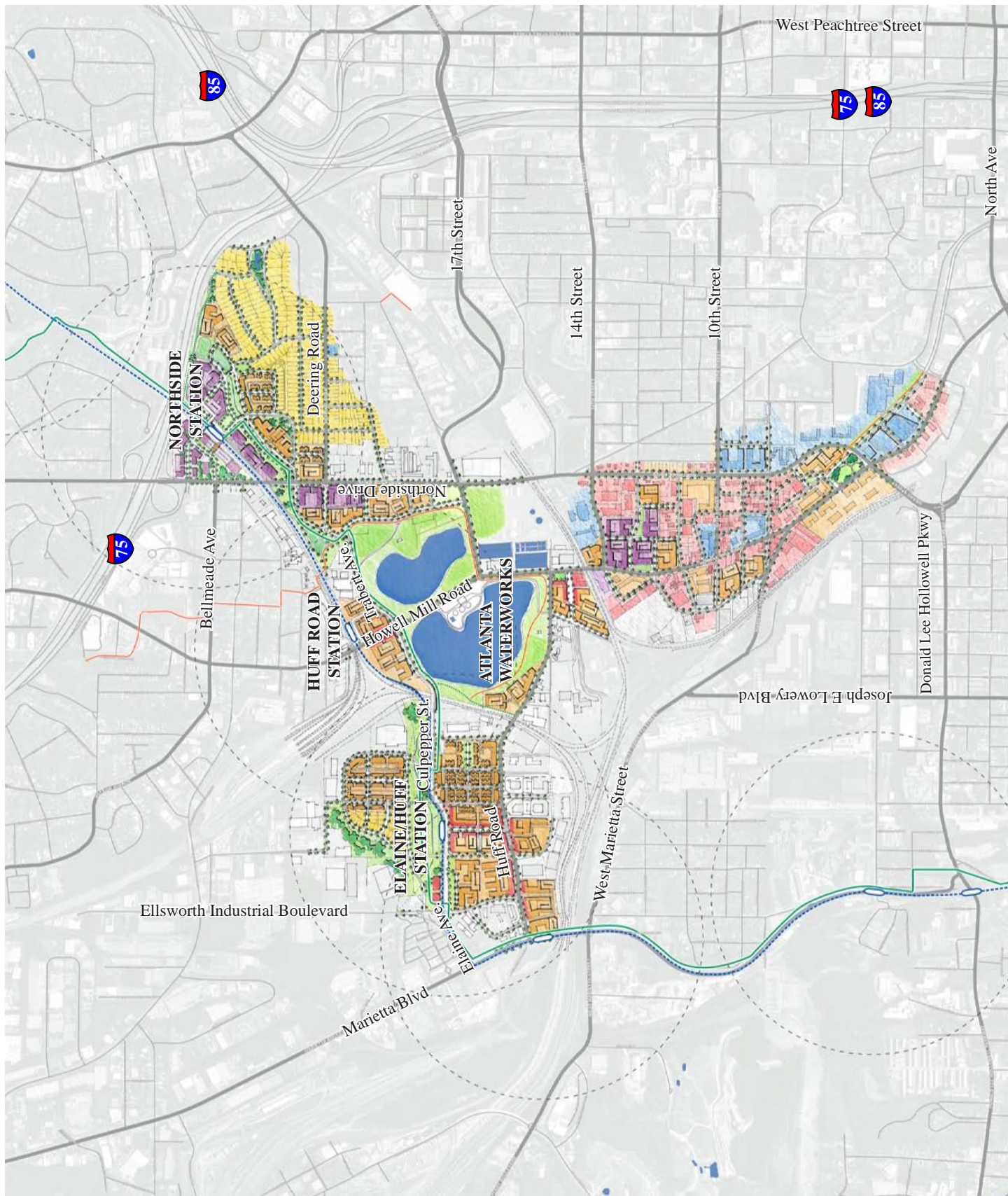
The Illustrative Urban Design Plan describes the proposed character and form of future development in the Subarea. This plan demonstrates the combined potential of the Atlanta BeltLine to direct private redevelopment, establish needed open space, shape multimodal connectivity, and guide future land use. In Subarea 8 these development opportunities are focused on the three future station areas, the Westside/Marietta Area, and adjacent areas likely to be influenced by redevelopment. Key highlights include:

Redevelopment and Urban Design

- **Redevelopment Program** - Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. – January 15, 2008), a conceptual redevelopment program has been developed. This program represents an estimate of the Subarea's 10-year market demand for additional residential, office and commercial development. This program guided the development of the urban design plan, subarea traffic analysis, and land use recommendations.
- **Elaine/Huff Station** – Significant residential redevelopment is envisioned around the station, completing the transformation of this former industrial area into a vibrant, mixed use, and transit supportive neighborhood.
- **Howell Mill Station** – Residential redevelopment opportunities are focused at the station and on select sites around the Atlanta Waterworks, framing this unique open space.
- **Northside Station** – A growing office and employment center is envisioned around this station taking advantage of access and visibility to Northside Drive and I-75.
- **Westside/Marietta** – Planned as an intensified urban mixed-use district that supports a range of housing, employment, commercial, and cultural arts opportunities, all connected more closely to Georgia Tech.

SUBAREA 8 10-YEAR DEVELOPMENT PROGRAM			
AREA	RESIDENTIAL (UNITS)	COMMERCIAL (SQ. FT.)	OFFICE (SQ.FT.)
Elaine/Huff Station Area	965	74,437	17,746
Howell Mill Station Area	810	68,051	23,315
Northside Station Area	1071	57,881	292,292
Westside/Marietta Area	360	116,638	88,209
Outside Station Areas	916	437,709	105,573
Subtotal	4,122	754,716	527,135
Overall Subarea 8 Market Forecast 2020*	4,122	754,716	527,135

* Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. - January 15, 2008)



Street Framework

- **East-West Connectivity** - New east-west connectivity is created by connecting and extending Elaine Street, Culpepper Street, Trabert Avenue and Deering Road. This new connected corridor would link all three transit stations, provide a street parallel to the Atlanta BeltLine Trail, and create a new connection from Marietta Boulevard to Peachtree Street.
- **Northside/Marietta/Tech Parkway** – The plan envisions the potential to reconfigure this intersection to eliminate the high-speed “interchange,” create a new and strong multimodal connection to Georgia Tech, and set up a valuable development and open space opportunity.
- **Local Street Connectivity** – A framework of streets and blocks have been established that maximize accessibility around the stations and to the Atlanta BeltLine Trail. These streets serve to shape redevelopment into walkable blocks that can accommodate a range of use and density.



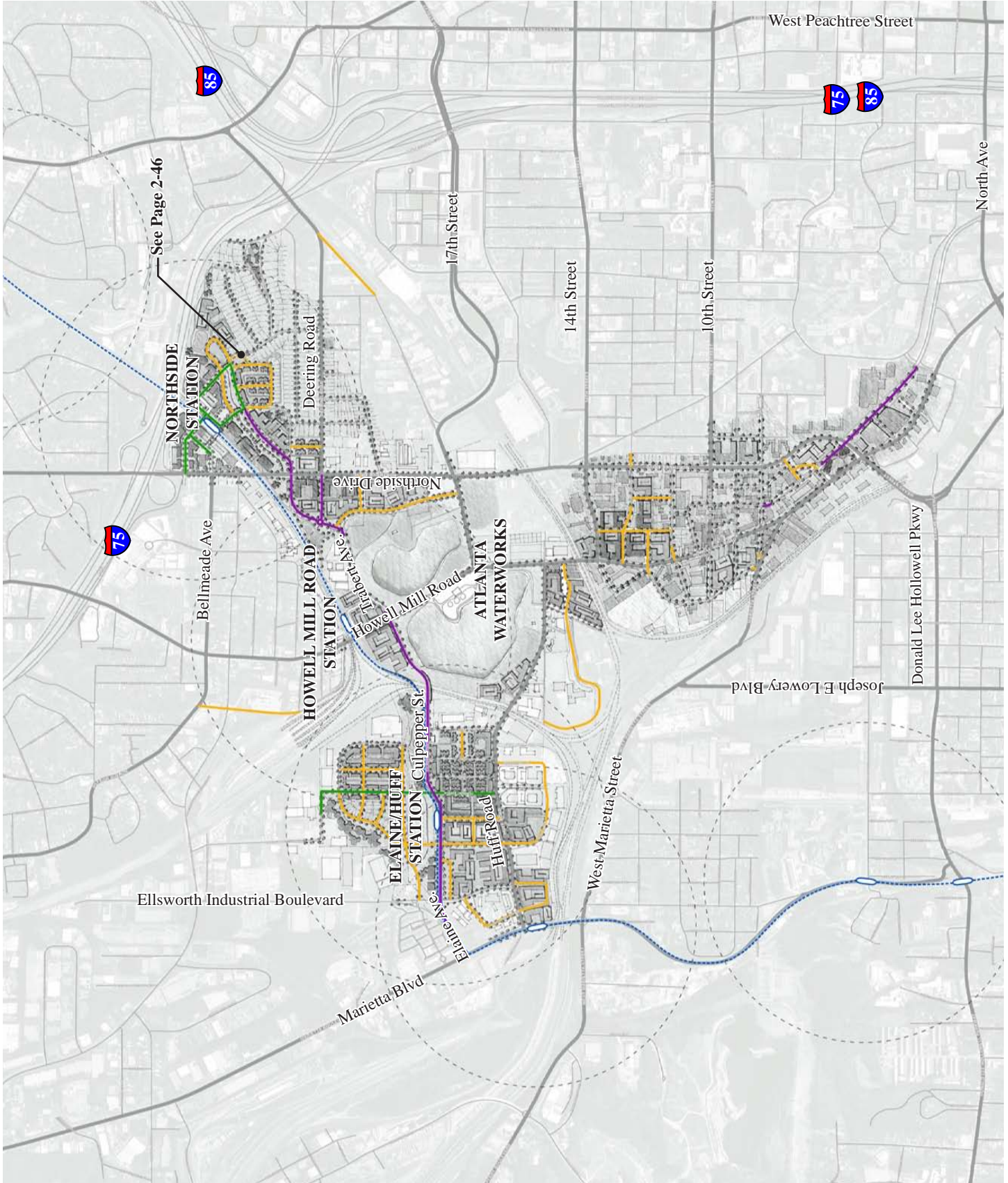
Avenue: Residential



Avenue: Mixed Use



Street: Residential



Open Space

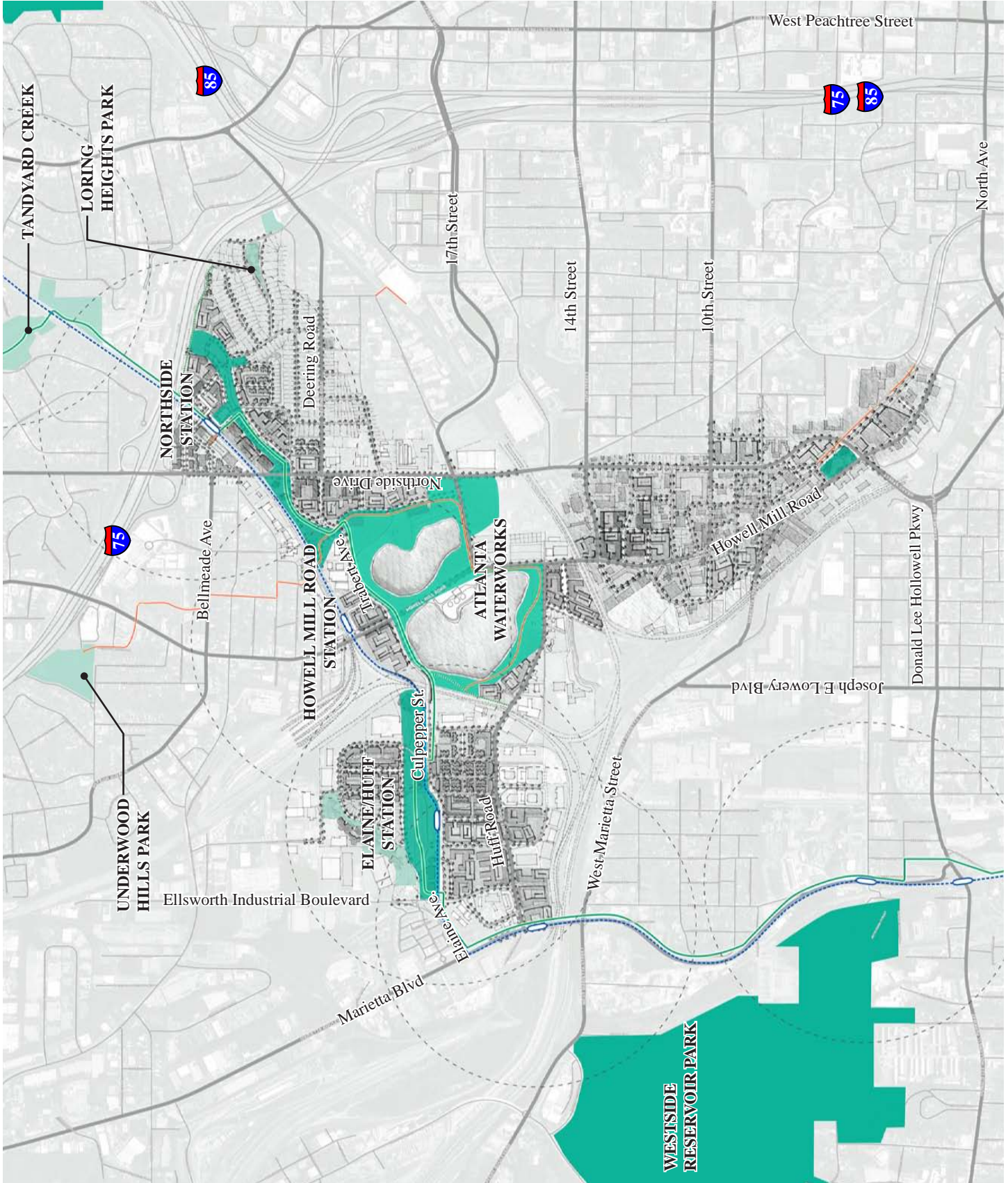
- **Open Space Corridor** – A linear open space corridor is planned that connects the three transit stations through a series of active and passive park spaces that utilize existing City owned lands, creeks and stream buffers, and power utility easements. This corridor adds a significant amount of new open space connected through the Atlanta BeltLine Trail to a wide range of existing neighborhoods and future redevelopment.
- **Waterworks Open Space** – The City of Atlanta’s Waterworks site has the potential to provide valuable open space. The plan envisions utilizing the land surrounding the reservoirs as passive open spaces for public use with pathways connected to the Atlanta BeltLine Trail.
- **Lower Westside Park** - The reconfiguration of the Northside/Marietta intersection opens up a valuable development and open space opportunity. This site marks the location of the official surrender of Atlanta to Union forces on September 2, 1864. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential for a new park at this historic location.



Example of public access and open space around a public reservoir



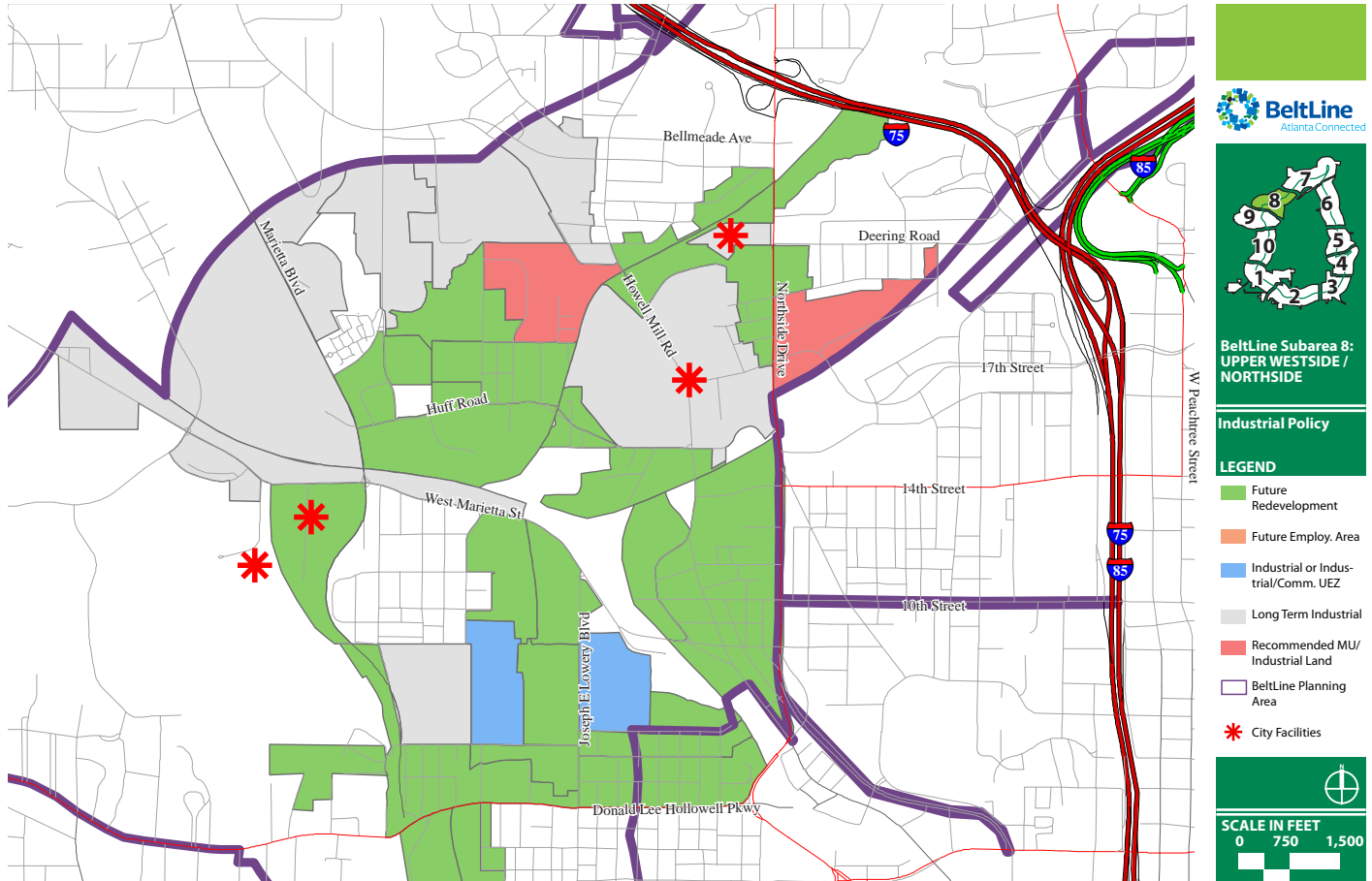
Example linear park with stormwater retention pond and fronting development



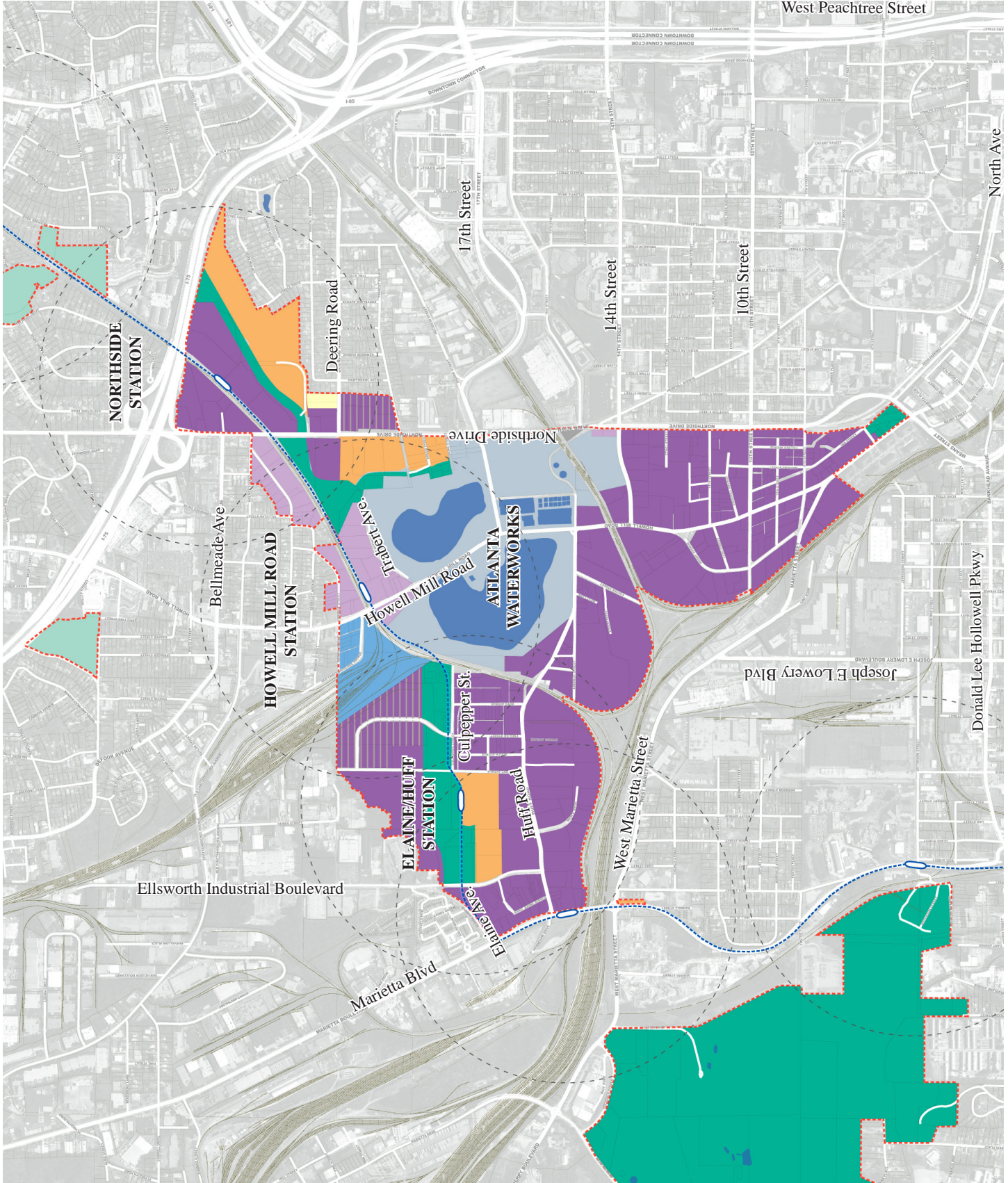
Land Use

- Station Areas & Transit Oriented Development** – The plan calls for a range of mixed-use intensity around the transit stations, generally consistent with current land use policy in the City's Comprehensive Development Plan (CDP), to support transit-oriented development within walking distance of each station.
- Atlanta BeltLine Industrial Policy** – The City of Atlanta and the Atlanta Development Authority (ADA) are concerned over the loss of industrial land and the encroachment of non-industrial uses into industrial areas. ADA and the Department of Planning and Community Development (DPCD) have been crafting a revised industrial policy that strives to protect vital industrial areas, strengthen existing industrial employers, and attract new industries to the City. Redevelopment in this subarea is focused only on industrial properties identified for future redevelopment based on the City's Industrial Policy for the Atlanta BeltLine Planning Area. The

map below identifies the line between industrial preservation and future redevelopment along the northwestern corner of the study area. This line is formed by Marietta Boulevard, Elaine Avenue, the Brock West Town PDMU rezoning boundary, and other parcels served by English and Fairmont Avenues. Property to the north and west of this boundary is part of an industrial preservation district, where industrial zoning should be retained. Property on the Huff Road side of this boundary can be considered for future rezonings to non-industrial districts. A portion of the redevelopment area, described later in the report, is recommended for a new transitional category: "Mixed-use/Industrial." At the time this plan was adopted, this category was under consideration by the City of Atlanta's Office of Planning.



- Mixed Use
5-9 stories
- Mixed Use
Industrial
- Mixed Use
1-4 stories
- Residential
5-9 stories
- Residential
1-4 stories
- Office/
Institutional
- Industrial
- Proposed
Park Space
- Existing
Park Space



- **Storefront Space Plan**– The plan calls for active ground-floor commercial uses in four key areas along the Huff Road and Howell Mill Road corridors. These uses will foster an active environment by providing day-to-day goods and services for the neighborhoods up to 18 hours a day.



Land Use Recommendations

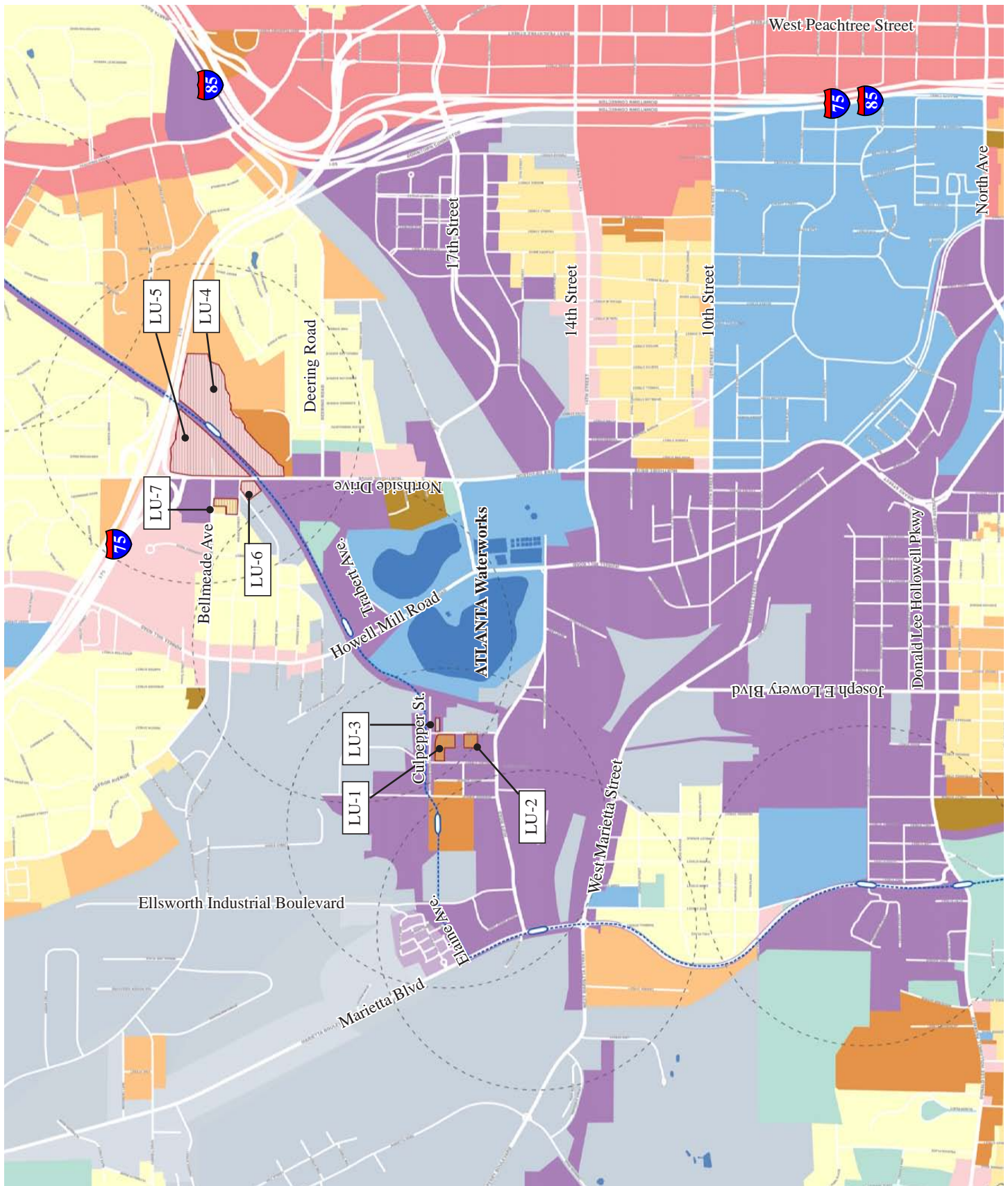
Subarea 8 includes a broad mix of neighborhoods, commercial corridors and industrial areas. The primary Future Land recommendations are for Mixed Use and High Density Residential categories consistent with the transit-oriented development goals of the Atlanta BeltLine. These recommendations are structured to support greater density and walkability within the area. The recommendations include:

- Encourage high density mixed use around proposed Atlanta BeltLine stations and trails.
- Enhance and protect existing single-family neighborhoods.
- Promote new residential development to support proposed open space, including the Atlanta Waterworks site.

ID:	EXISTING FUTURE LAND USE	PROPOSED FUTURE LAND USE	REASON
LU-1	High Density Residential	High Density Mixed Use	Align future land use with adjacent parcel's future land use.
LU-2	High Density Residential	High Density Mixed Use	Align future land use with adjacent parcel's future land use.
LU-3	Industrial	High Density Mixed Use	Align future land use with adjacent parcel's future land use.
LU-4	Low Density Commercial	High Density Mixed Use	Increases intensity and residential uses along proposed open space.
LU-5	Low Density Commercial	High Density Mixed Use	Increase land use intensity with adjacent to proposed transit station.
LU-6	Low Density Commercial	Medium Density Mixed Use	Increase land use intensity and align future land use with adjacent parcel's future land use along Northside corridor.
LU-7	Mid Density Residential	Single Family Residential	Align future land use with adjacent parcel's future land use.

LEGEND

- Selected Transit Alignment
- Proposed Future Land Use Change
- Single-Family Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Low Density Commercial
- High Density Commercial
- Mixed Use
- Industrial
- Office/Institutional
- Open Space



2.2 Elaine/Huff Station

Context

The character of the Huff Road area has dramatically changed in the past ten years. What was historically a small railroad community (Blandtown) surrounded by rail lines and industrial development, is now a growing mixed-use neighborhood. Recent redevelopment of former industrial properties has included a mix of commercial reuse and new multifamily apartments housing a growing population of young professionals. Key trends and conditions include:

- **Residential** - New mixed use and residential development in the area have added over 600 residential units including the Alexan MetroWest, the Apex West Midtown, M West, and Huff Heights projects.
- **Industrial** - Atlanta's industrial policy identifies areas for industrial preservation and areas for continued redevelopment. The primary objective of this policy is to balance the transit-supportive redevelopment goal of the Atlanta BeltLine with long-term protection of industrial opportunities within the City. The Huff Road corridor is an area for continued redevelopment. While Marietta Boulevard, Ellsworth Industrial Boulevard, and Chattahoochee Avenue are permanent industrial districts where the industrial zoning should be maintained.
- **Open Space** - There is currently no dedicated public open space within the station area. The existing natural features and utility easement provide a framework for future open space.



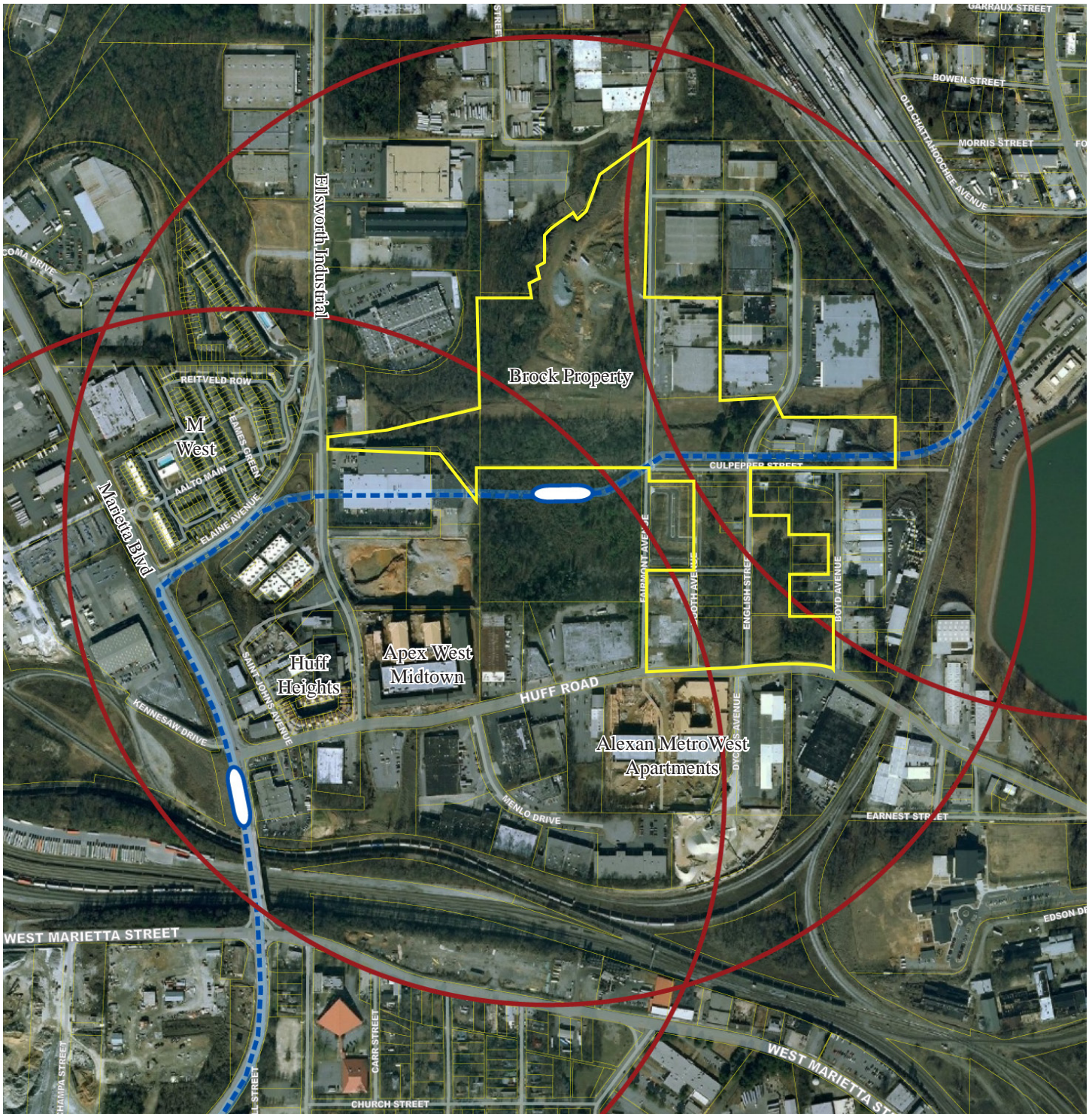
View of Huff Road - new multifamily residential



View of Huff Road - industrial and vacant land



New multifamily residential - increased density and pedestrian-friendly



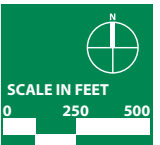
BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

ELAINE/HUFF
STATION AREA

LEGEND

- Selected Transit Alignment
- 1/2 Mile Station Area

AECOM



Redevelopment and Urban Design

The Illustrative Urban Design Plan for the Elaine/Huff Station area envisions the area's build-out centered on a future Atlanta BeltLine Transit Station and central open space corridor. Increased density is focused south of the station and along Huff Road with lower intensity residential development north of the open space corridor. Key components of the urban design plan include:

- **Huff Road** - The proposed station location south of the power easement highlights the opportunity to create a transit-supportive mixed use neighborhood between Huff Road and the station. New development in this area should have a strong residential component with neighborhood-serving office and retail uses along Huff Road and the new north-south street connecting to the station. Development should frame the proposed open space along Elaine/Culpepper Street corridor to create a valuable residential address.
- **North Neighborhood** – A large portion of the property north of the open space corridor is under single ownership (Brock Properties) and has been designed to encourage a mix of residential products including single-family, townhomes and apartments to create a distinct neighborhood north of the transit station.
- **Open Space Corridor** - The area north of the proposed station location includes a natural creek, stream buffer, and utility easement that restrict development. The proposed open space corridor utilizes these conditions to provide a significant amount of open space and to serve as an identifiable and valuable amenity for future redevelopment.
- **The Atlanta BeltLine Trail**- The main Atlanta BeltLine Trail connects east-west along the proposed transit alignment and through the proposed open space corridor. The Atlanta BeltLine Trail can be flexibly aligned through the open space corridor and will connect to the east via the Culpepper Street bridge over the CSX rail corridor.

