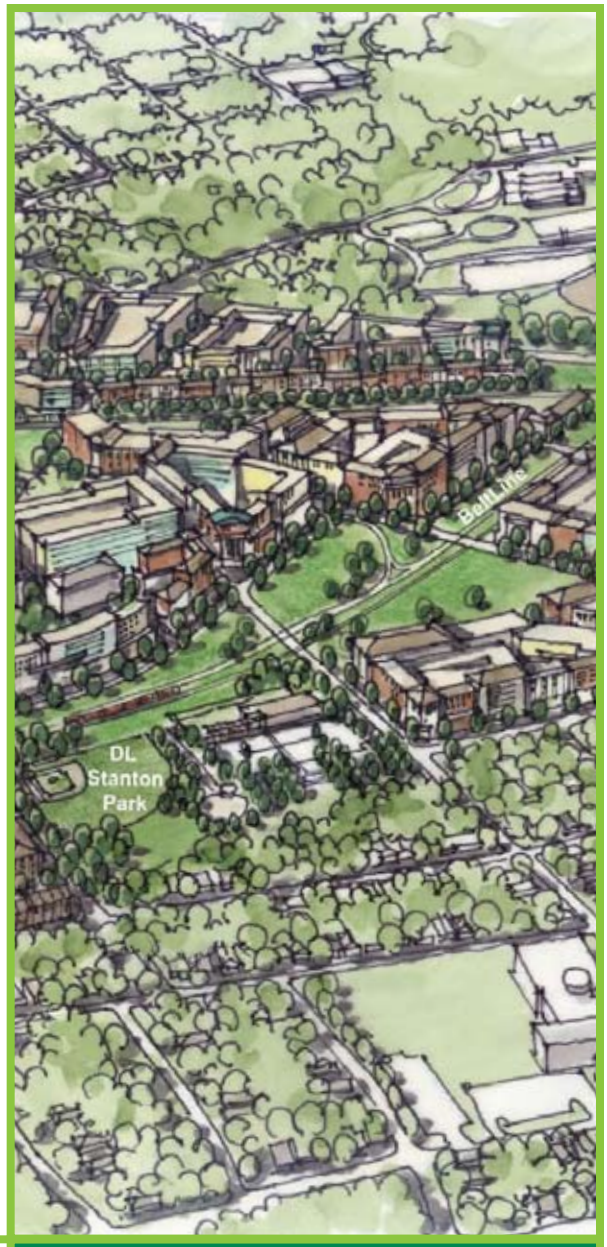

Atlanta BeltLine Master Plan

SUBAREA 2

Heritage Communities of South Atlanta

Plan Recommendation Report

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Smith Dalia Architects

Adopted by the Atlanta City Council on March 16, 2009

BeltLine
Atlanta Connected

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ACKNOWLEDGEMENTS

ATLANTA BELTLINE INC. STAFF

James Alexander, Project Manager

Tina Arbes, Chief Operating Officer

Nathan Conable, Senior Project Manager

Rukiya S. Eaddy, Community Engagement Advocate

Terri Montague, President and CEO

E. Fred Yalouris, Director of Design

CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Planner

Matthew Dickison, Senior Planner

Paul Taylor, Deputy Director of Park Design

CONSULTANT TEAM

Tunnell-Spangler-Walsh and Associates

Caleb Racicot, Principal

Jeff Owen, Community Planner

Woody Giles, Community Planner

Ryan Jenkins, Landscape Architect

Alex Nagel, Landscape Architect

Grice and Associates

John Funny, Principal

Carla Holmes, Principal

William Haynes, Senior Associate

James Cheeks, Senior Transportation Engineer

W.F. He, Senior Traffic Engineer

Dain Pallard, ITS Engineer

Smith Dalia Architects

Markham Smith, Principal

Ed Atkins, Architect

Beth Grashof, Historic Consultant

Long Engineering

Shepherd Long, Vice President

Michael VanBriggle, Associate

CONTENTS

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EXECUTIVE SUMMARY

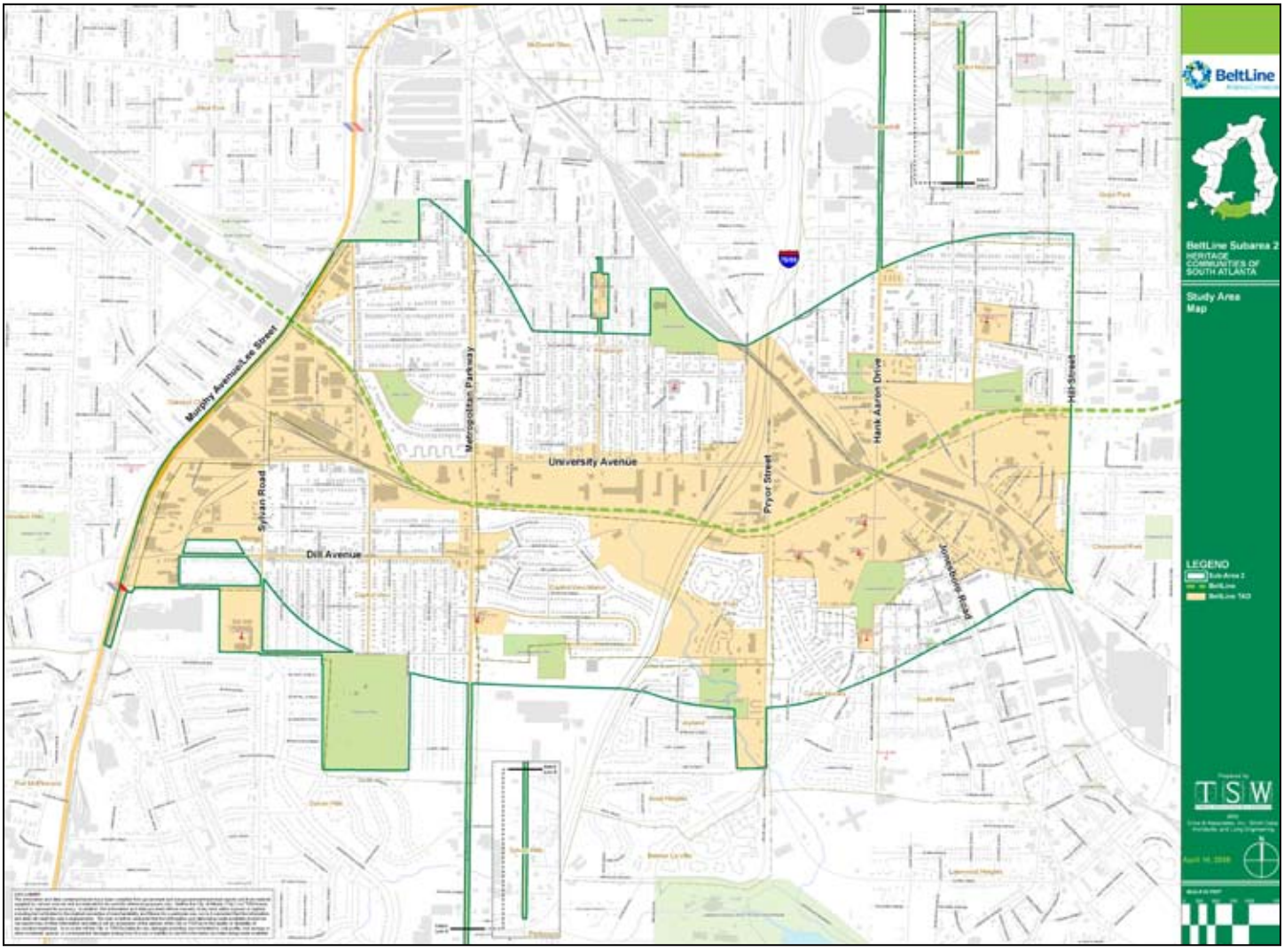
This document provides the planning recommendations for Subarea 2 for the BeltLine Planning Area the Heritage Communities of South Atlanta. The plan includes a detailed matrix of recommendations for future land use, parks, and mobility.

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

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

Study Overview

Atlanta's BeltLine will combine greenspace, trails, transit, and new development along 22 miles of



Map showing study area outlined in green, with parcels within the TAD shown in orange

historic rail segments that encircle the urban core of the city, as decsribed in the BeltLine Redevelopment Plan. Over 25 years, it will connect 45 neighborhoods and affect more than 100,000 people who live within one half mile of the corridor.

Due to its size and impact, the BeltLine has been divided into ten subareas for more detailed planning and evaluation. This document outlines the recommendations for Subarea 2 based on the previously completed inventory and assessment report, provided below in Appendix 3.

The inventory and assessment report analyzes existing conditions in the neighborhood with regard to current assets and issues in the areas of demographics and housing, land use and zoning, urban design and historic resources, and natural features and environment.

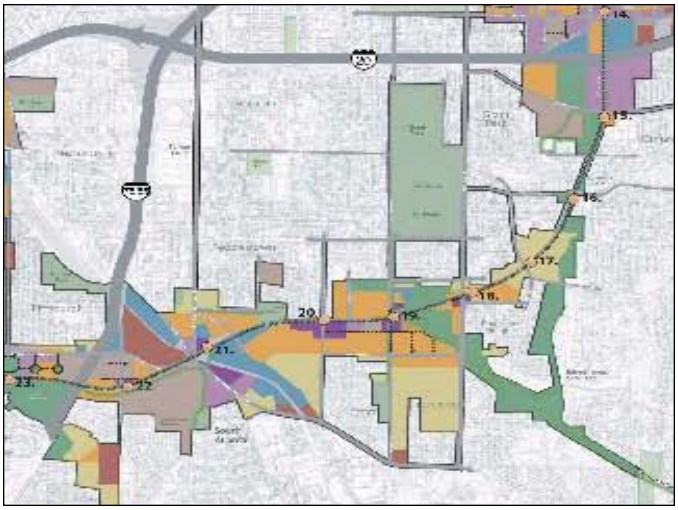
Previous planning studies were also reviewed in order to update and refine their efforts, taking into account recent development activity. The studies reviewed included the following:

- BeltLine Redevelopment Plan (2005)
- Jonesboro Road Redevelopment Plan Update (2006)
- Peoplestown Community Redevelopment Plan Update (2006)
- Blueprints Pittsburgh (2006)
- Oakland City/Lakewood LCI (2004)
- Southside Redevelopment Plan (2000)

Subarea Context

Subarea 2, shown on the map on the previous page, is located on the BeltLine's southern end, about two miles south of downtown Atlanta. It includes portions of Neighborhood Planning Units (NPUs) S, V, X, and Y; City Council Districts 1, 4, and 12; and the neighborhoods of Adair Park, Capital View, Capital View Manor, Chosewood Park, High Point, Oakland City, Peoplestown, Pittsburgh, and South Atlanta.

The subarea centers on the BeltLine between Murphy Avenue and Hill Street. This section runs southwest from Peoplestown through a tunnel near Carver High School. It then heads west under I-



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan

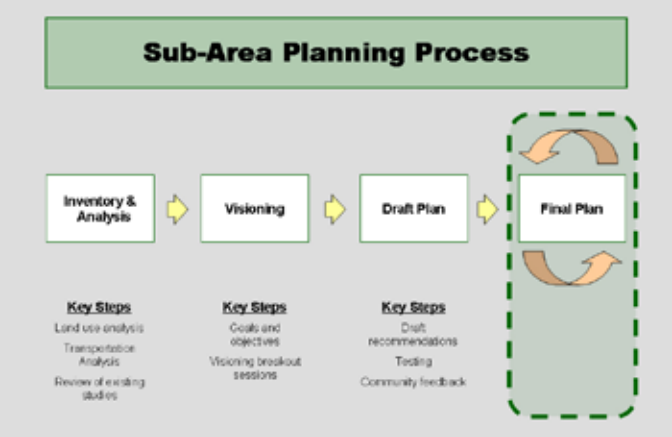
The existing variety of historic single-family architectural styles characterizes the subarea and should be preserved

Existing historic industrial landmarks in the subarea should be preserved or incorporated into redevelopment

75/85 to Metropolitan Parkway. At Capitol View and Adair Park, the corridor turns northwest through the Murphy Triangle district. It then passes under MARTA's north-south rail line into the West End.

The Heritage Communities of South Atlanta subarea totals 1,765 acres. Its boundaries include 885 acres of land within the BeltLine Tax Allocation District and additional parcels within one-half mile of the corridor.

The subarea includes several major streets. University Avenue runs east-west and connects Metropolitan Parkway with Pryor Road. I-75/85 also passes through on its way north to downtown and south to the airport. Other major north-south streets include Lee Street, Murphy Street, Metropolitan Parkway, Pryor Road, Hank Aaron Boulevard, and Hill Street. Major east-west streets include Dill Avenue, University Avenue, and McDonough Boulevard.



The planning process progressed through four stages, allowing for input at each stage

Methodology and Community Input

The recommendations of this study are based on knowledge and insights gained from the inventory and analysis of the subarea and from extensive community input. The planning methodology included a thorough inventory in the areas outlined above, combined with technical analyses in the areas of expertise of the members of the consultant team. This document is the culmination of the planning process for Subarea 2.


Public Involvement occurred at each phase of the planning process and guided recommendations and plan review

Public Meetings Held During the Planning Process

Date	Meeting Type	Topic
August 14, 2007	Planning Committee Meeting	Kickoff Meeting
August 28, 2007	Planning Committee Meeting	Existing Conditions
September 11, 2007	Study Group Meeting	Existing Conditions
October 2, 2007	Study Group Meeting	Goals and Objectives
November 6, 2007	Planning Committee Meeting	Concept Plans
January 8, 2008	Planning Committee Meeting	Park Concept Plans
April 24, 2008	Study Group Meeting	Open House and Affordable Housing Discussion
May 27, 2008	Planning Committee Meeting	Draft Park Master Plan
June 26, 2008	Study Group Meeting	Draft Plan Review
August 28, 2008	Study Group Meeting	Final Draft Plan Review
December 2008	Office Hours	Review plan with interested parties and neighborhood groups

This document has been guided by public involvement. The Study Group, by legislation, is the primary, geographically-based, venue for input on BeltLine implementation. A Steering Committee of over 15 people was also formed to provide detailed input and preview presentations prior to Study Group meetings. Additionally, Office Hours were made available to neighborhood groups and NPU committees who wanted to review the plan in detail in December.