Redevelopment Program

Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. – January 15, 2008), a conceptual redevelopment program has been developed for the station area. This program represents an estimated station area allocation of Subarea 8's 10-year market demand for additional residential, office and commercial development. This program guided the development of the urban design plan, subarea traffic analysis, and land use recommendations.

ATLANTA BELTLINE SUBAREA 8 10-YEAR DEVELOPMENT PROGRAM			
AREA	RESIDENTIAL (UNITS)	COMMERCIAL (SQ. FT.)	OFFICE (SQ.FT.)
Elaine/Huff Station Area	965	74,437	17,746
Overall Subarea 8 Market Forecast 2020*	4,122	754,716	527,135

* Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. - January 15, 2008)



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

ELAINE/HUFF
STATION AREA
ILLUSTRATIVE

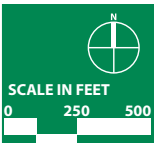


LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Single Family

- Multi-family
- Mixed Use
- Institutional
- Commercial
- Parks/Open Space

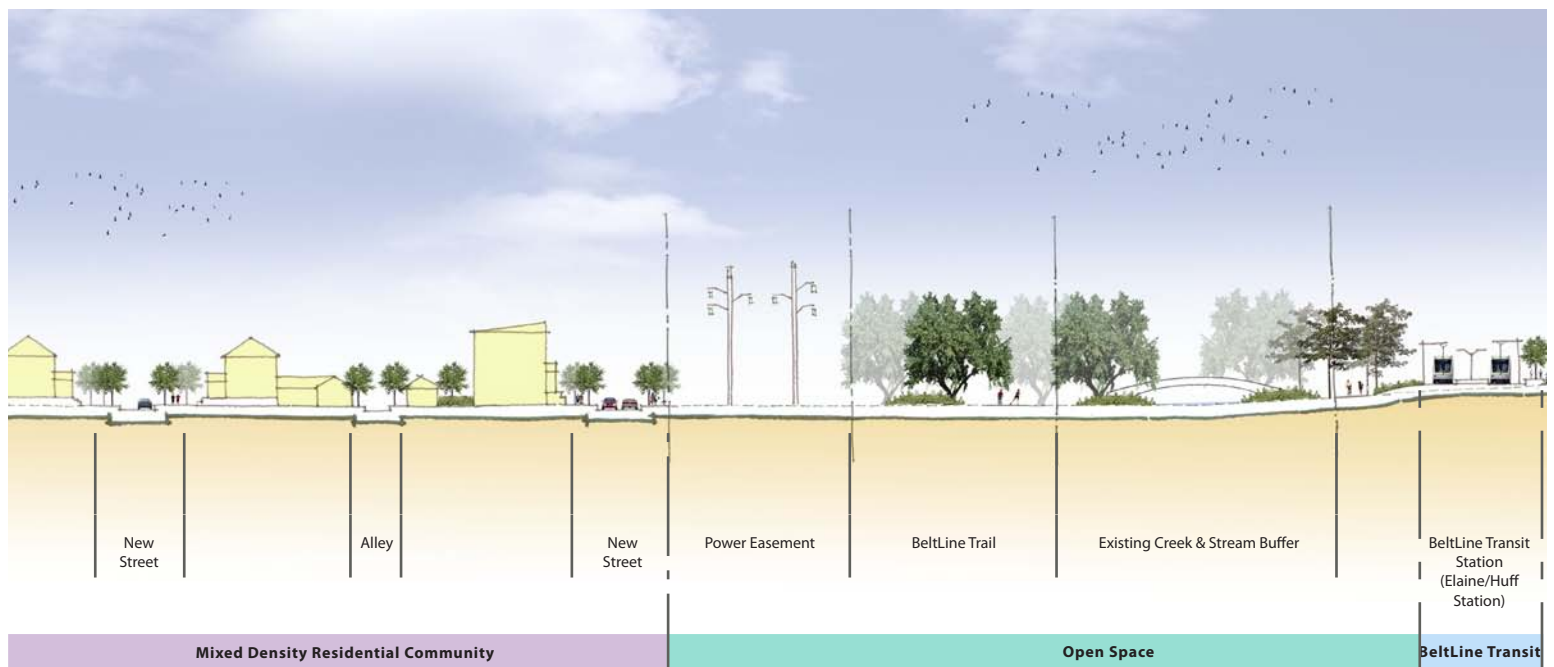
AECOM



Redevelopment Character

The site cross-section illustrates the scale and intensity of development envisioned around the station. Key recommendations include:

- Development south of the transit corridor should be higher intensity and range from 5-9 stories in height.
- Development north of the open space corridor should generally be lower intensity (reflecting its limited access) and include a mix of residential products from single-family, townhomes and multifamily apartments.
- Active ground floor retail should be concentrated along Huff Road, the new north-south street between the transit station and Huff Road, and adjacent to the transit station along Elaine/Culpeper Street corridor.
- Parking should be internal to the development and take advantage of existing topography.
- New development should front along the open space and transit corridor.





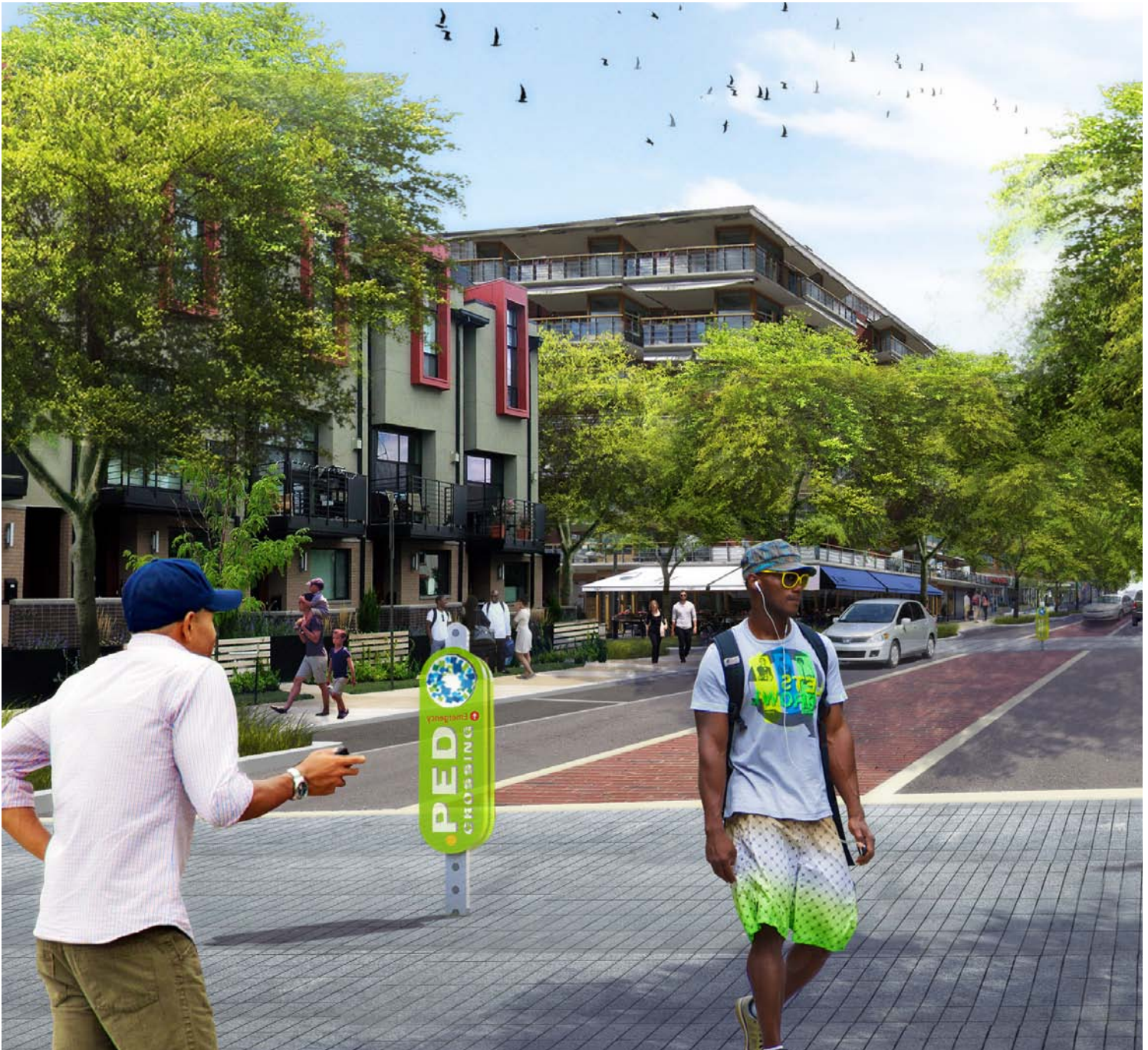
Mixed Density Residential Community

A Future Culpepper Street

This illustrative image portrays the intended future character of the Elaine/Huff Station area. Looking west along a redesigned Elaine/Culpepper Street corridor, this vibrant street is framed by new housing, activated by street level uses, and seamlessly connected to Atlanta BeltLine Transit and open space. The open space corridor serves as the neighborhood's "front yard" providing for passive recreational uses, active civic events, public art, and ultimately a place for Atlanta BeltLine Transit and Trail.



Existing view of Culpepper Street



A future Culpepper Street with transit



A future Culpepper Street with open space corridor before transit



Transit Alignment Options

There are two alignment options available for Atlanta BeltLine Transit through the open space corridor contingent on further engineering analysis. Both alternatives can occur within the framework outlined in the illustrative urban design plan.

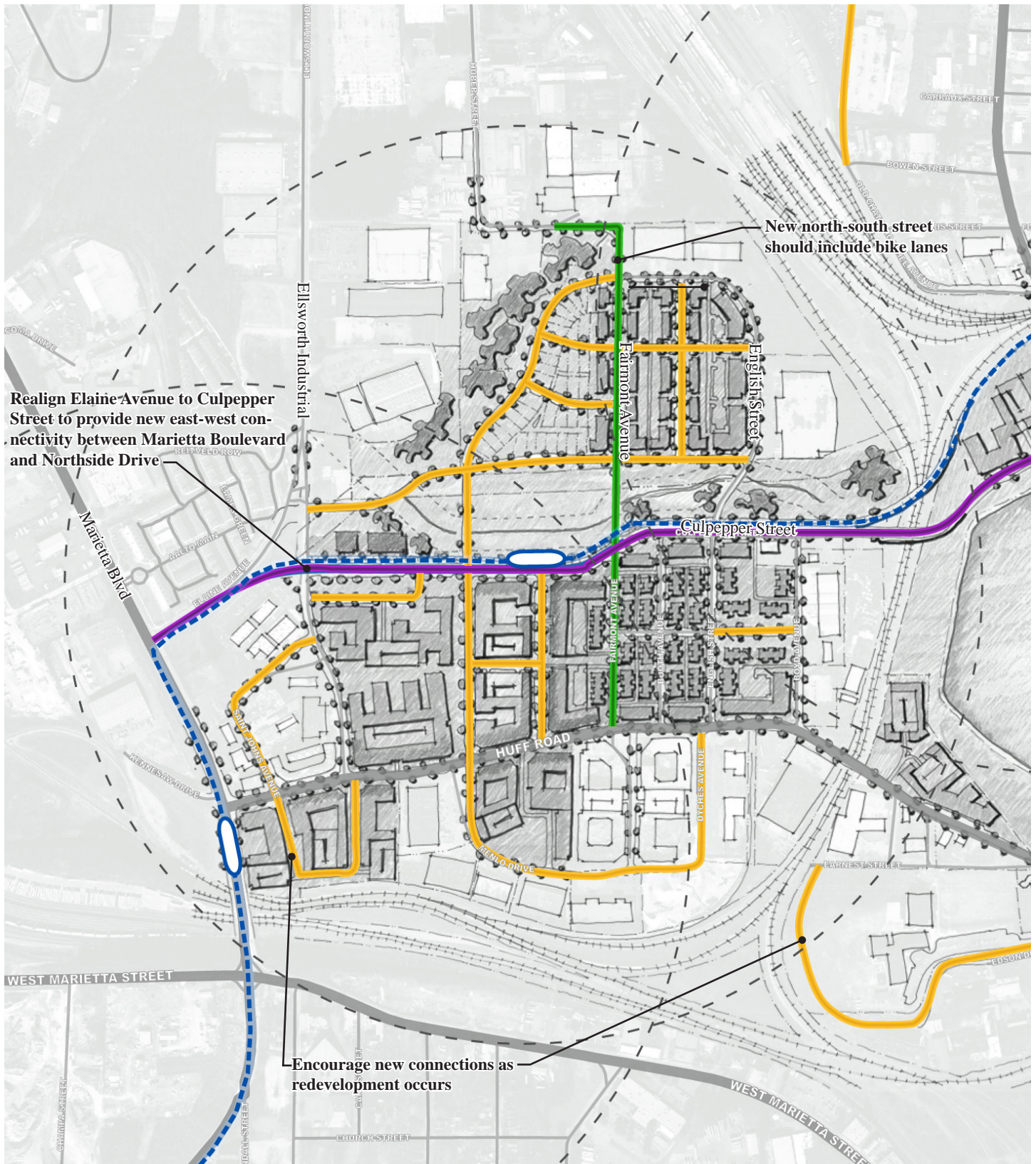
- **Option 1: South of Creek** - Option 1 places the station closer to Huff Road and potential development opportunities and aligns the transit corridor adjacent to the Elaine/Culpepper Street corridor. This option stays south of the creek and stream buffer and does not interfere with the utility easement.
- **Option 2: Between Utility Easement and Creek** - Option 2 places the station between the utility easement and creek stream buffer. This option minimizes needed transit right-of-way but places the station away from redevelopment in the center of the open space corridor.
- **Elaine/Culpepper Street corridor extension** - The construction of a new east-west connection between Marietta Boulevard and Northside Drive will provide needed east-west connectivity and a parallel alternative to Huff Road. In this station area, the connection is created by extending Culpepper Street west to Ellsworth Industrial Boulevard/Elaine Avenue and east over the CSX rail corridor to Howell Mill Road. This new street creates an active and public edge to the proposed open space corridor that will also include the Belt-Line Transit and Trail alignments.
- **New Residential Streets** - A framework of new streets will improve overall connectivity within the station area by structuring a series of walkable urban blocks. These new streets will maximize internal connectivity to the transit station, trails, open space and neighborhood supporting retail and office uses.
- **Fairmont Avenue Connection** - A new north-south connection from Huff Road to Chatahoochee Avenue is created by extending Fairmont Avenue to Huber Street. This extended connection provides a parallel connection to Ellsworth Industrial Boulevard and an additional connection north from the station area.

Street Framework

An increasing amount of traffic has been placed on the Huff Road corridor as a result of the area's existing industrial uses, new residential development, and limited connectivity. This plan provides a framework for growth that increases overall connectivity within the station area and eastward to Howell Mill Road and Northside Drive. The Street Framework Plan includes:



Atlanta BeltLine Transit Alignment Options



**BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE**

**ELAINE/HUFF
STATION AREA
STREET FRAMEWORK**

LEGEND

- Selected Transit Alignment
- Street- Residential
- Avenue- Mixed Use
- Avenue- Residential

AECOM

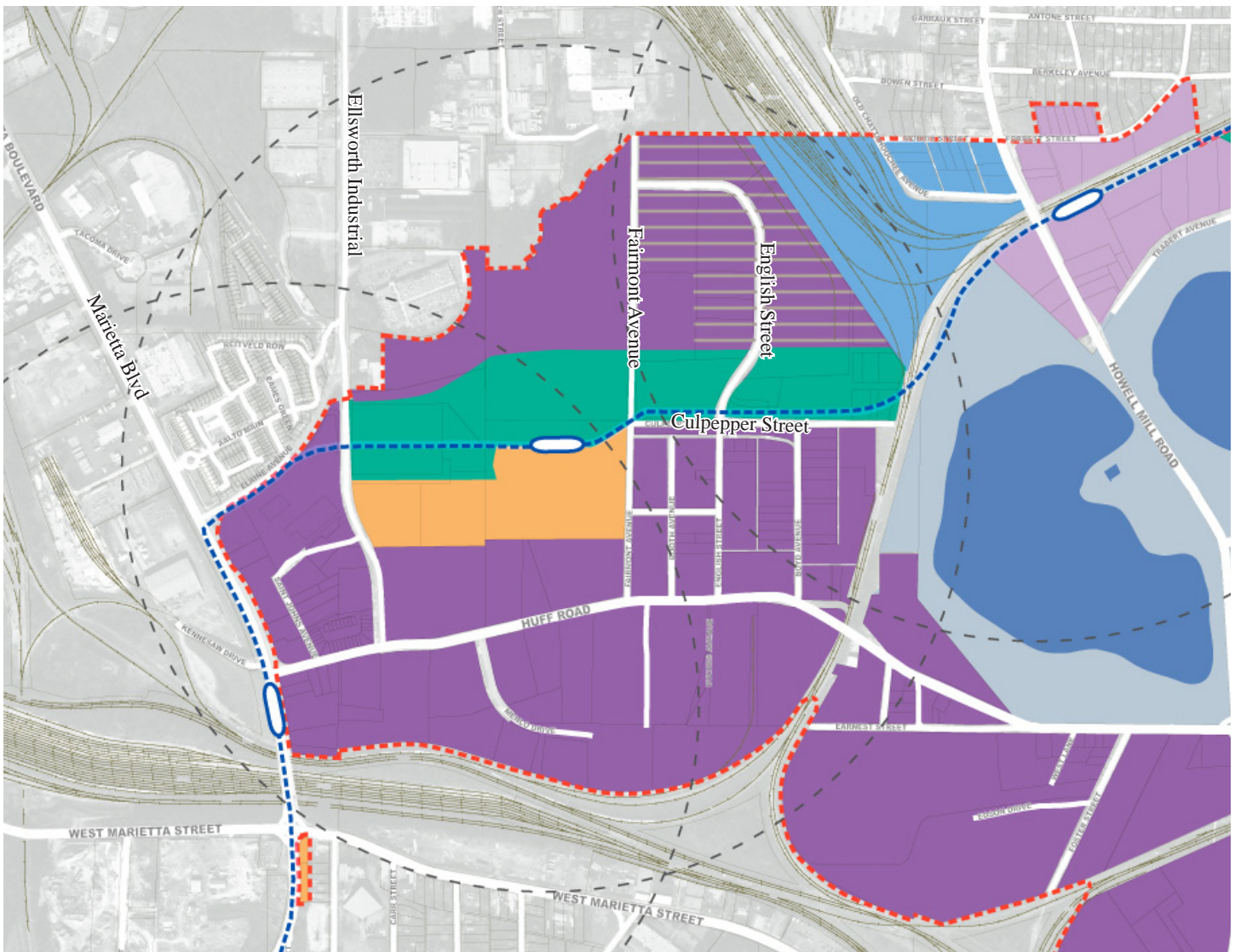


SCALE IN FEET
0 250 500

Land Use Recommendations

The land use recommendations for the Elaine/Huff Station Area build on the existing residential mixed use developments along Huff Road and proximity of a significant open space corridor. These recommendations are structured to support greater density, open space and walkability and are supported by the Quality of Life (QOL) zoning districts (see Appendix A). The recommendations include:

- **High Density Mixed Use-** Promote mixed use development centered on the Atlanta BeltLine transit station and areas identified by the City's Industrial Policy as a future redevelopment. Development should be focused on mid to high density residential uses with a supporting mix of office and commercial uses.
- **Mixed Use Industrial-** The City of Atlanta is currently considering a new "Mixed Use/Industrial" land use category. This land use could allow a variety of employment-rich uses including light industrial, studio, and trade along with some residential under certain conditions.



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

BELTLINE
LAND USE PLAN

LEGEND

Mixed Use 5-9 stories	Residential 5-9 stories	Industrial
Mixed Use Industrial	Residential 1-4 stories	Proposed Park Space
Mixed Use 1-4 stories	Office/ Institutional	Existing Park Space

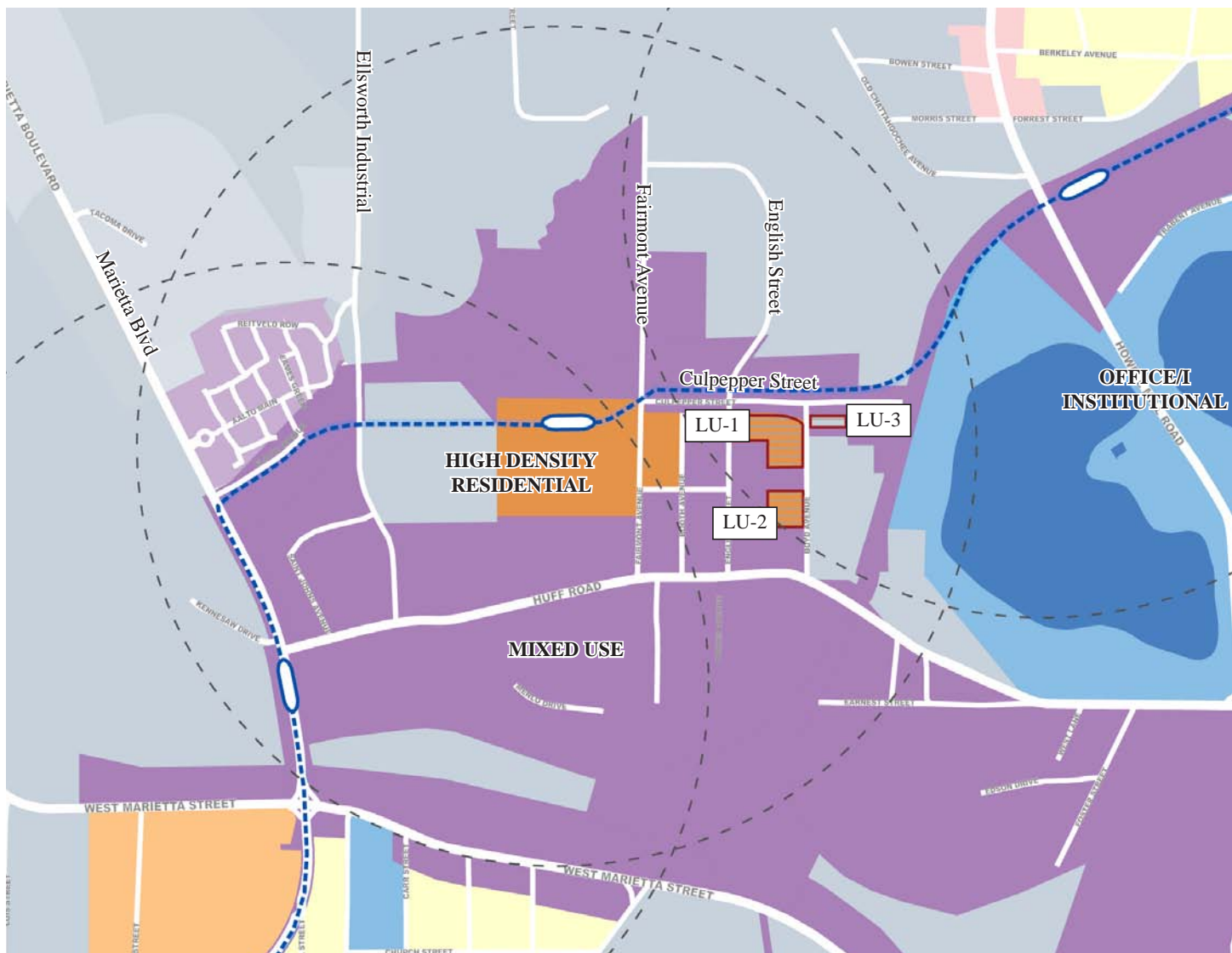
AECOM




SCALE IN FEET
0 500 1,000

ID:	EXISTING FUTURE LAND USE	PROPOSED FUTURE LAND USE	REASON
LU-1	High Density Residential	High Density Mixed Use	Align future land use with adjacent parcel's future land use.
LU-2	High Density Residential	High Density Mixed Use	Align future land use with adjacent parcel's future land use.
LU-3	Industrial	High Density Mixed Use	Align future land use with adjacent parcel's future land use.

INDUSTRIAL







**BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE**

**CITY OF ATLANTA CDP
PROPOSED
FUTURE LAND USE
CHANGES**

LEGEND

- Selected Transit Alignment
- Proposed Future Land use Change
- Single-Family Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Low Density Commercial
- High Density Commercial
- Mixed Use
- Industrial
- Office/Institutional
- Open Space

SCALE IN FEET
0 250 500

2.3 Howell Mill Station

Context

The Howell Mill Station area encompasses a diverse mix of use that includes the Berkeley Park Neighborhood, the Atlanta Waterworks, the Howell Mill Road commercial corridor, and a mix of small-scale light industrial uses. Key trends and conditions include:

- **Industrial Uses** - The station area includes a mix of light industrial uses along Trabert Avenue and Howell Mill Road. The properties located south of the rail corridor on Trabert Avenue have been identified for potential change but are an excellent candidate for the Mixed-Use/Industrial category, if it is created.
- **Berkeley Park Neighborhood** - This neighborhood dates back to the early 1900s and its core area is a designated historic district. Neighborhood concerns include cut-through traffic between Howell Mill Road and Northside Drive and access to open space such as the Atlanta Waterworks site.
- **Northside Drive Corridor** - The Northside Drive corridor includes a mix of warehouses, light industrial and low-density office, and is envisioned as a higher intensity mixed-use corridor. Steep topography along the corridor limits east-west connectivity.
- **Howell Mill Road Corridor** – Howell Mill Road is the central north-south corridor in the station area, providing access north to I-75 and south to the Westside/Marietta area. This is an important vehicular link but with limited pedestrian and bicycle accommodations.
- **Atlanta Waterworks** - The Atlanta Waterworks and reservoirs comprise a large portion of the station area. This City of Atlanta facility is a critical piece of infrastructure providing safe and clean potable water to city residents. The open spaces around the reservoirs have historically been open to the public, and while access is currently restricted, it is the long-term goal of Atlanta BeltLine to provide renewed public access to this site in concert with the security needs of the City's Department of Watershed Management.



View of Atlanta skyline from Waterworks reservoir



View of Trabert Avenue north of Atlanta Waterworks at future transit station



View of Howell Mill Road at future transit station



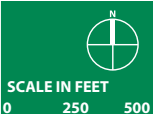
BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

HOWELL MILL
STATION AREA

LEGEND

- Selected Transit Alignment
- 1/2 Mile Station Area

AECOM



Redevelopment and Urban Design

The Illustrative Urban Design Plan for the Howell Mill Station area is focused on the Trabert Avenue corridor and redevelopment opportunities along Howell Mill Road and Northside Drive surrounding the Atlanta Waterworks site. These development sites are shaped by their future access to BeltLine Transit and Trail, and potential open space surrounding the Waterworks reservoirs. Key components of the urban design plan include:

- **Howell Mill Road and Trabert Avenue** - Existing light industrial properties are envisioned to redevelop into medium-density mixed-use residential and retail that capitalizes on access to transit and the proposed public open space along the Waterworks site.
- **Northside Drive** - The Northside Drive corridor is envisioned as a higher intensity mixed-use corridor with office, residential and retail development. The western side of the corridor runs along the Waterworks site and has the potential to front on this future public open space amenity.
- **Waterworks** – The Waterworks site serves as the central open space of this station area and connects the larger open space corridor to the west and east. The open spaces surrounding the reservoirs are envisioned as publically accessible, passive green spaces with select trails and paths connecting the site’s unique and picturesque viewpoints. The Atlanta BeltLine has begun preliminary discussions with the City’s Department of Watershed Management to explore possible public access scenarios.
- **Trabert Open Space** - The Trabert Open Space is a linear open space that provides a “window” to the Atlanta BeltLine from Northside Drive and takes advantage of the natural topography to provide stormwater management. This open space is created parallel to the CSX rail corridor and connects the Waterworks open space with Northside Drive and east to the Northside Transit Station. This open space also provides an opportunity to create a pedestrian path under the existing rail corridor to the Berkeley Park Neighborhood.

- **The Atlanta BeltLine Trail** – The Atlanta BeltLine Trail runs along the north edge of the Waterworks reservoirs, parallel to the extended Culpepper Street and Trabert Avenue. A spur trail is proposed along the western edge of Reservoir 2 connecting Huff Road to the main Atlanta BeltLine Trail.
- **Berkeley Park Pedestrian Path** – Connecting from the Trabert Open Space and Atlanta BeltLine Trail, an underpass is proposed under the CSX and Atlanta BeltLine Transit corridors to provide a pedestrian connection to the Berkeley Park Neighborhood and north to Underwood Hill Park near I-75.

Redevelopment Program

Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. – January 15, 2008), a conceptual redevelopment program has been developed for the station area. This program represents an estimated station area allocation of Subarea 8’s 10-year market demand for additional residential, office and commercial development. This program guided the development of the urban design plan, subarea traffic analysis, and land use recommendations.

ATLANTA BELTLINE SUBAREA 8 10-YEAR DEVELOPMENT PROGRAM			
AREA	RESIDENTIAL (UNITS)	COMMERCIAL (SQ. FT.)	OFFICE (SQ. FT.)
Howell Mill Station Area	810	68,051	23,315
Overall Subarea 8 Market Forecast 2020*	4,122	754,716	527,135

* Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. - January 15, 2008)



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

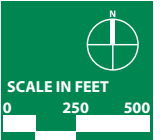
HOWELL MILL
STATION AREA

LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Single Family

- Multi-family
- Mixed Use
- Institutional
- Commercial
- Parks/Open Space

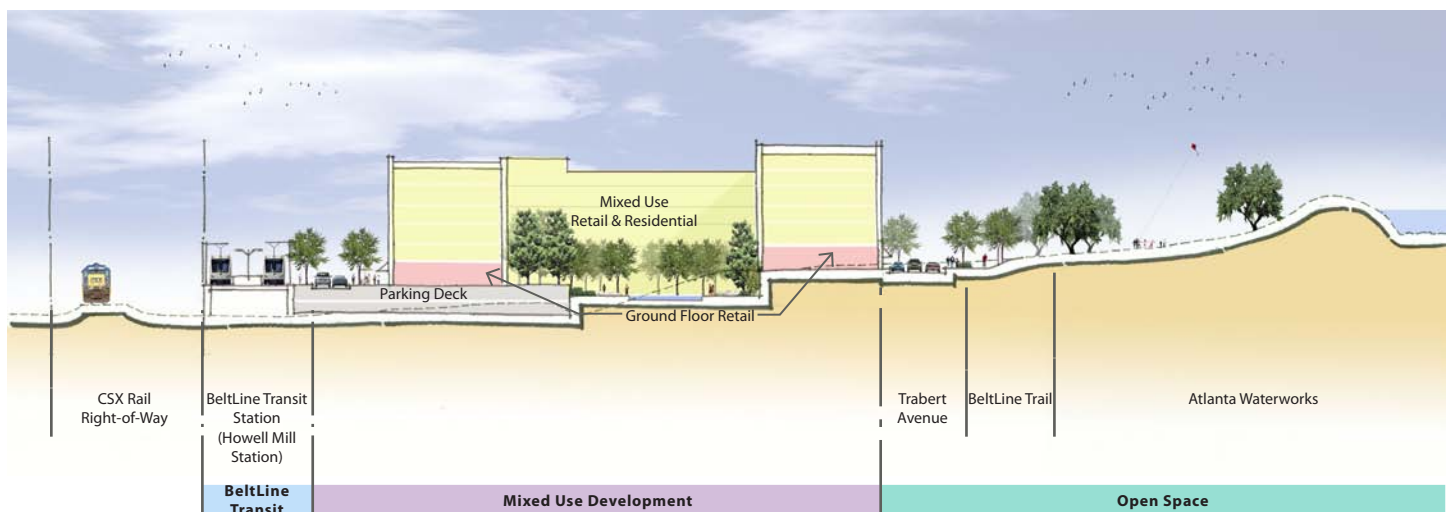
AECOM



Redevelopment Character

The site cross-section illustrates the scale and intensity of development envisioned around the station and Howell Mill Road. Key recommendations include:

- Development should be residential in focus (between 2-5 stories), with supporting office and ground floor retail/activation along Howell Mill Road.
- Development along Northside Drive is envisioned as higher density (5-9 stories) with a mix of residential and office uses fronting on Northside Drive and the Atlanta Waterworks open space.
- Parking should be internal to the development and take advantage of existing topography.



A Future Howell Mill Station

This illustrative image portrays a future Howell Mill Road looking north to the Atlanta BeltLine Transit Station. The edges of the Waterworks reservoirs have been opened up as a passive open space and new development has created a vibrant and active street scene just one block from the station. The Atlanta BeltLine Trail crosses Howell Mill Road at this new extension of Trabert Avenue, connecting this area to an extended open space corridor and the area's surrounding neighborhoods.



A future Howell Mill Road station area



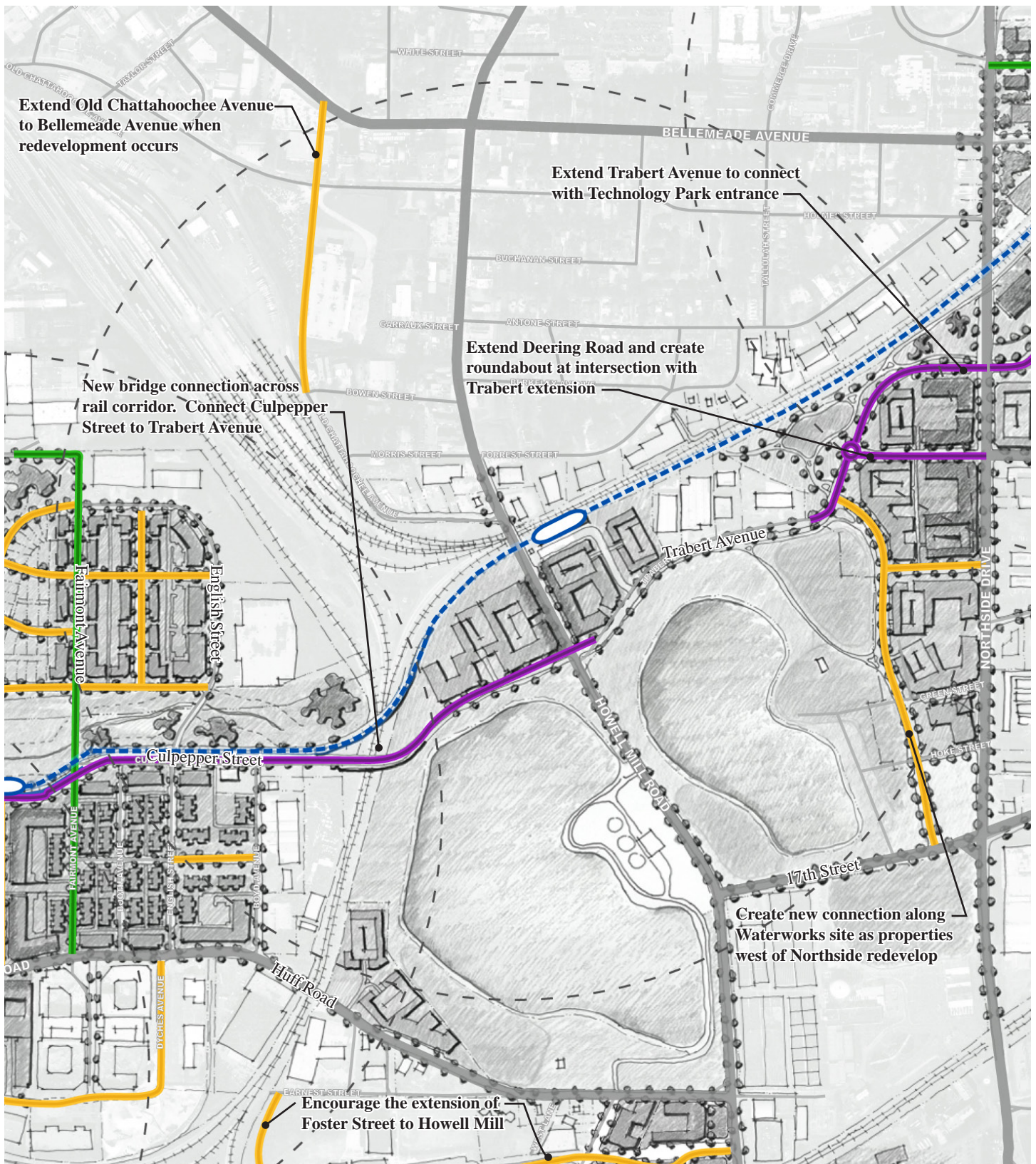
View of Howell Mill Road at future transit station



Street Framework

The Howell Mill Station area has limited street connectivity due in large part to the existing barriers of the freight rail corridors and the Waterworks site. This plan has identified key connections that frame future growth and improve overall mobility with the station area. The Street Framework Plan includes:

- **Trabert Avenue extension** - The extension of Trabert Avenue creates an east-west connection from Howell Mill Road to Northside Drive that provides access to the Atlanta BeltLine Transit Station and Trail and needed east-west connectivity. This connection extends west as Culpepper Street and east to Deering Road, linking surrounding neighborhoods to the Atlanta BeltLine.
- **New Residential Streets** - A parallel connection to Northside Drive is encouraged as redevelopment occurs. This new connection improves access for future redevelopment in the Northside Drive corridor and provides a public frontage road along the Waterworks open space.



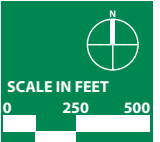
BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

HOWELL MILL
STATION AREA
STREET FRAMEWORK

LEGEND

- Selected Transit Alignment
- Street- Residential
- Avenue- Mixed Use
- Avenue- Residential

AECOM



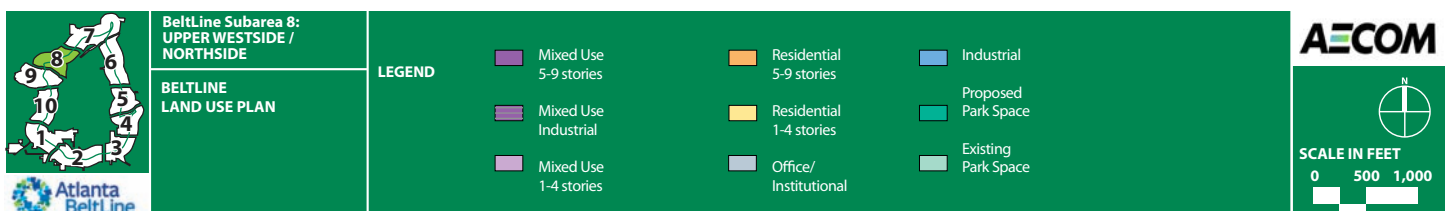
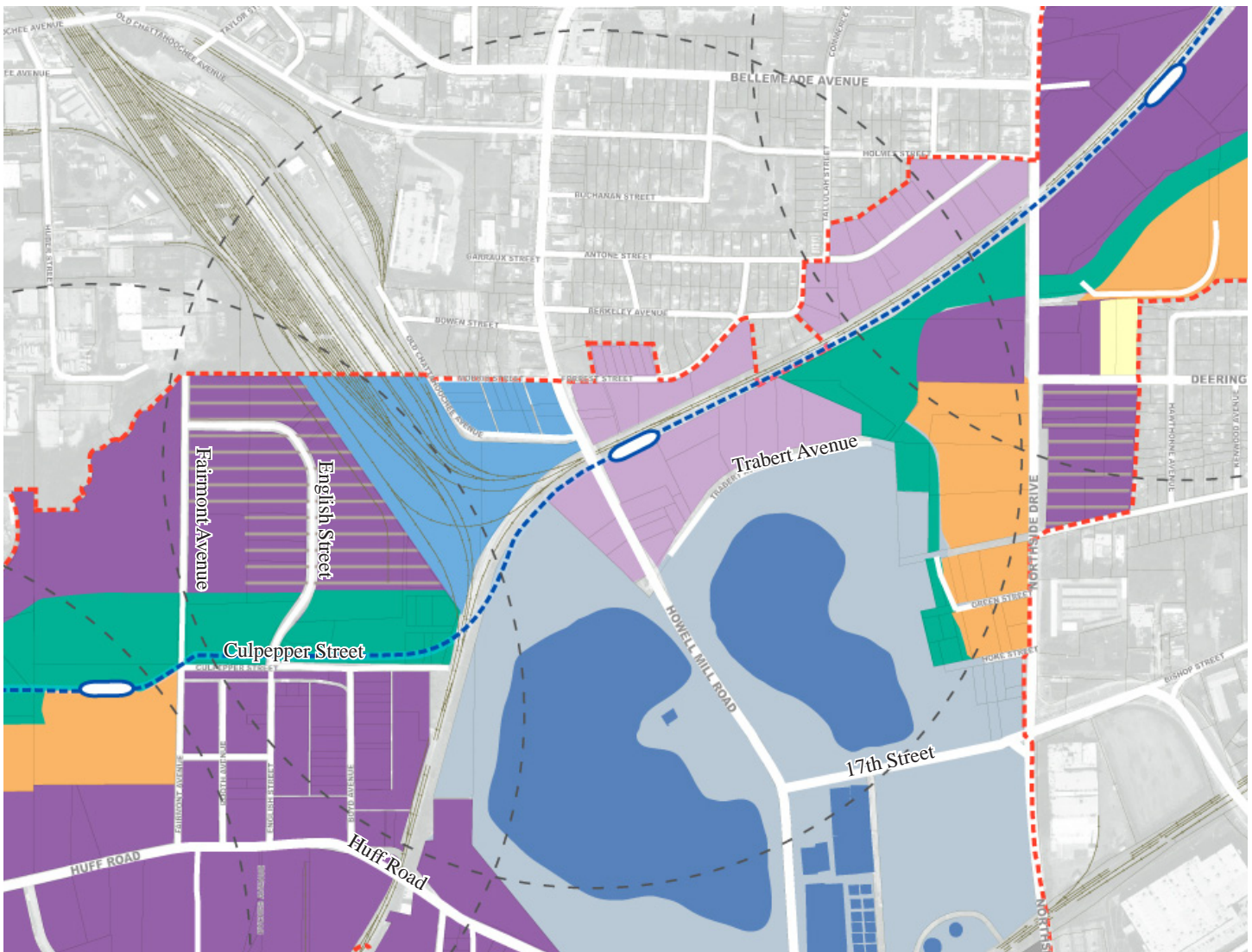
Land Use Recommendations

The land use recommendations for the Howell Mill Station area are focused on the redevelopment along Howell Mill Road and Northside Drive (surrounding the Waterworks site) and the Elaine/Culpepper/Trabert extension. These recommendations are structured to support greater density, open space and walkability and are supported by the Quality of Life (QOL) zoning districts (see Appendix A). The recommendations include:

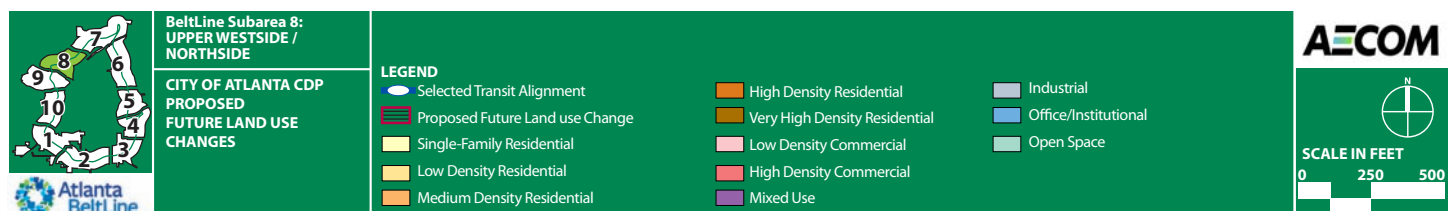
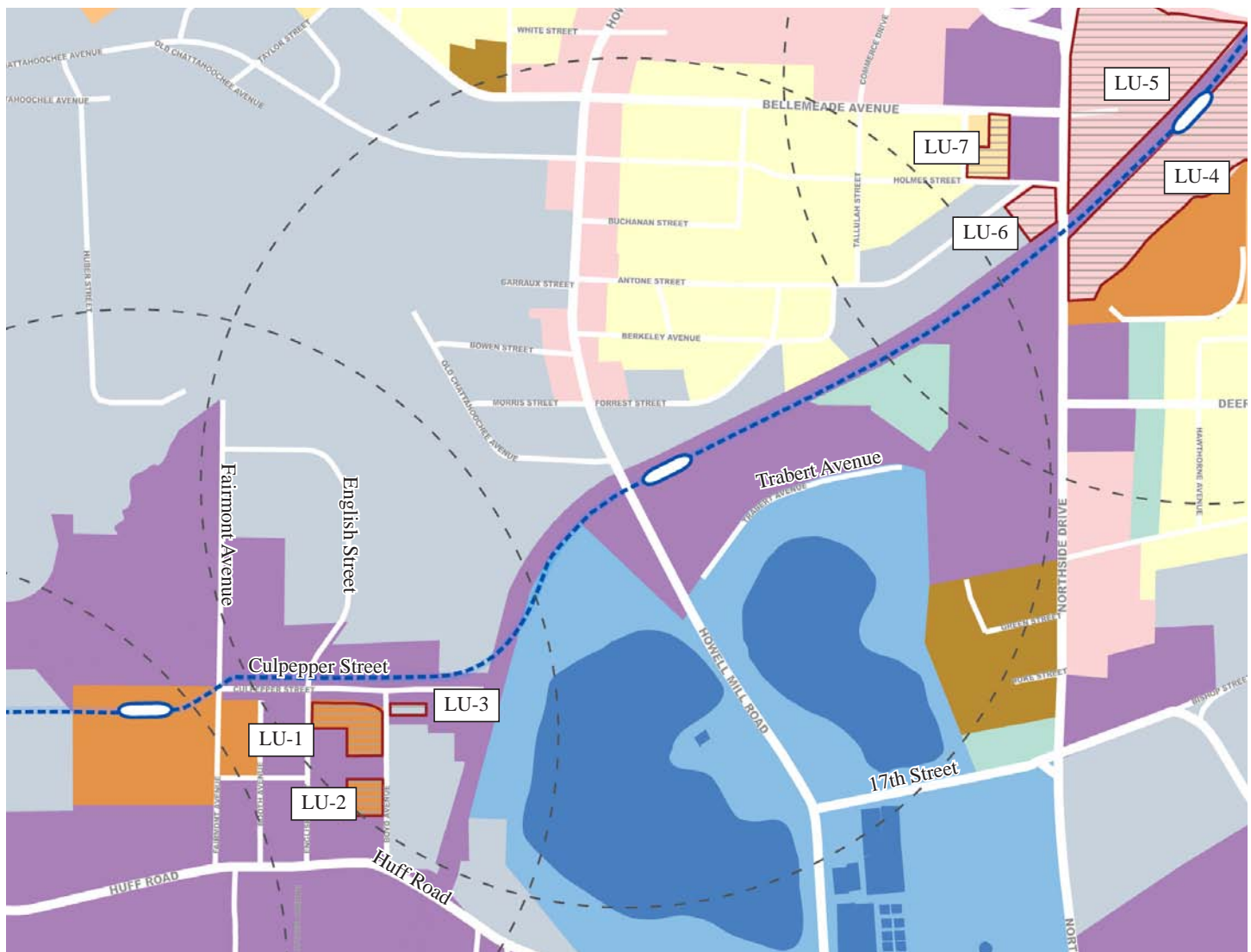
- **Medium Density Mixed Use-** Promote medium-intensity mixed use development along the Elaine/Culpepper/Trabert extension, potential open

space, and the Howell Mill Road and Northside Drive corridors. Mixed use development should be focused on residential uses with supporting office and commercial uses.

- **High Density Residential-** Allow for high density residential fronting proposed open spaces along Northside Drive and Howell Mill Road.
- **Mixed Use Industrial-** The City of Atlanta is currently in the process of developing a Mixed Use/Industrial land use category. This land use could allow a variety of uses included live-work, light industrial, warehousing, and residential.



ID:	EXISTING FUTURE LAND USE	PROPOSED FUTURE LAND USE	REASON
LU-1	High Density Residential	High Density Mixed Use	Align future land use with adjacent parcel's future land use.
LU-2	High Density Residential	High Density Mixed Use	Align future land use with adjacent parcel's future land use.
LU-3	Industrial	High Density Mixed Use	Align future land use with adjacent parcel's future land use.



2.4 Northside Station

Context

The Northside Station area is at the interchange of I-75 and Northside Drive and includes a mix of office, multifamily residential, and retail surrounded by single-family residential neighborhoods. Key trends and conditions include:

- **Residential**- The Loring Heights and Berkeley Park neighborhoods are within the station area and both neighborhoods are experiencing pressure on their existing street network due to limited east-west connectivity. Multifamily housing exists along the edges of both neighborhoods.
- **Office** – The area includes a range of low intensity office development, such as Atlanta Technology Park, with potential to redevelop but with access only to Northside Drive.
- **Open Space** - Open space within station area is limited to small neighborhood parks. An existing creek along the property boundary between Highland Ridge Apartments and Atlanta Technology Park presents an opportunity to protect a future open space corridor as these sites redevelop.



View of existing creek between apartments and Atlanta Technology Park



View of Northside Drive, north to station area from Deering Road



View of potential station location adjacent to Atlanta Technology Park



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

NORTHSIDE
STATION AREA

LEGEND

- Selected Transit Alignment
- 1/2 Mile Station Area

AECOM



SCALE IN FEET
0 250 500

Redevelopment and Urban Design

The Illustrative Urban Design Plan for the Northside Station area envisions higher intensity development at the station area supporting mixed density residential adjacent to the Loring Heights neighborhood. The restoration and enhancement of the existing creek creates a central open space corridor through the station area and is framed by adjacent redevelopment. Key components of the urban design plan include:

- Atlanta BeltLine Transit Station** – The transit station is located northeast of Northside Drive in order to place it central to future redevelopment opportunities and away from the highway character of Northside Drive. This location provides for a pedestrian connection over the CSX and BeltLine corridors to link future development north and south of the station.
- Mixed Density Residential** - Redevelopment of properties south of the creek should include a mix of housing products including: single-family, townhomes and multifamily residential buildings up to five stories in the transition area shown on page 2-46.
- Transit Supportive Employment Use** – North and south of the station new office and mixed-use development provides a concentration of employment uses that can be served by future Atlanta BeltLine Transit. This station area’s access to I-75 and adjacency to Piedmont Hospital (just one station away) suggests the potential for medical related office uses.
- Central Open Space Corridor** – The restored and enhanced creek creates a natural public amenity that can serve a range of recreational and open space functions while providing stormwater management for future redevelopment.
- Atlanta BeltLine Trail** – The Atlanta BeltLine Trail connects to the station via the central open space corridor and then runs under I-75 to link up with the existing trail to the north.

Redevelopment Program

Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. – January 15, 2008), a conceptual redevelopment program has been developed for the station area. This program represents an estimated station area allocation of Subarea 8’s 10-year market demand for additional residential, office and commercial development. This program guided the development of the urban design plan, subarea traffic analysis, and land use recommendations.

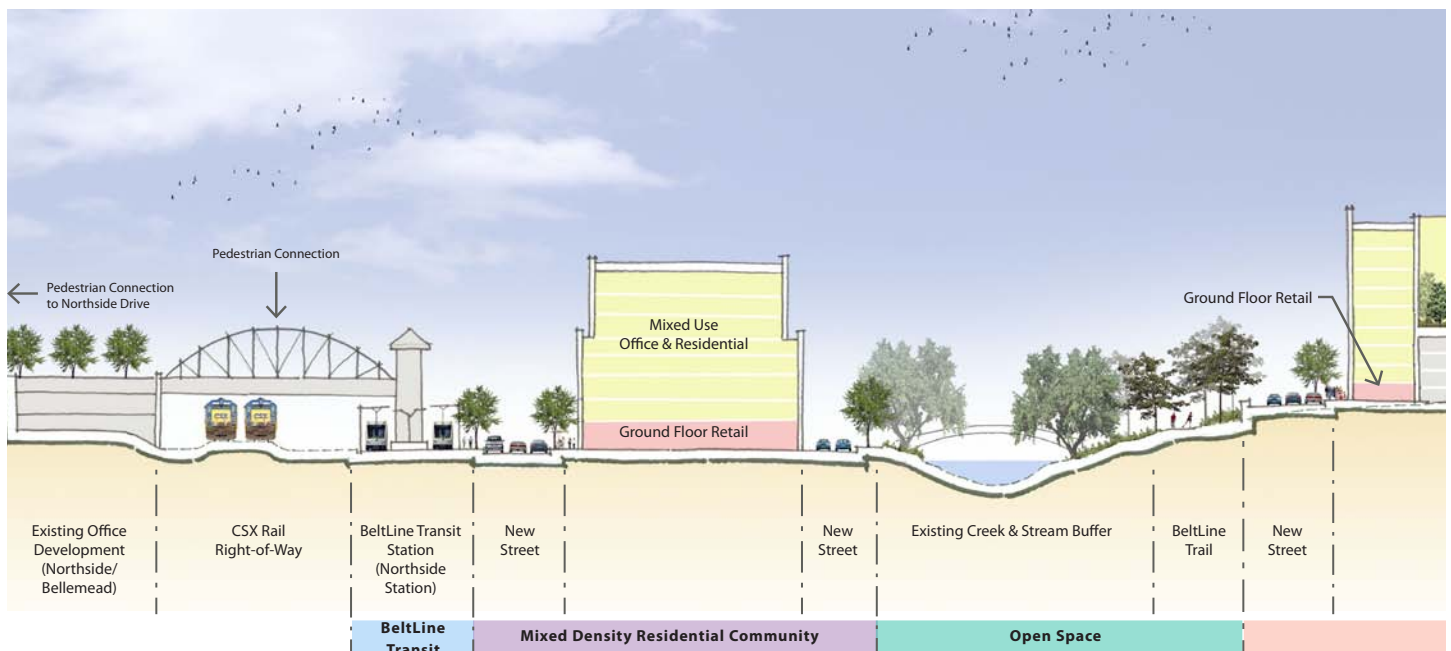
ATLANTA BELTLINE SUBAREA 8 10-YEAR DEVELOPMENT PROGRAM			
AREA	RESIDENTIAL (UNITS)	COMMERCIAL (SQ. FT.)	OFFICE (SQ.FT.)
Northside Station Area	1071	57,881	292,292
Overall Subarea 8 Market Forecast 2020*	4,122	754,716	527,135

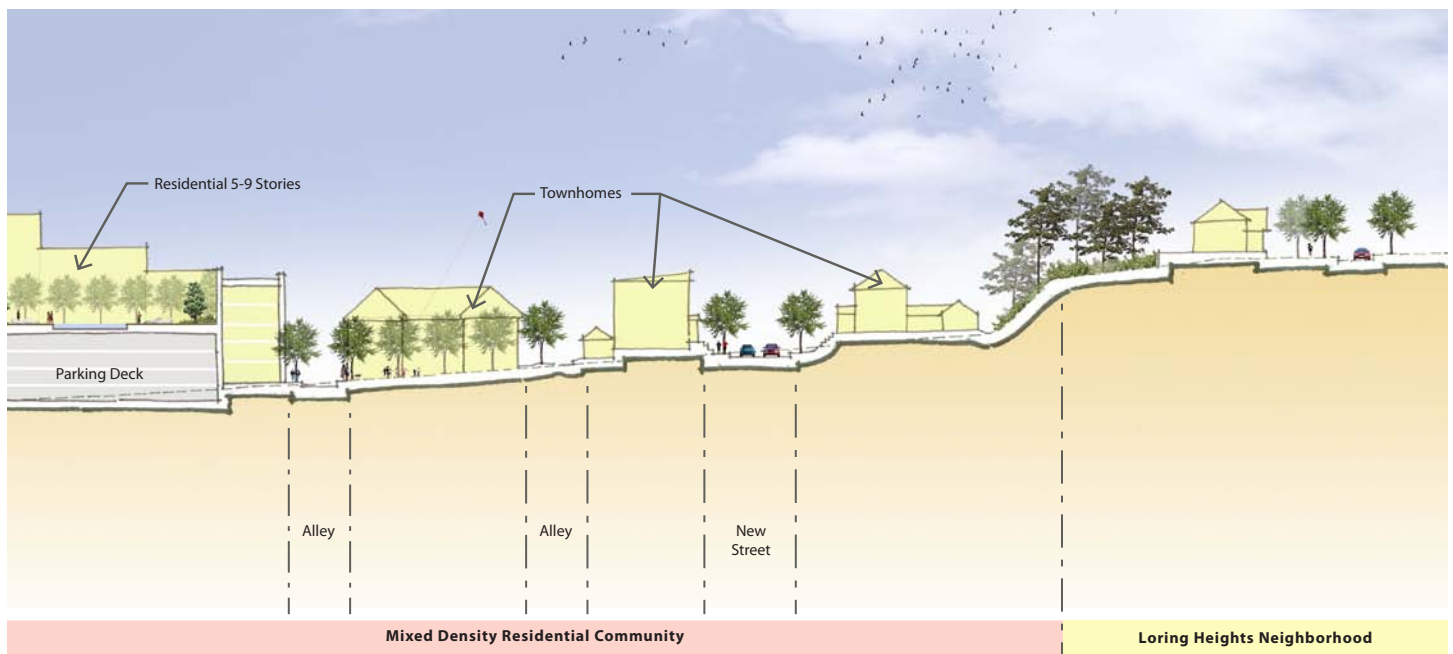
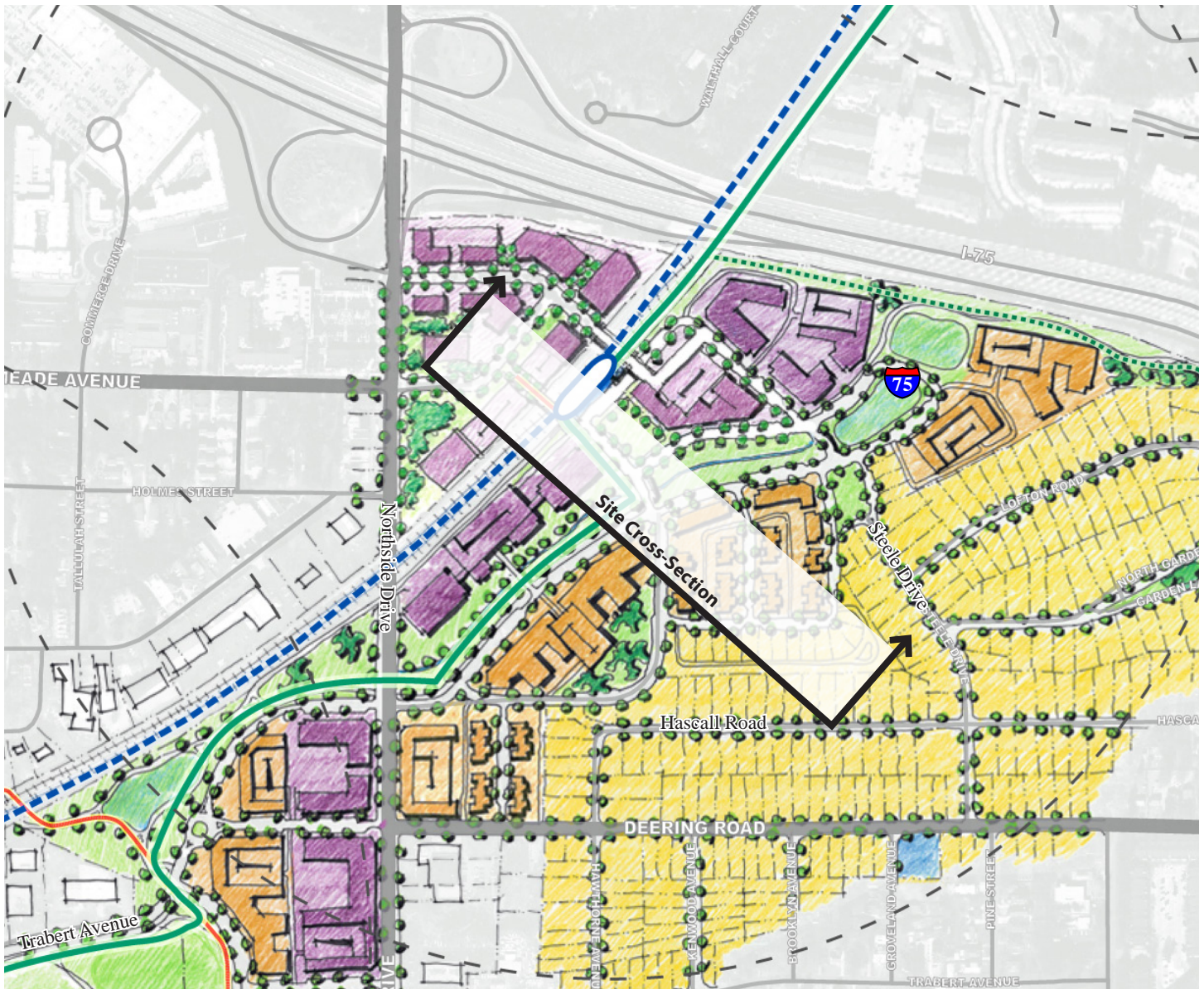
* Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. - January 15, 2008)

Redevelopment Character

The site cross-section illustrates the scale and intensity of development envisioned around the station. Key recommendations include:

- Development adjacent to the station should be 5-9 stories with ground floor retail/activation and a mix of residential, office and commercial uses.
- Significant topography in the area provides an excellent transitional plane from higher-intensity mixed use at the transit station, to lower-scaled residential uses adjacent to the neighborhood. Development adjacent to the Loring Heights neighborhood should transition and scale down from single-family to townhome to multi-family with a maximum of 5-9 stories closer to the creek and station.
- New development should front on existing creek and central open space corridor.





A Future Northside Station

This illustrative image portrays a bird's eye view of a future Northside Station looking west toward Northside Drive and Berkeley Park. A pedestrian bridge connects the Atlanta BeltLine Station and Trail to Northside Drive and Bellemeade Avenue, linking the Berkeley Park and Loring Heights neighborhoods together. Future office and mixed-use development is focused around the station and oriented to new parks and open spaces to create an active and multi-modal center for employees and residents.



View of future Northside Station



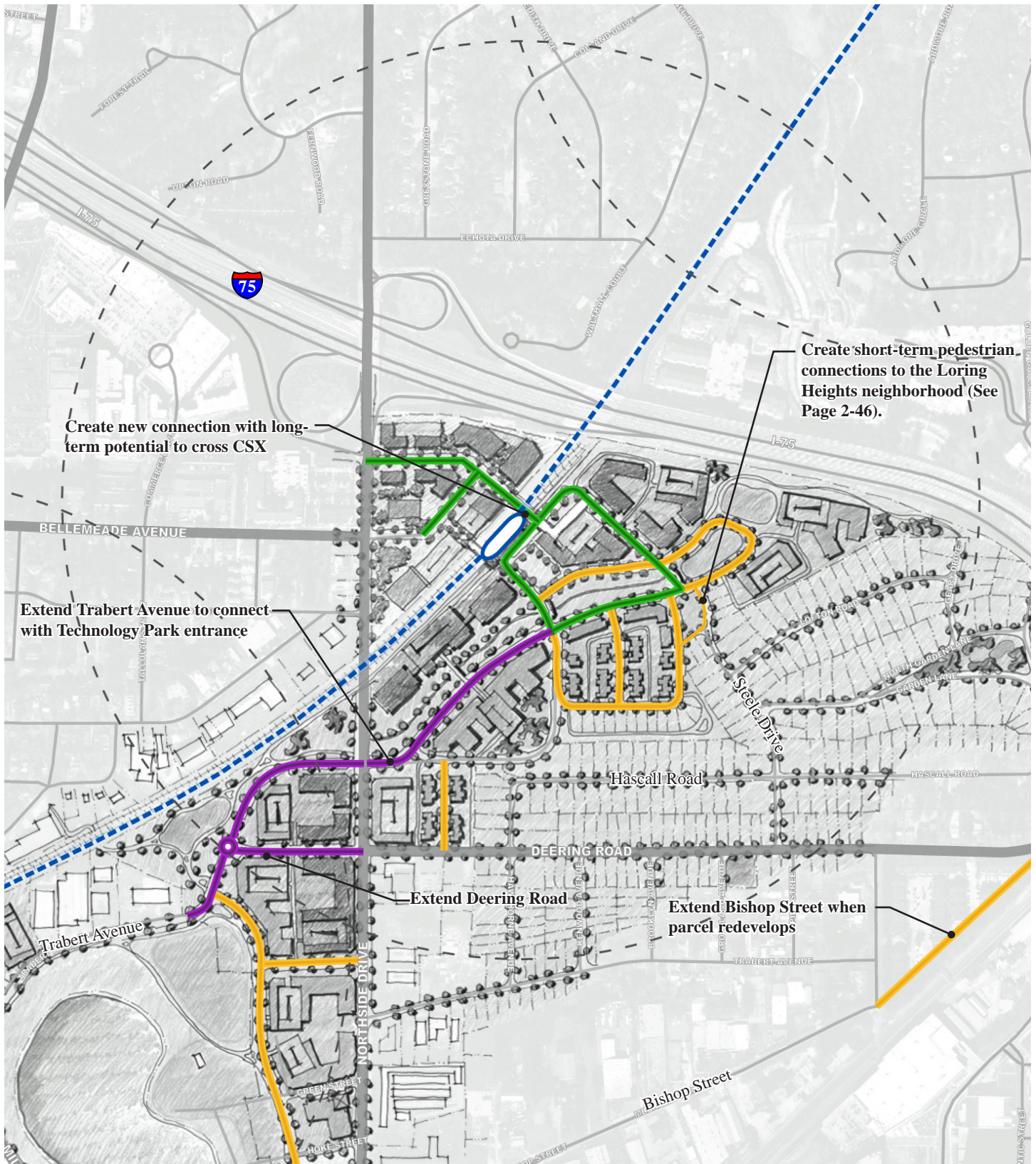
Street Framework

The Northside Station area has limited street connectivity that is constrained by the CSX Rail line, I-75 and Northside Drive. This plan has identified key connections that frame future growth and improve overall mobility with the station area. The Street Framework Plan includes:

- **Deering Road Extension** – The extension of Deering Road west to Trabert Avenue creates a new east-west connection between Northside Drive and Howell Mill Road and provides an additional connection to the Howell Mill Station. The intersection of Trabert Avenue and Deering Road is designed as a roundabout in order to balance traffic flow between these two streets, calm traffic, and provide an identifiable gateway to the adjacent open space corridor.
- **Trabert Avenue extension** – The extension of Trabert Avenue east to Northside Drive provides an additional connection to Northside Drive and the Northside Station. This street will be designed as a multi-modal corridor that will accommodate pedestrian, cyclists, and vehicles. In addition, the Atlanta BeltLine Trail will run parallel to Trabert Avenue connecting the proposed open space corridor and transit stations.
- **New connection across CSX rail corridor** – At the station there is an opportunity to create a bridge connection across the CSX and Atlanta BeltLine rail corridor to connect the north and south sides of the station area. This connection will create additional access to Northside Drive and maximize access to the station. With the change in elevation from north to south, this street connection would need to be integrated into future development on the south, ramping down to grade to connect to the overall street framework.
- **Steele Drive Connection** – A potential connection between the station area and the Loring Heights Neighborhood at Steele Drive will provide valuable connectivity to the Atlanta BeltLine (transit, trails, open space, and redevelopment). In the short-term, the plan recommends ensuring the ability to make pedestrian and bicycle connections by protecting future right-of-way through the implementation of the street framework as redevelopment

occurs. Vehicular connections could have a detrimental impact on the quality-of-life in Loring Heights unless provisions are in-place to protect the core of the neighborhood. To this end, this plan does not recommend such vehicular connections today. Longer-term, however, these connections should be reviewed and reconsidered when all of the following conditions are met:

1. Both Northside Circle Apartments (500 Northside Circle NW) and the Atlanta Technology Center (1575 Northside Circle) are redeveloped and their future interconnected street networks (as shown in the Framework Plan) are built and operational;
 2. Proposed traffic calming, pedestrian facilities, “green street” concepts along both Deering Road (when Trabert is extended to Northside) and Steele Drive are implemented, including those recommended for all intersections with Steele Drive and Deering Road;
 3. The Atlanta BeltLine multi-use trail connection between Tanyard Creek Park and the Atlanta Waterworks is built and operational; and
 4. Either Atlanta BeltLine or Cobb County/Cumberland Mall rail transit is built and open for service within the Loring Heights neighborhood.
- While all four conditions are unlikely to be met for several decades, their eventual realization could mean that the transformational development and transportation patterns that they would support have been successful at reducing vehicular dependency and mitigating the negative quality-of-life impacts. At such time, Loring Heights could reconsider whether or not such a vehicular connection is appropriate.
 - **Bishop Street Extension** – This street extension would connect Bishop Street to Deering Road to create a parallel alternative to Deering Road from Loring Drive to 17th Street. This new segment would be implemented when redevelopment occurs on this parcel.
 - **New Residential Streets** – A range of new streets and blocks will be created as redevelopment occurs to create a walkable pattern of development that maximizes accessibility to Atlanta BeltLine transit, trails and open space.