Between the Summer of 2007 and 2008, over 11 meetings were held with the Steering Committee and the Study Group through a process of:

a) inventory and analysis of existing conditions,

b) visioning and establishing guiding principles,

c) selecting preferred concepts and draft plans, &

d) final plans.

Major Themes and Issues

While the Master Plan focus centered on land use, transportation, and parks, much of the feedback received was related to social issues including involuntary displacement, affordable housing, and job opportunities. The Plan responds to these concerns by proposing dense land uses that make affordable housing development more feasible, proposing employment clusters at the intersection of Pryor Road and the BeltLine, and supporting small business vending activities at potential future transit stops and at Murphy Crossing Park.

Additionally, 15 percent of each Tax Allocation District (TAD) bond issuance will be dedicated towards affordable housing ($8.8 million has been set aside from the first bond issuance) and projects funded by the TAD will be required to make efforts to hire locally.

Many residents were also concerned about density adjacent to single family neighborhoods. The Plan responds by providing land use intensity transitions between single family neighborhoods and high density areas.

Additionally, many residents worked to ensure that the vision of a Park Pride and Friends of Peoplestown Park effort remained intact in this BeltLine planning effort. This Plan responds by leaving the core vision intact, while advancing and groundtruthing the vision against technical and financial constraints.

Guiding Principles

At the beginning of the process, a series of guiding principles were developed with study groups to provide direction to the process. These include:

1) Encourage the economic development of the Heritage Communities.
2) Identify and preserve historic resources and the local sense of place.
3) Utilize redevelopment to mend the urban fabric.
4) Provide a safe and balanced transportation system.
5) Provide connectivity, continuity, and redundancy among various modes of transportation.
6) Connect neighborhoods and public facilities with transportation.
7) Provide adequate parking facilities.
8) Provide a balanced mix of compatible land uses.
9) Expand housing options.
10) Provide a range of safe parks and open space.

Plan Summary: Land Use & Design

As redevelopment begins to occur in the BeltLine corridor, the overall goal of new construction should be compatibility, so that existing areas reap the benefit of new more walkable areas rather than being adversely impacted.

The plan recommendations include concept plans for two redevelopment areas, Murphy Triangle and Peoplestown/Pryor Road. The total number of potential jobs and new housing units is also calculated for the year 2030 based on the proposed land use mix. General policies that guide the land use recommendations include:

- *Establish a series of centers along the BeltLine*

  Centers fall into two categories: neighborhood and employment. Neighborhood centers provide retail for one or two neighborhoods. Employment centers create jobs for several neighborhoods. Each will be scaled to context.

  Proposed centers are located at Murphy Triangle, University Avenue, McDaniel Avenue south of University, Pryor Road, Hank Aaron/ McDonough, and at Hill Street. The latter would be a primarily residential node.

- *Establish a new street pattern that supports these centers, regardless of land uses.*

  New streets are of critical long-term importance and must be provided as development occurs.

- *Connect centers with parks and open spaces.*

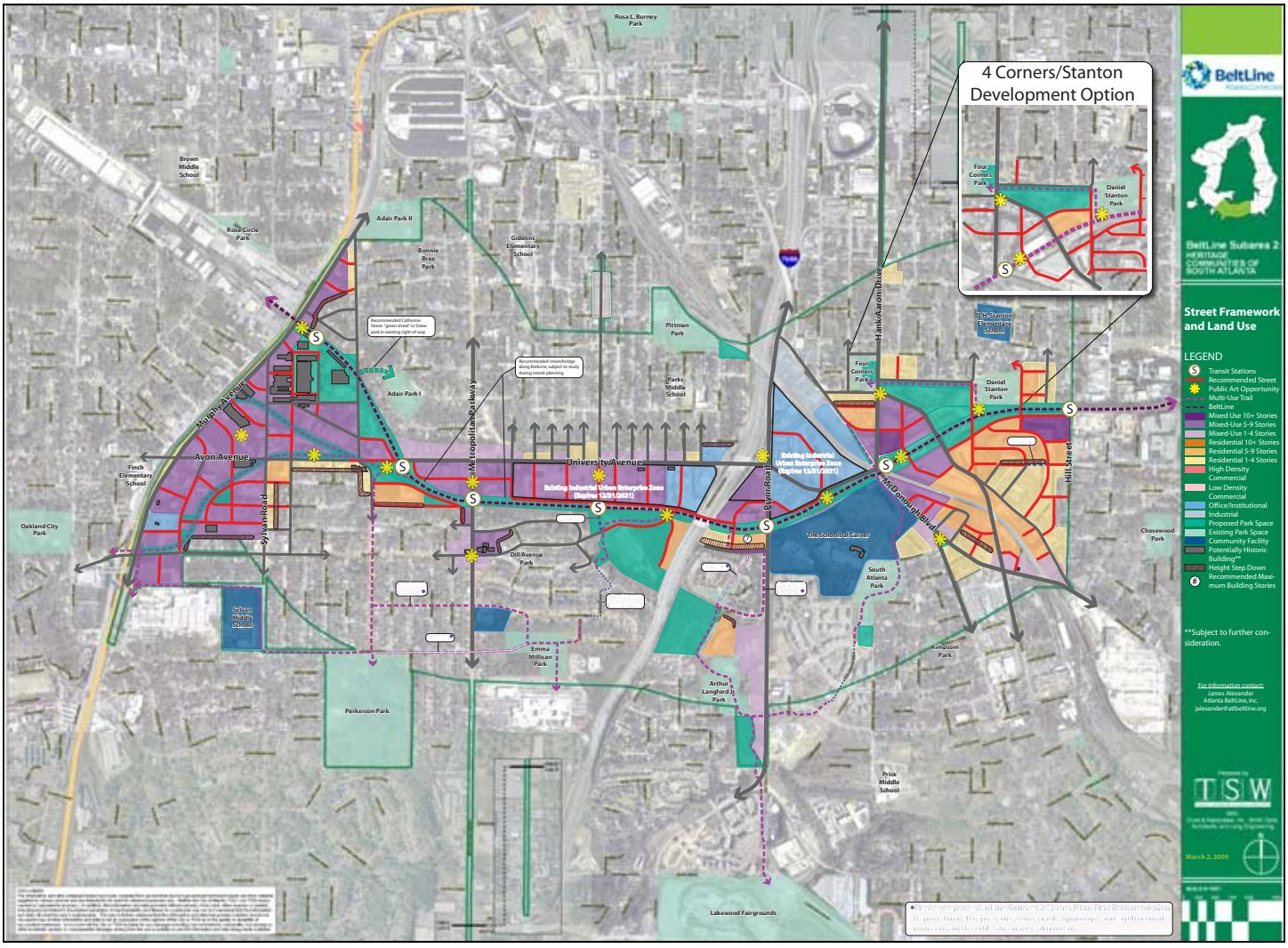
  New parks, multi-use trails, and streetscapes will create a network of high quality public spaces.

- *Promote smaller block size in new development through mandatory street connections.*

  New streets and small blocks will create healthy communities that decrease congestion, support transit, encourage bicycling and walking.

- *Increase density of mixed use development near transit stops and other appropriate properties.*

  Increased density near transit will support ridership and ensure the success of the transit and trail systems. Density will decrease near existing single-family areas.



Map showing recommended future land uses, proposed multi-use trails, and recommended streets

Plan Summary: Mobility

Mobility projects strive to balance all modes of transportation.

Intersection Projects

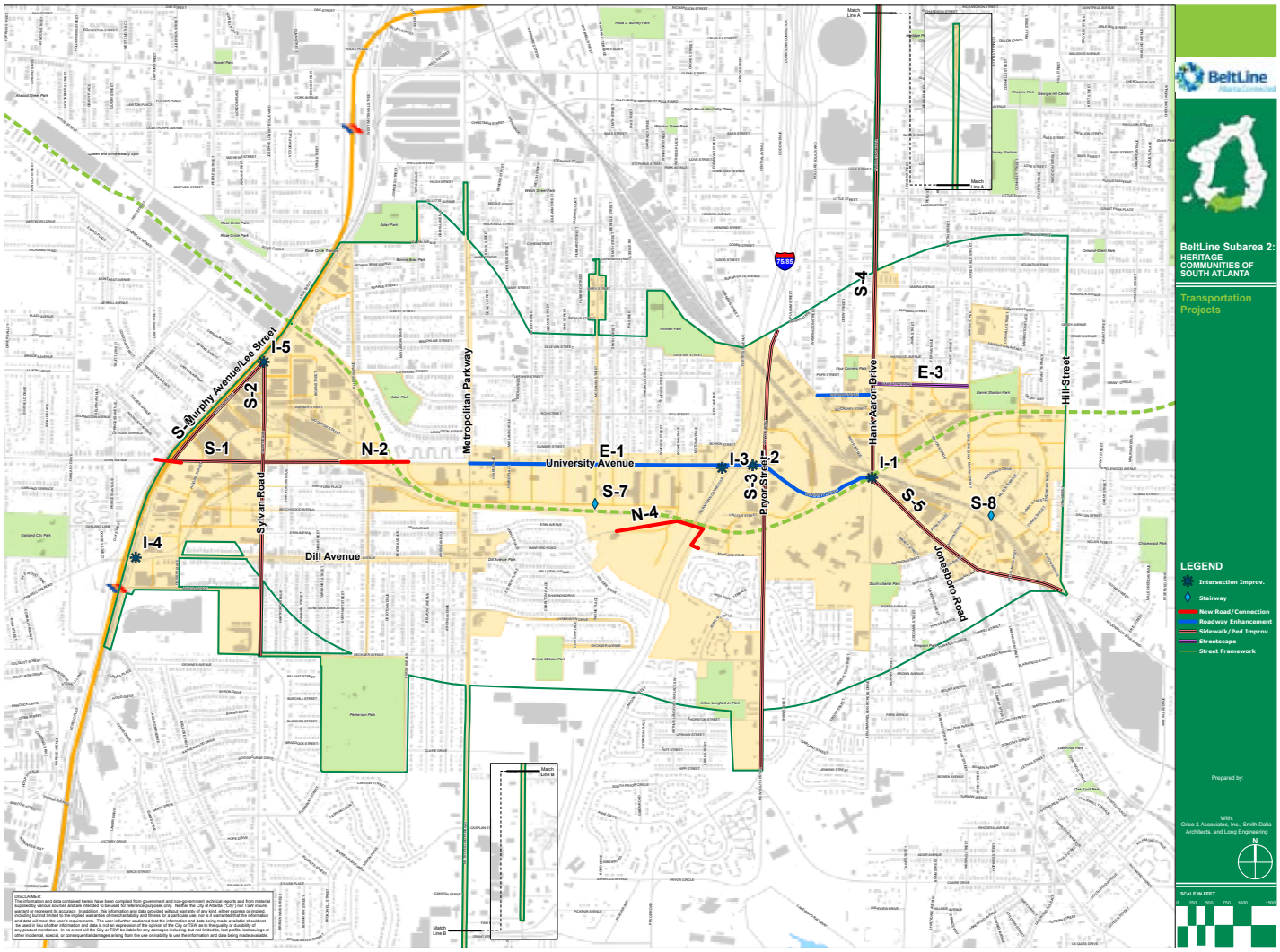
- I-1: University Avenue at McDonough Boulevard/ Hank Aaron Drive – Reconfigure intersection to account for closure of Ridge Avenue.
- I-2: University Avenue at I-75/85 Northbound Ramps – Install a signal, if and when warranted based on a traffic study.
- I-3: University Avenue at at I-75/85 Southbound Ramps – Add an eastbound right-turn lane.
- I-4: Dill Avenue at Murphy Avenue - Install a signal, if and when warranted based on a traffic study.
- I-5: Sylvan Road at Murphy Avenue – Install a signal, if and when warranted based on a traffic study.

New Streets/Connections

- N-1: Street Framework Plan – Build new streets and extend existing ones.
- N-2: University Avenue to Avon Avenue – Extend University Avenue across the BeltLine.
- N-3: Avon Avenue Connection – Connect Avon Avenue across the MARTA tracks.
- N-4: Manford Road Extension – Extend Manford Road under I-75/85 via existing underpass.

Roadway Enhancement/Streetscapes:

- E-1: University Avenue from Metropolitan Parkway to McDonough Boulevard.



Map showing recommended transportation projects

- E-2: Ridge Avenue – Realign Ridge Avenue to connect to Hank Aaron Drive.
- E-3: Streetscapes on Boynton Avenue – Boynton Avenue streetscape, which includes bulbouts, trees, and new sidewalks.