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

NORTHSIDE
STATION AREA
STREET FRAMEWORK

LEGEND

- Selected Transit Alignment
- Street- Residential
- Avenue- Mixed Use
- Avenue- Residential

AECOM

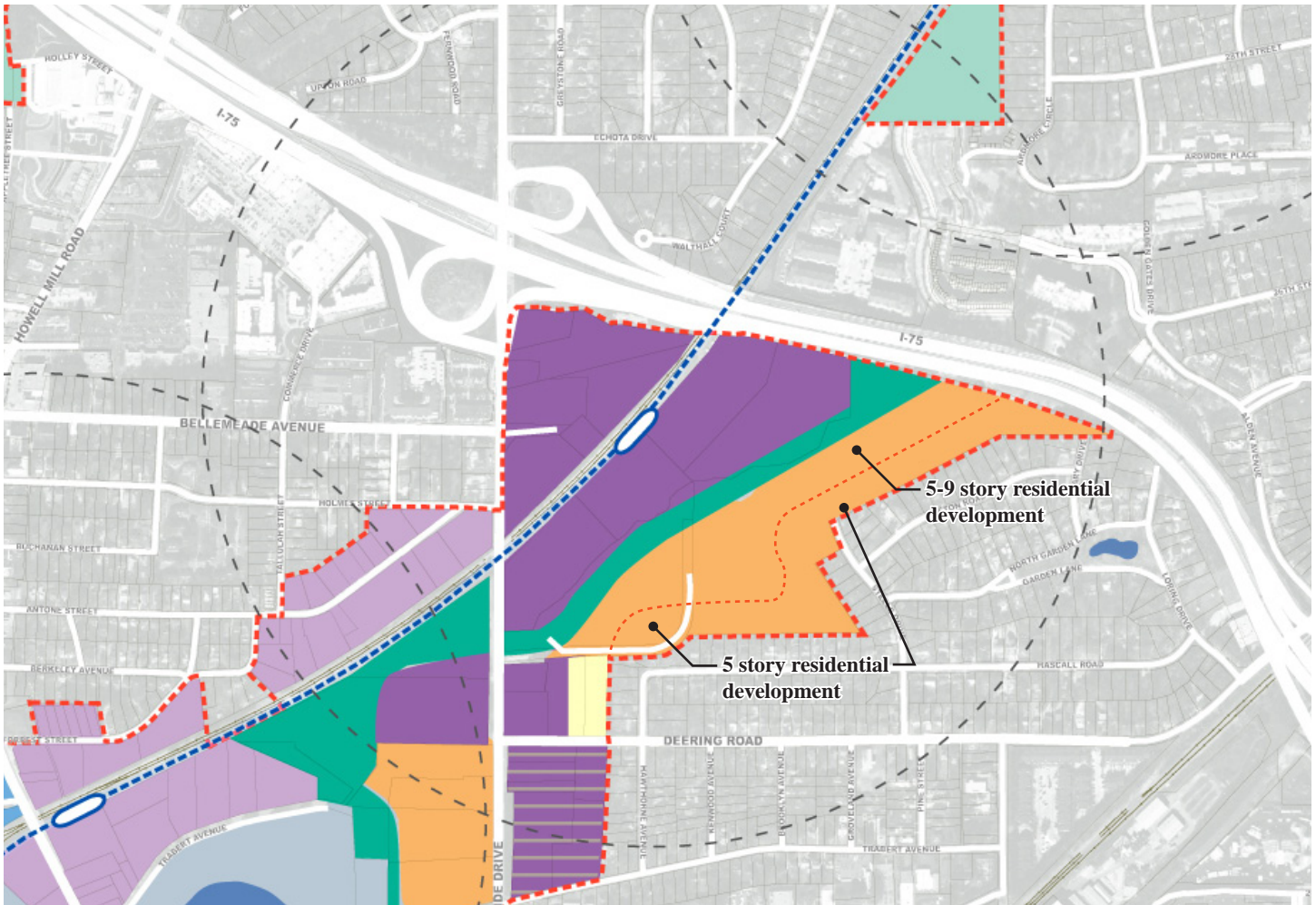


SCALE IN FEET
0 250 500

Land Use Recommendations

The Northside Station area envisions a higher intensity mixed use development with supporting mixed density residential adjacent to the Loring Heights neighborhood. The land use recommendations are structured to support a range of density and uses, while encouraging open space and walkability as supported by the Quality of Life (QOL) zoning districts (see Appendix A). The recommendations include:

- **High Density Mixed Use-** Promote high intensity mixed use development at the station area. Development should include a range of office, commercial and residential uses that take advantage of access and visibility to I-75, and proximity to Piedmont Hospital via Atlanta BeltLine transit.
- **Medium Density Mixed Use-** Promote medium-intensity mixed use development along the western edge of Northside Drive. Mixed use development should be focused on residential uses with supporting office and commercial uses.
- **Residential-** Encourage a range of residential products south of the creek and adjacent to the Loring Heights neighborhood. Housing products could include: single-family, townhomes and multifamily dwellings.
- **Mixed Use Industrial-** The City of Atlanta is currently in the process of developing a Mixed Use/Industrial land use category. This land use could allow a variety of uses included live-work, light industrial, warehousing, and residential.



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

BELTLINE
LAND USE PLAN

LEGEND

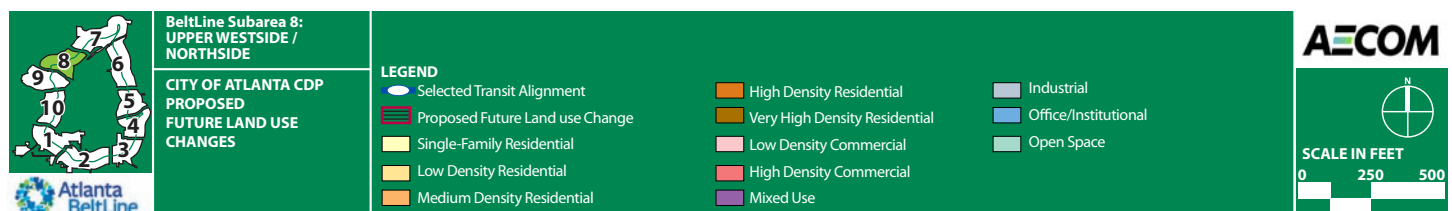
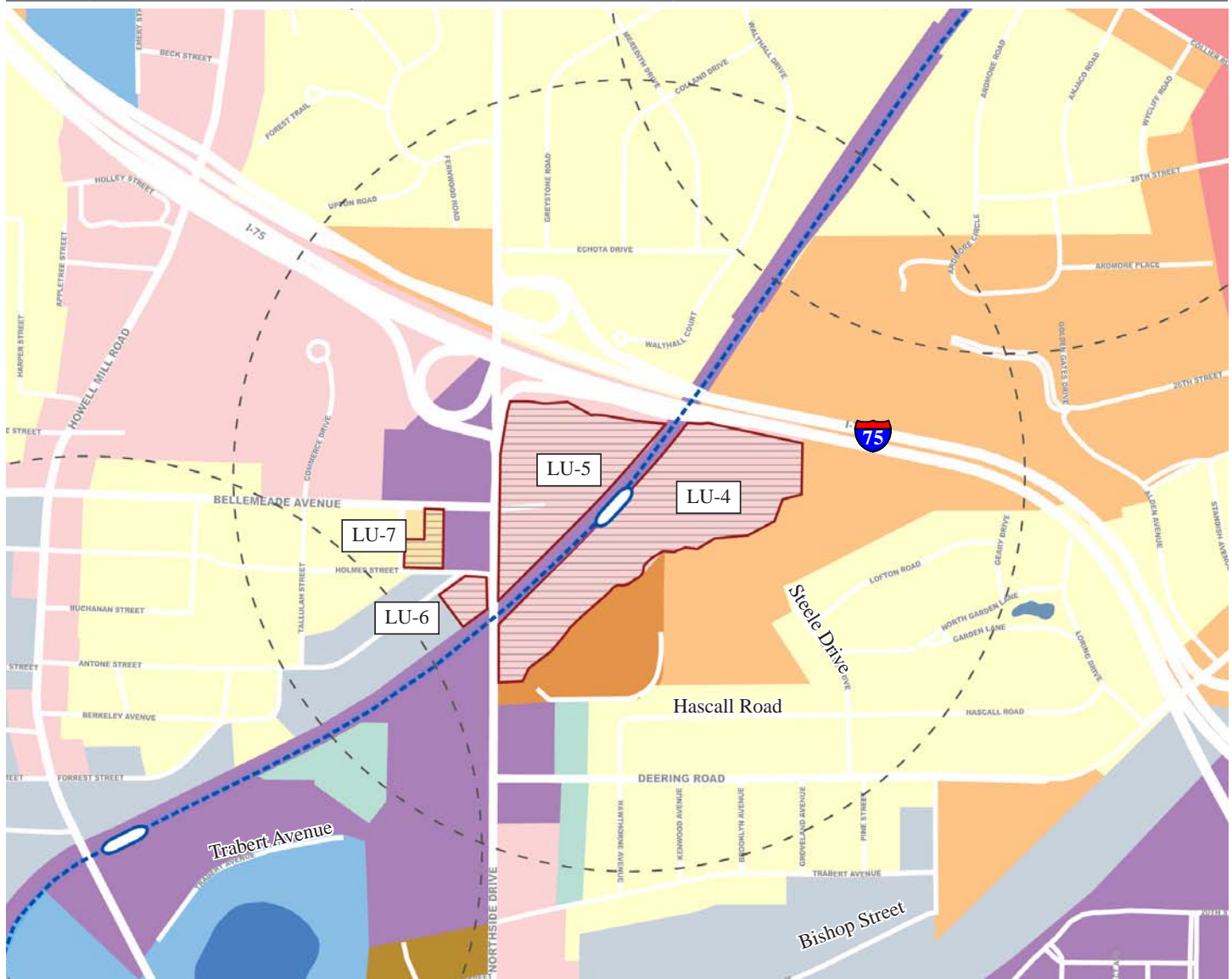
	Mixed Use 5-9 stories		Residential 5-9 stories		Industrial
	Mixed Use Industrial		Residential 1-4 stories		Proposed Park Space
	Mixed Use 1-4 stories		Office/ Institutional		Existing Park Space

AECOM



SCALE IN FEET
0 500 1,000

ID:	EXISTING FUTURE LAND USE	PROPOSED FUTURE LAND USE	REASON
LU-4	Low Density Commercial	High Density Mixed Use	Increase land use intensity with adjacent to proposed transit station.
LU-5	Low Density Commercial	High Density Mixed Use	Increase land use intensity with adjacent to proposed transit station.
LU-6	Low Density Commercial	Medium Density Mixed Use	Increase land use intensity and align future land use with adjacent parcel's future land use along Northside corridor.
LU-7	Mid Density Residential	Single Family Residential	Align future land use with adjacent parcel's future land use.



2.5 Westside/Marietta Area

Context

The Westside/Marietta area is a growing urban mixed-use district bordered on the west by the rail corridor and the east by Northside Drive. Recently the area has experienced the development of a growing number of mid-rise (5-9 story) multifamily residential projects that serve young professionals and GA Tech students. Key trends and conditions include:

- **Residential** – Redevelopment projects in the area are primarily focused on new mid-rise multifamily housing that includes active street-level use and commercial space.
- **Industrial/Office/Commercial** – The area includes a range of light industrial, warehouse, and whole-sale/commercial businesses that provide the foundation for a diverse and active business district.
- **Cultural Arts** - The Westside Arts District (WAD) is an alliance of commercial galleries and non-profit art spaces formed in the beginning of 2009. This district represents a unique concentration of cultural arts activity.



View of Howell Mill Road corridor with new multifamily development



View of Marietta Boulevard with mix of reuse and new redevelopment



View of White Provisions - mix of new redevelopment and existing reuse



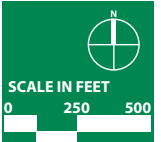
BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

WESTSIDE/MARIETTA
STATION AREA

LEGEND

- Selected Transit Alignment
- 1/2 Mile Station Area

AECOM



Redevelopment and Urban Design

The Illustrative Urban Design Plan for the Westside/Marietta area envisions a vibrant business, cultural arts, and urban housing district. Key components of the urban design plan include:

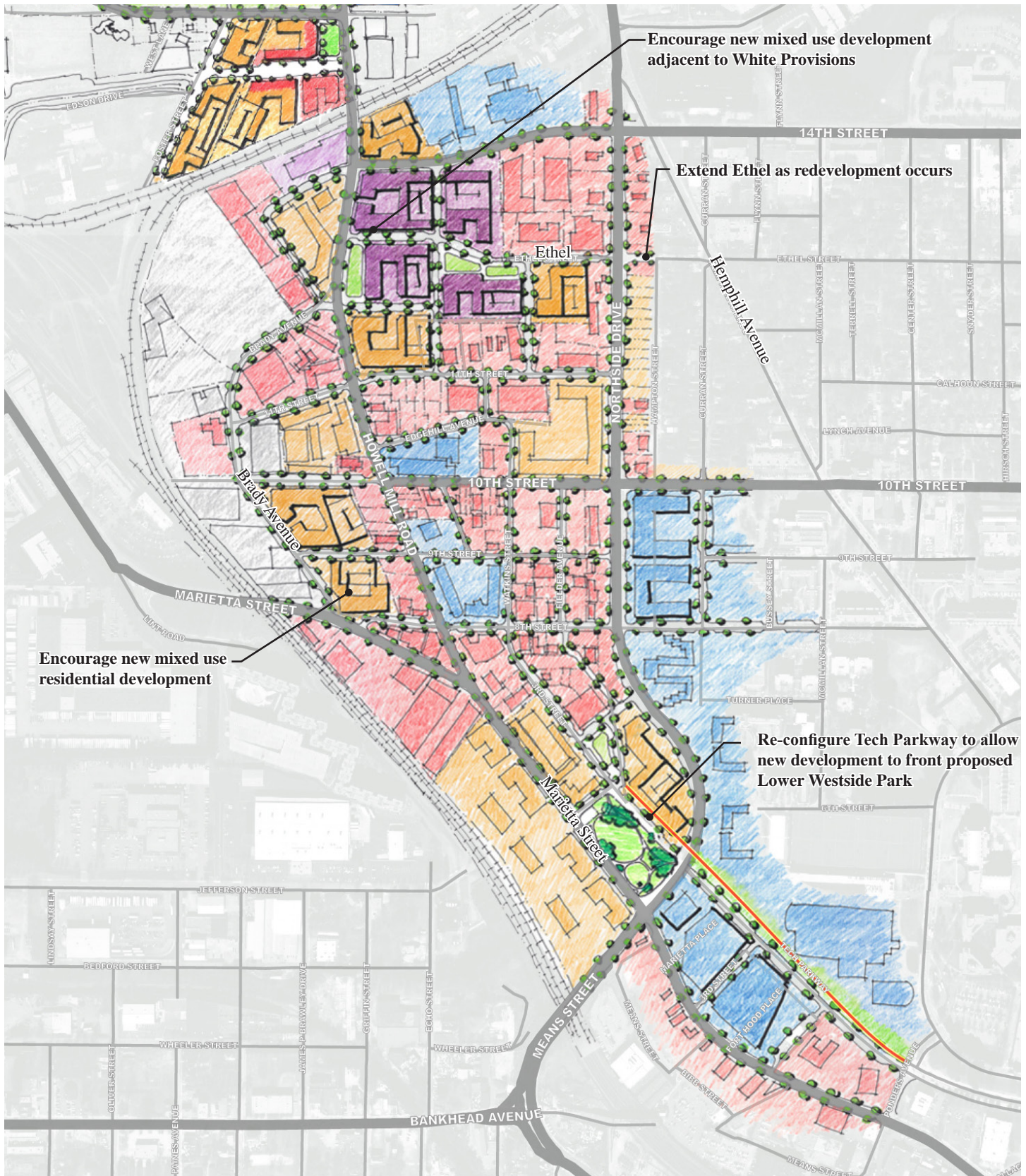
- **Office/Mixed-Use** – The area is well positioned for office/employment development related to economic opportunities tied to Georgia Tech. Bio-medical and its supporting industries could take advantage of this dynamic and vibrant district that is directly connected to the Georgia Tech campus.
- **Northside/Marietta & Lower Westside Park** – The reconfiguration of the Northside/Marietta intersection opens up a valuable development and open space opportunity. This site marks the location of the official surrender of Atlanta to Union forces on September 2, 1864. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential for a new park at this historic location.
- **Tech Parkway Trail** – This connection will create a needed link to this growing area of student housing that is currently separated from the main campus by Northside Drive, and would connect directly to the future Lower Westside Park.
- **Residential** – The Westside/Marietta area will continue to see multifamily redevelopment serving to populate this growing mixed-use urban district.

Redevelopment Program

Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. – January 15, 2008), a conceptual redevelopment program has been developed for the station area. This program represents an estimated station area allocation of Subarea 8’s 10-year market demand for additional residential, office and commercial development. This program guided the development of the urban design plan, subarea traffic analysis, and land use recommendations.

ATLANTA BELTLINE SUBAREA 8 10-YEAR DEVELOPMENT PROGRAM			
AREA	RESIDENTIAL (UNITS)	COMMERCIAL (SQ. FT.)	OFFICE (SQ.FT.)
Westside/ Marietta Area	360	116,638	88,209
Overall Subarea 8 Market Forecast 2020*	4,122	754,716	527,135

* Based on the Update of Market Forecasts for the Atlanta BeltLine Study Area (prepared by Robert Charles Lesser & Co. - January 15, 2008)



**BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE**

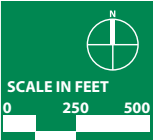
**WESTSIDE/MARIETTA
STATION AREA**

LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- - - Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Single Family

- Multi-family
- Mixed Use
- Institutional
- Commercial
- Parks/Open Space

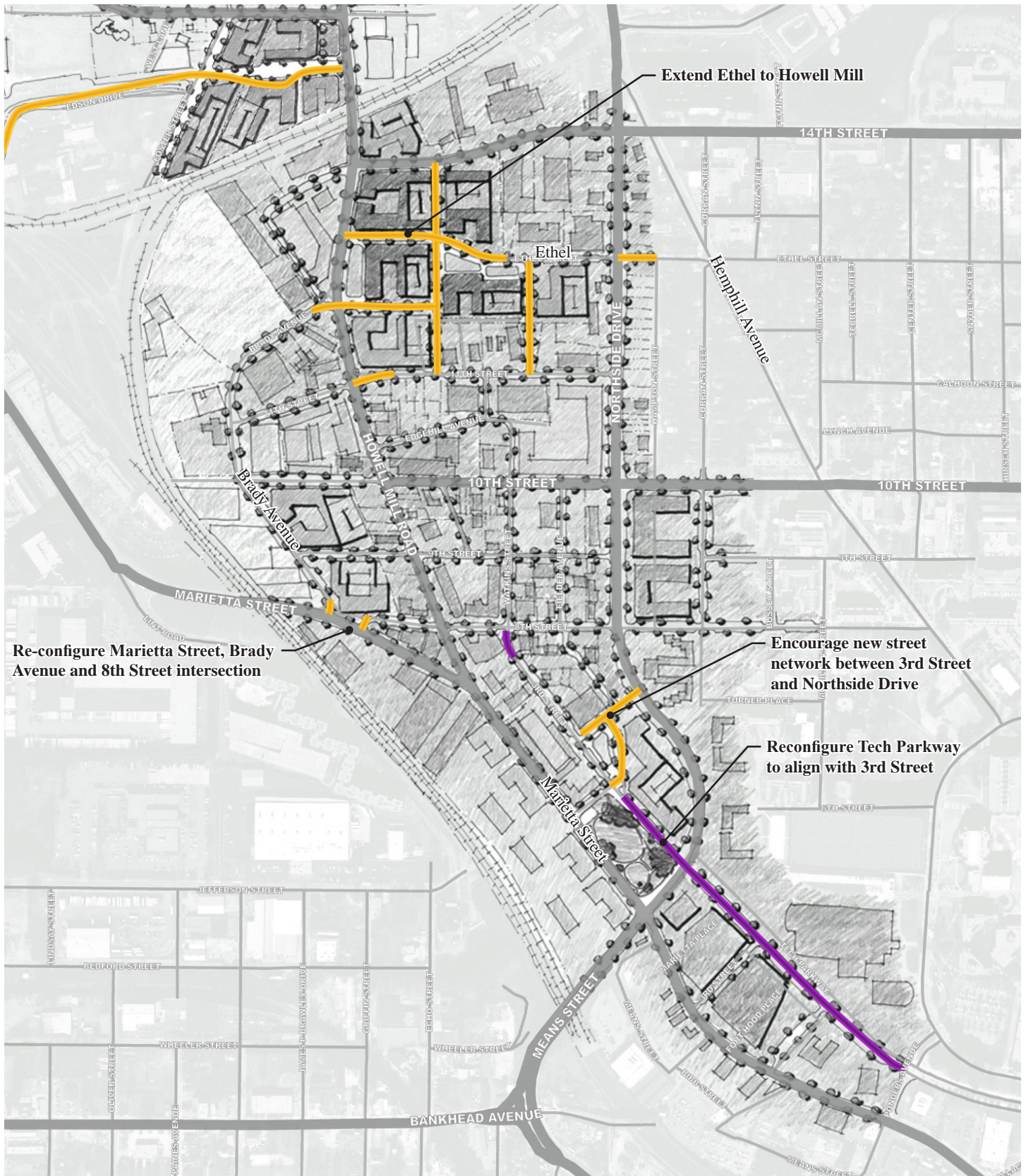
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Street Framework

The Westside/Marietta area has a relatively connected pattern of streets and blocks structured on the framework of Northside Drive, Howell Mill Road, and Marietta Street. This plan has identified key connections that frame future growth and improve overall mobility with the station area. The Street Framework Plan includes:

- **Ethel Street** – The block from 14th Street to 11th Street between Howell Mill Road and Northside Drive represents a “super block” that should be subdivided into a series of smaller blocks as redevelopment occurs. In order to do this, Ethel Street should be extended west to Howell Mill Road and east to Hampton Street in the Home Park Neighborhood. Extending from Ethel Street, a series of additional streets are proposed to create a set of smaller blocks to organize future redevelopment.
- **8th Street** – As part of the development of the west side of the Georgia Tech campus, 8th Street should be extended to Northside Drive setting up the potential for a future traffic signal and creating an additional connection between the Georgia Tech campus and the Westside/Marietta area.
- **Northside Drive/Marietta Street/Tech Parkway** – The plan envisions the potential to reconfigure this intersection by realigning Northside Drive on the current northbound lanes/bridge over Tech Parkway. This eliminates the southbound lanes of Northside Drive allowing for Tech Parkway to connect directly to 3rd Street. The resulting configuration eliminates the high-speed “interchange” design of this intersection, creates a new and strong multimodal connection (Tech Parkway) between Georgia Tech and the Westside/Marietta area, and sets up a valuable development and open space opportunity (Lower Westside Park).
- **Tech Parkway Trail** – The redesign of Tech Parkway is proposed in order to accommodate a multi-use pedestrian path that would connect the Westside/Marietta area to the Georgia Tech Campus in a direct and pedestrian/bicycle-friendly way. The 4-lane Tech Parkway should be redesigned via a “road diet” to create a 3-lane street, repurposing the extra travel lanes for a multi-use path. This connection would create a needed link to this growing area of student housing that is currently separated from the main campus by Northside Drive and would connect directly to the future Lower Westside Park.



**BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE**

**WESTSIDE/MARIETTA
STATION AREA
STREET FRAMEWORK**

LEGEND

- Selected Transit Alignment
- Street- Residential
- Avenue- Mixed Use
- Avenue- Residential

AECOM

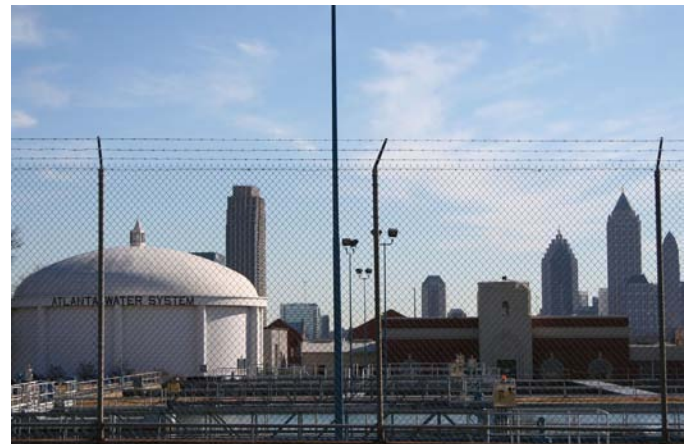


2.6 Historic Resources

The study area includes numerous historic resources, many of which have shaped and enhanced new development. The resources listed below are only a fraction of important historical resources within the area. However, they do provide a framework that future development and design should respect, enhance, and build on. A more detailed description of existing historic resources can be found in the Inventory and Assessment report and section 5.0- Arts and Culture.

- **Westside Arts District** - The Westside Arts District (WAD) is comprised of 10 art spaces that include the historic White Provisions building and the recent Brickworks development. WAD strives to provide on-going community outreach and programming, while highlighting the district as a visual arts destination. Many of the buildings included within the district have undergone adaptive reuse within the last 5-10 years.
- **The Goat Farm Arts Center** - The Goat Farm Arts Center resides in a mid-Victorian industrial site with 12 acres of pastoral grounds and 12 turn-of-the-century massive brick structures. It is also one of the largest visual and performing arts centers in Atlanta with artist studios, multiple performance and exhibition halls and spaces. The Arts Center's vision is "to push culture forward through comprehensive support of the arts".
- **Atlanta Waterworks** - The Atlanta Waterworks was developed in 1800's as a critical piece of urban infrastructure that has significant architectural, landscape and planning elements. Historically, the Waterworks provided much needed open space for area neighborhoods but over time security needs of the reservoirs and facilities have limited public access. The Atlanta BeltLine has begun discussions with the City of Atlanta's Department of Watershed Management with the goal of re-establishing public access to a portion of open spaces within the Waterworks campus that balances the sensitive security needs with recreational and open space opportunities.

- **Lower Westside Park** - The intersection of Marietta Street and Northside Drive marks an important event in the history of Atlanta, the official surrender of Atlanta to Union forces. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential to highlight this historic location with a new park. The design could incorporate the existing marker and provide additional space for historical and cultural interpretation features.
- **The Neighborhoods** - There are several neighborhoods within the study area that are designated or are a candidate for the National Register. These neighborhoods include: Berkeley Park, Home Park, and Loring Heights.



Top: Westside Arts District

Bottom: Atlanta Waterworks

Sources:

National Register of Historic Places:

www.nationalregisterofhistoricplaces.com

National Park Service (Atlanta):

www.nps.gov/history/nr/travel/atlanta/sitelist.htm

Atlanta Urban Design Commission:

www.atlantaga.gov/government/urbandesign.aspx

HISTORIC RESOURCES

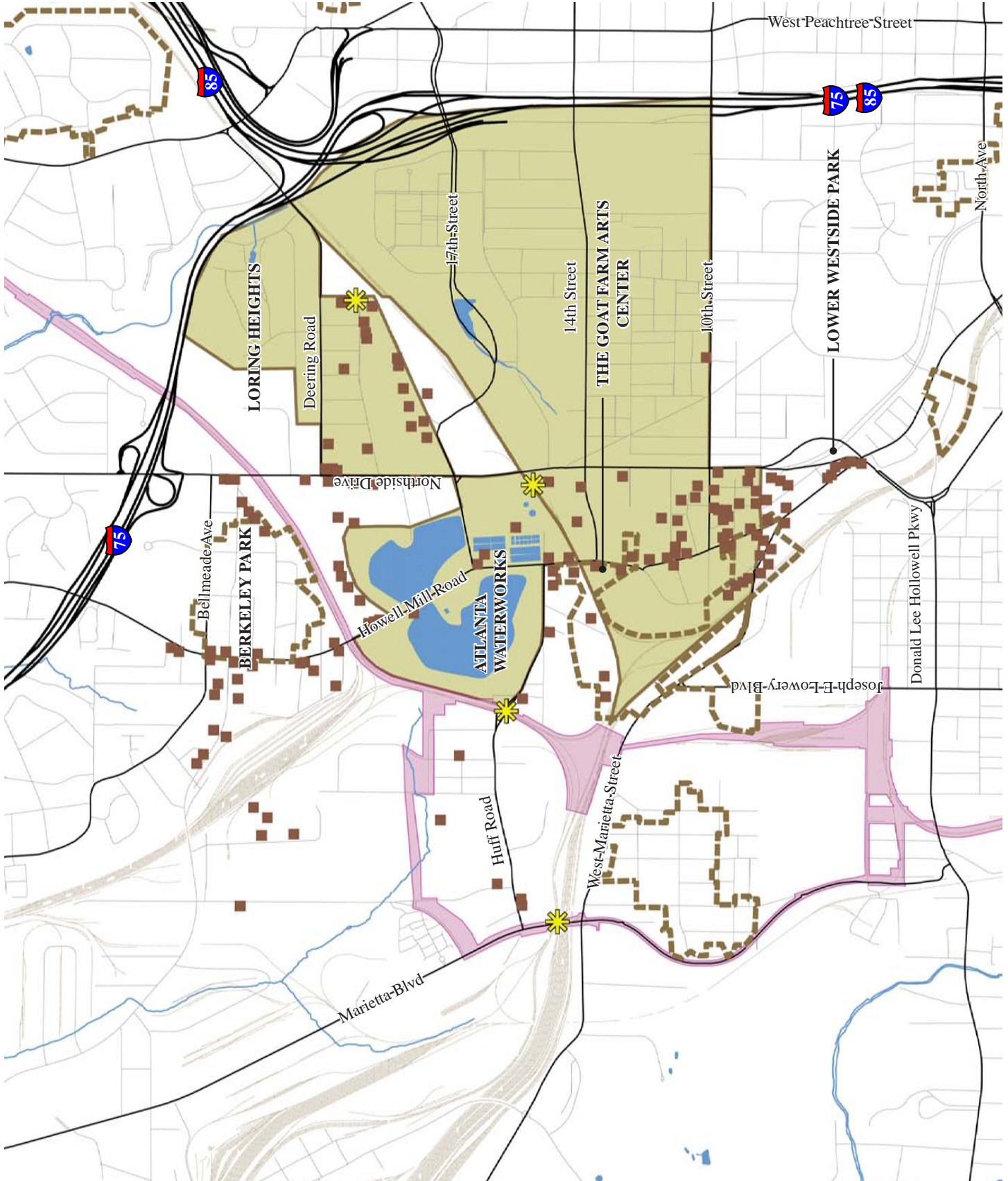
LEGEND

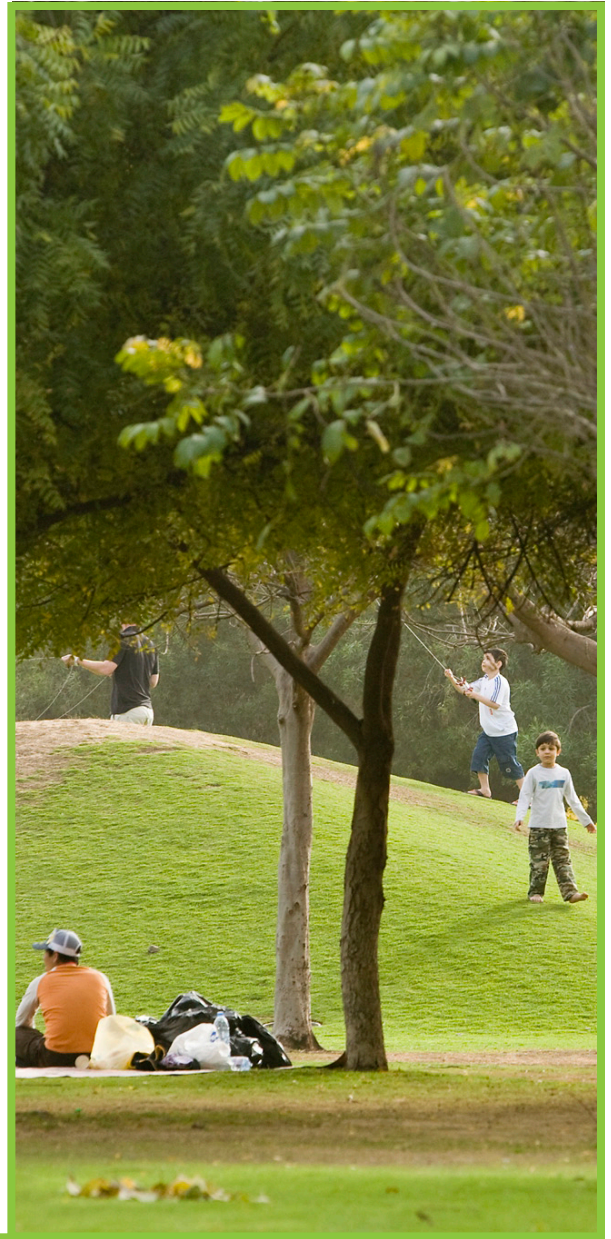
- Candidate for Historic Districts
- Historic Buildings
- Historic Structures
- National Register
- Rail Lines
- BeltLine Corridor

AECOM



SCALE IN FEET
0 500 1,000





PLAN RECOMMENDATION

3.0 Mobility

3.1 Mobility Policies

Subarea 8 covers one of the most remarkable concentrations of freight railroad infrastructure in Atlanta, and as such urban mobility in the subarea— or the ability to connect between origins and destinations in a complex built landscape— is dependent on a limited number of rail crossings, intersections and other nexus points of the local transportation system. Although the Atlanta BeltLine transit and trail corridor is a central component to improved mobility in Subarea 8 through its added modal options, the unique prominence of railroads and the Atlanta Waterworks in the subarea's geography adds emphasis to the corridor as a highly important connection to places outside of the subarea. For this reason, the corridor is a vital spine to improved transportation and mobility options in northwest Atlanta.

As is now standard practice in the City of Atlanta, new development will generally be expected to contribute to the transportation system, whether through sidewalk and streetscape improvements, pedestrian crossing improvements, new traffic control infrastructure, roadway and intersection capacity improvements, new local street connections, or some combination of those factors.

In addition to these major capital investments, Subarea 8 presents numerous opportunities for mobility enhancement through smaller-scale projects. These include the addition of sidewalks to streets throughout the Loring Heights and Berkeley Park communities, the improvement of pedestrian crossings at key intersections, and support of ongoing City of Atlanta efforts to add bicycle route options connecting Subarea 8 to other parts of the city.

With this in mind, the planning team identified a series of mobility goals that served as the basis for project recommendations in the Subarea 8 Master Plan. These are as follows:

- **Provide the best possible access to the Atlanta BeltLine corridor.**
The Atlanta BeltLine corridor provides connectivity to parks and open space, but it also, through planned premium transit service, offers potential connections that are not easily made in a car (especially to Piedmont Hospital and Lindbergh Center, both separated from Subarea 8 by a series of rail corridors and expressways).
- **Make Subarea 8 a walkable area.**
Even considering the historically industrial land use character of much of Subarea 8 and the consequent design of its roads to serve trucks and heavy vehicles, large sections of the residential neighborhoods around the Atlanta BeltLine corridor in Subarea 8 lack basic sidewalks and marked crossings. The entire subarea should be considered safe and comfortable for travel on foot.
- **Add route options to the transportation system.**
A major challenge to mobility in Subarea 8 is the simple scarcity of options—motorists have a limited number of routes to choose from, and practically all of them require making turns through intersections, thus increasing the complexity of intersection traffic operations and adding to a sense of difficulty in moving through Subarea 8.
- **Mitigate the traffic congestion impacts of new development in Subarea 8, especially along main thoroughfares that are essential for connection to other parts of Atlanta.**
Certain roadways and several intersections in Subarea 8 are operating near capacity. It should be understood that new development that will transform this part of Atlanta into a series of vibrant urban neighborhoods will also introduce a different character of traffic movement to its streets. However, new development should also be supported by appropriately-scaled new projects that help to ensure that development-related traffic impacts do not make the Subarea 8 street system inoperative.



3.2 Connectivity and Accessibility Improvements

Overview

Generally, one of the Atlanta BeltLine's principal objectives is to enhance connectivity throughout the city and to promote access to the corridor from surrounding neighborhoods and activity districts. The primary means of doing this is through additions to the street network: adding redundancy to the network through new streets and roads increases the number of route options available through an area and alleviates the traffic burden that principal thoroughfares and intersections must bear.

Subarea 8 is marked by a complex man-made geography, however, requiring new street connectivity to navigate a series of railroad lines, wyes and yards and a major public services complex (the Atlanta Waterworks). The expense and political tenability of providing unlimited connections across and through these facilities suggests that a limited number of such connections can be made into the future. Consequently, local street network additions must still rely on a limited number of thoroughfares to truly enable connections through Subarea 8. For this reason, street connectivity opportunities in the subarea are discussed in terms of area-wide connections and local network enhancement.

Street Framework: Area-wide Connection (Elaine-Culpepper-Trabert)

One of the greatest challenges to overall mobility and circulation in Subarea 8 is the limited set of options for east-west movement. There is no possible route from the eastern end of the subarea to the other that does not involve a series of turns through intersections, especially at intersections of Howell Mill Road. This adds complexity to the traffic operations of these intersections, requiring ample signal time to be given to multiple turning movements and generally straining the intersections' vehicle-carrying capacity.

In response to similar conditions in other Atlanta BeltLine subareas, planners have sought to add to the circulation options by enhancing the street network wherever feasible. These network additions may occur at different scales: as shorter, local street connections, often providing access across the corridor itself, or as longer, collector street connections that facilitate

movement from one side of the subarea to another, helping to connect larger neighborhoods and districts of Atlanta. The latter form of connections is important in increasing the capacity of the roadway system to handle new development because they often constitute direct connections between origins and destinations or duplicate routes that are already heavily used (and thus relieve these roads from the full impact of added development).

The connection of Elaine Avenue, Culpepper Street and Trabert Avenue proposed for Subarea 8 is the most remarkable opportunity to area-wide east-west movement option, and when considered hand-in-hand with the subarea's potential areas for land redevelopment, suggests a highly useful option for connecting the Ellsworth Industrial Boulevard corridor directly to the major north-south corridors of Northside Drive and Peachtree Street. Not only does this allow an alternative to the Huff Road connection, it also allows motorists a route that avoids turns at intersections—thus reducing burden on sections of Howell Mill Road.

There are two principal parts to this extension: one extends Trabert from its current dead-end north of the Atlanta Waterworks reservoir eastward to tie into the signalized intersection of Deering Road and Northside Drive. This extension can occur in the short term, and the only challenges to its implementation are related to right-of-way acquisition and grade engineering on the approach to the Deering/Northside intersection.

The second part of the Trabert extension, west from Howell Mill, is likely to occur only when transit is constructed, primarily due to the need for a bridge over the CSX/Norfolk Southern railroad. Once this crossing is established, however, Trabert Avenue can more feasibly be extended to Elaine Avenue and Culpepper Street to connect to Marietta Boulevard. This enables a direct connection between Ellsworth Industrial Boulevard and the north-south corridors of Howell Mill Road, Northside Drive and Peachtree Street and obviates the need for motorists to make 'jogs' in their route along Howell Mill Road around the Atlanta Waterworks facility.

While this connection adds to street network capacity and provides an important option for accessing the western half of the subarea, it also introduces two notable impacts. The first is the potential for increased traffic along Deering Road through the Loring Heights



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

CONNECTIVITY
OPPORTUNITIES

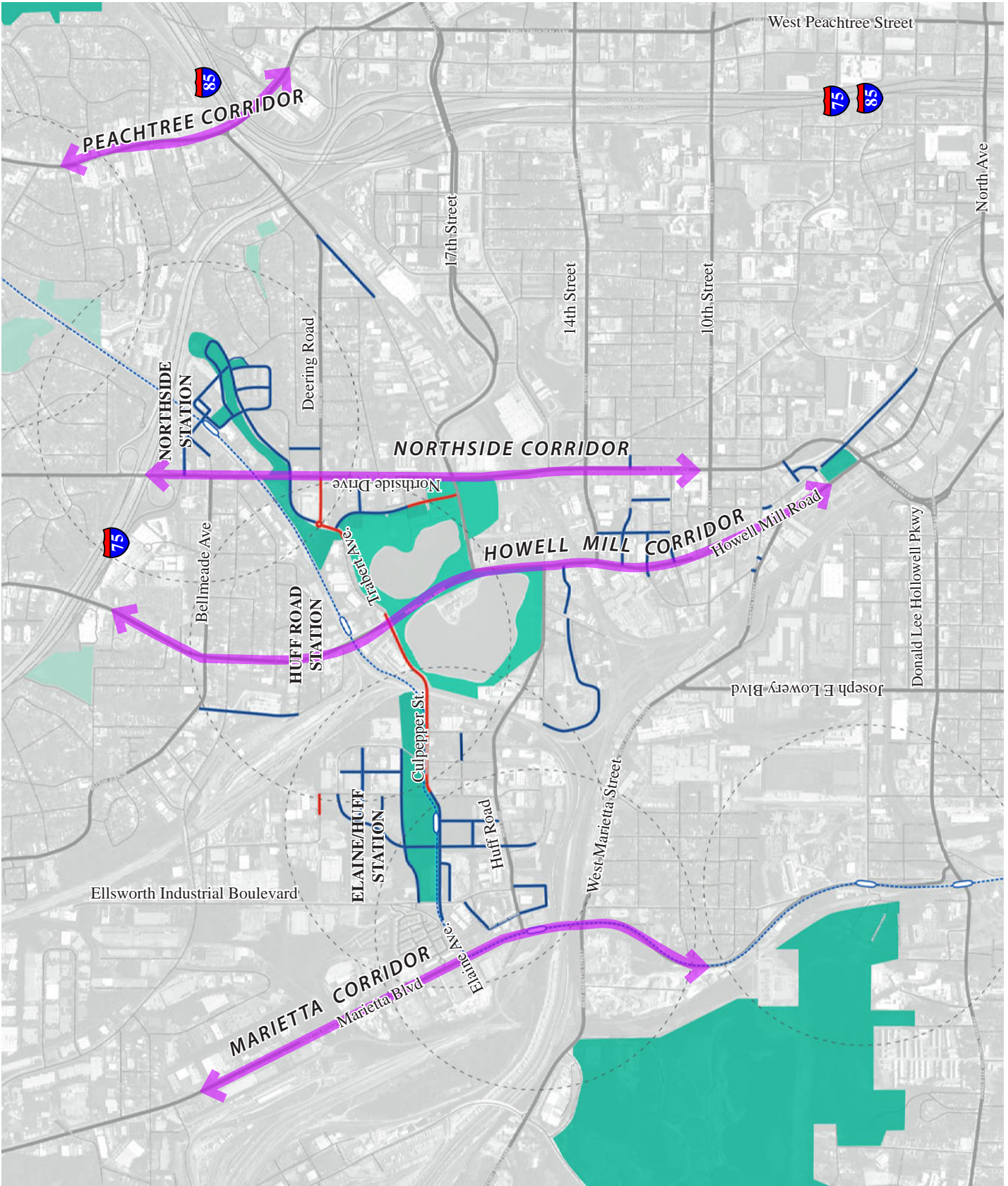
LEGEND

- Selected Transit Alignment
- New Street (Publicly Led)
- New Street (through private development)
- Existing Parks
- Proposed Parks
- Proposed Public Access at Water Works

AECOM



SCALE IN FEET
0 500 1,000



neighborhood as motorists increasingly use it as an area-wide thoroughfare. The second is the likely increases in delay and congestion at the Deering Road/Northside Drive intersection, which already operates near its capacity in the afternoon peak hour and would experience declines in overall level of service as new traffic is added.

In spite of these potential impacts, the larger-picture benefits of providing an additional connection greatly expands the subarea's connectivity to the Atlanta Belt-Line corridor and the public amenities associated with the larger project's implementation. As implementation of the Subarea 8 Master Plan moves forward, dialogue with the Loring Heights community should focus on finding acceptable approaches to mitigating the impact of new traffic, recommended in this master plan through a series of traffic calming projects (refer to TC-1 and TC-2 in the Projects Matrix in Section 6.3 of this report) and ways to ensure a successful connection from Northside Drive to the west.

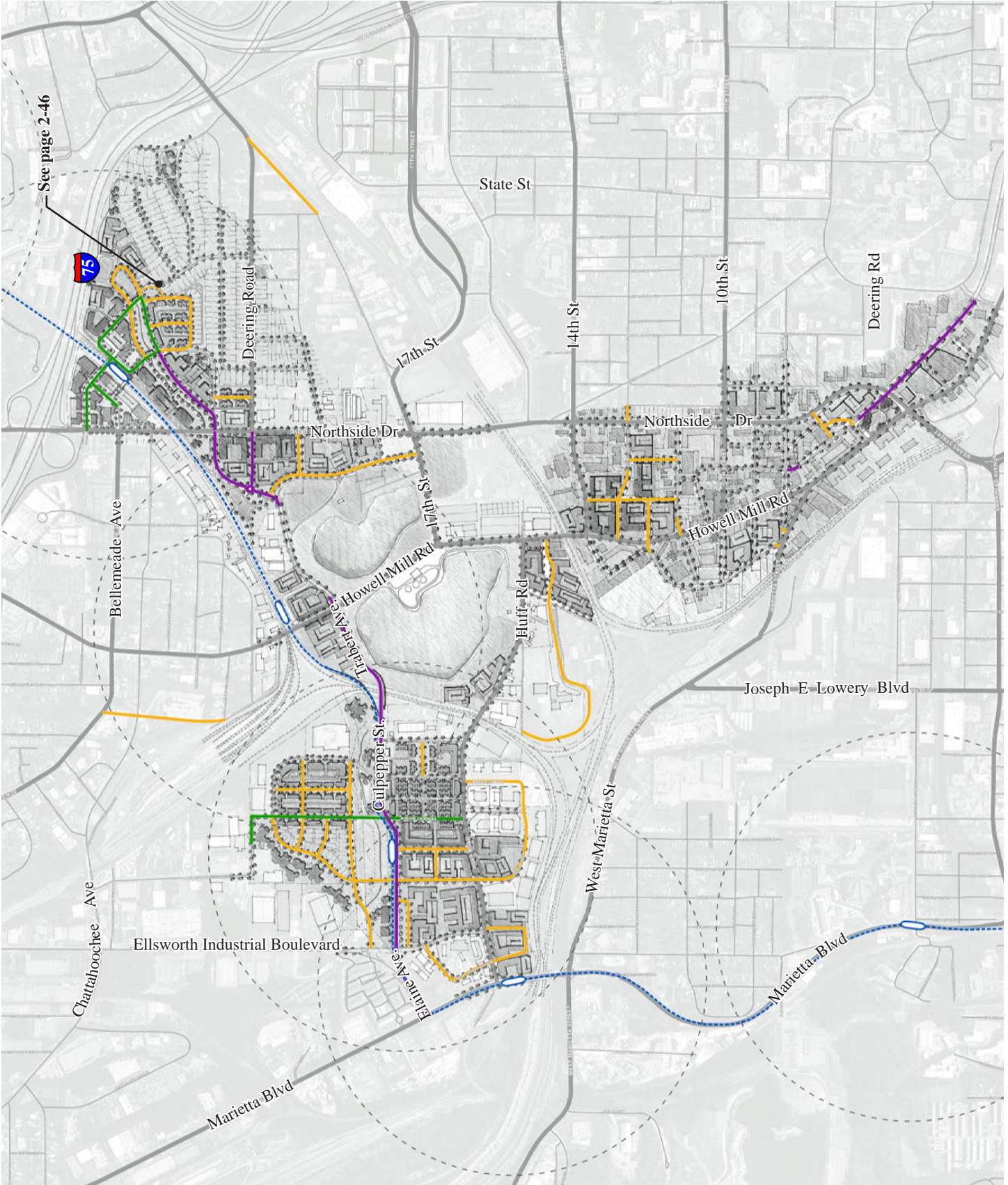
Street Framework: Local Street Network Enhancement

To address the need for an interconnected street network, the existing street framework for the subarea was evaluated and analyzed throughout the planning process. New streets and extensions of some existing streets are proposed to enhance mobility, walkability, provide internal circulation and reduce block size as larger parcels redevelop.

Atlanta Beltline, Inc. has created a framework of New Street Typologies to be applied to proposed streets within subareas during the planning process. The New Street Typologies are a way to ensure that the principles of "Complete Streets" (providing multi-modal opportunities for users of all ages and abilities whether pedestrians, bicyclists, transit users, or motorists within the right-of-way) are applied to all new streets proposed during the master planning process. The diagram on page 3-7 illustrates the opportunities for new connections defined during the Subarea 8 Master Plan's development and specifies what particular street designs that they should be assigned when being implemented.



Proposed Area-wide Connection: Culpepper Street



Thoroughfare Types

The map on the preceding page illustrates how the three principal thoroughfare types are applied to new and existing streets in Subarea 8. Generally speaking, these types emphasize a complete street approach, providing ample sidewalk width with separation from the roadway, on-street parking, and travel lanes of sufficient width to allow trucks, buses and other heavy vehicles to use these streets as needed.

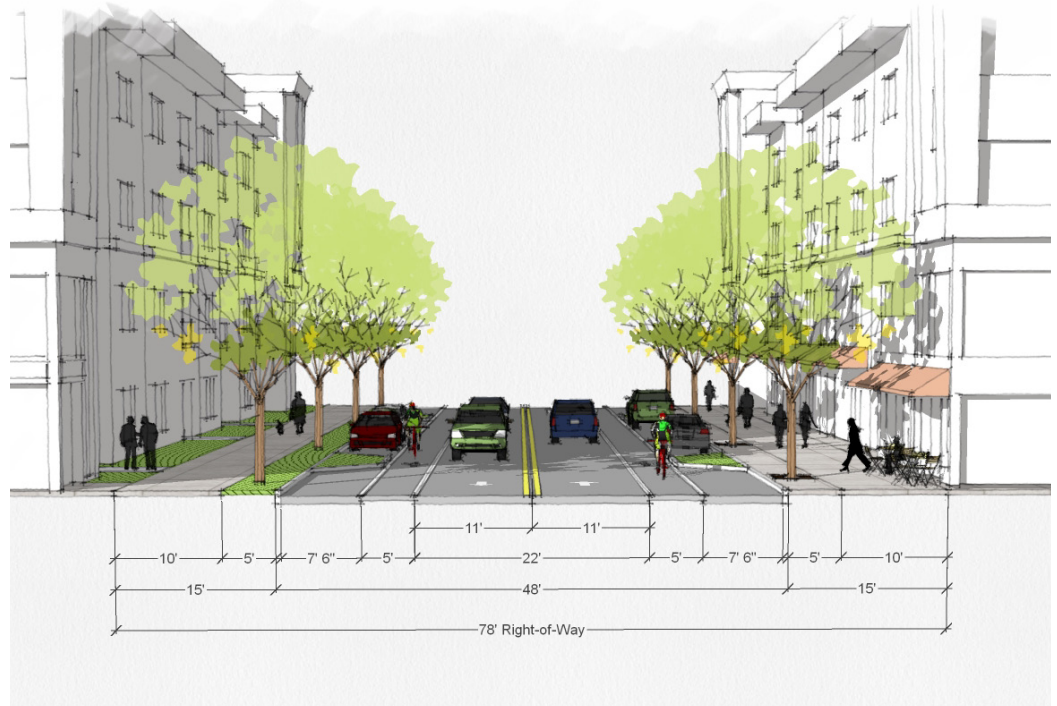
STREET/MULTI-FAMILY (ST/MF-60)	
Number of Lanes	2
Width of Lanes	11'
Bike Lanes	No
Sidewalk	6'
Plating Strip/ Amenity Zone	5'
On-Street Parking (from face of curb)	7.5'
Median	No
Width of Median	N/A
Right-of-Way	60'
Utility: To be located underground or in easement behind buildings.	



AVENUE/RESIDENTIAL (AV/MU-78)

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

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



AVENUE/MIXED USE (AV/MU-90)

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

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



3.3 Operational and Capacity Improvements

Through the course of developing the Subarea 8 master plan, the study team performed an extensive traffic analysis that evaluated existing conditions and assessed the likely vehicular traffic impacts of redevelopment on the subarea's street system. The observations from this analysis, taken in concert with stakeholder and community suggestions heard throughout the plan's development, helped to guide a series of recommendations for capital projects to add roadway capacity at strategic locations or to enhance streets to facilitate traffic operations. In addition, previous plans and studies, such as the Connect Atlanta transportation plan and the Northside Drive Corridor Study, made recommendations for system improvements that have been incorporated into this study.

It is important to consider that one of the key mobility themes of Subarea 8 is the limited options for movement across longer distances in the subarea, especially east or west across the CSX railroad and Howell Mill Drive corridor. With this in mind, many of the operational and capacity improvements are intended to facilitate additional travel demand along the limited number of route options. These improvements come in the form of corridor-length projects to add capacity, optimize traffic operations and increase safety; and strategic intersection-based capacity projects to reduce traffic congestion and delay at the key turning points in the Subarea 8 thoroughfare network.

A list of all individual mobility-related recommended capital projects is included in the Projects Matrix in Section 6.3 of this report. The following descriptions provide a more detailed explanation and contextual reasoning for key project improvements. Although these projects focus on improvements to enhance vehicle-moving capacity, they will also include design features to ensure a safe and comfortable pedestrian environment, such as sidewalks of ample width, accessible curb ramps and marked crossings of street approaches.

- **Northside Drive Complete Street Capacity Addition (Project OC-1)**
Per the recommendations of the Northside Drive Corridor Study and the inclusion of this project in the Atlanta Regional Commission's long range transportation plans, the Subarea 8 Master Plan effort assumed that Northside Drive would be widened from four to six general travel lanes from around 14th Street north to Interstate 75 sometime

between 2020 and 2030. Although the Subarea 8 Master Plan has not sought to refine the scope of this project beyond what has already been defined in previous studies, the transportation analysis supporting this plan did assume that the project would include auxiliary turn lanes as needed at key intersections.

This capacity addition reflects the complex role that Northside Drive plays for this part of Atlanta: it is both a community thoroughfare allowing access from the Loring Heights and Berkeley Park neighborhoods to other parts of the city and a major regional connection that provides relief to the Downtown Connector expressway and serves as a link between the western edge of central Atlanta's employment centers and the northwest neighborhoods and suburban communities accessed via Interstate 75. The execution of this project is an undoubtedly important means of providing infrastructure capacity for further development, but at the same time it should carefully consider the evolving nature of Subarea 8 and incorporate design features that do not impede the ever-increasing demand for non-motorized and transit-based travel options.

- **Huff Road Operational Improvements (Project OC-2)**
The Huff Road corridor has already seen substantial redevelopment activity near its intersection with Ellsworth Industrial Boulevard. This has added traffic volumes along the corridor and, significantly, has added demand for turns to access properties along the corridor. To support continued development, this corridor should be upgraded to a three-lane cross-section (one travel lane per direction and a two-way left turn lane). In order to accommodate truck and bicycle traffic, 14'-0" lanes should be considered. This is a recommendation from the Connect Atlanta plan as well as other previous studies.

The cost of designing and constructing this project may complicate its execution. In the short term, however, capacity improvements to the Huff Road/Howell Mill Road intersection are likely to be more feasible.

- **Howell Mill Road Capacity Improvements at Bellemeade and Chattahoochee (Project OC-3)**

Although a recent City of Atlanta capital improvement project reconfigured the Howell Mill/Bellemeade and Howell Mill/Chattahoochee intersections and approaches, the close spacing of these intersections and the complexity of traffic movement patterns that each handles suggests that traffic congestion will increase as new development is added in Subarea 8. If and when new development opportunities make it feasible, further capacity improvements, such as the addition of a left turn lane, should be considered for this extent of the Howell Mill corridor. This improvement would increase storage capacity but continue to provide adequate sidewalk width to ensure a safe and walkable environment.

- **Howell Mill Road Diet from Chattahoochee to Marietta Street (Project OC-4)**

Howell Mill Road currently features an asymmetrical cross-section for most of its extent through Subarea 8, with two southbound general purpose lanes, one northbound lane, and few cases of dedicated storage lanes for turns. This road diet project would introduce a standard three-lane section from Chattahoochee Avenue south to the road's end at Marietta Street. This allows improvements in safety resulting from northbound vehicles being able to see all oncoming traffic and the improvements in northbound capacity resulting from left turning vehicles being moved into a separate lane for awaiting gaps in southbound traffic for turn opportunities.

In addition, the standardization of this three lane section throughout the corridor allows the four-lane extent between the Huff Road and 14th Street intersections to be converted to three lanes, potentially freeing space for conversion to other cross-section elements (such as bike lanes, widened sidewalks alongside the historic White Provisions meatpacking structure, where sidewalks are currently uncomfortably narrow for a busy mixed-use district). See Howell Mill Road bike lane discussion on page 3-16.

- **Howell Mill Road/14th Street Signal Upgrade (Project I-5)**

This intersection currently features a split signal timing sequence due to the geometric offset between the eastern and western intersection approaches. While sound engineering judgment suggests that this kind of a timing configuration likely needs to remain for safety reasons, there is an opportunity to upgrade signal hardware to allow an overlap in green signal time between the heavy westbound right turn movement and the southbound left turn movement. This helps to alleviate congestion and reduce delay at this intersection. This project, along with the implementation of project OC-4 described above, should allow the majority of the left turn lane length between 14th Street and Huff Road to be reserved for northbound left turns so that westbound right turns taking advantage of this overlapped signal timing have adequate storage space in the event of a red signal at Huff Road. See Howell Mill Road bike lane discussion on page 3-16.

- **Northside Drive/17th Street Westbound Approach Reconfiguration (Project I-18)**

The westbound approach to this intersection currently features a single left turn lane and dual right turn lanes. This is likely due to traffic study forecasts for heavy demand for this movement (and its reflected southbound left-turn movement from Northside Drive) related to the development of Atlantic Station and expected travel patterns between it and Interstate 75 via Northside Drive. The analysis performed for the Subarea 8 Master Plan suggests that the single westbound left turn lane at this intersection may not be adequate to handle added Subarea 8 development, especially development in the southern half of the subarea near the Georgia Tech campus.

This project would reconfigure the intersection to add a dual left turn lane to reduce congestion and delay. There are different potential approaches to how this could be accomplished, and one includes simply repurposing existing lanes to allow the space for the inner right turn lane to be used for through movements, in turn converting the existing through-movement lane to a second left turn lane. There are notable safety and operational concerns involved with doing this, however, and further exploration of this project should more broadly consider likely projections for future Atlantic Station development-related traffic in developing a suitable concept for the intersection design.

- **Huff Road/Howell Mill Intersection (Project I-4)**

Although this project works hand-in-hand with larger capacity improvements along the entire extent of Huff Road, in the short term it assists in alleviating traffic congestion at a key pinch-point in the Subarea 8 transportation system. The project proposes widening Huff Road to allow space for two eastbound lanes, one to be dedicated to right turns and one to share left-turn and through movements, the latter of which are a negligible volume due to the restrictions on general entry into the Atlanta Waterworks site.

The project should also consider the addition of a southbound right turn lane to continue to mitigate traffic congestion as new development is added to the west in the Huff Road/Ellsworth Industrial Boulevard area. While this traffic is forecast to cause an increase in overall delay at the intersection, its addition should be carefully considered against the availability of right-of-way from the Atlanta Waterworks side and the need to provide a safe and comfortable pedestrian environment between the Atlanta BeltLine transit station to the north on Howell Mill and the White Provisions retail and mixed-use district. If there is no cost- or engineering-feasible way to accommodate both the turn lane and the sidewalk, the sidewalk should be given higher priority. Refer to the Subarea 8 Transportation Analysis Report for a more detailed discussion of the impacts of not including this southbound right turn lane. See Howell Mill Road bike lane discussion on page 3-16.



Huff Road/Howell Mill Intersection
(Project I-4)

- **17th Street/Howell Mill Intersection Capacity (Project I-19)**

17th Street is one of the critical east-west links in the Subarea 8 thoroughfare network, although it ends at Howell Mill Road and requires all traffic to make a left or right turn. As new development adds traffic to this link, the 17th Street approach to this intersection should add a right-turn storage lane to allow right turns to be separated from lefts, which would use the current single approach lane. This not only shortens the queue lengths on 17th and lessens the risk of spillback queuing traffic at the Northside/17th intersection, but it also allows right turning vehicles to make turns on a red signal when gaps in northbound Howell Mill traffic allow, thus processing queues through all parts of the traffic signal cycle. See Howell Mill Road bike lane discussion on page 3-16.



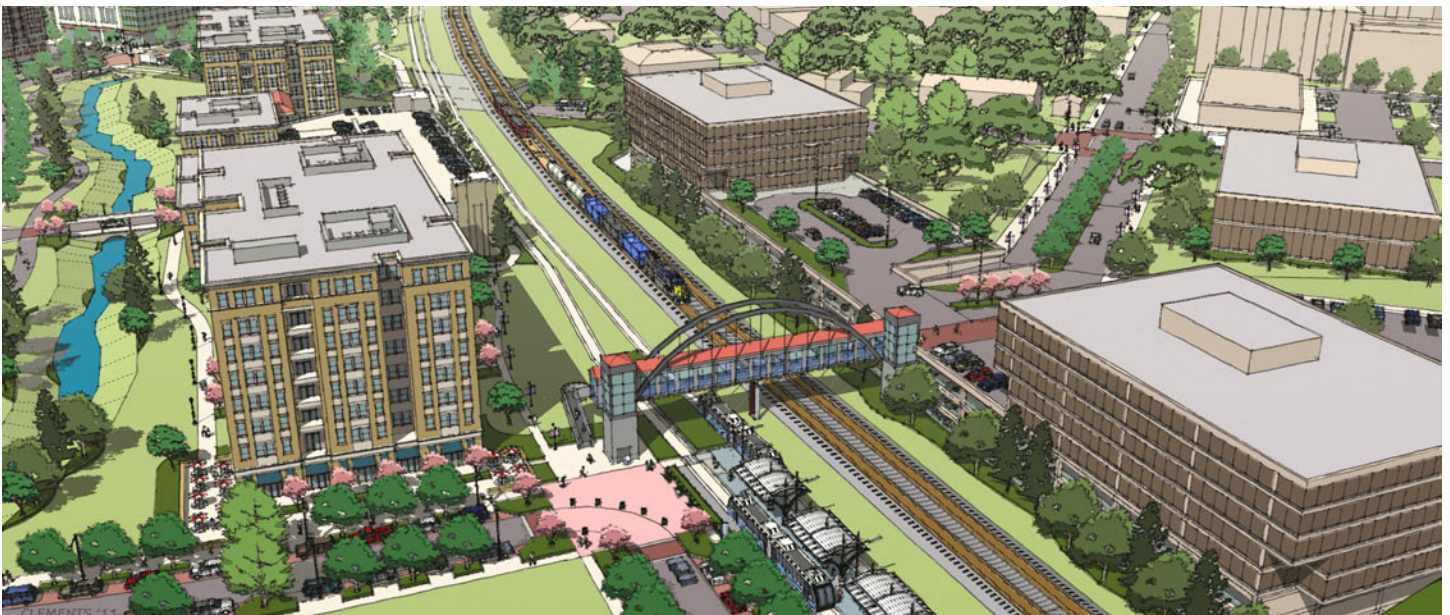
17th Street/Howell Mill Intersection
(Project I-19)

3.4 Pedestrian and Bicycle Improvements

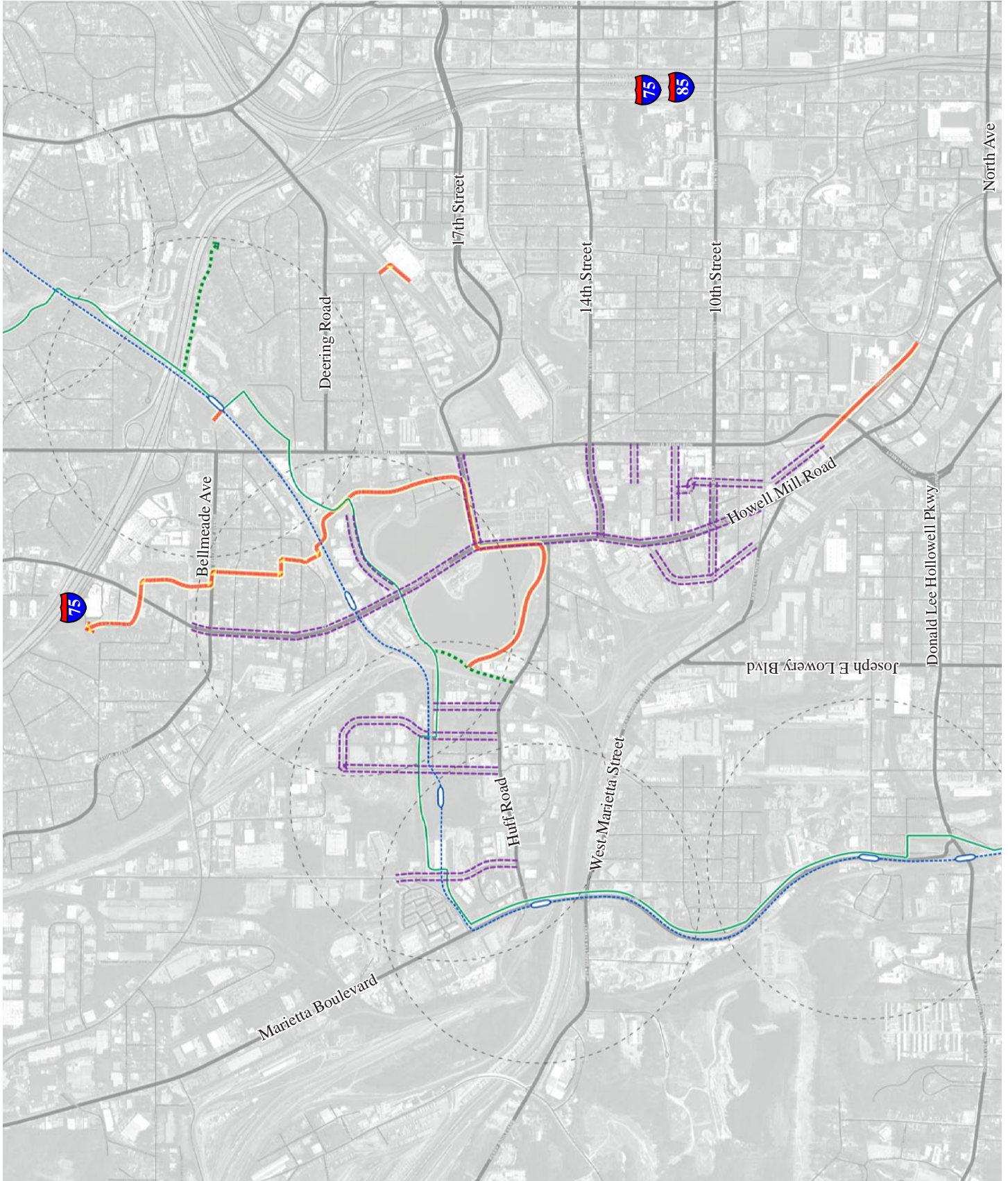
The following are recommendations specific to bicycle and pedestrian safety and circulation. Although they may be related to other recommendations and may be tied into the operation of other modes of travel, their primary intent is to serve bicyclists and pedestrians.

- **Atlanta BeltLine Multi-Use Path (Project TR-1)**
A central component of the Subarea 8 Master Plan, both for mobility reasons and for reasons of connection to parks and other public amenities, the Atlanta BeltLine Multi-Use Path is the primary project for non-motorized travel through the subarea. It will closely parallel the new east-west extension of Trabert Avenue and connect the major development opportunity areas of northern Subarea 8.
- **Bellemeade Pedestrian Bridge (Project TR-6)**
East of Northside Drive, a pedestrian connection and bridge is proposed to begin at the Northside/Bellemeade Avenue intersection and cross the Atlanta BeltLine corridor in order to navigate a grade change between the corridor's northern and southern edges. This will improve connectivity on the two sides of the corridor and facilitate pedestrian access to and from the Berkeley Park neighborhood. An illustration of the pedestrian bridge is shown below on this page.

- **Neighborhood Sidewalk Additions and Enhancements (Projects S-1 through S-15)**
Both the Loring Heights and Berkeley Park neighborhoods, the areas of Subarea 8 with the most established single-family land use patterns, feature multiple streets with no sidewalks. As a general means of promoting walkability, accessibility and safety, these streets should have sidewalks added within public right-of-way where feasible.



Conceptual illustration of the proposed Bellemeade Pedestrian Bridge (Project TR-6), looking west. This would connect from the eastern end of Bellemeade Avenue, where the bridge landing is at grade, with the south side of the Atlanta BeltLine corridor in the Loring Heights neighborhoods, where the bridge landing would require an elevator and series of stairs and ramps to reach grade level.



- **Howell Mill Road Bicycle Corridor**

The Connect Atlanta transportation plan defined the Marietta Street-Howell Mill Road corridor as one of its Core Bicycle Connections, meaning that it serves a long distance and provides direct connections to multiple parts of Atlanta. The City of Atlanta has designated this a bicycle route with signage and, north of Interstate 75, has striped wide travel lanes to delineate separate lanes for bicycles.

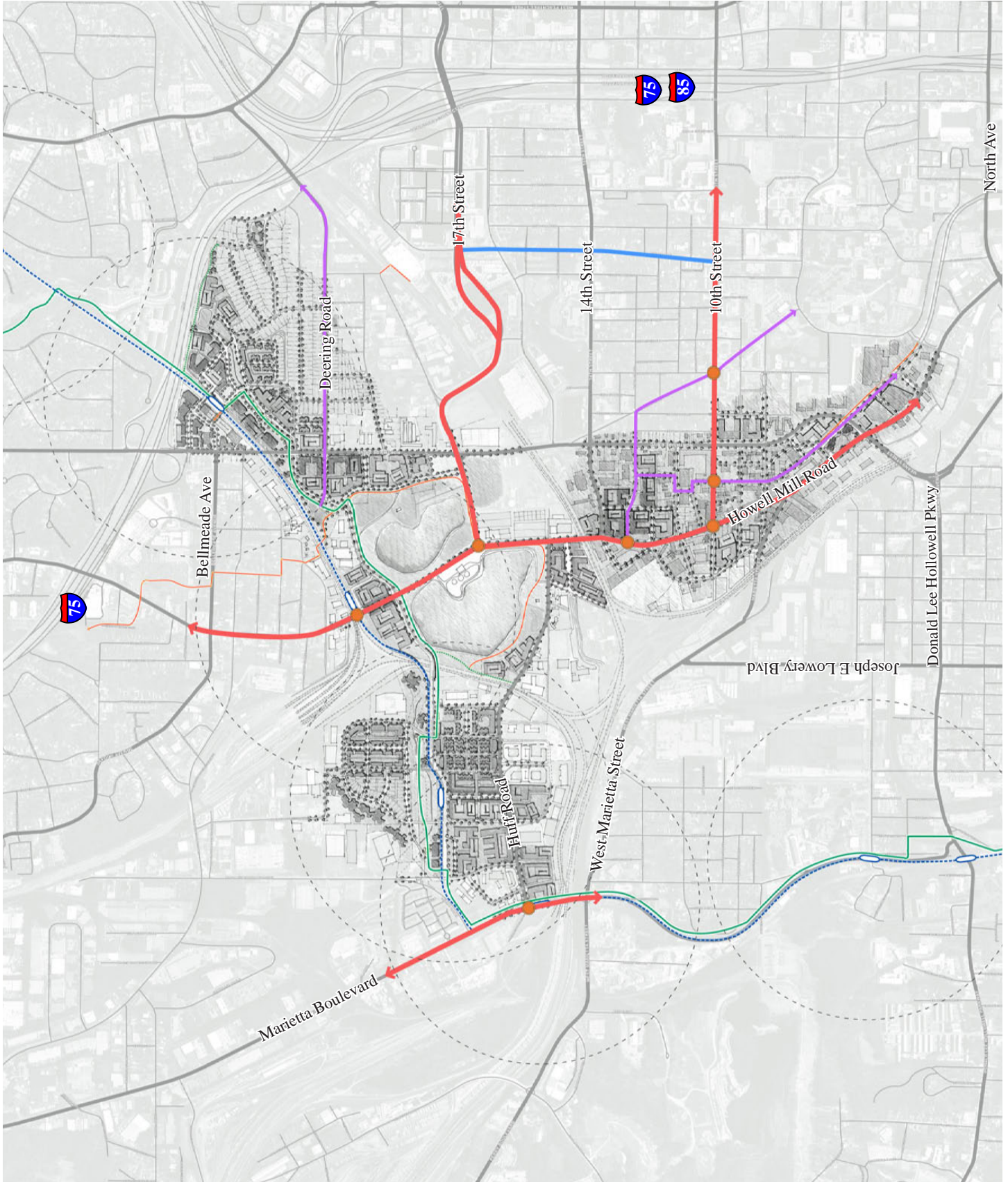
Although Connect Atlanta's street design guidance points to bicycle lanes as the preferred option for design of streets carrying designated bicycle routes, it also allows shared-use arrows ('sharrows') as a means of connecting gaps in bicycle lanes where the immediate fit of these lanes is not feasible, such as south of 14th Street.