New sidewalks are recommended as follows:

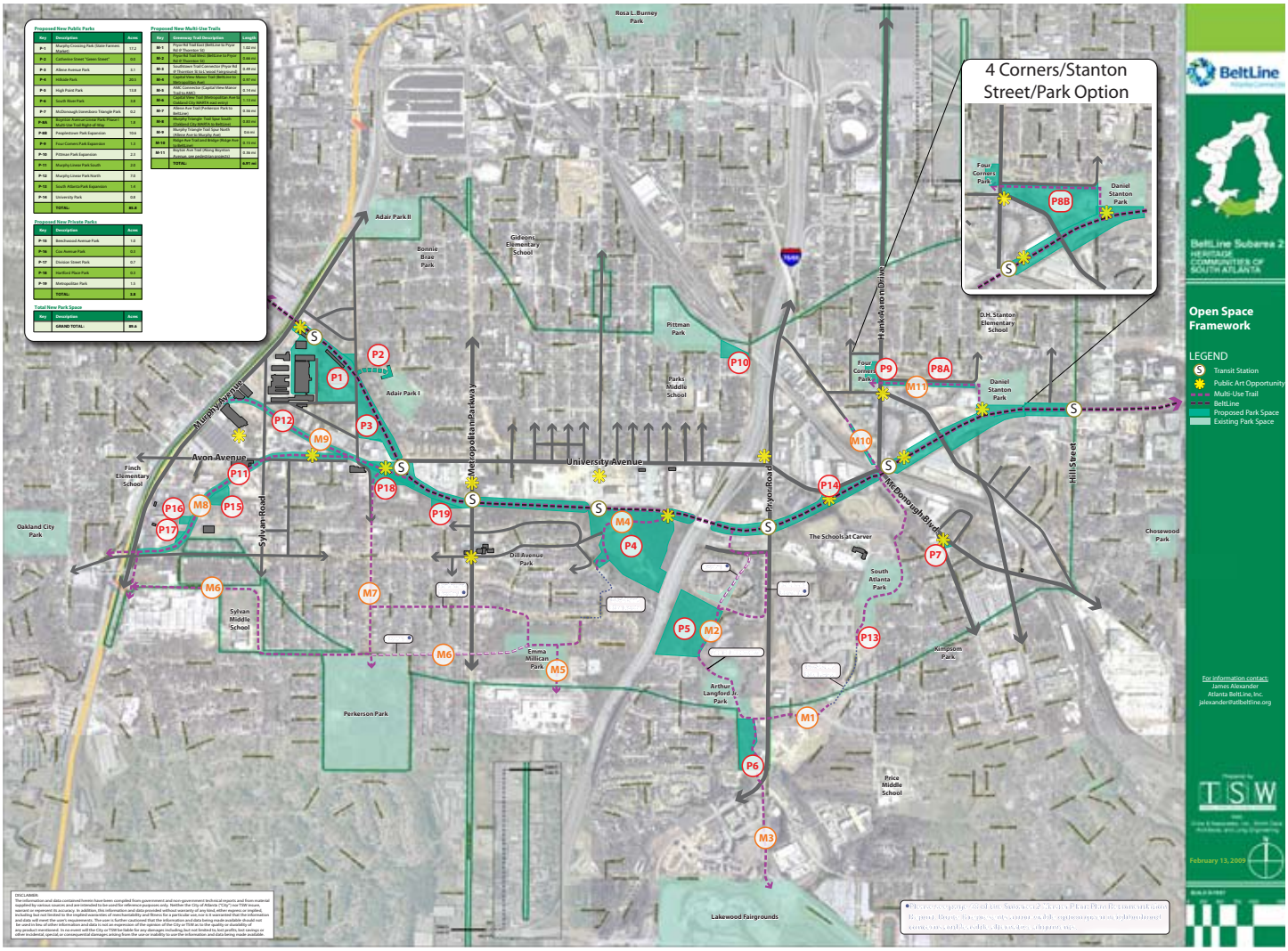
- S-1: Avon Avenue from Murphy Avenue to east of Sparta Street.
- S-2: Sylvan Road from Murphy Avenue to Deckner Avenue.
- S-3: Pryor Street from Ridge Ave to Pryor Road and Pryor Circle split.
- S-4: Hank Aaron Drive from Mitchell Street to Ridge Avenue/McDonough Avenue
- S-5: McDonough Boulevard from Hank Aaron Drive to Hill Street.
- S-6: Murphy Avenue from University Avenue to Sylvan Road.
- S-7: New stairway at Hillside Park to proposed McDaniel Street transit stop.
- S-8 New stairway west of Hill Street to increase connectivity to Milton Avenue.

System-Wide Projects

- Traffic Signal Optimization
- Traffic Calming Measures

Plan Summary: Parks and Open Space

Existing open spaces in the subarea should be enhanced and expanded with 125 acres of new public and private open space. These will range in size from less than 1 acre to over 20.



Map showing proposed open space network, including parks, multiuse trails, and public art locations

Urban park space should be designed for a range of people and should not be limited only to green space, but should include plazas, pocket parks, and other urban forms. Parks should be fronted by buildings to help define the space and provide informal supervision.

Existing parks within the subarea provide a range of recreational opportunities

Playgrounds should be incorporated where appropriate, to provide amenities for families in urban environments. Art and preserved historic structures can help tell the history of the area in parks.

Park space should allow for vendor space and should follow the BeltLine arboretum plan in order to preserve and enhance the city's tree canopy. Proposed greenway trails would link new parks to residences and nearby destinations.

Specific improvements and a variety of enhancements are proposed for Four Corners Park and DL Stanton Park. These include new facilities, lawns, athletic fields, play areas, trails, and more. A proposed linear park could also connect the two parks along Boynton Avenue.

Proposed New Public Parks

Key	Description	Acres
P-1	Murphy Crossing Park (State Farmers Market)	17.2
P-2	Catherine Street "Green Street"	0.0
P-3	Allene Avenue Park	3.1
P-4	Hillside Park	20.5
P-5	High Point Park	13.8
P-6	South River Park	3.8
P-7	McDonough/Jonesboro Triangle Park	0.2
P-8A	Boynton Avenue Linear Park: Phase I Multi-Use Trail Right-of-Way	1.8
P-8B	Peoplestown Park Expansion	10.6
P-9	Four Corners Park Expansion	1.3
P-10	Pittman Park Expansion	2.3
P-11	Murphy Linear Park South	2.0
P-12	Murphy Linear Park North	7.0
P-13	South Atlanta Park Expansion	1.4
P-14	University Park	0.8
	TOTAL:	**85.8**

Proposed New Private Parks

Key	Description	Acres
P-15	Beechwood Avenue Park	1.0
P-16	Cox Avenue Park	0.3
P-17	Division Street Park	0.7
P-18	Hartford Place Park	0.3
P-19	Metropolitan Park	1.5
	TOTAL:	**3.8**

Total New Park Space

Key	Description	Acres
	GRAND TOTAL:	**89.6**

OVERVIEW

The BeltLine is a multi-faceted, multi-decade effort to integrate parks, mobility, land use, and circulation along a 22-mile loop of historic railroads that encircle downtown Atlanta. At completion, it will connect 45 neighborhoods and more than 100,000 people that currently live within half a mile of the corridor.

Due to its size and impact, the BeltLine is divided into ten subareas for more detailed planning and evaluation. This document provides the recommendations for Subarea 2: The Heritage Communities of South Atlanta.

The recommendations are divided into general goals and specific projects. Recommendations are provided for the areas of land use & design, mobility, and parks & open space.

These recommendations are the culmination of a months-long planning process that has incorporated the input of many stakeholders. If implemented, the recommendations have the power to bring the vision of the BeltLine within Subarea 2 to fruition, resulting in a more livable Subarea that is transformed according to the following principals.

Implementation Plan

Upon completion of all Subarea Master Plans, Atlanta BeltLine Inc. (ABI) will develop a comprehensive Implementation Plan for the projects identified in the individual subareas. This phased approach will ensure equitable development across all geographies of the BeltLine – 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 wide variety of other programs and activities that are important for supporting healthy growth, and require the involvement of outside partners and stakeholders.

The BeltLine will one day connect 45 Atlanta neighborhoods with trails, transit, and open space

These additional activities will be achieved with the leadership, collaboration, and resources of organizations with specialized expertise in these specific areas. Key areas of implementation include the following:

1. **Developing and planning core BeltLine amenities** in a way that creates a more livable and geographically balanced Atlanta.
2. **Recruiting economic development** in a way that creates business and job opportunities.
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 BeltLine objectives. The extent of ABI's control, and therefore the extent of its leadership and leverage during implementation, has been categorized into three classifications:

ABI Control: Strategies that ABI is responsible for based on legislative authority and, because they are funded with TAD funding, ABI can fully control.

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

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

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

Guiding Principles

Given the many factors affecting the subarea, principles were established to respond to them in a positive, constructive manner. The subarea has both opportunities and challenges that influence its ability to achieve the greater BeltLine vision.

The guiding principles below were developed by reviewing existing conditions in the subarea and talking to area stakeholders. They are intended to provide guidance in the planning process and to make sure that the desires of area residents and business owners are heard as the BeltLine vision is implemented.

Principle 1: Encourage the economic development of the Heritage Communities.

Existing area residents and business should be allowed to prosper with the coming of the BeltLine and the opportunities it will bring. Growth should occur in a way that protects neighborhoods from potential negative side effects.

Principle 2: Identify and preserve historic resources and the local sense of place.

The rich history of the Heritage Communities of South Atlanta must be respected as the BeltLine vision is implemented. This means preserving historically significant buildings and sites and incorporating them into future public and private plans. Developers should also establish designs compatible with the community character. Public art should be introduced where opportunities exist.

The buildings, places, and people that make each BeltLine neighborhood unique must be preserved


Creating neighborhoods where walking is pleasant and safe is central to the BeltLine vision

Principle 3: Utilize redevelopment to mend the urban fabric.

New development should be urban, rather than suburban, in form and scale. It should establish new blocks and streets that allow for a variety of land uses. Building materials should be durable and environmentally friendly.

Principle 4: Provide a safe and balanced transportation system.

Transportation systems should provide facilities for transit riders, drivers, bicyclists, and pedestrians.

They should reflect the needs of people of different ages, incomes, and abilities, and ensure that all facilities are planned for equally.

Principle 5: Provide connectivity, continuity, and redundancy among various modes of transportation.

The transportation plan should focus first on filling gaps in pedestrian and bike facilities, while improving connectivity between all modes of travel. Multiple systems should be provided to truly reduce automobile use.

Principle 6: Connect neighborhoods and public facilities with transportation.

Major barriers between neighborhoods should be overcome and existing major streets should be designed to support a variety of transportation types in addition to driving. Connections across the BeltLine should be enhanced for both drivers and non-drivers.

Principle 7: Provide adequate parking facilities.

Ensure sufficient parking for residents, businesses, and transit users, while supporting public parking facilities.

Principle 8: Provide a balanced mix of compatible land uses.

Ensure a mix of compatible uses and expand commercial opportunities. Strive to protect single-family neighborhoods from commercial, multifamily, and industrial encroachment by encouraging development at key intersections and near the BeltLine.

Principle 9: Expand housing options.

Prevent displacement of existing residents, while encouraging a mix of new housing types, neighborhoods, and prices that reflect the desired scale and character of the Heritage Communities. Include housing for families with children and identify housing opportunities where seniors can walk to parks, transit, retail services, churches, and other daily needs.

Multifamily housing can serve many types of households, including seniors, young singles, and families.

These homes on Atlanta's Washington Park abut a multi-use trail and are located within walking distance of transit

Principle 10: Provide a range of safe parks and open space.

Utilize parks and recreation areas to connect residential areas and commercial/mixed-use areas. Encourage parks, greenways, multi-use trails and recreation facilities for people of different ages.

LAND USE & DESIGN

Land Use & Design Goals

The recommended land use and design goals are intended to ensure that the BeltLine's long-term impact on the Heritage Communities is positive. To this end, they strive to balance the greater need for transit-supportive, walkable land uses with potential negative impacts on existing neighborhoods and their identity.

Goal: Protect single-family areas from commercial and multifamily encroachment by focusing development in the BeltLine TAD area.

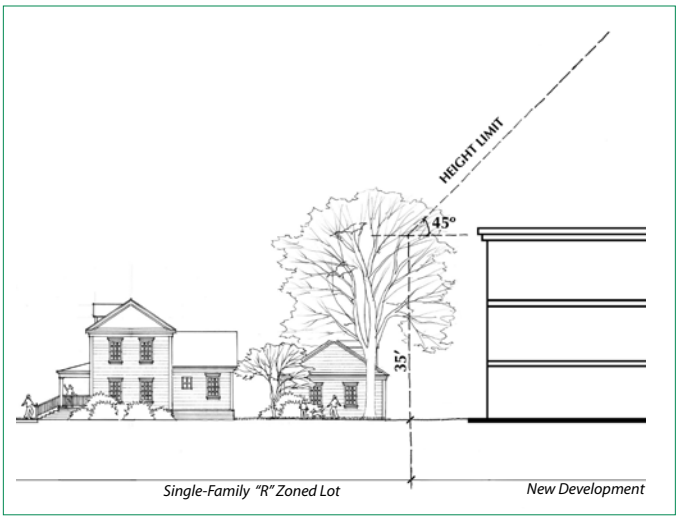
The existing primarily single-family neighborhoods are one of the subarea's greatest assets and should remain long-term. Even the need for transit-supportive densities should not justify the loss of these assets. Rather, future development should be focused in the BeltLine TAD area and should generate the density necessary to support transit while preserving neighborhood character.

Goal: Use existing zoning tools to create a height transition between primarily single-family areas and redevelopment areas.

Current zoning tools are sufficient to protect neighborhoods from being overwhelmed by tall buildings. These include the city's Transitional Height Plane and the height transition regulations found in the Quality of Life Zoning Districts.

Goal: Place townhouses, live/work units, or small lot single-family homes where development abuts primarily single-family areas.

Townhomes and small lot single-family homes are used in many cities to transition between land use intensities. Live/work units are similar to townhouses but offer ground floor home commercial space and can also help transition from higher to lower density. Where these options are not feasible, buildings with a scale similar to single-family homes, such as two or three story multifamily buildings, may provide an effective transition.



This graphic shows the Transitional Height Plane's maximum height limit adjacent to single-family zoning districts.


Townhouses are an appropriate building to transition between existing single-family areas and higher density redevelopment sites


These small lot, single-family homes were recently built in Atlanta's Cabbagetown neighborhood

Goal: Expand neighborhood commercial uses.

The subarea currently lacks many neighborhood commercial uses. Other than a few corner markets, there are no grocery stores, pharmacies, or other shops to serve the daily needs of residents. With development and the new households it will bring, neighborhood commercial uses will become more financially viable. Street vendor opportunities should also be a part of the neighborhood commercial mix.

Goal: Encourage developers to provide space for local businesses, not just chain stores.