In addition, the City of Atlanta was recently selected for funding from the Livable Center's Initiative for *Cycle Atlanta*. This program will identify methods to retrofit existing urban roadways with bicycle facilities in a context sensitive manner that protects the character and integrity of the community.



Top: Bicycle and Pedestrian signage. Middle: Designated bike lane through an intersection in Vancouver, British Columbia. Bottom: Bike Box in San Francisco.

- Atlanta BeltLine
Multi-Use Path
- Atlanta BeltLine
Spur Trail
- Other Multi-Use
Path Projects
- Core Routes
- Secondary Routes
- Other Bicycle
Corridors
- Important Bicycle
Intersections



3.5 Transit Improvements

The cornerstone of enhanced transit options is the addition of premium transit on the Atlanta BeltLine corridor itself. In addition to helping to offset the vehicle-based transportation impact of new development, transit provides a strategic connection to major employment centers that are not directly accessible by vehicle trips from Subarea 8, especially Piedmont Park and the Lindbergh Center office and retail district. The opportunity for a one-seat transit ride to these locations, combined with the proximity to such Atlanta BeltLine-led amenities as the Westside Reservoir Park, is likely to increase the overall appeal of this part of the corridor.

Northwest Transit Corridor

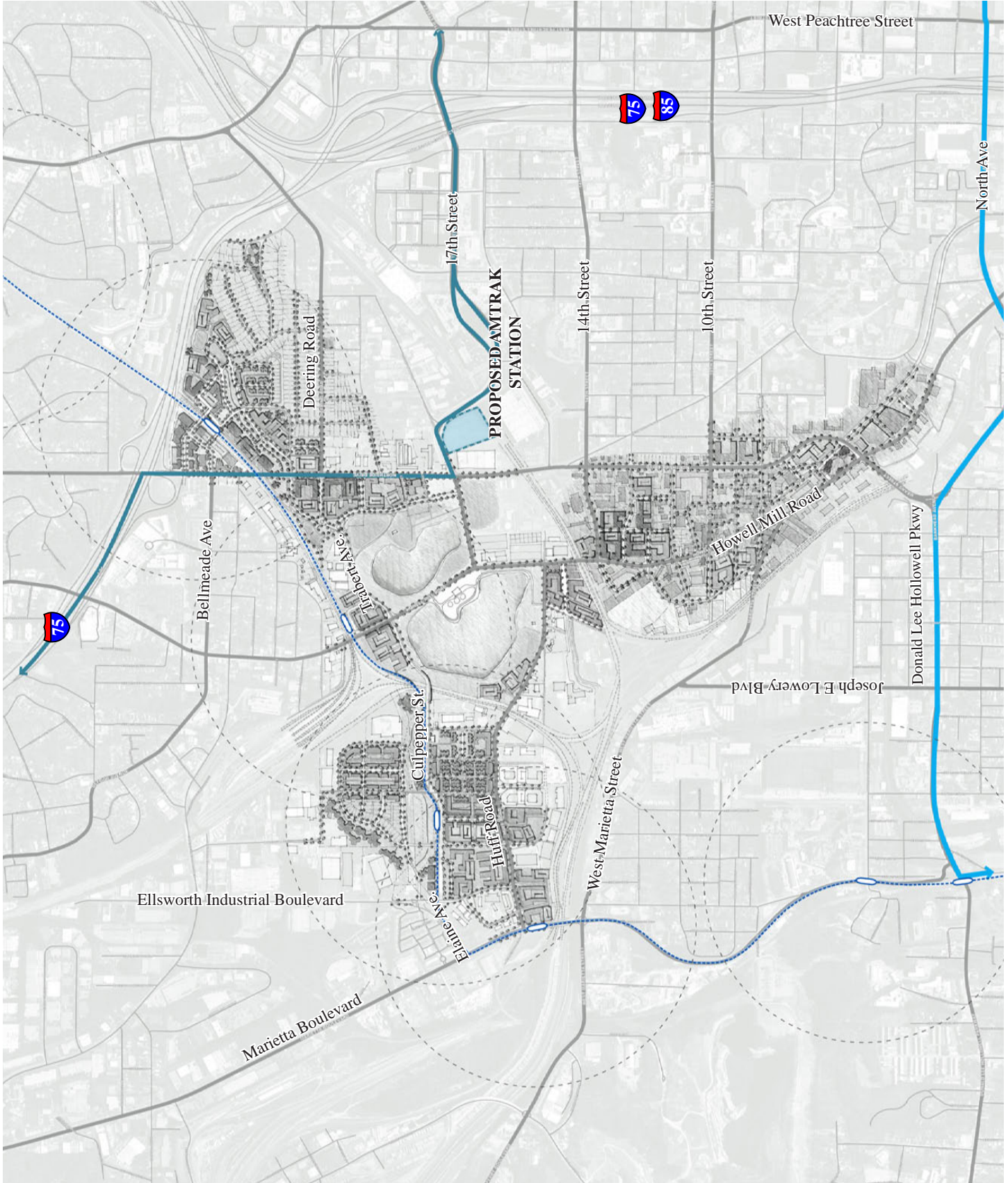
Proposed premium transit to Cobb County, connecting the MARTA Arts Center transit station and the Cumberland activity center in Vinings, would potentially pass through Subarea 8 and as such should offer connections, both through an alignment along 17th Street and through stations in Subarea 8, to Atlanta BeltLine transit and new Subarea 8 development.

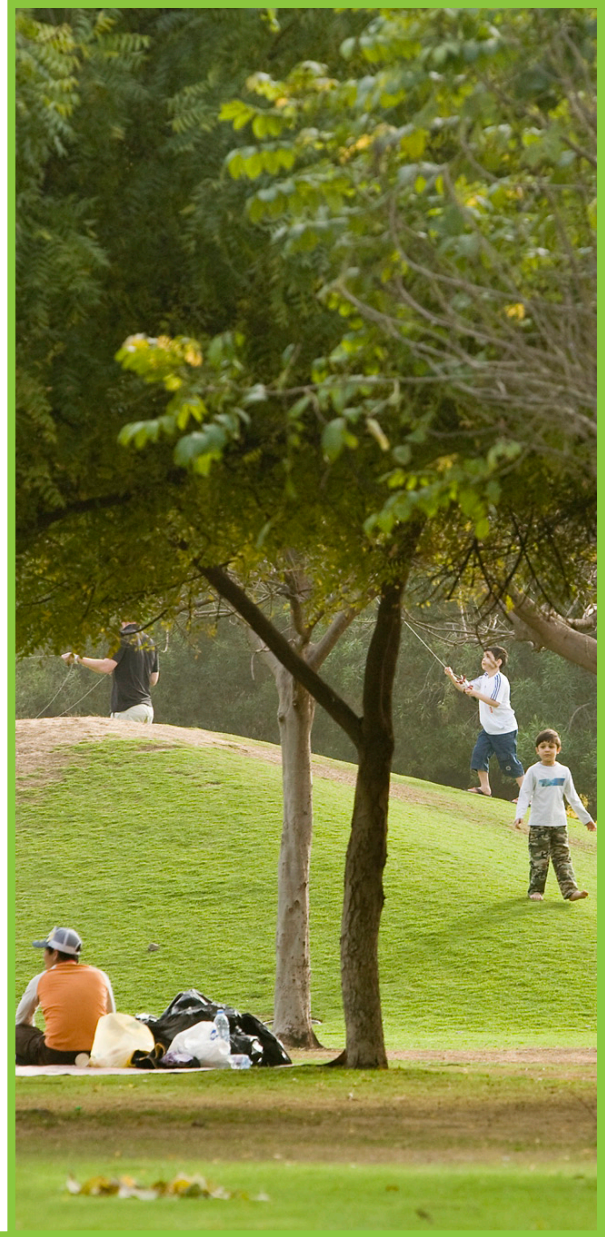
Shuttle and Bus Service

Atlanta BeltLine, Inc. and the City of Atlanta should continue to work with MARTA and other transit service agencies as redevelopment activity continues in Subarea 8 to realize opportunities for improved transit service and increased ridership. Potential ideas for improved service include the extension of shuttle service currently connecting Atlantic Station to the MARTA Arts Center station and the Georgia Tech Stinger Shuttles serving the Midtown station, allowing these services to continue west to serve emerging Subarea 8 development areas and possibly even supplementing the shuttle service with traditional revenue-based MARTA routes. Other opportunities include improved service along the Howell Mill/Marietta Street and Northside Drive corridors, improved transit amenities like bus shelters, benches, and lighting, and connecting the southern Subarea 8 redevelopment areas and the Georgia Institute of Technology campus to premium transit along the Atlanta BeltLine corridor.

Multi-modal Transportation Facility

In addition, Atlanta BeltLine, Inc. should remain attentive to a potential multimodal transportation facility near the intersection of 17th Street and Northside Drive on the SRTA-owned site south and west of 17th Street's curve. Although originally proposed as a temporary facility pending the development of a larger regional multimodal passenger terminal in downtown Atlanta, such a facility would nonetheless enhance Subarea 8 connectivity options through its offering of Amtrak intercity passenger rail service, the aforementioned proposed premium transit service to Cobb County, and local bus and shuttle services.





PLAN RECOMMENDATION

4.0 Parks & Open Space

4.1 Open Space Vision

Context

The majority of the subarea’s existing parks and open spaces are within the neighborhoods including; Loring Heights Park, Underwood Hills Park, and Tanyard Creek Park. In the center of the subarea is the Atlanta Waterworks and reservoirs which historically had been open to the public and served as a unique and valuable open space for the city, hosting regional track meets and special events in its lodge and gazebo. Since the 1996 Olympics, and reinforced by the events of 9-11, the reservoirs have been fenced and secured, restricting all public access.

As a result, Subarea 8 is relatively underserved for parks and open space. The area immediately surrounding the Atlanta BeltLine Corridor is primarily industrial or commercial, driven by the freight rail line, and commercial corridors of Marietta Blvd., Howell Mill Road, and Northside Drive. This pattern of use is changing to include a range of mixed-use redevelopment projects. The Atlanta BeltLine will ultimately accelerate this transition and bring with it the opportunity to create needed parks and open space to serve existing residents and future redevelopment.

Open Space Vision

The open space vision for Subarea 8 establishes a central open space system that parallels the Atlanta BeltLine Corridor, shaping surrounding redevelopment and connecting the greenspace around the Waterworks reservoirs to the surrounding community. Embedded into this open space system are a series of creeks and natural areas, passive and active parks, plazas, and multi-use trails. Each piece of the open space system is intended to be designed to respond to its natural and cultural surroundings, and programmed to serve a variety of functions including ecological, connective and social.

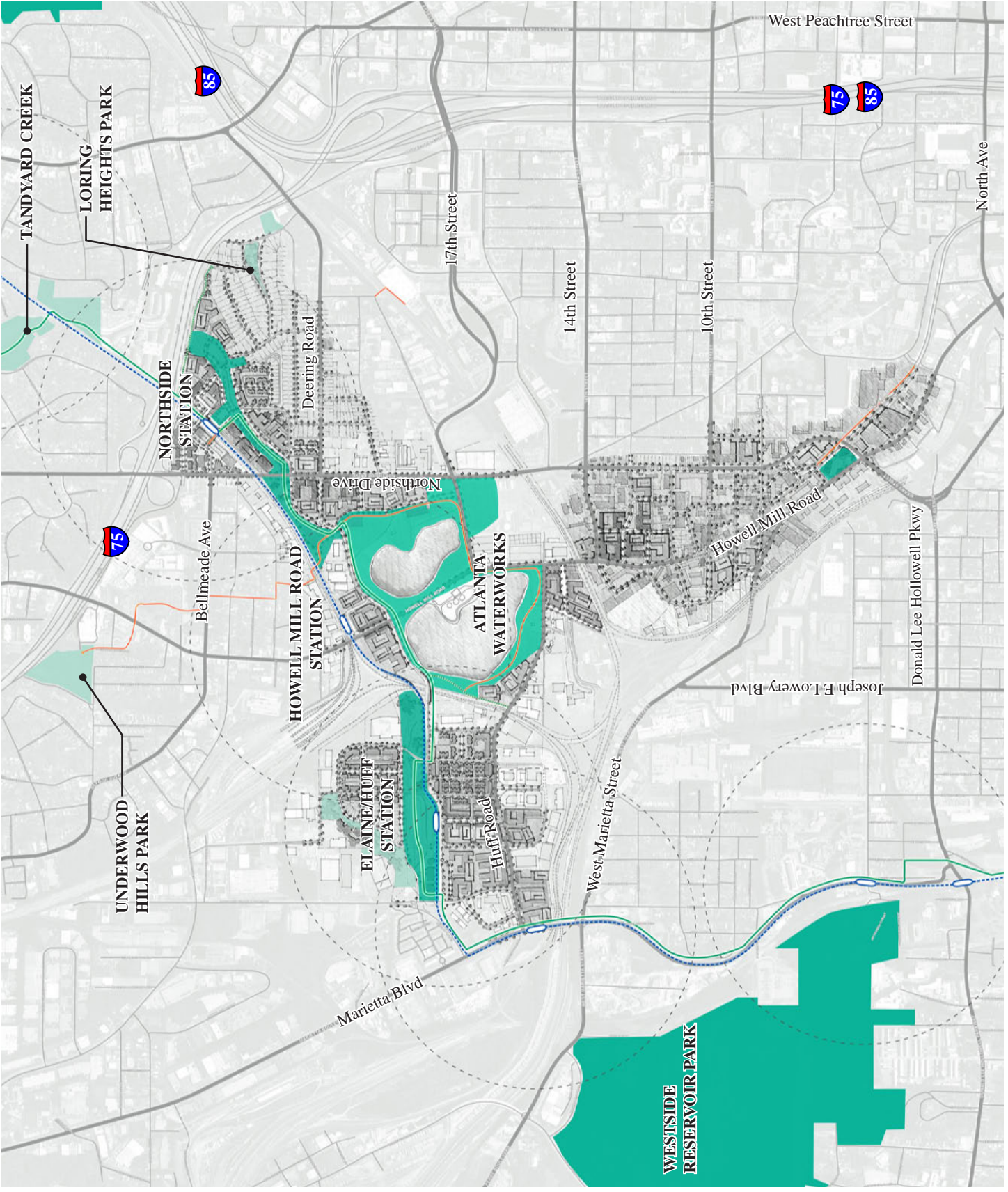
The Atlanta BeltLine Trail, with supporting pedestrian and spur trail connections, links the open space system east to west, providing access and connections across previously insurmountable barriers such as I-75, Northside Drive, Howell Mill Road, and the CSX rail corridor. The open space system also serves as a valuable address and framework for future redevelopment. New development will front its buildings and place active uses along these public spaces, maximizing the economic and social synergies created by this valuable public amenity and adjacent development.

Total Parkland per 1,000 Residents, FY 2009			
City	Population	Total Park Acres	Acres per 1,000 Residents
BeltLine Subarea 8	23,802*	12	.5
Atlanta, Georgia	537,958	3,867	7.2
Denver, Colorado	598,707	5,900	9.9
Portland, Oregon	557,706	13,512	24.2
Raleigh, North Carolina	392,552	12,403	31.6

The adjacent chart compares existing park lands within Subarea 8, exclusive of Atlanta Waterworks, against cities of comparable size that are national recognized for the amount of parkland per 1,000 residents.

*Based on 2000 Census Data described in section 1.4 Population & Employment.

*The Trust for Public Land, www.tpl.org/ccpe

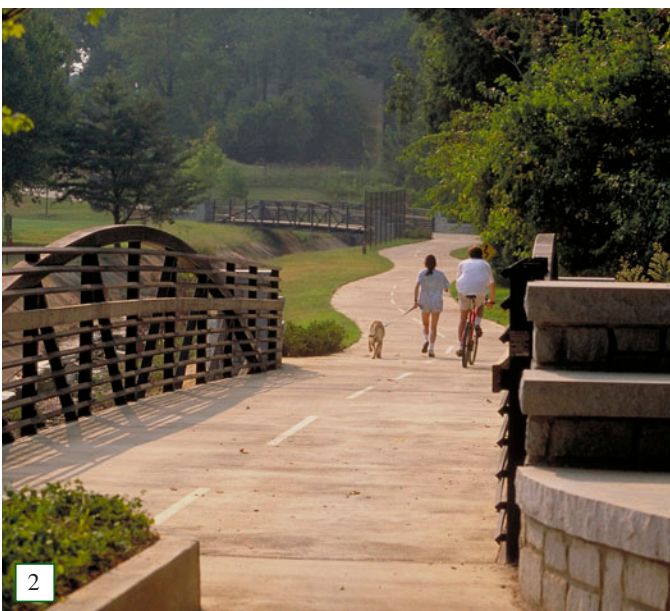


4.2 Elaine/Huff Station Area

Central to the Elaine/Huff Station Area is an open space corridor that runs east-west from Ellsworth Industrial Boulevard to the CSX Rail corridor. This open space corridor is comprised of an existing creek and adjacent utility corridor. The combined stream buffer and utility easement defines an undevelopable swath of land ½ mile long by 300 feet wide, creating approximately 17 acres of potential open space.

The resulting open space corridor is framed by future residential and mixed-use development on the north and south, making the currently hidden creek and utility corridor a valuable amenity for development. This open space can be designed to provide a range of functions and uses including:

- **Passive Recreation** – Providing a natural open space for surrounding residents with opportunities for walking, jogging, biking, skating, bird watching, and environmental education.
- **Public Art** – This open space corridor will be a valuable venue for permanent and temporary installations in addition to festivals and cultural events.
- **Habitat Restoration** – The rediscovered creek and natural areas present an opportunity for creek restoration and watershed protection activities that could include the removal of invasive plant species and natural habitat restoration.
- **Stormwater Management & Water Quality Protection** – Areas of the open space can be utilized for stormwater management facilities helping to improve water quality and manage stormwater flow of existing and future development in an area that historically paid little attention to stormwater runoff.
- **The Atlanta BeltLine Trail** - Through this open space, the Atlanta BeltLine Trail can be aligned and designed in a variety of ways running parallel to the future transit corridor while providing access to this new greenspace. Running east, the trail will connect over the CSX Rail corridor and provide a linkage between this open space and the Atlanta Waterworks and reservoir open spaces.
- **M-West Open Space** – The privately owned property, that is currently being used as a park and contains a trail, is within an existing floodplain and stream buffer. As open space within the Elaine/Huff station develops a new formalized connection to the existing open space should be encouraged.



Example multi use trail adjacent to and bridging over a creek



Example of passive open space with pedestrian paths stormwater ponds



1

Example open space with stormwater management and integrated trail.



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

ELAINE/HUFF
STATION AREA

LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Single Family

- Multi-family
- Mixed Use
- Institutional
- Commercial
- Parks/Open Space

AECOM



SCALE IN FEET
0 250 500

4-5

SUBAREA 8

4.3 Howell Mill Station Area

The central feature of the Howell Mill Station Area is the Atlanta Waterworks reservoirs and their associated open spaces, representing a unique open space opportunity in public ownership. In particular, the spaces around the reservoirs have the potential to provide a significant amount of usable park space and gaining public access to them has been a long-time goal of the surrounding neighborhoods.

The Atlanta Waterworks

The Atlanta BeltLine has begun discussions with the City of Atlanta's Department of Watershed Management with the goal of re-establishing public access to these open spaces in a manner that balances the sensitive security needs of the reservoirs and facilities with the recreational and open space desires of area residents. The vision for the Atlanta Waterworks open spaces anticipates a variety of active and passive recreation opportunities that include:

- **Passive Open Spaces** – There are several natural areas around the reservoirs with mature tree canopy that provide picturesque views of the surrounding skyline. These areas are envisioned for passive public use, connected by pedestrian trails to the adjacent Atlanta BeltLine Trail. The areas of highest accessibility and lowest security concerns could incorporate uses such as picnic areas and playgrounds.
- **Atlanta BeltLine Trail** - The Trail is aligned along the north side of the Waterworks site crossing over the CSX rail corridor and then running between Trabert Avenue and the northern edge of the reservoirs before turning north to cross Northside Drive adjacent to the CSX rail corridor.
- **Outdoor Theater**– The area on the northeast corner of Reservoir 2 adjacent to Trabert Avenue is ideally set up for a natural theater with its sloping topography. This site is intended to be framed by future redevelopment on the east with a public street that parallels the open space.
- **Pedestrian Trails** – Trails that connect the Atlanta BeltLine to the open spaces around the reservoirs and adjacent development.
- **Public Art** – Art installations that capitalize on unique features such as the natural theater and views to the skyline.

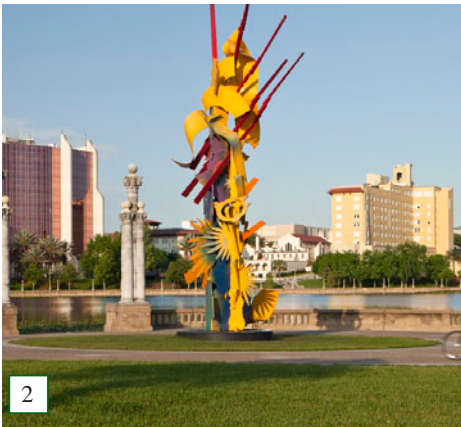
Trabert Open Space

The Trabert Open Space is a linear green that provides a “window” to the Atlanta BeltLine from Northside Drive and takes advantage of the natural topography within the area. The space is created parallel to the CSX rail corridor and connects the Waterworks open space east to the Northside Transit Station. This open space is intended to be activated and framed by higher-intensity development along Northside Drive. It should be designed to provide ecological, connective, social and recreational opportunities including:

- **Playgrounds** – Providing needed recreational uses and activities for the surrounding neighborhoods.
- **Multi-purpose open spaces** – Passive open spaces for recreational uses and activities.
- **Dog Park** – Potentially providing for a growing need in redeveloping urban areas for nearby multi-family residents.
- **Trail Connection to Berkeley Park** – The low point of the site provides a physical opportunity to create an underpass below the Atlanta BeltLine and CSX rail corridors to connect the Berkeley Park Neighborhood to the Atlanta BeltLine Trail and future open spaces.
- **Stormwater Facilities** – This low-lying site is also an ideal location for stormwater facilities associated with adjacent transit infrastructure and urban redevelopment.



Example of an outdoor theater and open space design



Example of public art in a signature park location



Example of public access and open space around a public reservoir



**BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE**

**HOWELL MILL
STATION AREA**

LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Single Family
- Multi-family
- Mixed Use
- Institutional
- Commercial
- Parks/Open Space

AECOM

SCALE IN FEET
0 250 500

4.4 Northside Station Area

The central open space feature of the Northside Station Area is the restoration of an existing creek that runs from Northside Drive, east under I-75. The resulting linear park creates an organizing public space for future redevelopment and the BeltLine transit station. This central park provides for a range of amenities that could include:

- **Linear Park** - The proposed linear park has the potential to become a valuable amenity within the Northside Station Area. In order to position the central open space as a community amenity, the creek system will need to undergo a series of restorative projects. Funding for these project can include structuring a public-private partnership or pursuing local, state or federal funding sources. Two critical projects within the linear park include: 1) **Daylighting** - A portion of the creek within the station area is in an underground culvert or pipe and will need to be daylighted. Daylighting redirects the creek to an above-ground channel, returning the creek to a more natural state. The daylighting of the creek will need to occur prior to the overall creek restoration. 2) **Creek Restoration**- An overall restoration of the creek will need to occur once the entire creek within the station area is daylighted. Creek restoration can have many benefits including stormwater management, habitat restoration, and water quality improvement.
- **Transit Plaza** - This plaza can provide an important civic and social gathering space and serve as the front door to the Northside Transit Station. The plaza can serve as a large multi-purpose public space for gatherings, festivals, concerts, farmers markets, or other civic events. Amenities that should be considered include; movable seating areas and tables, water fountains, and active surrounding uses such as street-level restaurants and retail.
- **Neighborhood Park** – A neighborhood park is proposed at the northern end of Steele Drive and is intended to provide a variety of recreation and social opportunities as well as a traffic-calmed transition between the Loring Heights Neighborhood and future residential redevelopment.
- **Atlanta BeltLine Trail** – This central public space provides a highly visible and accessible location for the Atlanta BeltLine Trail. This alignment would run from Northside Drive through the linear park and along the restored creek, ultimately connecting to the transit station before connecting north under I-75 to Tanyard Creek.



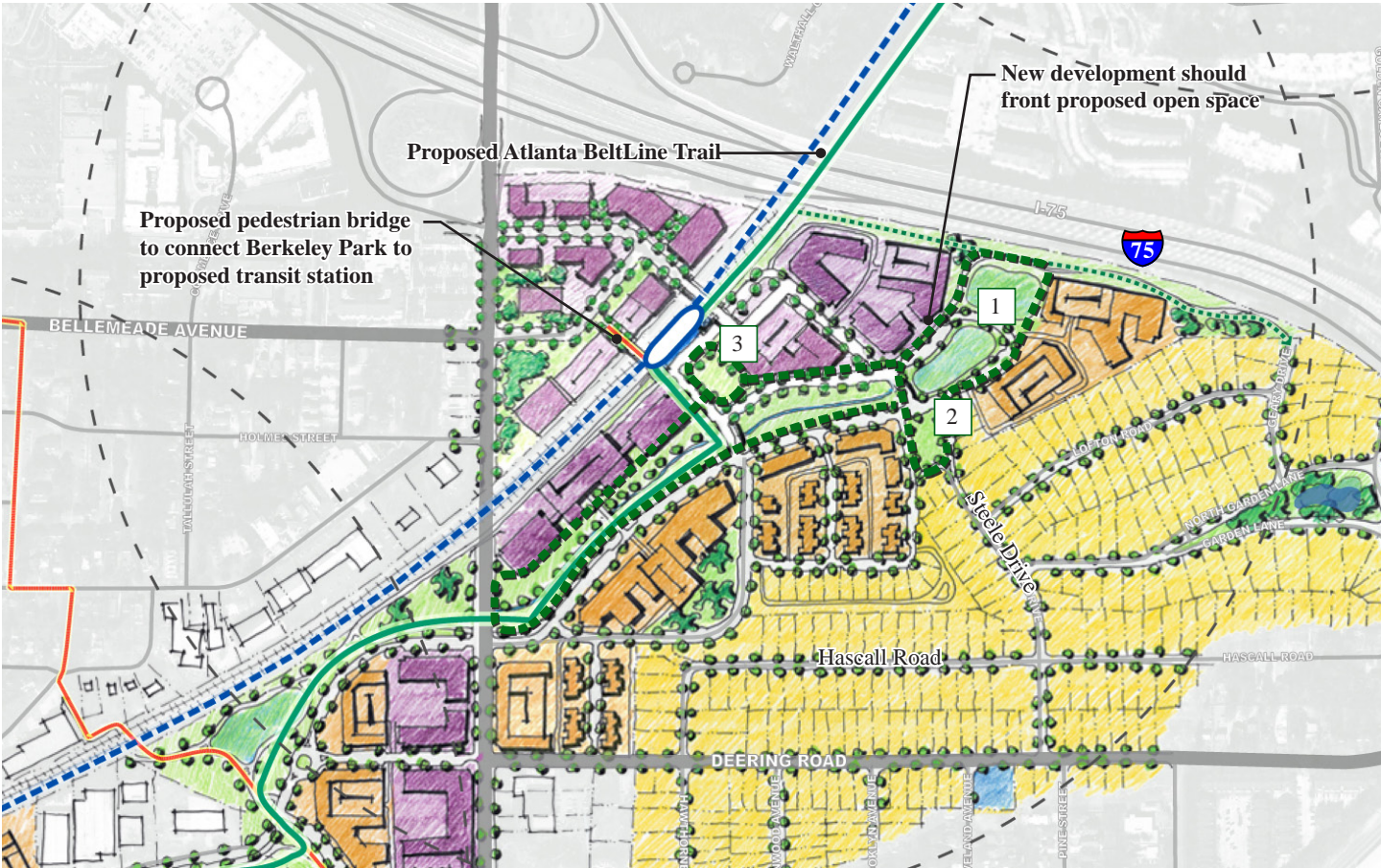
Example linear park with stormwater retention pond and fronting development



Example neighborhood park with playground and green space



Example of potential transit plaza/park design



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

NORTHSIDE
STATION AREA

LEGEND

- Selected Transit Alignment
- Proposed Atlanta BeltLine Trail
- Proposed Atlanta BeltLine Trail Spurs
- Proposed Pedestrian Connections
- Single Family

- Multi-family
- Mixed Use
- Institutional
- Commercial
- Parks/Open Space

AECOM



SCALE IN FEET
0 250 500

4.5 Westside/Marietta

The Westside/Marietta Area is an urbanizing district that is growing into a vibrant mixed-use neighborhood. Recent multifamily and mixed-use development projects are catering to students and young professionals and are supporting an expanding cultural arts and design district. Opportunities for new open space are anticipated to be incorporated into redevelopment projects as small plazas and greens to serve surrounding residents.

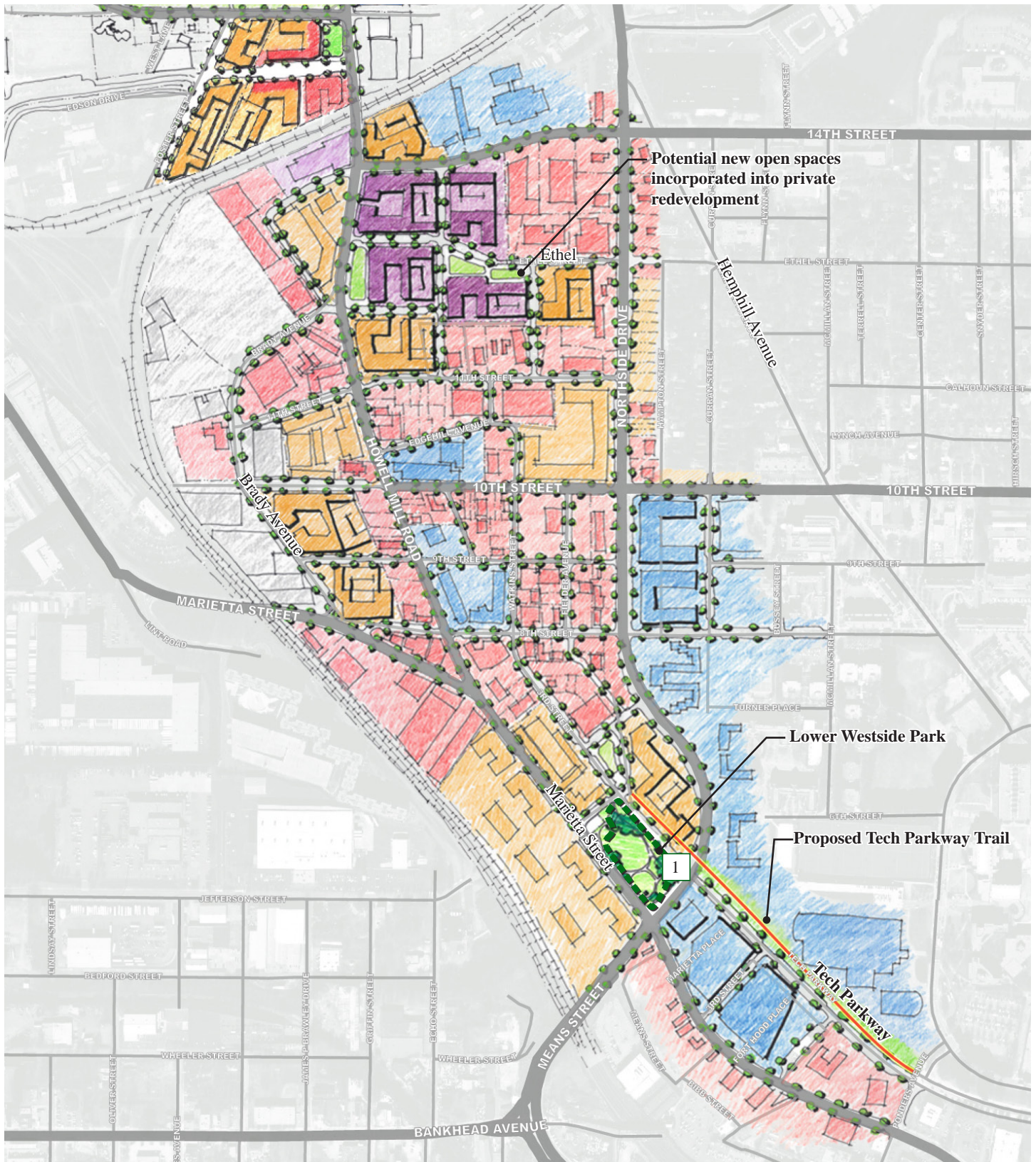
Two key open space opportunities in the Westside/Marietta Area include:

- **Lower Westside Park** – The intersection of Marietta Street and Northside Drive marks an important event in the history of Atlanta, the official surrender of Atlanta to Union forces on September 2, 1864. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential for a new park at this historic location. The design could incorporate the existing historic marker and provide additional space for historical and cultural interpretation features.
- **Tech Parkway Trail** – The redesign of Tech Parkway is proposed in order to accommodate a multi-use pedestrian path that would connect the Westside/Marietta Area to the Georgia Tech Campus in a direct and pedestrian/bicycle-friendly way. The 4-lane Tech Parkway would be redesigned via a “road diet” to create a 3-lane street, repurposing the extra travel lanes for the multi-use path. This connection would create a needed link to this growing area of student housing that is separated from the main campus by Northside Drive and would connect directly to the future Lower Westside Park.



1

Example park with interpretive historic/cultural landscape design








BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

WESTSIDE/MARIETTA



LEGEND

-  Selected Transit Alignment
-  Proposed Atlanta BeltLine Trail
-  Proposed Atlanta BeltLine Trail Spurs
-  Proposed Pedestrian Connections
-  Single Family

-  Multi-family
-  Mixed Use
-  Institutional
-  Commercial
-  Parks/Open Space

AECOM



SCALE IN FEET
0 250 500



PLAN RECOMMENDATION

5.0 Arts & Culture

5.1 Design Drivers

The Atlanta BeltLine represents a dynamic and widely-accessible civic platform for public and cultural art. The public and cultural arts strategy for this subarea relates and responds to the area's unique and diverse social fabric by cultivating participatory civic dialogue, community identity and expressing cultural inspirations. This is a site-specific strategy that places public artwork through a balanced range of large-scale cultural destinations and small-scale public art opportunities. This strategy is based on a careful consideration of each selected site's unique context, the overall distribution of public art assets, and a sensitive architectural and ecological design approach to create unified and uncluttered application.

The goal of the public and cultural arts strategy is to establish a collection of cultural assets and a network of participatory venues that actively engage the cultural diversity of the Atlanta BeltLine. Specific objectives include:

- Relate and respond to the design drivers
- Establish a range of public art conditions
- Apply the typologies of public art through the design matrix
- Identify surrounding cultural assets and resources
- Outline cultural support mechanisms to contribute to a sustainable resource infrastructure

The public and cultural arts strategy for Subarea 8 is guided by the following design drivers.