The subarea has many small business owners. Such businesses are ideal tenants for the ground floor of mixed-use buildings. Developers should work with local entrepreneurs to locate in their projects.

Goal: Provide land uses that support job creation for a range of skill levels.

Many subarea residents want to work in their neighborhood, but can't find jobs to match their skill levels.

Goal: Utilize new buildings to define streets and parks in the way that walls define a room.

For the BeltLine to succeed, the mixed-use and multifamily buildings along it must provide a high-quality public realm that supports walking, transit use, and a strong "sense of place." In urban areas this is best achieved by placing buildings near the street, shaping their facades to curves in the street, and allowing adjacent buildings (even in different developments) to touch.

See Pryor Road and Murphy Triangle Redevelopment Concepts for illustrations of this principle.

Goal: Encourage developers to use basic elements of good design in buildings.

The BeltLine Overlay requires basic standards of urbanism, but does not address architectural design. Developers should incorporate the following standards to create buildings that stand the test of time.

- Facades should be built with one or two primary

Live/work units in Atlanta's Glenwood Park allow residents to operate businesses out of the first story of their homes. Visitor and employee parking is provided on-street

Locally-owned business should be allowed to benefit from the prosperity that the BeltLine will bring to the Heritage Communities of South Atlanta

Buildings should align and touch to form continuous street walls that define streets and parks

materials and colors. Design interest should not be created through a haphazard mix of patterns and colors, but through the proximity of discrete buildings, or facades that suggest the appearance of such.

- Foundations should be constructed as distinct building elements with materials that contrast with the facade. Exposed foundations should be parged with cement, stuccoed over or faced in full-depth brick, natural stone, or cast stone.
- Where used, window shutters should match one-half the width of the window opening.
- Facade materials should be combined only horizontally, with the heavier below the lighter.

Goal: Utilize contextual materials where new buildings adjoin existing neighborhoods

The use of clapboard, cementitious siding, or brick on facades, and the use of rubble stone (often granite) on foundations, is encouraged when buildings are located within 200 feet of single-family areas. When greater than 200 feet or adjacent to industrial buildings, other materials may be used.

Goal: Place parking decks underground or in the middle of blocks where not visible from parks, the BeltLine, or existing or new streets.

This will encourage active uses that face the street and improve aesthetics.

See Pryor Road and Murphy Triangle concept plans for illustrations of this principle.

Goal: Support vending opportunities.

Vending provides opportunities for small businesses and can enliven public spaces.

Goal: Exclude retail from I-1 and I-2 zoning.

Industrial land should be for industry, not shopping.

Goal: Encourage alleys in new development.

Rear alleys create pedestrian-friendly streets by removing front parking and minimizing curb cuts.

This single building in Atlanta's Old Fourth Ward neighborhood attempts to create interest through a haphazard use of color, materials, and building forms

This single building in Woodstock, GA, creates interest with facades that truly resemble separate buildings, each with its own material, composition, and style

Goal: Support the conversion of some State Farmers Market structures into business incubator space.

The site is recommended for conversion to a park, but some buildings in it should be preserved to provide publicly owned, low cost business space.

Goal: Allow "MR-4B" zoning to be compatible with a "Medium Density Residential" land use.

MR-4B is a townhouse district, but is currently only compatible with a "High Density Residential" land use designation, which misrepresents the character and scale of townhomes. It is recommended that the city amend the CDP to make MR-4B compatible with "Medium Density Residential."

Future Land Use & Circulation

The circulation and land use plan builds upon recommended land use and design goals to establish a network of streets throughout the subarea. These streets, in turn, define a flexible block pattern suitable for development of differing scales, uses, and intensities, while also providing access to future trails, transit, and development sites. By doing this, the plan creates a framework that will allow growth to occur organically over time as individual sites redevelop.

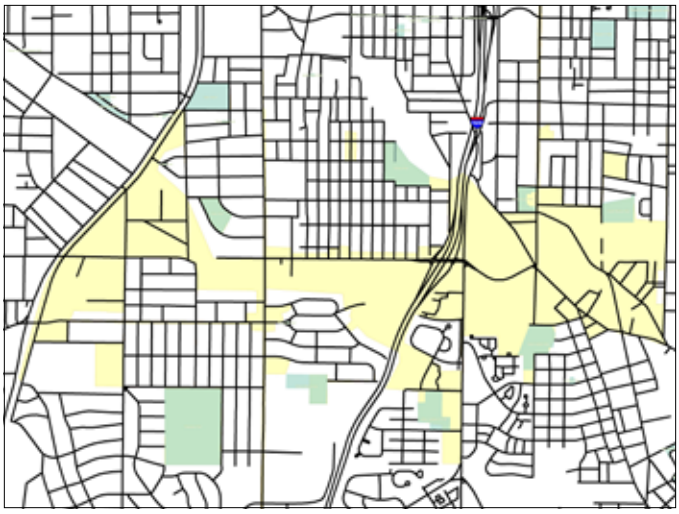
Many successful cities are based on flexible grid street systems that allow for change over time, such as Savannah

Circulation

The circulation plan uses new development to extend the street patterns of adjacent neighborhoods into redevelopment areas along the BeltLine. It establishes these based on existing rights-of-way, topography, and access to new planned centers.

The map on the following page shows proposed streets in the subarea. These should be incorporated into the BeltLine Street Framework Plan as a zoning requirement. The streets are shown in fixed locations that should not vary. They provide critical connections between neighborhoods and are essential to creating appropriate public access to the BeltLine. Developers should build streets in the locations shown.

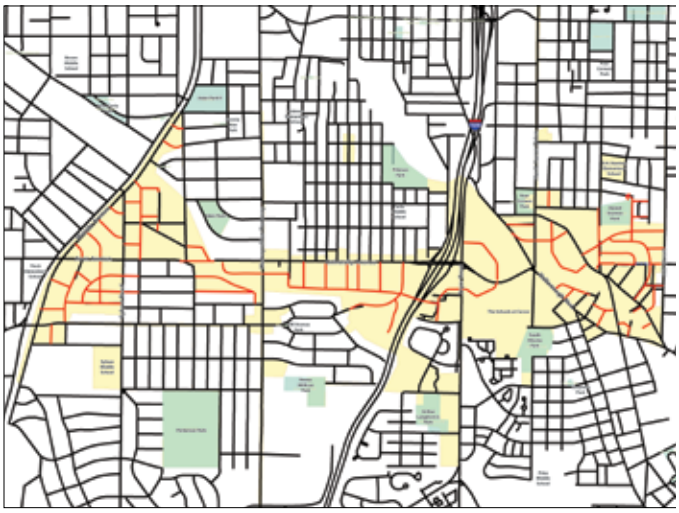
The plan also shows proposed multi-use trails as a dashed purple line.



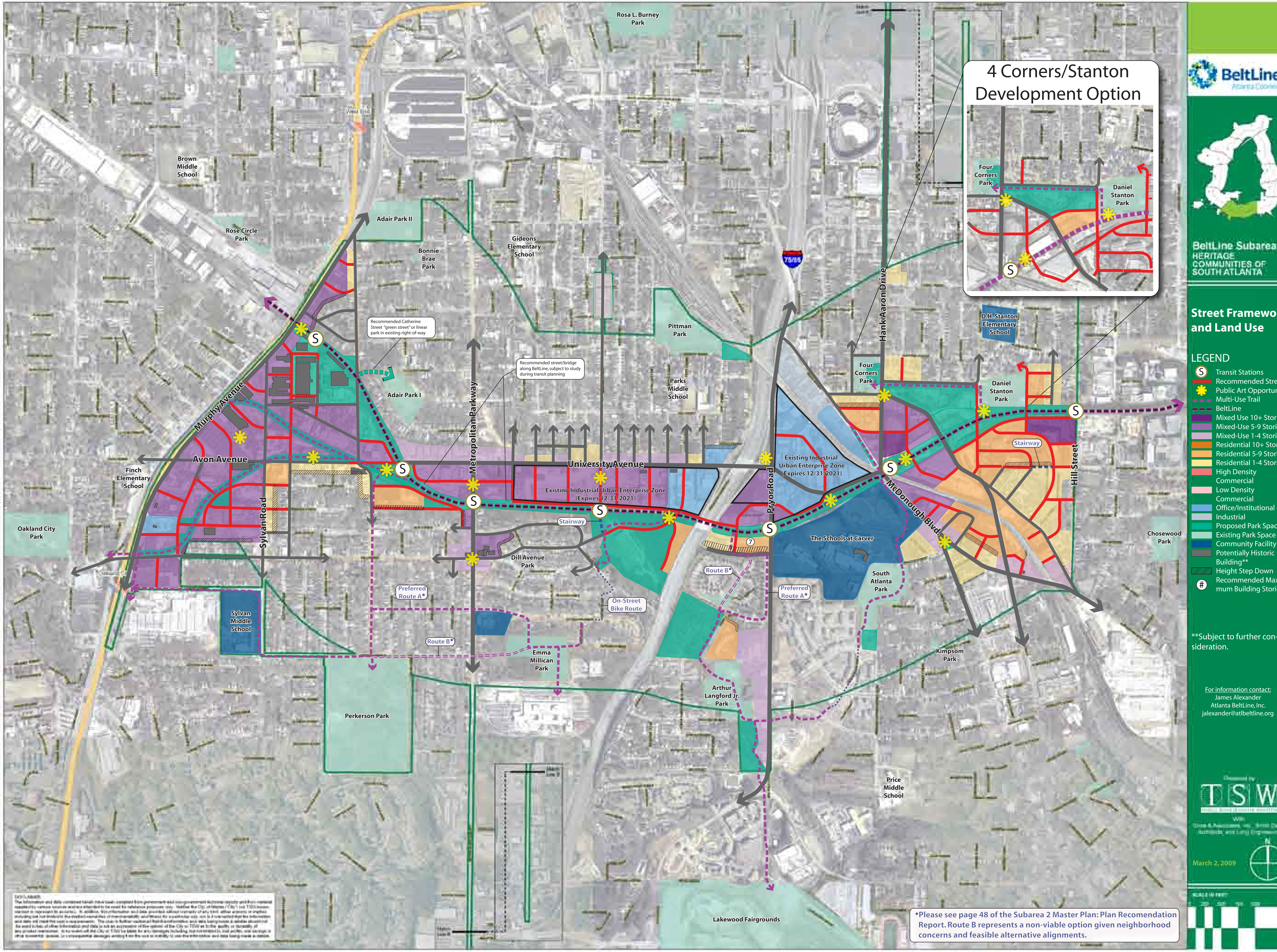
Map showing existing street network

Key elements of the plan include:

- **New streets throughout the Murphy Triangle area**, especially at the former State Farmers Market.
- **An on-grade extension of University Avenue to Avon Avenue** across the BeltLine. This provides a crucial link from Metropolitan Parkway to Murphy Avenue, and creates an opportunity for a BeltLine transit stop to spur new development that serves the neighborhoods of Adair Park, Capitol View, and the eastern portion of Murphy Triangle. Several potential options exist for this potential connection with differing alignments that attempt to resolve potential conflict with existing private property.



Map showing proposed street network (please refer to the map on following page for details)

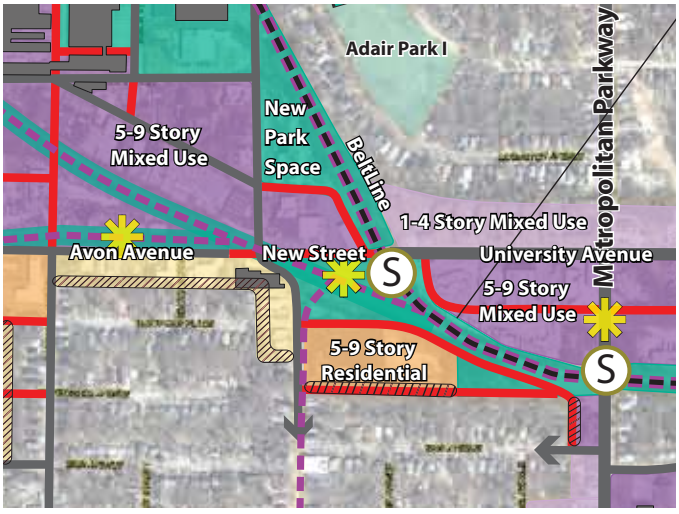

BeltLine
Atlanta Connected
BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
Street Framework and Land Use
LEGEND
Transit Stations
Recommended Street
Public Art Opportunity
Multi-Use Trail
BeltLine
Mixed Use 10+ Stories
Mixed-Use 5-9 Stories
Mixed-Use 1-4 Stories
Residential 10+ Stories
Residential 5-9 Stories
Residential 1-4 Stories
High Density Commercial
Low Density Commercial
Office/Institutional
Industrial
Proposed Park Space
Existing Park Space
Community Facility
Potentially Historic Building**
Height Step Down
Recommended Maximum Building Stories
**Subject to further consideration.
For information contact:
James Alexander
Atlanta BeltLine, Inc.
jalexander@atlbeltline.org
TSW
March 2, 2009
4 Corners/Stanton Development Option
Four Corners Park
Daniel Stanton Park
Murphy Avenue
Avon Avenue
Sylvan Road
Metropolitan Parkway
University Avenue
Pryor Road
Hank Aaron Drive
McDonough Blvd.
Hill Street
Existing Industrial Urban Enterprise Zone (Expires 12/31/2021)
Stairway
Preferred Route A*
Route B*
On-Street Bike Route
The Schools at Carver
Rosa L. Burney Park
Brown Middle School
Rose Circle Park
Adair Park II
Adair Park I
Bonnie Brae Park
Gideons Elementary School
Pittman Park
Parks Middle School
D.H. Stanton Elementary School
Finch Elementary School
Oakland City Park
Sylvan Middle School
Dill Avenue Park
Emma Millican Park
Perkerson Park
Arthur Langford Jr. Park
South Atlanta Park
Kimpsom Park
Chosewood Park
Price Middle School
Lakewood Fairgrounds
Recommended Catherine Street "green street" or linear park in existing right-of-way
Recommended street/bridge along BeltLine, subject to study during transit planning
*Please see page 48 of the Subarea 2 Master Plan: Plan Recomendation Report. Route B represents a non-viable option given neighborhood concerns and feasible alternative alignments.

- **A new street north of the BeltLine from Metropolitan Parkway to Pryor Road**, running through an existing I-75/85 underpass. This street will provide a much-needed option for local traffic to avoid the congested University Avenue/I-75/85 interchange area.
- **An extension of Pittsburgh's street grid** south of University Avenue. The extension of McDaniel Street serves as a focal point and connection to the potential transit stop.
- **An extension of Manford Road** from Capitol View Manor to the BeltLine and east to the office/institutional area at University Avenue and Pryor Road. This extension activates the planned Hillside Park and increases safety by providing a secure connection to the activity on the northern edge of the BeltLine toward University Avenue. As part of this the gate at Pryor Road should also be removed.
- **A new street from I-75/85 across Pryor Road** north of the BeltLine. This intersection is offset for sight distance safety reasons, as here the BeltLine currently bridges above Pryor Road. The road then curves back down to front the BeltLine before connecting into University Avenue as it approaches Hank Aaron Drive.
- **A new connection of Avon Avenue to Lee Street** to link the subarea to the west. Specific means for enacting the connection remain to be determined.
- **A network of streets around the proposed Hank Aaron transit stop** that support a range of land uses.
- **A public stairway from Milton Terrace to Hill Street** in the existing right-of-way. Steep topography here prevents a street from being feasible, but stairs will allow most pedestrians to easily access the potential transit stop at Hill Street.
- **A public stairway on the west side of Hillside Park** to allow pedestrian access to the proposed McDaniel Street transit stop.

It is important to note that this network should be further enhanced by the provision of private alleys on redevelopment sites.

Transportation Impact Report

Some of the streets identified in the Street Framework Plan are recommended public projects. Please refer to the Transportation Impact Report for details.



Extending University Avenue across the BeltLine to Avon Avenue would open up development sites and provide needed east-west connectivity to Murphy Avenue

Underneath Interstate 75/85, there is room for a new street that would share space with BeltLine transit and trail

Future Land Use: Nodes

The future land use vision establishes several redevelopment nodes along the BeltLine. Each is focused on one or more potential transit stops and is intended to concentrate density into a compact, walkable area.

Nodes include:

- **Murphy Triangle Node**, envisioned as a mixed-use district featuring employment and light industrial uses, new parks, restored historic structures, and a range of housing options including affordable loft housing in existing structures, as well as new infill buildings.
- **University Avenue Node**, envisioned as a less intense mixed-use node focused on a linear park and an extension of University Avenue across the BeltLine.
- **McDaniel Avenue Node**, envisioned as a mixed-use node south of University Avenue focused on an innovative development planned by the Casey Foundation.
- **Pryor Road Node**, envisioned as a major employment center featuring offices, retail, and some housing adjacent to the BeltLine.
- **Hark Aaron/McDonough Node**, envisioned as an intense mixed-use node at the historic intersection of the South Atlanta and Peoplestown neighborhoods.
- **Hill Street Node**, envisioned as a primarily multifamily residential node.

The detailed land use vision is based upon these general node descriptions.

Future Land Use: Employment

One focus of the future land use plan is to create employment opportunities near existing neighborhoods. Adjacent neighborhoods and the city at large have historically relied on this corridor to provide industrial and manufacturing employment. A strong component of the vision for this area is to foster job growth and provide a framework that can support employment opportunities for current and future residents.

Table 1: Future Land Uses (Excluding BeltLine ROW)

Land Use	Acres	Percent
Mixed Use 10+ Stories	6.0	0.9%
Mixed Use 5-9 Stories	178.1	26.1%
Mixed Use 1-4 Stories	40.4	5.9%
Residential 5-9 Stories	95.7	14.0%
Residential 1-4 Stories	39.1	5.7%
Office/Institutional	51.3	7.5%
Industrial	6.0	0.9%
Proposed Park Space	88.8	13.0%
Existing Park Space	103.7	15.2%
Community Facilities	74.1	10.8%
Total	**683.2**	**100%**

In Germany, concentrated development puts people and jobs within walking distance of transit

Transit stops will be the heart of nodes along the BeltLine and should feature neighborhood services around them

Future Land Use: Detailed Vision

The detailed long-term land use vision for Subarea 2 begins at Murphy Triangle, which is envisioned as a mixed-use area featuring new parks along the BeltLine. It also includes new buildings and preserved historic ones. South of Avon Avenue, 1-4 story residential buildings transition to the Capitol View neighborhood and prevent non-residential land uses adjacent to single-family lots.

Near Metropolitan Parkway a mixed-use node is envisioned with 5-9 story mixed-use buildings along an extended University Avenue. This would provide density to support transit before transitioning into existing neighborhoods.

Moving east along University Avenue, 5-9 story mixed-use buildings are proposed; these transition to office/institutional near I-75/85. North of University Avenue heights are capped at four stories to limit impacts on adjacent homes. The new Hillside Park lies south of the Beltline. To its east, a 5-9 story multifamily area is envisioned which could include mixed-income housing buffered from I-75/85 by structured parking or berms.

Directly east of I-75/85 and north of the BeltLine 5-9 story mixed-use and residential buildings are envisioned along Pryor Road, while Carver High School is preserved as the flagship educational institution along the BeltLine. Nearby, office/institutional land uses are recommended in what is currently an industrial area north of University Avenue. Industrial uses are recommended to remain along Ridge Avenue.

Surrounding the Hank Aaron/McDonough transit stop is 5-9 story mixed-use development, with a 10+ story mixed-use site on the southern end of the proposed East Medinah Village.

Continuing east, 5-9 story residential uses provide housing opportunities in close proximity to the BeltLine, while pockets of 1-4 story residential uses reflect the existing character in parts of Chosewood Park. A site for 10+ story mixed-use development is envisioned to support the Hill Street transit stop, while surrounding 1-4 and 5-9 story residential uses transition to the existing neighborhood.

Height Transitions

The land use plan shows instances where transitions from shorter to taller buildings occur. From a structural perspective, this transition zone should be at least 30 feet in depth from the face of the building. Thirty feet is a standard multifamily unit depth, and 40 a townhouse depth. A minimum 30 foot deep zone allows the height to step in a rational structural increment.

A major office center is envisioned long-term at I-75/85 to provide much-needed jobs in the subarea and to create an employment destination for the entire BeltLine

New mid-rise development at Hill Street will support transit, while townhouses will transition to adjacent neighborhoods

Development Opportunities

From the larger subarea, two development opportunities were further studied during the planning process: Murphy Triangle and Peoplestown/Pryor Road. These were chosen based on access, available land, and proposed park investments, which have been a growth catalyst in other parts of the city. A detailed concept plan was then prepared for each to illustrate their potential.

The concept plans show options for how the areas could be built out over 25 to 30 years. All building footprints, parking areas, and sidewalks reflect the standard dimensions provided by developers or required by the BeltLine Overlay, but are not intended to be taken as a literal mandate for each property. Rather, they suggest how buildings could be arranged to define the public realm and create a high-quality urban environment in which parking is shared and hidden and in which the design of individual buildings is subordinate to a need to define public space.

Murphy Triangle Concept Plan

The Murphy Triangle Concept Plan shows how compatible development can occur in an area of high historic value. The plan shows existing historic structures that could be preserved and converted to new uses, while also suggesting configurations for new buildings around them. Historic structures shown include:

- State Farmers Market Buildings, which could become incubator artist studios or live/work units.
- The Cut Rate Box facility, which could remain industrial or become residential or commercial lofts.
- The Roebling factory, which could convert to commercial or residential space.
- Couer d'Allene Studios and Phoenix House, which are shown as remaining.

Any and all of these adaptive re-use projects could include affordable housing. The plan also shows how historic relics, such as water towers, could be preserved as public art and local landmarks.

The concept plan includes the adaptive reuse of many buildings, including those at the former State Farmer's Market

Adaptive reuse of historic buildings in Murphy Triangle could create a unique and memorable space, such as with Atlanta's own StudioPlex in the Old Fourth Ward neighborhood

Historic relics could anchor public spaces and preserve neighborhood character along the BeltLine

This concept plan shows one possible option for the long-term development of the Murphy Triangle area. It includes restored historic buildings, new parks, hew housing, new mixed-use structures, and even opportunities for light industrial infill (at left)

In Poundbury, a new town near Dorchester, UK, industrial uses (left and far right) are integrated into the urban fabric and are held to the same standards of design , materials, and urbanism as any other building

This artist's rendering shows how the Murphy Triangle area might look in 30 years

Current planned developments are included in the concept plan as well. These include:

- The Bailey Burns Factory along Murphy Avenue, which is planned for conversion into housing,
- The Exide Battery site along Allene Avenue, which is being converted to housing, and
- A residential development near the Oakland City MARTA station.

The concept plan also shows proposed parks along the BeltLine from Metropolitan Parkway to Murphy Avenue. These parks include vending opportunities in locations with high pedestrian activity. Their edges are fronted by new mixed-use buildings that allow occupants to look into the BeltLine (to improve safety), promote economic growth, and provide housing choices.

Two multi-use trails are shown diverging from the BeltLine using historic rail spurs. The northern one connects the BeltLine to Murphy Avenue near the Cut Rate Box facility, and the southern one connects to the Oakland City MARTA station; it could also connect to several proposed pocket parks.

Peoplestown/Pryor Road Concept

The Peoplestown/Pryor Road concept plan represents another key development opportunity. It is characterized by steep changes in topography, challenging existing block structures, and barriers such as I-75/85 and active rail lines.

Unlike the Murphy Triangle concept plan, this area is home to no major historic buildings other than a few homes along Milton Terrace. The only historic structures are the rail tunnel under McDonough Boulevard and a row of trees at Carver Schools. As such, this plan focuses on showing how development can extend Atlanta's urban fabric across the BeltLine and connect neighborhoods.

Note

In both concept plans, single-family properties remain unchanged. Only multifamily properties and sites in the TAD boundaries are shown in the concept plans as susceptible to change or ideal for future long-term redevelopment.

This concept plan shows one possible option for the long-term development of the Peoplestown/Pryor Road area

The central design element of the concept plan is the BeltLine and its associated parks. The plan shows a park system from I-75/85 east to Hill Street. Along the way a series of parks create nodes of activity. The most notable of these is at Milton Avenue, where former rail spurs expand the BeltLine right-of-way to create a new green space. Along its edge, new streets fronted by continuous buildings create a sense of enclosure.

The proposed building-street-park relationship is carried east and west from the proposed Milton Avenue park. Along this edge, streets run parallel to existing contours and building facades front them to form a continuous street wall.

At the center of the concept plan, the planned East Medinah Village sits adjacent to a potential transit stop. To its west, the plan shows building footprints suitable for office uses, while those to its east reflect a mixed-use program.

Multi-use trails are also provided in the concept plan. These include one that could run from Four Corners Park to DL Stanton Park and the BeltLine via Boynton Avenue. West of Pryor Road, another trail could run from the BeltLine to Lakewood Fairgrounds, while at the intersection with Hank Aaron Drive, one could extend from the BeltLine south along the eastern edge of Carver High School. North of the school, a multi-use bridge

This artist's rendering shows how the Pryor Road area might look in 30 years

could be provided over the BeltLine and existing rail lines, landing in the former Ridge Avenue right-of-way, which is recommended for conversion to open space.

The final element of the concept plan is its illustration of the transition between higher density areas and existing primarily single-family areas. The plan shows how two-to three-story townhouses or small multifamily buildings could accomplish this.

Specific instances of this transition are: south of Four Corners Park; north of Boynton Avenue; east of DL Stanton Park; around Milton Terrace; and along McDonough Avenue. Townhouses are also shown on small or irregularly shaped sites throughout the plan. Their shallow depth, narrow width, and floor plan flexibility allows them to be shaped to define various public spaces.

Underutilized industrial land where the BeltLine meets Milton Avenue could become park space

New office buildings fronting Pryor Road, just north of University Avenue, could be similar to these at Lindbergh City Center in Atlanta

Development Quantification

The proposed land use program will add significant jobs and housing to Subarea 2 in the coming years. This will generate revenues to fund BeltLine improvements, support transit, and provide neighborhood services. Due to the existence of two large Industrial Enterprise Zones (IEZ) in the subarea, projected development was calculated both with and without redevelopment of those sites. Values for 2020 assume achieving the recommended land use program for all sites, except existing IEZ sites. Those for 2030 assume that IEZ sites redevelop into the recommended land uses.

For the purpose of assessing transportation impact, projections were divided into four sectors:

- Hank Aaron Sector, Hill street west to rail line.
- Pryor Road Sector: Rail line west to I-75/85
- University Avenue Sector: I-75/85 west to BeltLine
- Murphy Triangle Sector: BeltLine west to MARTA rail line.

Please see Tables 2 through 5 for details.

Please note that these represent the long-term capacity of the land use vision, not market viability.