Physical Character

- Provide levels of discovery and adventure through an embedded balance of cultural impact that enhances but does not clutter the cultural conditions, physical forms, natural systems and city frameworks
- Relate and respond to the area's historical context
- Incorporate visual iconography in site-specific commissioning
- Ensure sensitivity to the landscape through site development and careful consideration of pedestrian approaches and views
- Encourage and require public art commissions to also follow sustainability guidelines, goals and topics of context where applicable

Programming & Implementation

- Provide opportunities for existing cultural producers and assets with anticipated growth for evolving community engagement
- Establish a new cultural infrastructure as a forum for community expression and engagement
- Emphasize a balance of permanent, temporary and performative installations promoting both mobile and destination opportunities
- Ensure a changing and evolving range of opportunities over time by providing venues for temporary art installations
- Support a phased development by maintaining cultural activation of the space at all phases of buildout
- Define incremental cultural investment strategies to maintain cultural support structures



5.2 Public Art Conditions

Public Art conditions on the Atlanta BeltLine are organized into three categories; durational, application and cultural. These three conditions outline a basic framework to ensure a balanced and thoughtful approach to public art programming and siting.

Durational

Public art commissions can exist in a variety of lengths of time, dependant upon the site-specific intent and capacities. These durational opportunities include:

- **Permanent** - Permanent public artworks anchor the Atlanta BeltLine Public Art Collection through freestanding and integrated projects at a multiplicity of scales. A comprehensive collection strategy is based upon distinguished local and international talent, ensuring the intrinsic value of community assets. Conservation and maintenance plans accompany the collection to sustain the permanence of the artworks over long-ranging timeframes.
- **Temporary** - The Atlanta BeltLine presents a unique opportunity for an integrated network of venues to sustain temporary public art programming through the widest variety of genres. This encourages a rotating variation of exposure to sculpture, installation, lighting and environmental works that would otherwise not be available to the community on a permanent basis. Temporary programs provide an ongoing, dynamic spatial experience and create a dedicated infrastructure for timely and flexible community engagement.
- **Performative** - With an emphasis on participant mobility and a fluid landscape, the Atlanta BeltLine is a naturally performative space. Artistic performance and intervention can take a unique role in an active response to the public realm; from new media and interactive content to performance art genres of dance, music and theatrical projects. Participatory community arts programming engages a process of civic ownership of the public realm and provides activation throughout the phased development of the project.

Application

Public art siting/application identifies and ties opportunities to the intent of a public artwork, its site-specific considerations, and the contributions of the artist team. The basic physical application opportunities include existing or independent/freestanding pieces and embedded projects integrated during the design phase of public infrastructure projects.

- **Independent** - Freestanding artworks are new commissions or existing artworks, identified with site-specific conditional criteria based upon the intent of the site. These works retain conditional relevance to the placement and contribute place-making visual iconography to the location.
- **Integrated** - Integrated public art commissions enable the artist to work within the design phase to implement an embedded project, directly impacting the amenity design and contributing to a broader influence of form and function.

Cultural

Public art must focus upon the multifaceted social fabric of the Atlanta BeltLine through the expression of cultural conditions and assets.

- **Existing Assets** - Established cultural producers and organizations provide a network of creative resources for programming and community engagement with significant educational and outreach opportunities.
- **Equitable Distribution** - The Atlanta BeltLine presents a dynamic opportunity to provide a balanced array of cultural amenities serving the broadest variety of communities while directly responding to underserved neighborhoods.
- **Historical Context** - The historical context of the Atlanta BeltLine provides a substantive environment for remembrance and site-specific education, integrating the significance of Atlanta's history into our daily lives.

5.3 Design Matrix and Typology

The subarea approach to public art layers large and small scaled experiences into a design matrix through a series of public art types. Large-scaled works respond to the broadest geographical perspective of the Atlanta BeltLine. Small-scale projects relate to the conditions on a more immediate or intimate intersection. A woven relational approach places each scale in dialogue with each other, ensuring appropriateness of intent and site specificity within the overall experience of the Atlanta BeltLine.



Large Scale

Signature projects of a more substantial scale or distance create large gestures within the geographical overview of the Atlanta BeltLine, providing collectively meaningful landmarks as distinguished destinations, sequential connections and site-specific distinctions. Large Scale categories include Destinations, Mobility Sequences and a Venues Network and are designed to equally consider distance viewing and up-close pedestrian experience.

Destinations

Destination development creates a network of signature landmarks that emphasize the mobile linearity of the Atlanta BeltLine and provide the broadest infrastructure of civic spaces. Within the overall Atlanta BeltLine, Cultural Corridors have been identified for the placement of these amenities to establish an equitable distribution throughout. These types include:

- **Major Public Plazas** - When major public plaza opportunities are identified, large-scale projects of international prominence establish a dynamic visual iconography and create cultural destinations of local, regional and international acclaim. Establishing a world-class public art collection, these artworks may be flexible to the appropriate condition criteria, including freestanding or integrated works, and may also be programmed as a signature temporary works-on-loan destination from international collections and commissioning agencies.



Example of major public plaza and public art opportunity

- **Signature Greenspaces** - Signature Greenspaces are integral to the Atlanta BeltLine and its relationship between nature and the urban environment. Permanent environmental installations present monumental works as living forms of art and support civic dialog and environmentally focused educational outreach through innovative perspectives of our natural surroundings.
- **Feature Structures** - Signature bridge and tunnel new constructions, in some circumstances, may be of an appropriate scale and prominence to be identified as destination developments. These projects integrate the destination intent at the design phase, developing an acclaimed project commission through the design of the structure itself or signature lighting, sound or surface enhancements. With a mobile and linear experience at the center of design considerations, Feature Structures contribute as a cultural destination to the collection's role as a local, regional and international attraction.



Example of signature greenspace/landscape design

Mobility Sequences

Considered as a singular project, serial works of art address the mobility and linearity of the Atlanta BeltLine through multiple site impacts, where a progression of experience uses a fluid horizon within its communicative structure. Directional mobility naturally guides the viewer through the projects, presenting an incremental continuity between destination developments.

These types include:

- Transit Stations
- Retaining Walls
- Existing Bridge Lighting
- Signage Art
- Virtual Works

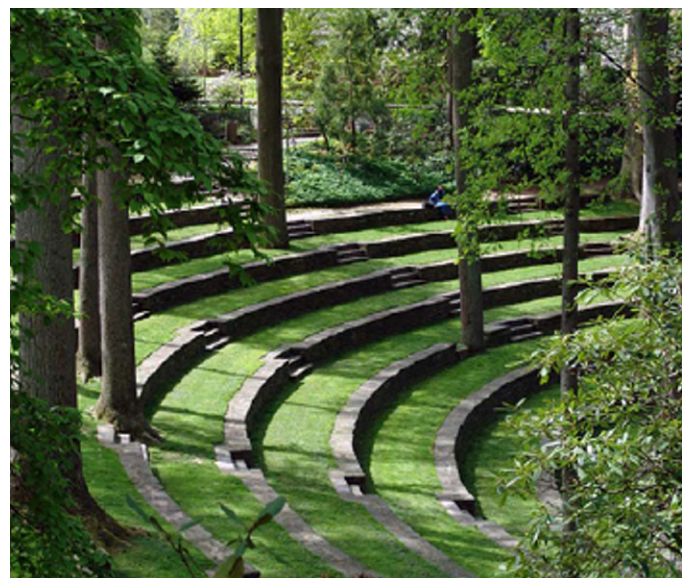


Example of signature structure (pedestrian bridge)

Venues

The Atlanta BeltLine presents a unique opportunity for an integrated Venue Network to sustain temporary public art programming through the widest variety of genres. Temporary programs provide an ongoing, dynamic spatial experience and create a dedicated infrastructure for timely and flexible community engagement.

The development of a venue network provides a dedicated, committed infrastructure for temporary public art programming. Maintaining site-specificity and locational intent, sites are identified with unique parameters to their use capacities based upon condition criteria. For instance, some may be appropriated as greenspace amphitheaters, while others are more conducive for rotating sculpture installations or media arts projects. This amenity matrix supports ongoing community engagement, where cultural producers and resources are encouraged to contribute to the social fabric of the Atlanta BeltLine.



Example venue and park design (amphitheater)

Small Scale

Providing experiential design on a more intimate pedestrian intersection, an array of smaller scale opportunities enhances a sense of discovery, playing a critical role in civic identity, historical context and interpretations of place that frame a fluid public realm. These projects also facilitate community arts actions, encourage engagement of adjacent cultural assets for programming and support self-organized capacities for ongoing cultural and social dynamics. Small Scale categories include Gateways, Thresholds and Dialogue.

Gateways

Gateways are community intersections where visual iconography can communicate neighborhood identities and provide secondary landmarks within place-making goals. These intersections usually are associated with access routes and connections between adjacent communities and the Atlanta BeltLine. The subarea's overall open space plan supports the development of these unique civic places with the following types:

- Minor Public Spaces
- Minor Greenspaces
- Streetscapes



Example of media/interactive lighting experience

Thresholds

Transitional access points provide a unique opportunity for mobility sequence designs on a more intimate pedestrian level. Spatial emphasis considers the movement through a site area and how this immersive moment can articulate the Atlanta BeltLine presence in more ephemeral ways. Integrated approaches include soundscapes, lighting design and text works. These types include: Access Routes and Bridges and Tunnels.

- Access Routes
- Bridges and Tunnels



Example of public art incorporated into streetscapes and pedestrian paths

Dialogue

How people activate and interact with the Atlanta BeltLine is at the forefront of all public art planning and design perspectives. To provide the highest level of civic ownership, public art genres support a fluid spatial dialogue through the overlay of the Design Matrix. Dialogue projects encompass a full range of innovative and experimental aspects that may exist on many levels of Temporary and Performative activities; within and beyond the Venue Networks. It is important to identify their diversity as site-specificity and intent also present fluctuating criteria.

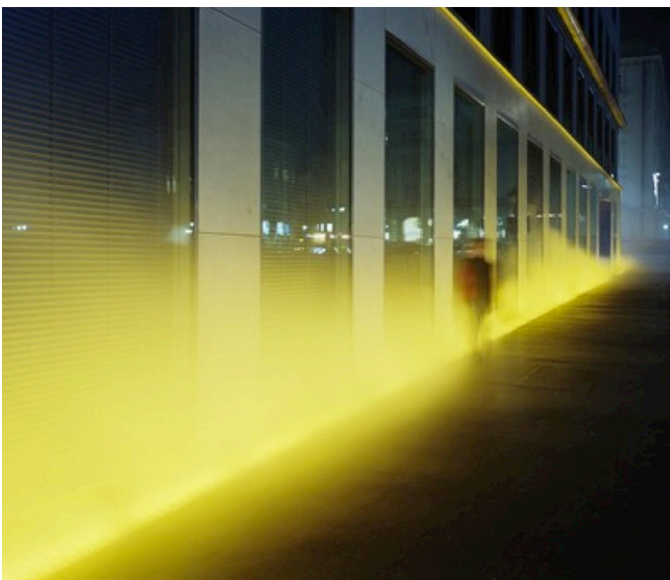
- Sculpture
- Installation
- Lighting
- Environmental Works
- Media Art/ Hybrid Works
- Performance art
- Community Organized Events



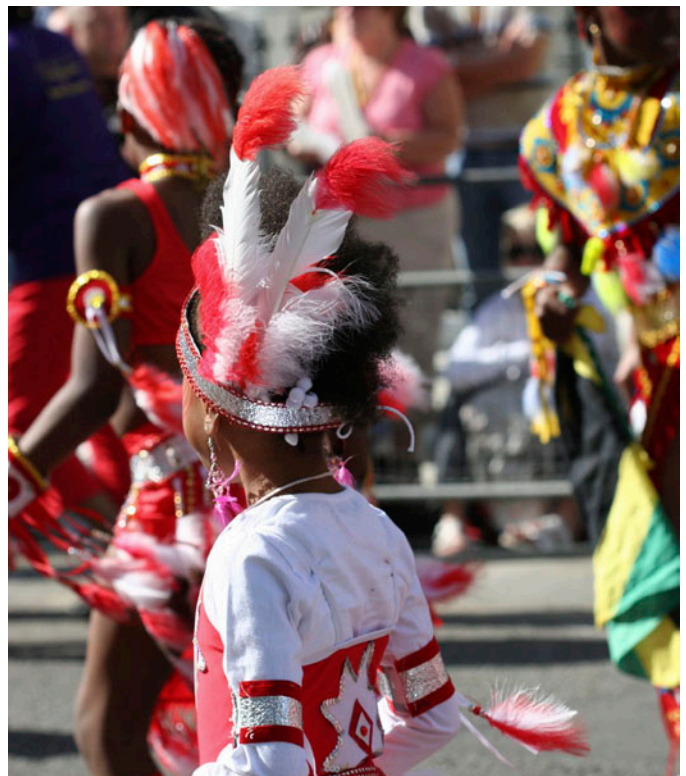
Example of public art incorporated into transit station design



Example of small scale sculpture integrated into public spaces



Example lighting incorporated into streetscape

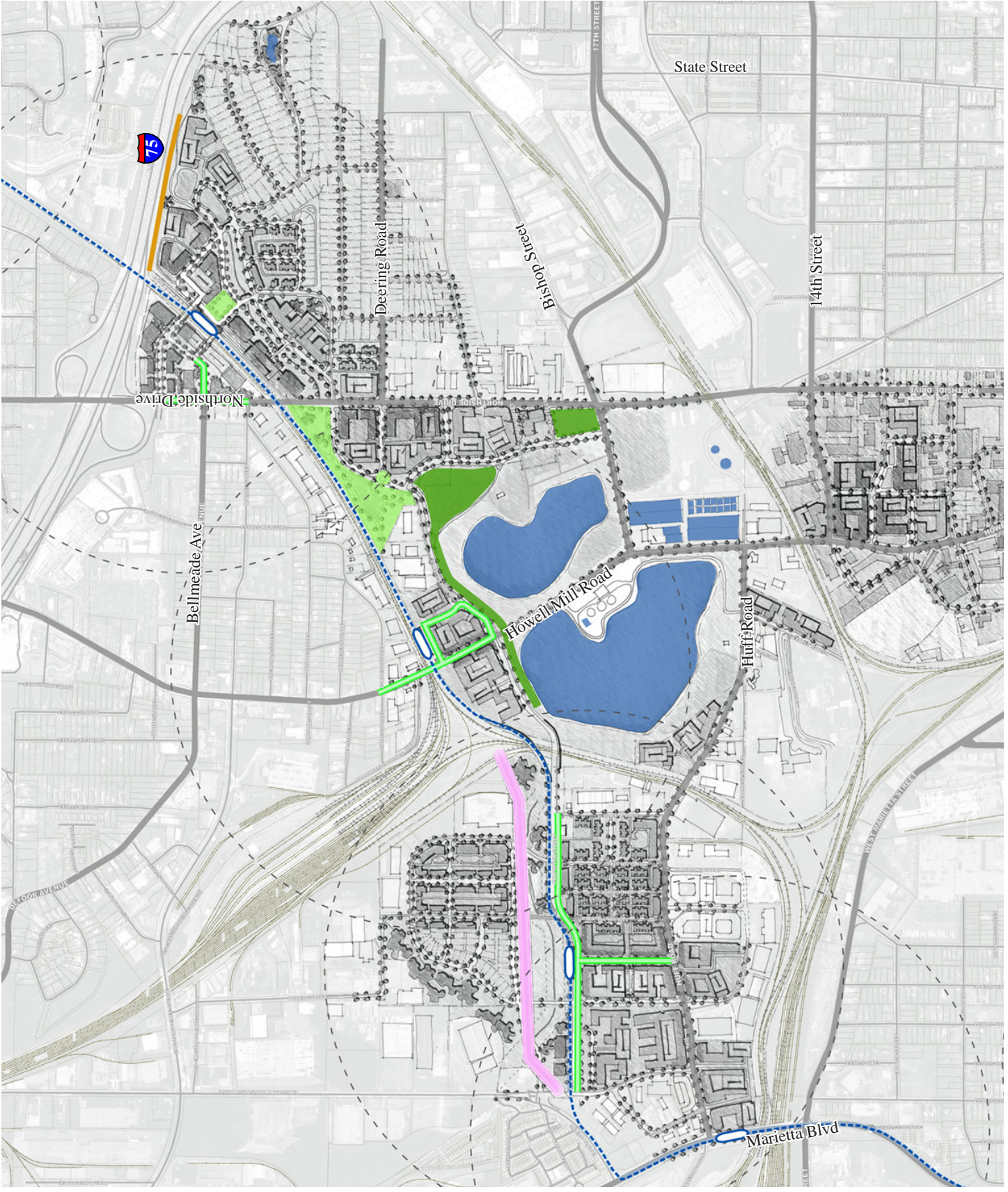


Community events and performance

5.4 Subarea 8 Public & Cultural Arts Strategy

Applying the Design Matrix and Typology, the Subarea Public and Cultural Arts Strategy illustrates the full perspective and range of possible public art opportunities. Through the Large Scale and Small Scale categories a thoughtful balance of relationships unfolds between the Subarea 8 BeltLine Transit Corridor and the Atlanta BeltLine as a whole. The detailed explanation is divided into three focus areas surrounding the Elaine/Huff Station, the Howell Mill Station, and the Northside Station.





Elaine/Huff Station

1. Large Scale - Feature Structure | Signature Bridge

The extension of Atlanta BeltLine Transit and Culpeper Avenue over the CSX freight rail corridor to the east will require a significant bridge structure. This significant infrastructure addition will provide a bridge solution for transit, trail, and vehicular connectivity. This structural solution presents a Signature Bridge public art asset opportunity that should be integrated into the engineering design as a public art commission.

2. Large Scale - Mobility Sequence | Transit Stations

The mobility experience and function of the transit stations themselves serve as a unique public art opportunity. As part of the overall Atlanta BeltLine Corridor, a sequential public art project would incorporate the transit station architecture (canopy/windcreens) into a visually progressive art experience and provide incremental continuity to the subarea.

3. Small Scale - Minor Greenspace and Dialogue | Infrastructure Lighting

A unique lighting opportunity is identified for the power easement and/or transit cantenary infrastructure adjacent to the centralized greenspace at the Elaine/Huff Station. Interactive lighting design can provide a dynamic reflection of the urban environment of the Atlanta BeltLine and its interface with the adjacent open space amenity and existing creek.

4. Small Scale - Gateways and Dialogue | Streetscape and Feature Lighting

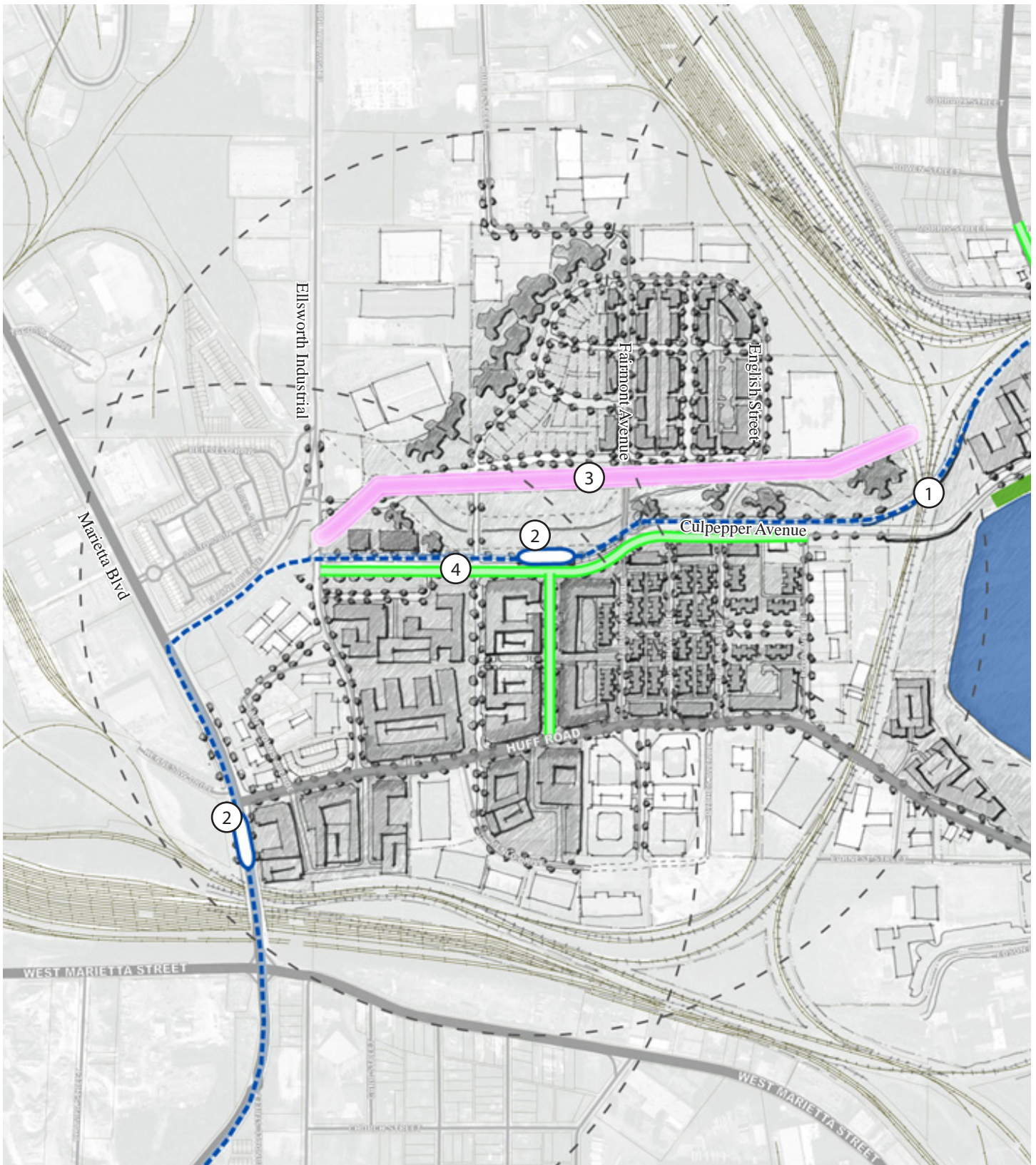
Signature streetscape design opportunities can provide an extension of the Atlanta BeltLine identity and assist in wayfinding. New and existing streets adjacent to the station should be designed to incorporate feature lighting design and/or other design components to reflect themes of flow and mobility, presenting a dramatic connection between the surrounding future redevelopment/existing neighborhoods and the Atlanta BeltLine.

5. Small Scale - Dialogue

The central open space in this area is a valuable venue for a range of temporary and event cultural opportunities. These could include programmed performances, festivals and events such as Earth Day, to name one example.



Example of feature infrastructure lighting incorporated into streetscape and transit design (view of proposed Culpepper Avenue)



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

ELAINE/HUFF STATION AREA
PUBLIC ART SITING

LEGEND

Selected Transit
Alignment

Signature
Greenspace

Minor Greenspace

Retaining
Wall/Sound Barrier

Streetscape

Infrastructure
Lighting

AECOM



SCALE IN FEET
0 250 500

5-13

SUBAREA 8

Howell Mill Station

1. Large Scale - Destination | Signature Greenspace

Incorporating the passive open space access along the north side of the Atlanta Waterworks site and aligned with the trail route, a Signature Greenspace project can utilize the unique characteristics of this space to create a feature earthwork. This project opens into an additional greenspace amphitheater as part of the Venue Network. The public artwork design can serve as a mechanism to incorporate and address access and security issues while functioning as a valuable open space and art venue.

2. Large Scale - Venue Network

Two areas within the Signature Greenspace adjacent to the Waterworks site are identified as potential locations for incorporation into the Venue Network. The larger area along Trabert Avenue at the end of the Signature Greenspace is conducive for a natural amphitheater with its sloping topography north of the reservoir, providing a unique performance amenity to the subarea. The second location at the northwest corner of Northside Drive and 17th Street/Bishop provides a unique viewpoint to the Atlanta skyline and could be a dramatic location for sculpture installations and/or rotating commissions and events that take advantage of this site's valuable visibility and exposure.

3. Small Scale - Gateways | Minor Public Spaces | Roundabout

A roundabout is suggested at the intersection of Trabert Avenue and the extension of Deering Road. This location creates an opportunity for an integrated or independent artwork that is designed and located within the roundabout, facilitating placemaking and community identity in a more intimate setting.



Example of infrastructure lighting

4. Small Scale - Thresholds | Pedestrian Underpass

A new pedestrian underpass under the CSX freight line and the Atlanta BeltLine has been identified to create a trail connection to the Berkeley Park Neighborhood and Atlanta BeltLine Trail. This presents a dynamic immersive public art opportunity through the use of integrated lighting, immersive sound installations, and/or the design of the tunnel itself.

5. Small Scale - Gateways | Minor Greenspace

The open space identified at the corner of Northside Drive and the transit alignment provides an opportunity for an environmental artwork and "soft" gateway to the Atlanta BeltLine at this highly visible location.



Example of infrastructure lighting



Example of temporary public art installation



**BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE**

**HOWELL MILL STATION AREA
PUBLIC ART SITING**

LEGEND

Selected Transit Alignment

Signature Greenspace
 Minor Greenspace
 Retaining Wall/Sound Barrier

Streetscape
 Infrastructure Lighting

AECOM



SCALE IN FEET
0 250 500

5-15

SUBAREA 8

Northside

1. Large Scale - *Mobility Sequence - Destination* | *Existing Bridge Lighting*

Existing bridges throughout the Atlanta BeltLine are opportunities to provide visual continuity through the implementation of a unified lighting strategy. This approach highlights the historical context of the project's infrastructure. The transit and trail connections under the existing Interstate 75 overpass provide a dramatic lighting opportunity to express the identity of the Atlanta BeltLine and emphasize its intersection with this major interstate highway.

2. Large Scale - *Mobility Sequence - Destination* | *Retaining Wall – Sound Barrier*

The expansive sound barrier along I-75 at the north-east end of the subarea presents a significant surface element for an integrated wall application. This can be considered as part of a sequential relationship to other retaining wall applications or be a unique artwork as a destination development with innovative cultural impact.

3. Small Scale - *Gateways* | *Minor Greenspace*

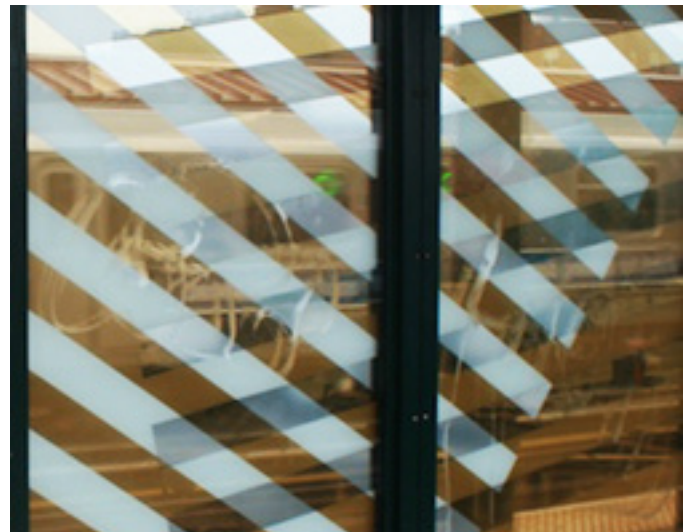
A second minor greenspace location connected to the Northside Station provides a community gateway opportunity to represent the Loring Heights neighborhood. This greenspace serves as a gateway to the Atlanta BeltLine and is located at the proposed Northside Station. This project can be integrated into the spatial design of the site and provides a venue for both permanent and temporary public art commissions.

4. Small Scale - *Thresholds* | *Bridges*

Two bridges are identified as Threshold design opportunities. One is the future Atlanta BeltLine bridge over Northside Drive, providing a transit overpass parallel to the CSX rail corridor. The second bridge offers a pedestrian connection, over the CSX rail corridor, to the Northside Station from the west and Berkeley Park Neighborhood. These will be highly visible pieces of infrastructure that are important public art opportunities.



Example of media/video installation on existing wall or building



Example of transit screen/sign art application



Example of streetscape lighting



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

NORTHSIDE STATION AREA
PUBLIC ART SITING

LEGEND

Selected Transit
Alignment

Signature
Greenspace
Minor Greenspace
Retaining
Wall/Sound Barrier

Streetscape
Infrastructure
Lighting

AECOM



SCALE IN FEET
0 250 500

5-17

SUBAREA 8

5.5 Cultural Assets & Resources - Westside/Marietta Area

Subarea 8 is home to a number of unique Atlanta cultural assets including a growing arts district and two active art centers. These resources represent an active community of artists that should be engaged in the implementation of public and cultural arts for both this subarea and the BeltLine as a whole.

Westside Arts District

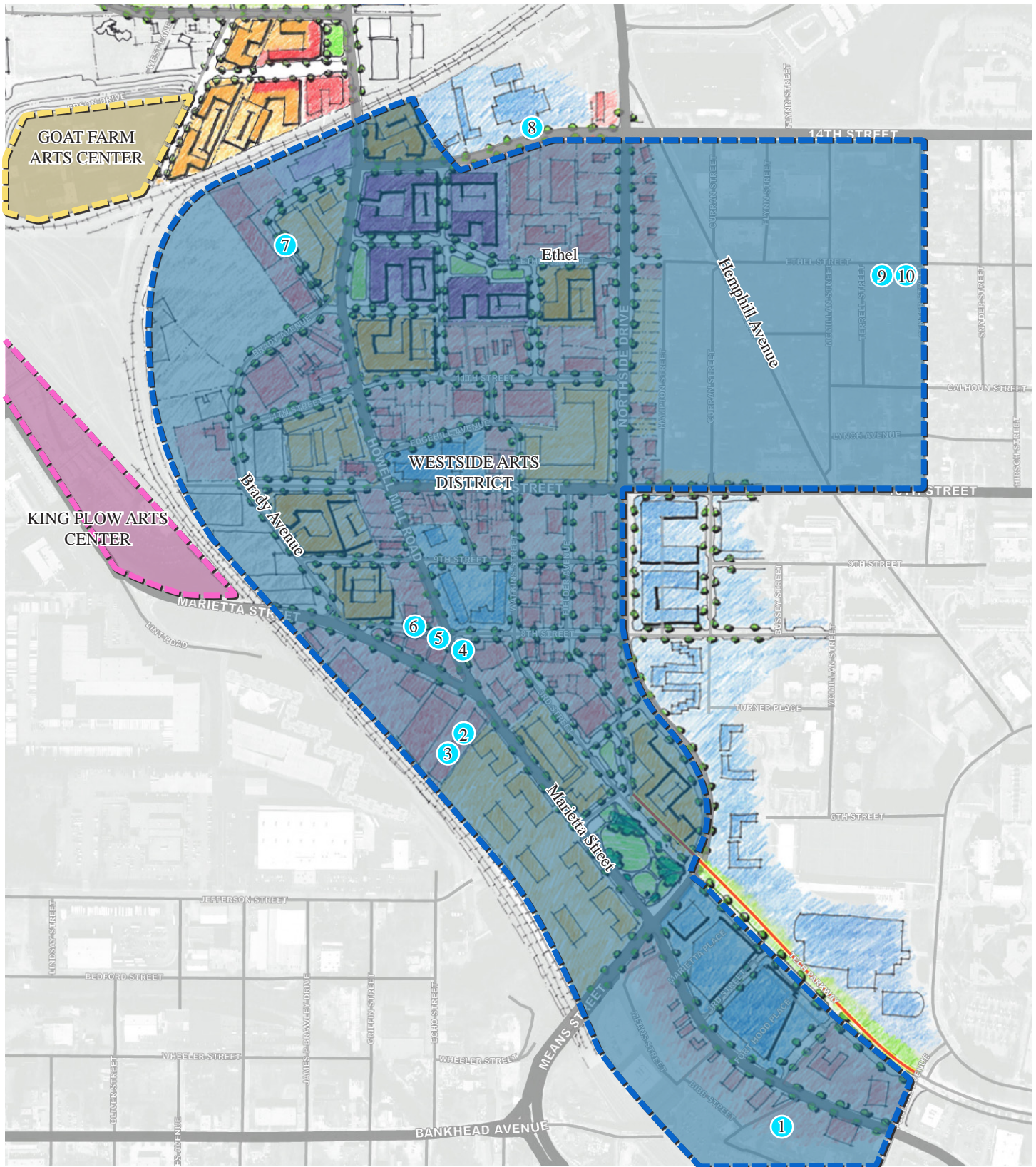
The Westside Arts District (WAD) is an alliance of commercial galleries and non-profit art spaces formed in the beginning of 2009. This organization emphasizes the benefits of the area's concentration of arts amenities and strives to provide ongoing community outreach and programming, highlighting the district as a visual arts destination. WAD members share a common vision: "that the Westside is among the most dynamic and exciting areas in Atlanta to view, experience, and become educated on a variety of high quality visual artworks and practices."

Westside Art Walks are held every 3rd Saturday of the month from noon to 5 pm, providing art talks, exhibitions tours and special events. These initiatives advance the artistic and curatorial inspirations and vision into the public realm, exposing the public to a greater geographical impact and opportunity for engagement.

The district is located in Westside Atlanta expanding from the historic White Provisions building developed at 14th Street & Howell Mill Road, to include the galleries along 11th & 10th Streets, the Brickworks development at Howell Mill Road & Marietta Street, and reaches southward to the anchor amenity, the Atlanta.

WAD is comprised of 10 dynamic art spaces including

1. Atlanta Contemporary Art Center
2. Emily Amy Gallery
3. Jennifer Schwartz Gallery
4. Octane Coffee Bar & Lounge
5. Sandler Hudson Gallery
6. Kiang Gallery
7. { Poem 88 }
8. Astolfi Art
9. SALTWORKS
10. Get This! Gallery



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

WESTSIDE/MARIETTA
CULTURAL ASSETS
INVENTORY



LEGEND

- Westside Arts District
- # Westside Arts District Members
- King Plow Arts Center
- Goat Farm Arts Center

AECOM



SCALE IN FEET
0 250 500

5-19

SUBAREA 8

King Plow Arts Center

The King Plow Arts Center is located at 887 West Marietta Street; just northwest of the Howell Mill fork. It was once the home of the King Plow Company with a long history of manufacturing and machinery dating back to 1902. The final expansion of the factory between 1936-38 brought the existing property to the present size of 165,000 square feet. After employing up to 300 people in its prime, the company closed after a decline in business in 1986. Smith-Dalia Architects designed the re-adaptive use in a phased development spanning from 1991-1995 to accommodate live/work commercial and studio spaces, a 200-seat theater, a special events space and the Francis Shaw Gallery. The facilities house many commercial creative industries and non-profit organizations including Actor's Express and the Georgia Lawyers for the Arts.

The Goat Farm resides in a mid-Victorian industrial site with 12 acres of pastoral grounds and 12 turn-of-the-century massive brick structures. Performances in its non-traditional rustic main auditorium (Goodson Yard), minor hall 1 (The Rodriguez Room), minor hall 2 (Robert's Hoard) and its outdoor venues the Village Green and the Dovetail blur the divide between audience and performer. Believing the arts to be an economic driver for Atlanta, the Goat Farm Arts Center provides its performance and exhibition halls rate and commission free through a curatorial process.

The Arts Center's vision is "to push culture forward through comprehensive support of the arts". Primarily exploring experimental and innovative works the Goat Farm is a laboratory where creative risk is nurtured & celebrated. The Goat Farm executes this mission through an unconventional for-profit arts model and does not operate on public funding, donations or grants.

The Goat Farm Arts Center

The Goat Farm Arts Center is located at 1200 Foster Road; off of Huff Road close to the Water Works and Howell Mill Road. It is one of the largest visual & performing arts centers in Atlanta. What was once an underutilized, mostly abandoned, historic site with no more than 20 artist studios went through a major expansion and was given new form in 2009. Part of the expansion opened up 20,000 square feet dedicated to 5 new performance and exhibition halls and spaces. The Center now hosts classical & contemporary music concerts, theater performances, film screenings, contemporary dance performances and art exhibitions. Also newly added, a cafe/library, an on-site organic farm, an education center, a 5000 square foot sprung floor for contemporary dance and newly built creative studios now occupied by more than 300 artists.