Table 2: Proposed Future Land Use Acreage With IEZ

Category	Acreage
Community Facility	74.1
Existing Park	103.7
Industrial	89.3
Mixed-Use 1-4 Stories	40.4
Mixed-Use 10+ Stories	7.6
Mixed-Use 5-9 Stories	147.5
Office/Institutional	8.3
Proposed Park	88.8
Residential 1-4 Stories	48.6
Residential 5-9 Stories	74.8
Total:	**724.5**

Table 3: Proposed Future Land Use Acreage without IEZ

Category	Acreage
Community Facility	74.1
Existing Park	103.7
Industrial	6.0
Mixed-Use 1-4 Stories	40.4
Mixed-Use 10+ Stories	7.6
Mixed-Use 5-9 Stories	187.9
Office/Institutional	51.3
Proposed Park	88.8
Residential 1-4 Stories	48.6
Residential 5-9 Stories	74.8
Total:	**724.5**

Table 4: Potential Long-Term Build-out By Sector With IEZ

Assumes no redevelopment of Industrial UEZ sites	New Non-Residential	Total New Jobs	Total New Dwelling Units	Net New Dwelling Units	Gross Dwelling Density[1]	Net Dwelling Density[2]
Hank Aaron Sector	974,426 sf	2,477	5,091	5,105	23.1	30.2
Pryor Road Sector	557,053 sf	700	666	702	3.6	4.4
University Avenue Sector	1,320,744 sf	1,660	1,672	1,754	8.7	12.0
Murphy Triangle Sector	824,539 sf	1,649	5,424	5,424	22.0	25.6
Total:	**3,676,763 sf**	**6,486**	**12,853**	**12,985**	**15.0**	**18.9**

Table 5: Potential Long-Term Build-out By Sector Without IEZ

Assumes redevelopment of Industrial UEZ sites	New Non-Residential	Total New Jobs	Total New Dwelling Units	Net New Dwelling Units	Gross Dwelling Density[1]	Net Dwelling Density[2]
Hank Aaron Sector	974,426 sf	2,477	5,091	5,105	23.1	30.2
Pryor Road Sector	2,889,259 sf	9,352	1,043	1,079	5.5	6.8
University Avenue Sector	1,694,409 sf	4,815	3,311	3,393	16.8	23.1
Murphy Triangle Sector	824,539 sf	1,649	5,424	5,424	22.0	25.6
Total:	**6,382,634 sf**	**18,294**	**14,870**	**15,002**	**17.3**	**21.9**

1: Net new units divided by sector acreage; sector limited to TAD
2: Net new units divided by developable acreage in TAD

Historic Resources Strategies

Subarea 2 includes the largest collection of historic structures along the BeltLine. These structures are resources that should be strongly considered for preservation as the BeltLine vision is implemented. The following goals strive to achieve this.

Goal: Preserve resources already identified in the BeltLine Historic Resource Survey.

Such previously identified resources include:

- American Mills: 451-457 Stephens Street
- Bailey Burrus Factory: 1116 Murphy Avenue
- Capitol View neighborhood
- Capitol View Manor
- Capitol View Masonic Hall
- Capitol View United Baptist Church
- Crogman School: 103 West Avenue
- Cut Rate Box Co.: 1080 & 1100 Murphy Avenue
- Leete Hall (Carver High School)
- Peoplestown neighborhood
- Recycling Center: 218 McDonough Boulevard
- Roebling Factory: 934 Avon Avenue
- Portions of State Farmers' Market (older brick and masonry buildings): 1040 Sylvan Road
- Stewart Avenue Methodist Episcopal Church: 867 Metropolitan Parkway
- Tunnel at McDonough Boulevard

Goal: Preserve other resources not identified in the BeltLine Historic Resource Survey.

Such newly-identified resources could include:

- Phoenix House four square: 1296 Murphy Avenue
- Commercial buildings: 908 and 911 Metropolitan Parkway
- Bridges at Hill Street, Pryor Road, and Metropolitan Parkway
- Historic tree line at Carver Schools
- Front facades at 290 and 352 University Avenue
- Brick structure at 866 Warner Street
- Industrial towers north of Avon Street mid-block between Sylvan Road and Allene Avenue
- Water towers at 1135 Sylvan Road
- The B-Complex at 1272 Murphy Avenue

Goal: Reflect local history in public art, parks, and new developments.

This includes both architectural and design precedents, as well as stories of people.

Goal: Encourage partnerships with schools and colleges to catalog subarea history.

Local schools and colleges are resources that

This four square home at Phoenix House is likely one of the oldest structures in the subarea

The Cut Rate Box building is a landmark in Subarea 2 and must be preserved

should be tapped as the BeltLine is implemented. Students could be engaged in research, historic art projects, and efforts to highlight local history.

Art & Culture Strategies

The public realm in Subarea 2 should be enhanced with new art as the BeltLine vision is implemented. The following goals provide guidance to this.

Goal: Locate public art across the subarea.

Recommended public art locations may include:

- Murphy Avenue at the BeltLine
- Cut Rate water tower
- Avon Avenue (north side)
- University Avenue at the BeltLine
- Bridge over Metropolitan Parkway
- McDaniel Street at University Avenue
- BeltLine at Hillside Park
- Bridge over Pryor Road
- University Avenue curve
- University Avenue at Pryor Road
- Hank Aaron Avenue at Milton Avenue
- DL Stanton Park
- Bridge over Hill Street
- Murphy Avenue at Arden Avenue
- Dill Avenue at Metropolitan Parkway
- Jonesboro Road at McDonough Boulevard

Please see the Street Framework and Land Use map for these locations.

Goal: Encourage affordable artist space.

Many artists require inexpensive space in which to live and work. Such spaces are encouraged.

Goal: Locate public art at transit stops.

Art should be incorporated into the design.

Goal: Design both bus and rail transit facilities as public art.

The design of stops themselves should also be seen as opportunities to create public art.

Goal: Engage schools in public space design.

Local schools are a tremendous resource that should be capitalized on in planning for art.

Goal: Landscape features and public art should include themes or subject matter that will support the BeltLine Arboretum.

The features and art may incorporate the use of trees, environmental demonstration, and nature.

This park in Queens, New York, incorporates public art into a former industrial landscape

This transit station is architecturally distinct

MOBILITY

Mobility Goals

Over-arching principles for mobility and circulation developed for the subarea plan are integrated throughout this document and balanced with other plan elements. They are consistent with the community's long-term vision for its future, and strive to ensure that the land use and transportation elements of the plan are compatible. Only by doing this can the full positive benefit of the BeltLine be realized.

Several strategies for plan implementation have also been established. Highlights of those strategies relevant to traffic include:

Goal: Utilize complete streets principles to ensure network for all users, ages, and abilities.

New streets should be designed, and existing streets retrofitted (as appropriate), to serve as "complete streets." Such streets should not merely serve as thoroughfares for moving vehicles. Rather, they should also allow use by cyclists, transit riders, pedestrians, the disabled, and others. This requires a careful balance of interests to ensure that no particular mode is favored to the detriment of another.

Goal: Promote shared parking, reduced street widths, and maximized sidewalks

Parking scenarios in which uses with parking demands at different times share the same spaces should be encouraged to make more efficient use of land. This will allow a more compact urban form. Wider sidewalks and narrower streets will make the urban environment more enjoyable and safe for pedestrians.

Goal: Incorporate the recommended thoroughfare typologies.

The multi-modal street typologies established herein and their locations *vis-à-vis* the Street Framework Plan must be incorporated as new development occurs.

Pedestrian-oriented buildings and improved sidewalks will encourage walking

Certain types of mixed-use developments can encourage shared parking, especially where different uses have different peak hour parking demands

Connectivity & Accessibility Improvements Overview

The following recommendations are based on the collected data, intersection capacity analyses, field observations, and community goals expressed during the extensive public involvement process.

It is expected that with these improvements in place to support greenspace, residential and commercial development, enhanced transit, and an overall pedestrian-friendly, transit-oriented environment, the Heritage Communities of South Atlanta will fully realize its potential of becoming a successful live, work, and play area.

Street Framework Plan

The Street Framework Plan will codify the location of new streets identified in the future land use and circulation plan by making them requirements in the BeltLine Overlay district. Developers wishing to build within the overlay will be required to organize their sites in a way that achieves the subarea-wide connectivity objectives of this plan without limiting their ability to develop their properties.

Street Locations and Block Sizes

Street locations in the Street Framework Plan have been studied to ensure that they are feasible to build based on probable development scenarios. Topography, lot lines, rights-of-way, future park locations, and the creation of usable development sites informed all recommended locations.

Blocks are between 200 and 600 feet in length, except where more spacing is required due to topography. The sizes respond to the proposed land uses, and ensure that buildings of the recommended use can fit on the proposed blocks without creating street-facing parking decks or similar conditions inconsistent with the BeltLine Overlay and the land use goals of this document.

Thoroughfare Typologies

The thoroughfare typologies used in the Street Framework Plan are based on the standards established by the greater BeltLine planning effort and their response to context. Please see Table 6 for application within Subarea 2. It is important to note that Subarea 2 has a unique condition that results in a special thoroughfare type ST/MU-40. This occurs at the old State Farmers Market, where historic buildings exist within 40 feet of each other. In order to provide a street between these structures and meet connectivity objectives, this narrow width is necessary. It should, however, only be used in the three locations shown on the plan.

Atlanta's Glenwood Park demonstrates how new development can enhance the street network

It is also important to note the several "Multifamily" streets in the area recommended for mixed-use development. This was done to avoid creating a discontinuous bike lane network, and to restrict bike lanes to where they form a logical network. Bike lanes are required on the standard "Mixed-Use" street typologies.

Table 6: Thoroughfare Typologies Used in Subarea 2

	Alley AL-20	Street Mixed-Use ST/MU-40[1]	Street Multifamily ST/MF-60;	Avenue Residential AV/R-78	Avenue Mixed-use AV/MU-90
Number of Lanes	1	2	2	2	2
Width of Lanes	12'	10'	11'	11'	11'
Bike Lanes	None	None	None	5'	5'
Sidewalk/Clear Zone	None	6' (one side)	6'	10'	10'
Planting Strip/Street Furniture Zone	None	5'	5'	5'	5'
On-street Parking (from face of curb)	None	7'-6" (one side)	7'-6" (both sides)	7'-6" (both sides)	7'-6" (both sides)
Median	None	None	None	None	Yes
Right-of-way	20' (private)	40'	60'	78'	90'
Utility	To be located underground or in easements behind buildings.				

1: Use of this street type is limited to tight areas between historic buildings on the State Farmers Market.

Operational and Capacity Improvements

Baseline Recommended Improvements

The baseline future condition shows the future transportation needs of an area based on existing planned transportation and development projects. It is intended to quantify what would occur in the subarea if current trends were continued and the vision of this plan was not implemented.

In Subarea 2 there are no major capacity improvements programmed in the ARC's Envision6 Regional Transportation Plan and FY 2008-2013 Transportation Improvement Program, except project AT-175, which calls for widening University Avenue between Metropolitan Parkway and I-75/85 from three to four lanes. East of I-75/85 the thoroughfare is already four lanes wide.

There are also no major redevelopment projects underway in the subarea. Thus it was determined that future traffic volume forecasts would not include specific additional trips generated from developments under construction or scheduled to be built by the year 2030 that are not associated with the BeltLine. Current and future developments in the study area are adequately incorporated into the model by a projection of two percent annual background traffic growth.

Using this baseline analysis, only one traffic improvement project is recommended:

- Traffic signal optimization

BeltLine Recommended Improvements

Market studies suggest that new development in Subarea 2 by 2020 will total 1,681 new dwelling units, 75,461 sf of new retail, and 22,579 sf of new office space. By 2030 totals are expected to reach 5,189 dwelling units, 469,873 sf of retail, and 406,880 sf of office space.

Very long term build-out within the subarea, including the redevelopment of existing Urban Enterprise Zone sites, could produce 15,109 new housing units and 453,878 sf of office space.

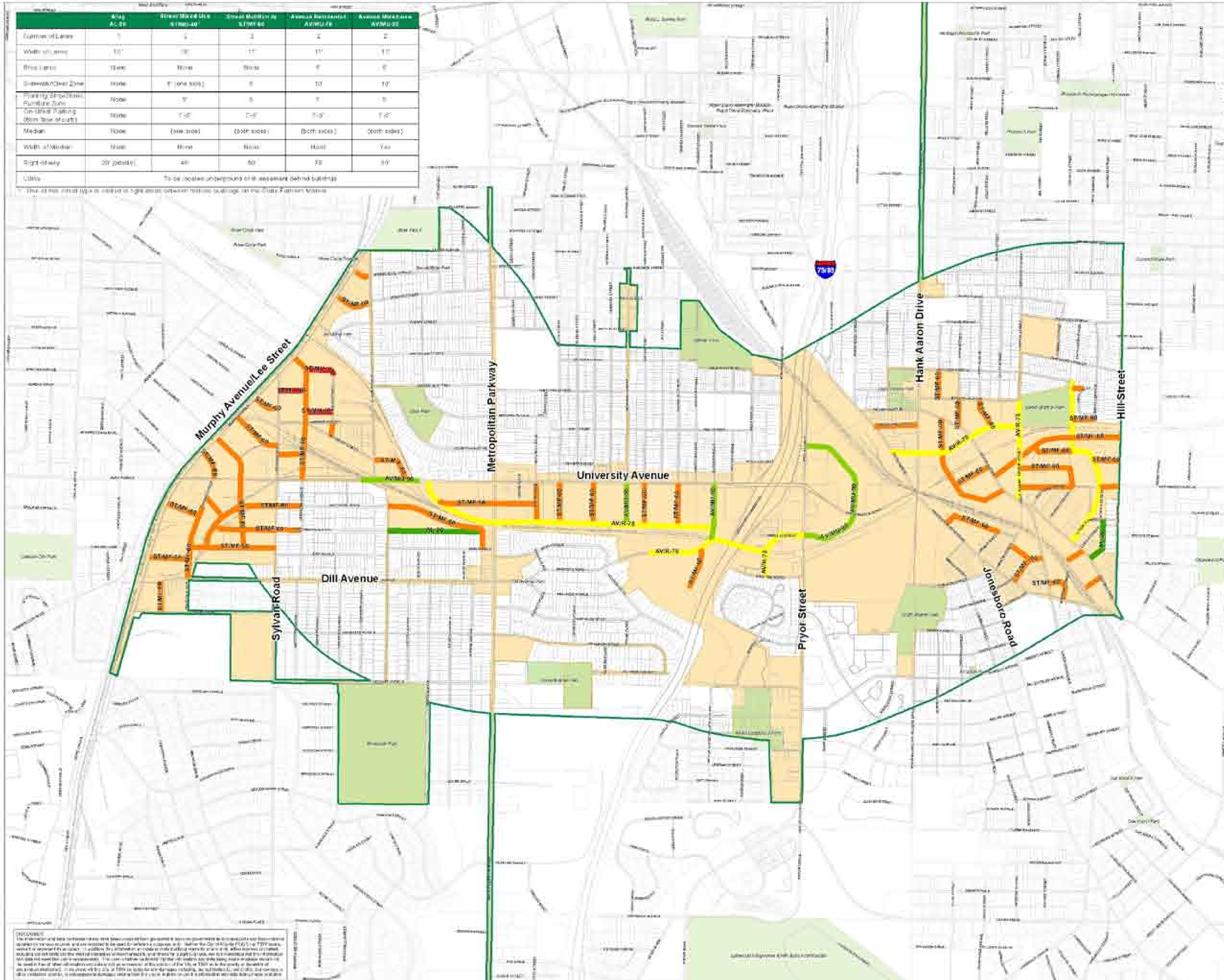
The existing transportation conditions will be affected by the proposed BeltLine redevelopment. It is essential to capture all changes in traffic volumes that are imminent while conducting capacity analysis. The major land use elements in the study area include mid to low-rise mixed-use development near BeltLine transit and conversion of low-density industrial land uses to lofts and mid-rise residential.