PLAN RECOMMENDATION

6.0 Project Implementation

6.1 Project Summary

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

6.2 Description of Atlanta BeltLine

After the adoption of all subareas master plans, Atlanta BeltLine Inc. (ABI) will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in the individual subareas. This phased strategy will help ensure a uniform approach to implementing projects and an equitable distribution of development opportunities across all geographies of the Atlanta 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 are 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:

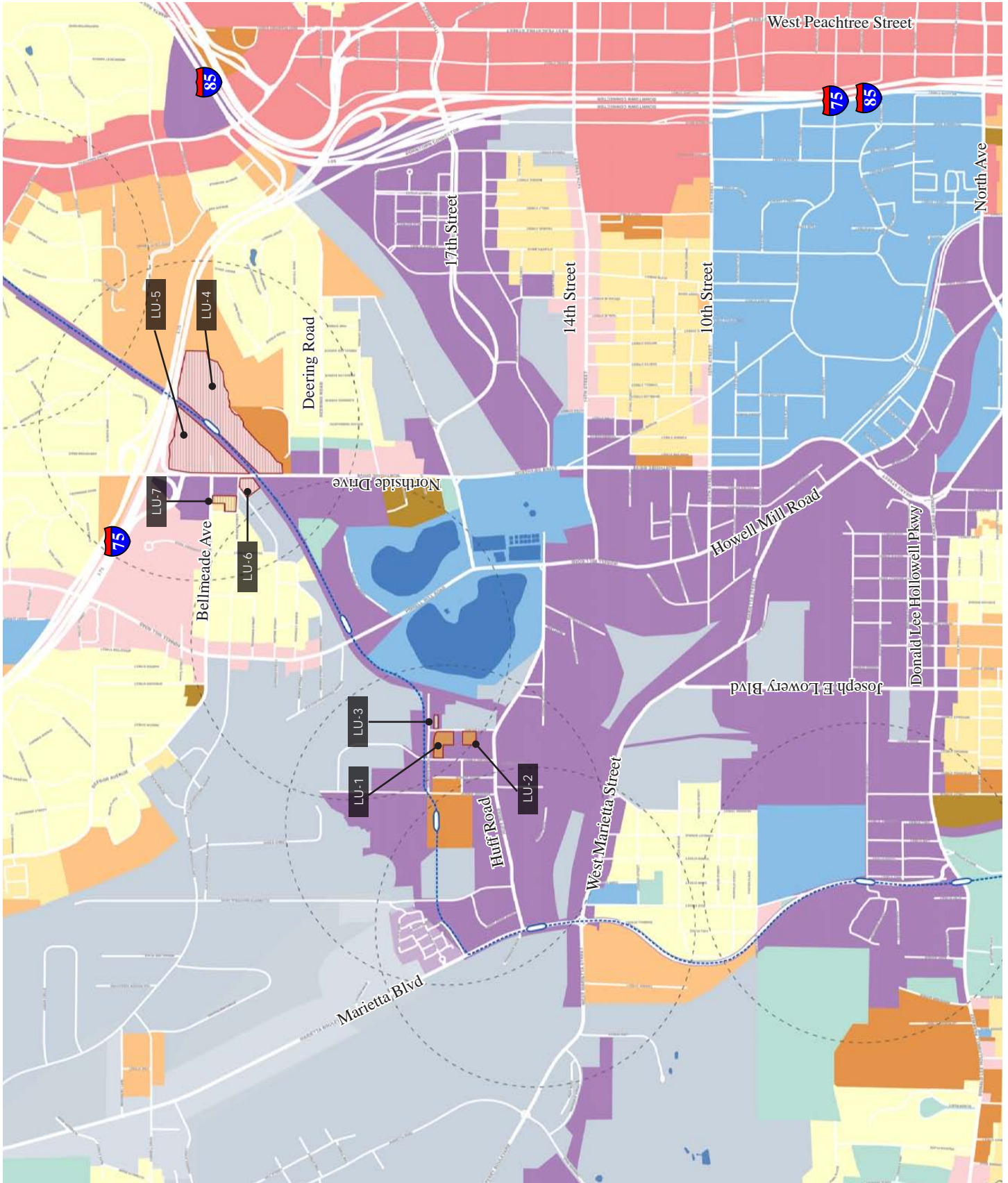
1. Developing and planning core Atlanta BeltLine amenities in a way that enhances quality of life and distributes economic development in an equitable manner.
2. Recruiting economic development in a way that creates business and job opportunities throughout the Atlanta BeltLine.
3. Minimizing displacement 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.

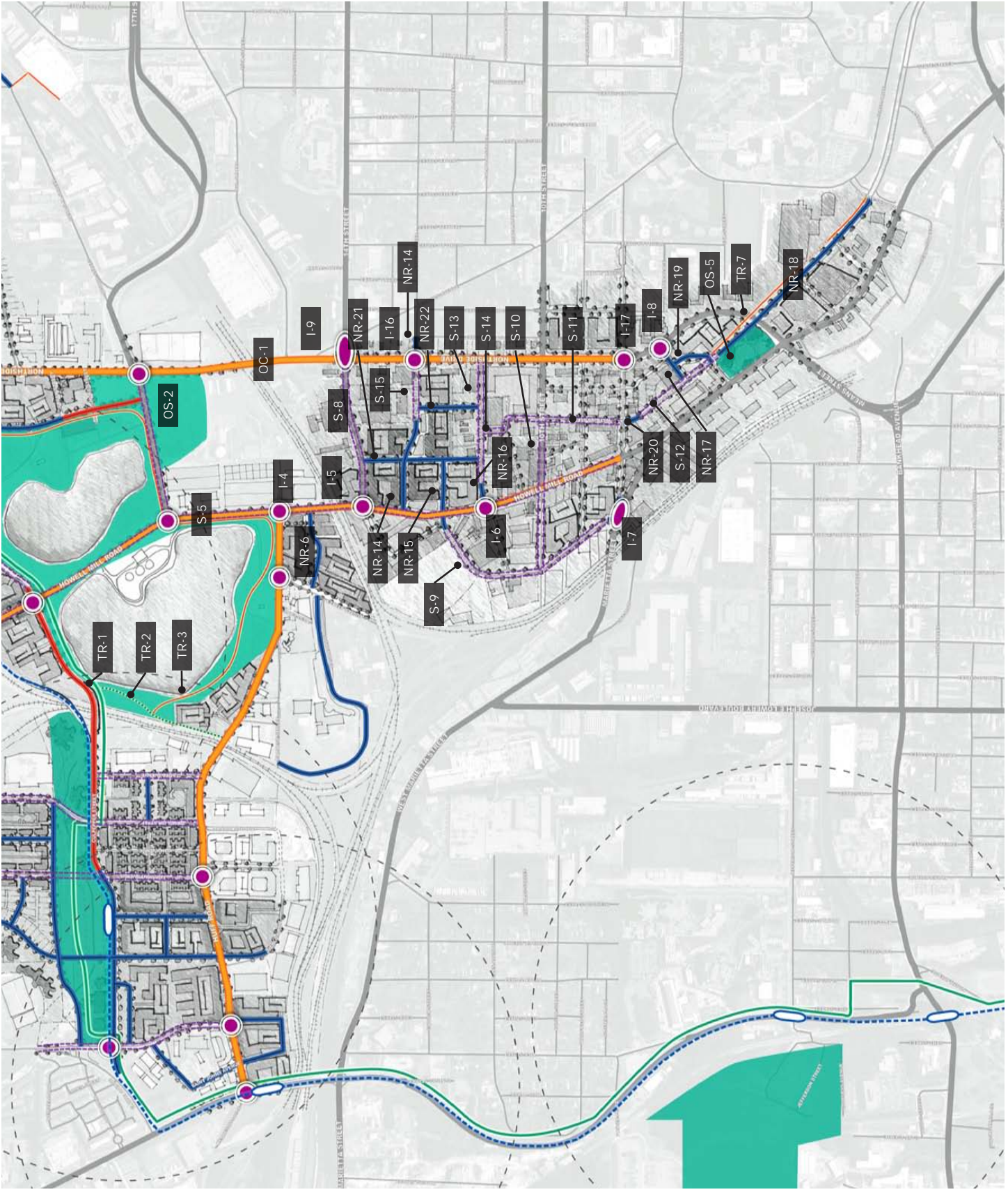
The Implementation Plan will distinguish between the activities within ABI's control and those outside its control, in which other organizations will help to achieve Atlanta BeltLine objectives. The extent of ABI's control, and therefore the extent of ABI's leadership and leverage during implementation,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

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





6.3 Project Matrix

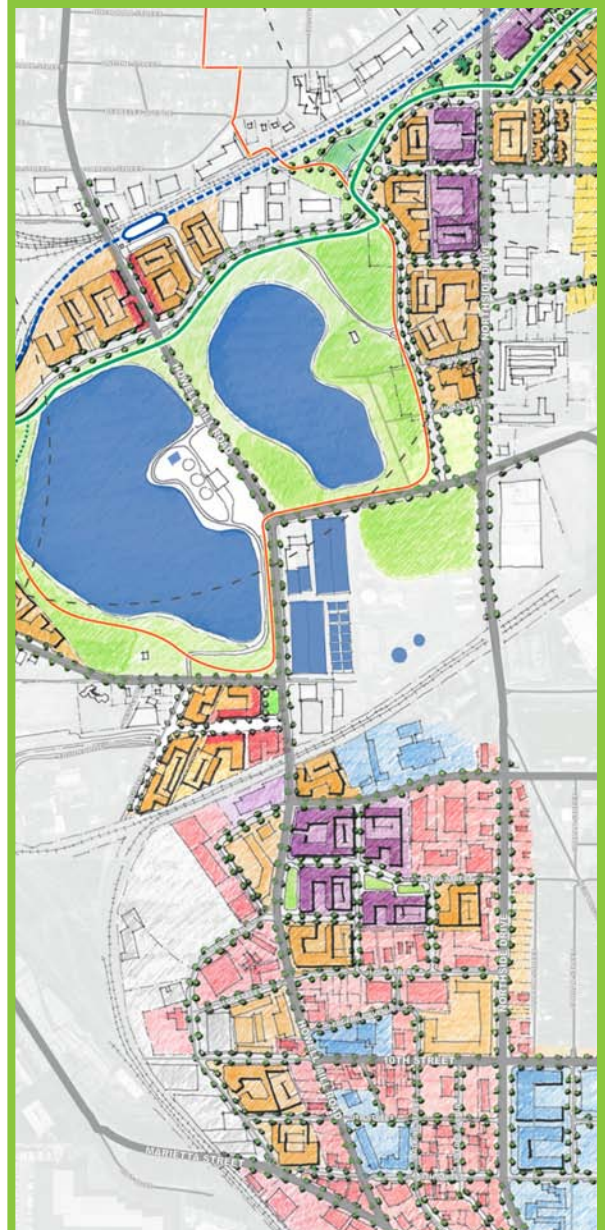
PROJECT ID:	PROJECT NAME:	PROJECT TYPE:	PROJECT LENGTH (APPROX. LINEAR FEET):	PROJECT DESCRIPTION:
I-1	Ellsworth Industrial/ Transit Corridor	Intersection Improvement	NA	Modify existing intersection to include signal for new street and proposed Atlanta BeltLine Transit
I-2	Huff Road/Ellsworth Industrial	Intersection Improvement	NA	Add traffic signal as traffic volume and safety conditions warrant.
I-3	Huff Road/Foster Street	Intersection Improvement	NA	New signalized intersection
I-4	Huff Road/Howell Mill	Intersection Improvement	NA	Add eastbound left turn lane capacity to accommodate projected traffic increases from regional background growth and new development.
I-5	Howell Mill/14th Street	Intersection Improvement	NA	Upgrade signal system with new hardware and detector loops to allow actuated traffic control and potential overlap of westbound right turns with southbound left turns.
I-6	Howell Mill/11th Street	Intersection Improvement	NA	Realign 11th Street; New signalized intersection
I-7	Marietta Street/Brady Avenue/8th Street	Intersection Improvement	NA	Rework intersection
I-8	Northside/Dillion Street	New Intersection	NA	New intersection for new connection between Marietta Street and Northside Drive.
I-9	Northside/14th/ Hemphill	Intersection Improvement	NA	PS-IR-010 from Connect Atlanta Transportation Plan; consider the addition of eastbound and westbound left turn storage lanes for intersection at Northside and the closure of Hemphill Avenue north of 14th Street.
I-10	Northside/Deering Road	Intersection Improvement	NA	Rework intersection to include Deering Road extension and add capacity for Deering's westbound approach. This includes a westbound approach featuring a left turn lane, a through lane, and a right turn lane, and an eastbound approach featuring a left turn lane and a shared through-right lane.
I-11	Northside/Northside Circle	Intersection Improvement	NA	New signalized intersection to include an upgraded westbound street approach with capacity for expected Technology Park development (one left turn lane and one shared right-through lane).
I-12	Howell Mill/Trabert Avenue	Intersection Improvement	NA	New signalized intersection to allow the new Deering Extension to intersect Howell Mill. Planning for a further phase of extension, this intersection project should include left turn lanes on all approaches.
I-13	Defoors/Old Chattahoochee Avenue	Intersection Improvement	NA	New signalized intersection
I-14	Chattahoochee Avenue/Old Chattahoochee Avenue	Intersection Improvement	NA	New signalized intersection
I-15	I-75 Exit Ramp/ Northside	Intersection Improvement	NA	Redesign the intersection to allow a new street (NR-36) to use the existing signal controlling Northside and the I-75 southbound access ramps. This would allow exiting traffic from I-75 to access this new street directly, but it would not allow traffic from the new street to use the cloverleaf on-ramp to I-75 (this traffic will turn right and continue to use the on-ramp from northbound Northside Drive).
I-16	Ethel/Northside Drive	Intersection Improvement	NA	New signalized intersection
I-17	8th Street/Northside	Intersection Improvement	NA	New signalized intersection
I-18	Northside/17th Street	Intersection Improvement	NA	Add second westbound left turn storage lane; this may be feasible within existing space on the westbound approach by using one of the two existing right turn lanes for a different traffic configuration.

PROJECT ID:	PROJECT NAME:	PROJECT TYPE:	PROJECT LENGTH (APPROX. LINEAR FEET):	PROJECT DESCRIPTION:
I-19	Howell Mill/17th Street	Intersection Improvement	NA	Add westbound right-turn storage lane for approximately 200 feet to accommodate projected increases in traffic.
I-20	Marietta/Huff Road	Intersection Improvement	NA	Add westbound left-turn storage lane on intersection approach.
I-21	Fairmont/Huff Road	Intersection Improvement	NA	New signalized intersection
TC-1	Deering Road	Traffic Calming	3,884'	TC-001 from Connect Atlanta Transportation Plan; to be completed when Deering extension occurs (NR-11).
TC-2	Steele Drive	Traffic Calming	1155'	Steele Drive traffic calming
TC-3	Berkeley Park	Traffic Calming	NA	Study should be developed to determine necessary traffic calming measures warranted in the Berkeley Park neighborhood.
OC-1	Northside Drive Complete Street Capacity Addition	Operational/ Capacity	312'	RW-005 and RW-006 from Connect Atlanta Transportation Plan; widening from 4 to 6 lanes. Project scope should include sidewalks, transit amenities, and any turn lanes needed for Northside intersection capacity at the time of project implementation. Implementation of sidewalks under CSX bridge would require public dollars.
OC-2	Huff Road Operational Improvement	Operational/ Capacity	5,203'	RW-002 from Connect Atlanta Transportation Plan; widening to accommodate left turn lane. Project scope should include sidewalks and transit amenities.
OC-3	Howell Mill Road Capacity Improvement	Operational/ Capacity	316'	Re-configure the Howell Mill mainline on approaches to and between the intersections at Chattahoochee and Bellemeade. If redevelopment of sites along this extent occurs, this may include the expansion of the traveled way to add turn lane or through lane capacity as needed.
OC-4	Howell Mill Road, Road Diet	Operational/ Capacity	7,203'	Re-configure Howell Mill to include one lane in each direction and a designated left turn lane. Addition of bike lanes north of 14th Street with sharrows south of 14th. Cycle Atlanta to refine.
OS-1	The Preserve	Park/Open Space		Capitalizes on land within a utility easement and stream buffer to provide usable open space.
OS-2	Proposed Public Access on Water Works Site	Park/Open Space		Increases open space and access to open space adjacent to higher intensity areas
OS-3	CSX Park	Park/Open Space		Provides open space adjacent to higher intensity areas
OS-4	Technology Park	Park/Open Space		Provides open space adjacent to higher intensity areas
OS-5	Lower Westside Park	Park/Open Space		Provides a formal park space for the historical marker of the surrender of Atlanta.
S-1	Ellsworth Industrial	Sidewalk Enhancement	3,295'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-2	Fairmont Avenue	Sidewalk Enhancement	2,623'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-3	English Street	Sidewalk Enhancement	1,391'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-4	Boyd Avenue	Sidewalk Enhancement	1,722'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-5	Howell Mill Road	Sidewalk Enhancement	2,170'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-6	Trabert Street	Sidewalk Enhancement	1,284'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-7	17th Street	Sidewalk Enhancement	1,067'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-8	14th Street	Sidewalk Enhancement	4,315'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist

PROJECT ID:	PROJECT NAME:	PROJECT TYPE:	PROJECT LENGTH (APPROX. LINEAR FEET):	PROJECT DESCRIPTION:
S-9	Brady Street	Sidewalk Enhancement	5,454'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-10	10th Street	Sidewalk Enhancement	1,818'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-11	Watkins Street	Sidewalk Enhancement	16,546'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-12	3rd Street	Sidewalk Enhancement	2,474'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-13	11th Street	Sidewalk Enhancement	2,594'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-14	Bellingrath	Sidewalk Enhancement	2,597'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-15	Ethel Street	Sidewalk Enhancement	3,498'	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
TR-1	Atlanta BeltLine's Multi-use Path	Bike/Ped	12,260'	Atlanta BeltLine's multi-use trail
TR-2	Huff Road Trail	Bike/Ped	1,202'	Multi-use Atlanta BeltLine spur trail to connect new development along Huff Road to TR-1
TR-3	Water Works Pedestrian Path	Bike/Ped	5,674'	Multi-use pedestrian path along Water Work site
TR-4	Berkeley Park Pedestrian Path	Bike/Ped	4,217'	Pedestrian path from TR-1 to Underwood Hills Park
TR-5	Loring Heights Trail	Bike/Ped	1,853'	Multi-use Atlanta BeltLine spur trail to connect Loring Heights neighborhood to TR-1. Could connect to Geary Dr. or Loring Dr.
TR-6	Bellemeade Pedestrian Bridge	Bike/Ped	229'	Multi-use pedestrian path and bridge across CSX right-of-way
TR-7	Tech Parkway	Bike/Ped	1,911'	Multi-use pedestrian path along Tech Parkway
TR-8	Atlantic Station Pedestrian Path	Bike/Ped	699'	Multi-use pedestrian path and bridge to Atlantic Station
NR-1	Trabert Avenue Extension (west)	New Publicly Funded Roadway	2,611'	Trabert Avenue extension from Fairmont to Howell Mill
NR-2	Trabert Avenue Extension (east)	New Privately Funded Roadway		Trabert Avenue extension from Deering extension to Northside Drive; align with Northside Circle
NR-3	New East-West Connection	New Privately Funded Roadway		New road connection between Ellsworth Industrial and English Street
NR-4	New Connection	New Privately Funded Roadway		New road connection south of Huff Road
NR-5	New East-West Connection	New Privately Funded Roadway		New east-west connection between proposed Menlo Drive extension and new north-south connection
NR-6	New East-West Connection	New Privately Funded Roadway		New east-west connection between Foster Street and Howell Mill
NR-7	New East-West Connection	New Privately Funded Roadway		New east-west connection between Menlo Drive extension and Fairmont Avenue
NR-8	New East-West Connection	New Privately Funded Roadway		New east-west connection between Menlo Drive extension and English Street
NR-9	New East-West Connection	New Privately Funded Roadway		New east-west connection between English Street and Boyd Avenue

PROJECT ID:	PROJECT NAME:	PROJECT TYPE:	PROJECT LENGTH (APPROX. LINEAR FEET):	PROJECT DESCRIPTION:
NR-10	Foster Street Extension	New Privately Funded Roadway		Extend Foster Street when Howard School expands
NR-11	Deering Road Extension	New Publicly Funded Roadway	1,019'	Extend Deering to Trabert Avenue
NR-12	New East-West Connection	New Privately Funded Roadway		New road connection to Northside Drive
NR-13	New Connection	New Privately Funded Roadway		New east-west street connection
NR-14	Ethel Street Extension	New Privately Funded Roadway		Extend Ethel Street from Howell Mill east of Northside Drive
NR-15	Brady Street Extension	New Privately Funded Roadway		Extend Brady Street to new north-south connection
NR-16	11th Street Realignment	New Privately Funded Roadway		Realign 11th Street east of Howell Mill to 11th Street west of Howell Mill
NR-17	New East-West Connection	New Privately Funded Roadway		New connection between 3rd Street and Northside Drive
NR-18	3rd Street to Tech Parkway Connection	New Privately Funded Roadway		New connection under Northside Drive to connect Tech Parkway to 3rd Street
NR-19	New Street Connection	New Privately Funded Roadway		New street connection between 3rd Street and NR-17
NR-20	3rd Street Extension	New Privately Funded Roadway		Realignment of 3rd Street south of 8th Street to 3rd Street north of 8th Street
NR-21	New North-South Extension	New Privately Funded Roadway		New street connection between 11th Street and 14th Street
NR-22	New North-South Extension	New Privately Funded Roadway		New street connection between 11th Street and Ethel Street
NR-23	New Connection to Proposed Transit Station	New Privately Funded Roadway		New street connection to proposed Atlanta BeltLine Station
NR-24	Northside Circle Extension	New Privately Funded Roadway		Extend Northside Circle to proposed Atlanta BeltLine Station
NR-25	New Street Connection	New Privately Funded Roadway		New street connection
NR-26	New Connection	New Privately Funded Roadway		New street connection east of Northside Circle
NR-27	New Connection	New Privately Funded Roadway		One-way connection from neighborhood to proposed Atlanta BeltLine Station
NR-28	Bishop Street Extension	New Privately Funded Roadway		Extend Bishop Street to Deering Road

PROJECT ID:	PROJECT NAME:	PROJECT TYPE:	PROJECT LENGTH (APPROX. LINEAR FEET):	PROJECT DESCRIPTION:
NR-29	New Street Connection	New Privately Funded Roadway		New connection between Deering Road and Northside Circle
NR-30	New North-South Connection	New Privately Funded Roadway		New connection along the eastern side of the Atlanta Water Works site; extends from Trabert to 17th Street
NR-31	New North-South Connection	New Privately Funded Roadway		New connection
NR-32	Menlo Extension	New Privately Funded Roadway		Extend Menlo to English Street
NR-33	New North-South Connection	New Privately Funded Roadway		New connection from Huff Road to proposed Atlanta BeltLine Station
NR-34	Chattahoochee Extension	New Privately Funded Roadway		Chattahoochee extension
NR-35	Bellemeade Avenue Extension	New Privately Funded Roadway		Extend Bellemeade Avenue; potential to extend over rail corridor
NR-36	New Connection	New Privately Funded Roadway		New connection
NR-37	Huber Street Extension	New Publicly Funded Roadway	306'	Extend Huber Street to Fairmont Avenue
NR-38	Culpepper Street Extension	New Privately Funded Roadway		Extend Culpepper Street to Ellsworth Industrial
NR-39	New North-South Connection	New Publicly Funded Roadway	728.18	New connection along Water Works site
NR-40	St. Johns Avenue Extension	New Privately Funded Roadway		Extend St. Johns Avenue to Ellsworth Industrial
LU-1	High Density Residential to High Density Mixed Use	City of Atlanta Future Land Use	NA	Aligns future land use with adjacent parcel's future land use
LU-2	High Density Residential to High Density Mixed Use	City of Atlanta Future Land Use	NA	Aligns future land use with adjacent parcel's future land use
LU-3	Industrial to High Density Mixed Use	City of Atlanta Future Land Use	NA	Aligns future land use with adjacent parcel's future land use
LU-4	Low Density Commercial to High Density Mixed Use	City of Atlanta Future Land Use	NA	Increases intensity and residential uses along proposed open space
LU-5	Low Density Commercial to High Density Mixed Use	City of Atlanta Future Land Use	NA	Increase land use intensity with adjacent to proposed transit station.
LU-6	Low Density Commercial to Medium Density Mixed Use	City of Atlanta Future Land Use	NA	Increase land use intensity and align future land use with adjacent parcel's future land use along Northside corridor.
LU-7	Mid Density Residential to Single Family Residential	City of Atlanta Future Land Use	NA	Align future land use with adjacent parcel's future land use.



PLAN RECOMMENDATION

7.0 Public Involvement Summary

7.1 Community Involvement Activities

Community input played an integral role in the development of the Subarea 8 Master Plan. The subarea master planning process supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council in July 2006. The subarea master planning process incorporates the input from area stakeholders through a series of Study Group and Planning Committee meetings, stakeholder interviews, and individual project briefings established exclusively to review and guide subarea planning activities and lead discussions of land use, circulation, mobility and open space. Additionally, information regarding the overall subarea and Atlanta BeltLine planning efforts is regularly presented at citywide forums such as Atlanta BeltLine Quarterly Briefings and through the website.

Study Groups and Planning Committee

The Atlanta BeltLine is divided into five Study Groups for public involvement activities: Northeast, Northside, Southeast, Southwest and Westside. These groups provide input on the planning and implementation of the project within a specific geographic area. Study Group boundaries are based on recognized neighborhood boundaries and major physical dividers such as interstate highways, and include neighborhoods and business districts. The Study Groups are open to all members of the community.

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. The Subarea 8 Planning Committee included neighborhood residents, development community interests, property owners, and other key stakeholders.

The following summarizes the Study Group and Planning Committee meetings and workshops held during the planning process. For detailed information on public presentations and meeting summaries please refer to the Meeting Summary Appendix of this report.

- **Planning Committee Meeting (March 24, 2010) – Project Kick-off**
The purpose of this meeting was to kick-off the planning process for Atlanta BeltLine Subarea 8 with the subarea's Planning Committee members. Introductions were made of all attending project team and Planning Committee members and a presentation was given. The presentation included an overview of the Atlanta BeltLine and the planning process, summary of all previous plans and studies conducted in the subarea, and initial observations of the study area. The presentation concluded with a discussion with planning committee members regarding community concerns and goals and objectives for the planning process.
- **Study Group Meeting (April 5, 2010) – Existing Conditions Summary**
The purpose of this meeting was to present a summary of existing conditions in Subarea 8. The presentation included a status update on the subarea planning process, summary of all previous plans and studies conducted in the subarea, initial observations of the study area, and a draft of goals and objectives for Subarea 8. After the presentation study group members were given the opportunity to meet with project team members at four different stations to discuss individual issues and specific planning elements within the study area.
- **Stakeholder Interviews (April 2010)**
A series of individual interviews were held with representatives of neighborhood associations, institutions, and large commercial property owners in order to gain a better understanding of key issues and current development trends in the study area. These informal interviews included one-on-one discussions with the following individuals: Jim Martin (NPU D), David Baycura/Lee Walker (LeCraw/Atlanta Technology Center), Shaun Green/Keith Wiley (Home Park Neighborhood), Jo Ann Chitty/Kevin Curry (Selig Enterprises), Angelle Hamilton (Brookwood Neighborhood), Marifred Cillela (Howard School), Terry Horgan (Berkeley Park Neighborhood), Ron Grunwald (Loring Heights Neighborhood), John Majeroni (Georgia Tech Office of Real Estate Development).

- **Design Workshop (April 27-29th, 2010)**
A three-day open house design workshop was held at the Northside Shepherd Senior Center in the Berkeley Park Neighborhood. This workshop was conducted as a way for the project team to develop initial design and planning concepts based on the goals and objectives for the subarea. The project team set up a working studio at the Senior Center in an open house format that allowed interested members of the public to drop-in throughout the three days to view and discuss preliminary design ideas. These concepts were then organized and presented for review and comment at the Study Group Meeting on May 3, 2010.
- **Study Group Meeting (May 3, 2010) – Draft Design Concepts**
The purpose of this meeting was to present the draft design concepts for Subarea 8 produced during the Design Workshop on April 27-29. The presentation included a status update on overall Atlanta BeltLine development activities, a review of the subarea planning process, and an explanation of the draft design concepts. After the presentation study group members were given the opportunity to meet with project team members at five different stations to discuss ideas and concerns for each of the focus area design concepts.
- **Planning Committee Meeting (August 25, 2011) – Draft Design Concept Review**
Following the May 3, 2010 Study Group Meeting, the subarea planning process was paused to allow the Atlanta BeltLine Environmental Impact Study (EIS) to be completed and identify the likely transit alignment in Subarea 8. The purpose of this meeting was to present a status update on the EIS and review the draft design concepts of Subarea 8 produced in 2010. The presentation included a status of the EIS which identified the highest ranking transit alignment based on the EIS evaluation, brief review of key design concept drivers and a draft land use and street framework plan. After the presentation, the project team and ABI walked the group through a table session to informally discuss the concepts.

- **Study Group Meeting (October 3, 2011) - Presentation of Draft Plan**
The purpose of this meeting was to present the Subarea 8 Draft Plan. The meeting commenced with a 30-minute open house followed by a PowerPoint presentation. The presentation included an overview of the Atlanta BeltLine, the general background of Subarea 8 and the Draft Plan. The meeting concluded with a question and answer session followed by informal small group discussions centered on the presentation boards.
- **Study Group Meeting (November 7, 2011) - Presentation of Final Plan**
The purpose of this meeting was to present the Subarea 8 revised Final Plan. The meeting commenced with a 30-minute open house followed by a PowerPoint presentation. The presentation included an overview of the Atlanta BeltLine, the general background of Subarea 8 and the revised Final Plan. The meeting concluded with a question and answer session followed by informal small group discussions centered on the presentation boards.

Office Hours

Office Hours are a citizen participation opportunity where interested groups may schedule appointments to meet with Atlanta BeltLine staff to further review, ask questions, and provide input and recommendations to the draft master planning documents for consideration in finalizing the plans. The office hours focusing on Subarea 8 were held on January 3, 2012.

Quarterly Briefings

Four times a year, ABI convenes a Quarterly Briefing and invites the general public to learn about recent Atlanta BeltLine developments and to respond to inquiries from Atlanta residents. These briefings usually consist of a two-hour long session at Atlanta Public Schools or another suitable venue. The venue was used to update the community on the Subarea 8 planning process.

7.2 Major Themes and On-Going Engagement Activities

Throughout the course of the master planning process, many important themes and issues were brought to the attention of Atlanta BeltLine planners by community members and stakeholders. The Atlanta BeltLine community engagement process gathered input from the community in order to help formulate the study area recommendations. The Subarea 8 master planning effort shaped the following major themes and on-going engagement activities.

Open Space & the Atlanta Waterworks Site

Throughout the planning process community members expressed the strong desire to find opportunities for additional parks and open space. The subarea is generally underserved by open space and includes many commercial and industrial areas transitioning into urban neighborhoods with growing open space needs. The Atlanta Waterworks site is a key open space opportunity that has long been identified by the community and gaining public access to this site is a top community priority. The subarea's open space plan envisions a significant open space corridor that will connect the three station areas through a series of stream corridors, utility easements, and new open spaces. Central to this vision is gaining public access to the Atlanta Waterworks site for passive open space use. The Atlanta BeltLine has begun discussions with the City of Atlanta's Department of Watershed Management with the goal of re-establishing public access to these open spaces in a manner that balances the sensitive security needs of the reservoirs and associated facilities with the recreational and open space desires of area residents.

Street Connectivity & Mobility

The subarea's unique physical conditions (rail lines, large industrial properties, Waterworks, etc.) have historically limited street connectivity. As redevelopment continues in the area increasing traffic pressure is being placed on a limited network of key streets such as Huff Road, Howell Mill Road, Northside Drive, and Deering Road. The subarea's mobility strategy identifies a number of future street network connections intended to increase overall connectivity and balance traffic patterns in the area. Some of these connections will be built as public projects while others will be built by developers as redevelopment occurs. Area residents are naturally concerned about the effects of new development and street connections on traffic patterns in and around existing neighborhoods. Continued engagement and dialogue will be necessary in order to establish appropriate neighborhood/project specific design details and triggers for proposed new street connections and neighborhood traffic calming.

Station Area Development

A key driver for future redevelopment will be the implementation of Atlanta BeltLine Transit. The regional accessibility that Atlanta BeltLine Transit provides will reshape development opportunities around the proposed stations and catalyze redevelopment. Integrating these stations into their surrounding context while encouraging increased land use intensity, will require an on-going community dialogue. While the Subarea 8 Master Plan has laid the framework for station area development, each new project will present unforeseen issues that will require renewed community input.

PARK AND OPEN SPACE COMMENTS	
COMMENT	RESPONSE
Recommendation to celebrate the area's unique and historic character	The Plan outlines several opportunities to highlight the area's historic characters. The reconfiguration of the Northside/Marietta intersection opens up a valuable development and open space opportunity that marks the official surrender of Atlanta.
Multiple comments concerning public access to the Atlanta Waterworks site.	The Atlanta BeltLine has begun preliminary discussions with the City's Department of Watershed Management to explore possible public access. Many cities currently allow public access around water storage facilities including: Portland, OR, Seattle, WA and Denver, CO.
Recommendation to increase overall open space in Subarea 8.	A variety of new parks and open spaces have been identified throughout the study area that parallels the Atlanta BeltLine corridor. These parks help shape surrounding redevelopment while connecting the greenspace around the Waterworks reservoirs to the surrounding community.

LAND USE AND DESIGN COMMENTS

COMMENT	RESPONSE
Recommendation for a variety of uses and housing products.	Land uses focus on high-density mixed use with supporting mixed residential developments.
Various comments concerning scale and character of development with special concern about neighborhood adjacency.	The recommended character and land uses protect and support existing neighborhoods by promoting a mix of residential products with a supporting street framework.
Recommendation to reconnect transforming industrial areas to surround assets.	The street framework plan identifies new connections, like the Elaine/Culpepper/Trabert extension, to reconnect industrial areas.
Concern about how properties respond to land use recommendations.	Once the Plan is adopted it will provide a framework for how development will be structured. Businesses can continue to operate as long as they operate within their zoning designation. The BeltLine will support proactive rezoning but is no longer designating industrial property that is non-conforming.

MOBILITY COMMENTS

COMMENT	RESPONSE
Various comments concerning east-west mobility and re-establishing connections.	The Elaine/Culpepper/Trabert extension is a long-term opportunity to improve the east-west connectivity throughout Subarea 8. Other street recommendations are identified that are both publicly and privately funded.
Various comments about the Cobb County LRT.	The Cobb County Light Rail Transit is planned to run from Arts Center MARTA Station along 17th street and then north along either Northside Drive or Howell Mill. The City of Atlanta is waiting to see if funding is approved before formally developing station area plans.
Recommendation to improve current walkability within the area.	The Plan identifies sidewalk improvements and new street connections with pedestrian amenities in all station areas.
Recommendation to improve neighborhood access to trail and transit stations.	New pedestrian paths, spur trails and pedestrian bridges are recommended to improve connections from Atlanta BeltLine to surround neighborhoods.
Concern about traffic along Howell Mill Road and Northside Drive.	Mobility recommendations include a variety of recommendations for these corridors. It includes: new signalized intersections, intersection improvement, and operation capacity improvements.
Recommendation for traffic calming within the neighborhoods. Particular concern about Steele Drive and Deering.	Traffic calming projects were identified within the Loring Heights and Berkeley Park neighborhoods. However, a more detailed study will need to be developed.
Structure redevelopment to promote connectivity.	A street framework plan has been developed that supports transit-oriented development and walkability.