The transportation system supporting this development will be consistent with the community's goals for circulation as detailed previously – namely, to ensure multimodal "connectivity, continuity and redundancy." There will be a strategically designed system of thoroughfares, trails, BeltLine transit, and existing transit along key corridors.

Some of the major street enhancements under consideration are the extension of University Avenue to Avon Avenue across the BeltLine, and the reconnection of Manford Road under I-75/85. Streetscape/roadway enhancement projects under consideration include realignment of Ridge Avenue to connect to Hank Aaron Drive via Weyman Avenue and removing the existing Ridge Avenue between Weyman Avenue and Hank Aaron Drive/ McDonough Boulevard intersection. In addition, the recommendations include a network of new streets that would be incorporated as part of future developments under the Street Framework Plan.

Table 7: Baseline Projects

Project Name	Description	Type of Improvement	Year
Traffic Signal Optimization	New fixtures and interconnected systems	Roadway Enhancement	2010



	Alley AL-20	Street Mixed Use ST/MU-40*	Street Multifamily ST/MF-60	Avenue Residential AV/R-78	Avenue Mixed Use AV/MU-90
Number of Lanes	1	2	3	2	2
Width of Lanes	10'	10'	11'	11'	11'
Bike Lanes	None	None	None	5'	5'
Sidewalk/Clear Zone	None	5' (one side)	5'	10'	10'
Planting Strip/Street Furniture Zone	None	5'	5	5'	5'
On-Street Parking (from face of curb)	None	7'-8'	7'-8'	7'-8'	7'-8'
Median	None	(one side)	(both sides)	(both sides)	(both sides)
Width of Median	None	None	None	None	Yes
Right-of-way	20' (private)	40'	60'	78'	90'
Utilities	To be located underground or in easement behind buildings				

* Use of this street type is limited to tight areas between historic buildings on the State Farmers Market

BeltLine Atlanta Connected

BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Street Framework Plan

LEGEND

- AL-20
- AV/MU-90
- AV/R-78
- ST/MF-60
- ST/MU-40
- BeltLine TAD

Prepared by TSW

August 26, 2008

Intersection Improvements

- I-1: University Avenue at McDonough Boulevard/ Hank Aaron Drive – Reconfigure intersection to account for closure of Ridge Avenue.
- I-2: University Avenue at I-75/85 Northbound Ramps – Install a signal, if and when warranted based on a traffic study.
- I-3: University Avenue at at I-75/85 Southbound Ramps – Add an eastbound right-turn lane.
- I-4: Dill Avenue at Murphy Avenue - Install a signal, if and when warranted based on a traffic study.
- I-5: Sylvan Road at Murphy Avenue – Install a signal, if and when warranted based on a traffic study.

New Streets and Connections

- N-1: Street Framework Plan – New roadways and extension of existing with redevelopment.
- N-2: University Avenue to Avon Avenue – New street to connect University Avenue and Avon Avenue across the BeltLine.
- N-3: Avon Avenue Connection – Connect Avon Avenue across the MARTA line.
- N-4: Manford Road Extension – Extension under I-75/85 via existing underpass.

Roadway Enhancement / Streetscape

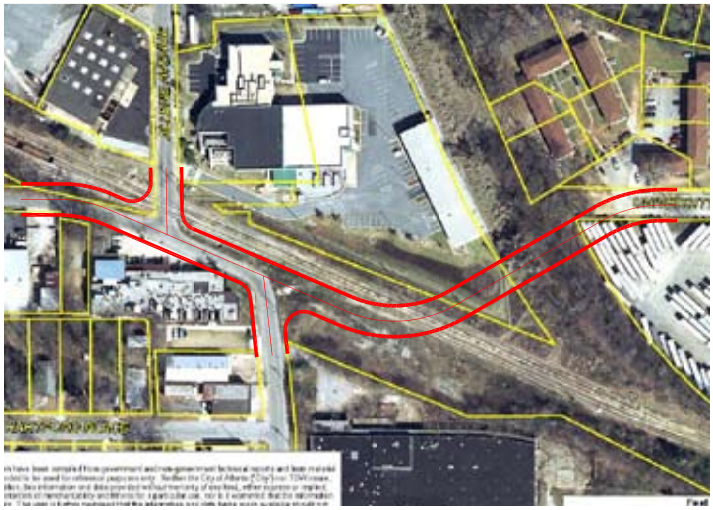
- E-1: Roadway Enhancement on University Avenue from Metropolitan Parkway to McDonough Boulevard.
- E-2: Roadway Enhancement – Realign Ridge Avenue to connect to Hank Aaron Drive via Weyman Avenue and cul-de-sac the existing section of Ridge Avenue between Weyman and Hank Aaron/McDonough intersection.
- E-3: Streetscapes on Boynton Avenue – Boynton Avenue streetscape, which includes bulbouts, trees, and new sidewalks on the north side.

System-Wide Projects

- Traffic Signal Optimization – Improve existing traffic flows and reduce future delays associated with increased traffic from redevelopment and

This graphic shows Boynton Avenue today

This graphic shows Boynton Avenue after the proposed streetscape improvements



Several options exist for connecting University Avenue to Avon Avenue

projected background traffic growth.

- Traffic Calming Measures

Pedestrian Improvements

Pedestrian improvements are necessary in many parts of the study area, but the projects below were selected based on input from community stakeholders and need for improvement. They reflect facilities with a minimum width of six feet along in areas with current or future deficiencies.

- S-1: Install sidewalks on Avon Avenue from Murphy Avenue to east of Sparta Street.
- S-2: Install sidewalks on Sylvan Road from Murphy Avenue to Deckner Avenue.
- S-3: Install sidewalks on Pryor Street from Ridge Ave to Pryor Road and Pryor Circle split.
- S-4: Install sidewalks on Hank Aaron Drive from Mitchell Street to McDonough Boulevard.
- S-5: Install sidewalks on McDonough Boulevard from Hank Aaron Drive to Hill Street. Sidewalks adjacent to Four Corners Park should enhance the design of the park.
- S-6: Install sidewalks on Murphy Avenue from University Avenue to Sylvan Road.
- S-7: Construct a public stairway on the west side of Hillside Park to connect to the proposed McDaniel Street transit stop.
- S-8 Construct a public stairway west of Hill Street to increase pedestrian connectivity to Milton Avenue and new hilltop redevelopment.

Transit Improvements

The provision of transit service along the BeltLine could reduce the amount of automobile trips by providing an alternative mode of travel for those within the study area. Five transit stops are possible within Subarea 2. Other than the BeltLine transit stops, no specific transit improvements are recommended as part of this planning effort.

Residential Density Projections

Rail transit makes the most responsible use of public funds and serves the most people when residential densities are at least 11 to 15 gross units per acre within one-half mile of the transit facility.

Residential density should reach at least 11-15 units per acre to make light rail transit feasible

The charts on the following page show expected residential densities within the Beltline TAD, a much smaller area than one-half mile from the potential transit route. These figures reflect market projects and the proposed land use program.

Net dwelling density reflects the ratio of residential units to acres of private, developable land. Gross dwelling density reflects the ratio of residential units to the total amount of land, including streets and railroad rights-of-way.

Long-term potential residential build-out will be dense enough in all sectors except Pryor Road to support transit. Furthermore, transit may ultimately be viable along Pryor because of the proximity of the Schools at Carver, an existing Urban Enterprise Zone site that may be redeveloped after 2021, and existing and potential employment centers along Pryor Road.

Housing density alone, however, is not the only factor impacting transit ridership. Rail transit in Subarea 2 may be more feasible than initially appears because of the high anticipated number of new jobs planned. These jobs will provide a destination for housing planned along other parts of the BeltLine, and users of existing MARTA buses.

Other factors that can influence transit use include

Table 8: Anticipated New Development: 2005-2020

	New Non-Residential	Total New Jobs	Total New Dwelling Units	Net New Dwelling Units	Gross Dwelling Density[1]	Net Dwelling Density[2]
Hank Aaron Sector	25,998 sf	60	656	654	3.0	3.9
Pryor Road Sector	14,863 sf	34	95	90	0.5	0.6
University Avenue Sector	35,239 sf	81	236	225	1.1	1.5
Murphy Triangle Sector	21,999 sf	51	695	695	2.8	3.3
Total:	**98,099 sf**	**226**	**1,682**	**1,664**	**1.9**	**2.4**

Table 9: Anticipated New Development: 2005-2030

	New Non-Residential	Total New Jobs	Total New Dwelling Units	Net New Dwelling Units	Gross Dwelling Density[1]	Net Dwelling Density[2]
Hank Aaron Sector	232,375 sf	605	2,025	2,019	9.1	12.0
Pryor Road Sector	132,843 sf	346	293	278	1.4	1.8
University Avenue Sector	314,963 sf	820	728	694	3.4	4.7
Murphy Triangle Sector	196,631 sf	512	2,145	2,145	8.7	10.1
Total:	**876,812 sf**	**2,283**	**5,190**	**5,135**	**5.9**	**7.5**

Table 10: Potential Long-Term Build-Out With UEZ

Assumes no redevelopment of Industrial UEZ sites	New Non-Residential	Total New Jobs	Total New Dwelling Units	Net New Dwelling Units	Gross Dwelling Density[1]	Net Dwelling Density[2]
Hank Aaron Sector	974,426 sf	2,477	5,091	5,105	23.1	30.2
Pryor Road Sector	557,053 sf	700	666	702	3.6	4.4
University Avenue Sector	1,320,744 sf	1,660	1,672	1,754	8.7	12.0
Murphy Triangle Sector	824,539 sf	1,649	5,424	5,424	22.0	25.6
Total:	**3,676,763 sf**	**6,486**	**12,853**	**12,985**	**15.0**	**18.9**

Table 11: Potential Long-Term Build-Out Without UEZ

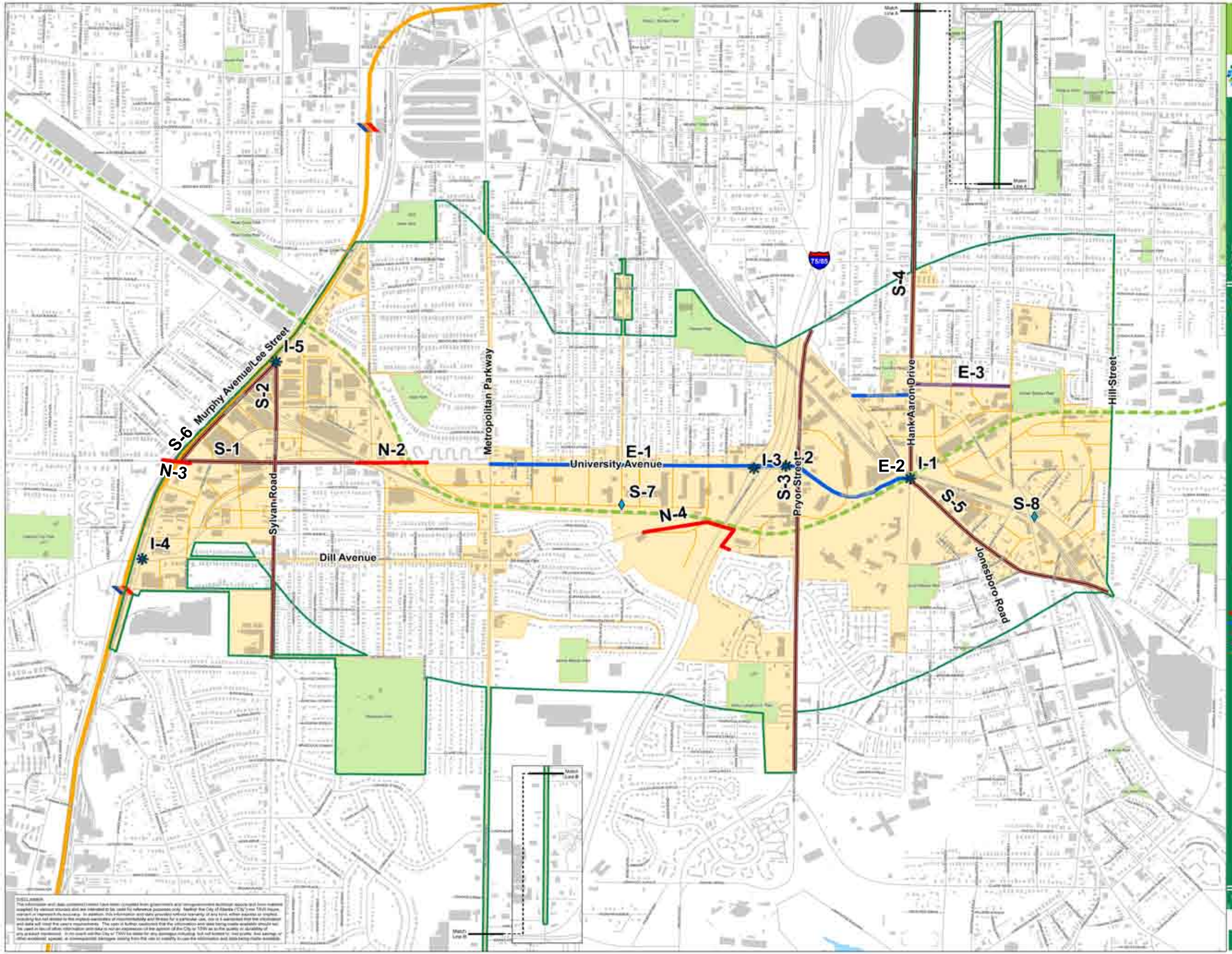
Assumes redevelopment of Industrial UEZ sites	New Non-Residential	Total New Jobs	Total New Dwelling Units	Net New Dwelling Units	Gross Dwelling Density[1]	Net Dwelling Density[2]
Hank Aaron Sector	974,426 sf	2,477	5,091	5,105	23.1	30.2
Pryor Road Sector	2,889,259 sf	9,352	1,043	1,079	5.5	6.8
University Avenue Sector	1,694,409 sf	4,815	3,311	3,393	16.8	23.1
Murphy Triangle Sector	824,539 sf	1,649	5,424	5,424	22.0	25.6
Total:	**6,382,634 sf**	**18,294**	**14,870**	**15,002**	**17.3**	**21.9**

1: Net new units divided by sector acreage; sector limited to TAD
2: Net new units divided by developable acreage in TAD

lower parking requirements, below-average car ownership rates, the increasing cost of gasoline, the proximity of mixed uses, and other factors which are present or will be emphasized in redevelopment.

Table 12: Transportation Project List

Project ID	Project Name	Description	Type of Improvement
Intersection Improvements			
I-1	University Avenue at McDonough Boulevard/Hank Aaron Drive	Reconfigure intersection	Intersection Improvement
I-2	University Avenue at I-75/85 Northbound Ramps	Install a traffic signal if warranted	Intersection Improvement
I-3	University Avenue at I-75/85 Southbound Ramps	Add eastbound right turn lane	Intersection Improvement
I-4	Dill Avenue at Murphy Avenue	Install a traffic signal if warranted	Intersection Improvement
I-5	Sylvan Road at Murphy Avenue	Install traffic signal if warranted	Intersection Improvement
New Streets / Connections			
N-1	Street Framework Plan	New street and extension of existing streets per Street Framework Plan.	Street Network, Capacity
N-2	University Avenue to Avon Avenue	New street to connect University Avenue and Avon Avenue across the Beltline	Street Network, Capacity
N-3	Avon Avenue Connection	Connect Avon Avenue across the freight and MARTA tracks	Street Network, Capacity
N-4	Manford Road Extension	Extension of Manford Road under I-75/85 via existing underpass	Street Network, Capacity
Roadway Enhancement / Streetscape			
E-1	Enhancement: University Avenue	Roadway enhancement from Metropolitan Parkway to McDonough Boulevard	Roadway Enhancement
E-2	Ridge Connector to Hank Aaron Drive	Realign Ridge Avenue to connect to Hank Aaron via Weyman Avenue	Roadway Enhancement
E-3	Boynton Avenue Streetscapes	Streetscapes on north side of Boynton Avenue	Streetscape
New Sidewalks			
S-1	Avon Avenue	Install sidewalks from Murphy Avenue to east of Sparta Street (0.47 mile)	New Sidewalk
S-2	Sylvan Road	Install sidewalks from Murphy Avenue to Deckner Avenue (0.83 mile)	New Sidewalk
S-3	Pryor Street	Install sidewalks from Ridge Ave to Pryor Road and Pryor Circle split (1.24 miles)	New Sidewalk
S-4	Hank Aaron Drive	Install sidewalks from Mitchell St. to Ridge Avenue/McDonough Blvd (1.81 miles)	New Sidewalk
S-5	McDonough Boulevard	Install sidewalks from Hank Aaron Drive to Hill Street (0.64 mile)	New Sidewalk
S-6	Murphy Triangle	Install sidewalks from University Avenue to Sylvan Road (0.38 mile)	New Sidewalk
S-7	New Stariway: Hillside Park	Public stairway on the west side of Hillside Park to connect to proposed McDaniel Street transit stop	Pedestrian Stairs
S-8	New Stairway: Hill Street	Public stairway west of Hill Street to connect to Milton Avenue and new hilltop redevelopment	Pedestrian Stairs
System Wide Projects			
SW1	Traffic Signal Optimization	Traffic signal timing optimization	Capacity
SW2	Traffic Calming Measures	Traffic Calming Measure Program	Safety


BeltLine
BeltLine Subarea 2:
HERITAGE
COMMUNITIES OF
SOUTH ATLANTA
Transportation
Projects
LEGEND
Intersection Improv.
Stairway
New Road/Connection
Roadway Enhancement
Sidewalk/Ped Improv.
Streetscape
Street Framework
Murphy Avenue/Lee Street
I-5
S-2
S-6
S-1
N-3
N-2
Metropolitan Parkway
E-1
University Avenue
I-3
S-3
Pryor Street
2
S-4
E-3
Hank Aaron Drive
Hill Street
E-2
I-1
S-5
S-8
Jonesboro Road
S-7
N-4
I-4
Sylvan Road
Dill Avenue
75/85

PARKS & OPEN SPACE

In addition to transit, parks and open spaces are the centerpiece of the BeltLine vision. Yet such facilities must be designed in a way that does not compromise the fundamental urbanism of the subarea. The goals and projects contained in this section provide guidance for the appropriate treatment of parks and open space in an urban setting.

Open spaces along the BeltLine should include hardscape plazas that anchor vibrant transit stop areas

Parks & Open Space Goals

Goal: Design BeltLine parks to provide a range of facilities.

The neighborhoods around the BeltLine are diverse. Park space along it should reflect the varying needs of different user and age groups.

Goal: Recognize that "open space" does not just mean "green space."

Many of the greatest open spaces in the world are urban in nature. Those along the BeltLine should respond to the context and intensity of adjacent land uses. In many cases, this may mean the creation of highly urban plazas rather than pastoral parks, particularly around transit stops.

Urban playgrounds can serve families who might otherwise live in single-family homes, but value the convenience of a more urban lifestyle

Goal: Provide playgrounds in new parks.

Families with children should be able to benefit from the new development envisioned along the BeltLine. Higher density, mixed-use environments can be attractive to families with children, but only when playgrounds are provided.

Goal: Surround new open spaces with streets and buildings to the maximum extent possible.

Open spaces feel more "public" and are safer when they are surrounded by public streets. Buildings at the back of streets should face open spaces and define them as outdoor rooms.

Streets should surround open spaces and buildings should define them as outdoor room

Goal: Encourage new developments to concentrate green space into usable pocket parks rather than buffers, berms, landscape islands, or other unusable areas.

The BeltLine Overlay's Special Administrative Permit review process should be used to encourage this.

Goal: Locate private swimming pools and amenity areas in building courtyards, rooftops, or sides, rather than adjacent to the street.

The location of these uses adjacent to a street disrupts the continuity of the urban fabric and makes them less usable for residents.

Goal: Incorporate the recommendations of the Atlanta BeltLine Arboretum Concept Plan.

Future parks should reflect the Natural Neighborhood tree collections identified in the Concept Plan. Future private development should incorporate the tree species identified in the Concept Plan within their tree preservation/ replacement plans, where possible. The proposed Atlanta BeltLine Arboretum gateways should be provided where indicated.

The opportunity to further demonstrate the positive impacts of trees in an urban landscape within parks should be implemented whenever possible through bio-remediation, invasive species removal, water storage, water-wise plantings, grey water reuse, and other eco-friendly techniques.

Goal: Provide space for vendors in existing and proposed parks, including around transit stops.

When properly operated, vending in parks and around transit stops can enhance the experience for users, while supporting local entrepreneur development. The City is encouraged to study options for vending as the BeltLine vision is implemented.

Goal: Investigate incorporating stormwater ponds into new parks

Stormwater can be used to create water features that are park focal points. New parks in the subarea should strive to incorporate these features.

Vending space should be provided in existing and proposed parks, including around transit stops

New parks and developments should follow the recommendations of the BeltLine Arboretum Concept Plan

Park Improvements

The land use plan shown earlier in this document represents a net increase of 130 acres of new parks. This includes 41 acres of BeltLine right-of-way space and roughly 89 acres of new parks. This is 17.8 acres more than the Redevelopment Plan.

New parks will be both public and private in nature. Private parks should be built as redevelopment occurs in the locations shown, while public parks should be financed with public funds.

Specific major new public parks include:

- Murphy Crossing Park (P1)

  This new park would occupy the former State Farmers Market site. Select historic buildings should be preserved and reused, while the surrounding land is developed as park space.

  The park should express the area's industrial heritage, and include artifacts from the site and the surrounding area. It should also include both landscaped and hardscaped areas, vending opportunities, and adaptive reuse of several historic buildings for business incubator use.

- Allene Avenue Park (P3)

  This existing industrial site between Allene Avenue and the BeltLine should be turned into a park.

- Hillside Park (P4)

  Currently owned by the City of Atlanta Department of Watershed Management, the site is partially used for a combined sewer overflow facility. In the future a portion of it should be improved as a park and the facility should be kept in operation. Park improvements could include berms to mitigate highway noise and/or a stormwater pond demonstration project. Federal funds may be available to mitigate runoff from I-75/85.

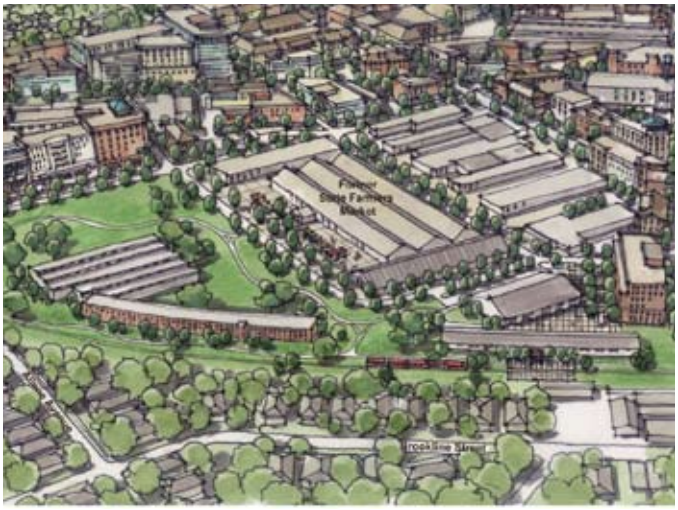
- High Point Park (P5)

  An existing vacant tract of land along the creek should be converted into a natural park.

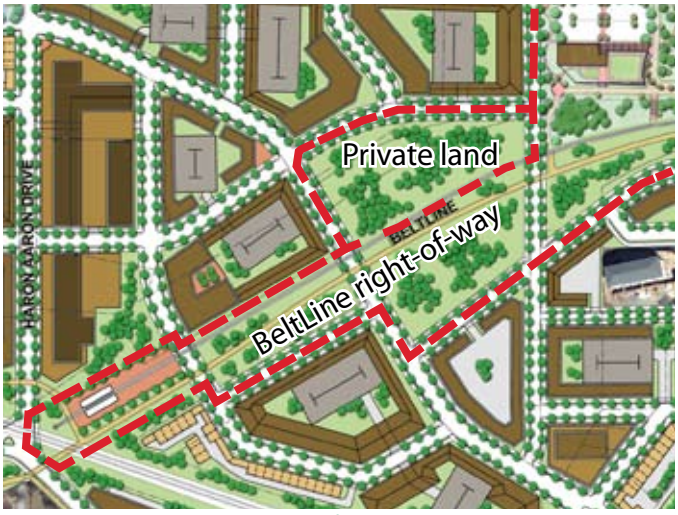
- Boynton Avenue Linear Park (P8A)

  This linear park should be created on the south side of Boynton Avenue to connect DL Stanton

Proposed park at former State Farmers Market



This artist's rendering shows how the Murphy Crossing Park at the former State Farmers Market might look



Where the BeltLine right-of-way widens at Milton Avenue, a park could be created, which could be further expanded onto private land to the north

and Four Corners Parks. It should be at least 30 feet wide, as measured from the property line. If built by a developer, it would count towards zoning open space requirements.

- Murphy Linear Park South (P11)

  A linear park and multi-use trail should be created along an abandoned rail spur running south of Avon Avenue from Murphy Avenue to the BeltLine.

- Murphy Linear Park North (P12)

  A linear park and multi-use trail should be created along an abandoned rail spur running north of Avon Avenue from Murphy Avenue to the BeltLine.

The following existing park expansions are recommended:

- Catherine Street "Green Street" (P2)

  A connection to Adair Park 1 is a key initiative in linking the new BeltLine greenspace and existing neighborhood parkland. A "green street" should be created in the existing Catherine Street right-of-way. The existing road should be narrowed to 20 feet and excess space used for trees and landscaping. Consideration should be given to acquisition of additional parcels or portions of parcels, should they ever become available, to expand this connection into a true "linear park".

- South River Park (P6)

  The proposed South Atlanta park expansion is a critical link along the South River tributary.

- Four Corners Park Expansion (P9)

  Four Corners Park should be expanded by acquiring the remaining parcels on the block.

- Pittman Park Expansion (P10)

  The parcels southeast of Pittman Park between Delevan Street and the railroad yard should be acquired for park expansion.

- South Atlanta Park Expansion (P13)

  Over the long term, land owned by the Atlanta Board of Education should be acquired to expand South Atlanta Park.

A linear park such as this should be provided along Catherine Street to connect Adair Park to the BeltLine

Privately-owned parks, such as Brassfield Square at Atlanta's Glenwood Park, can be community assets, but must be open to the general public

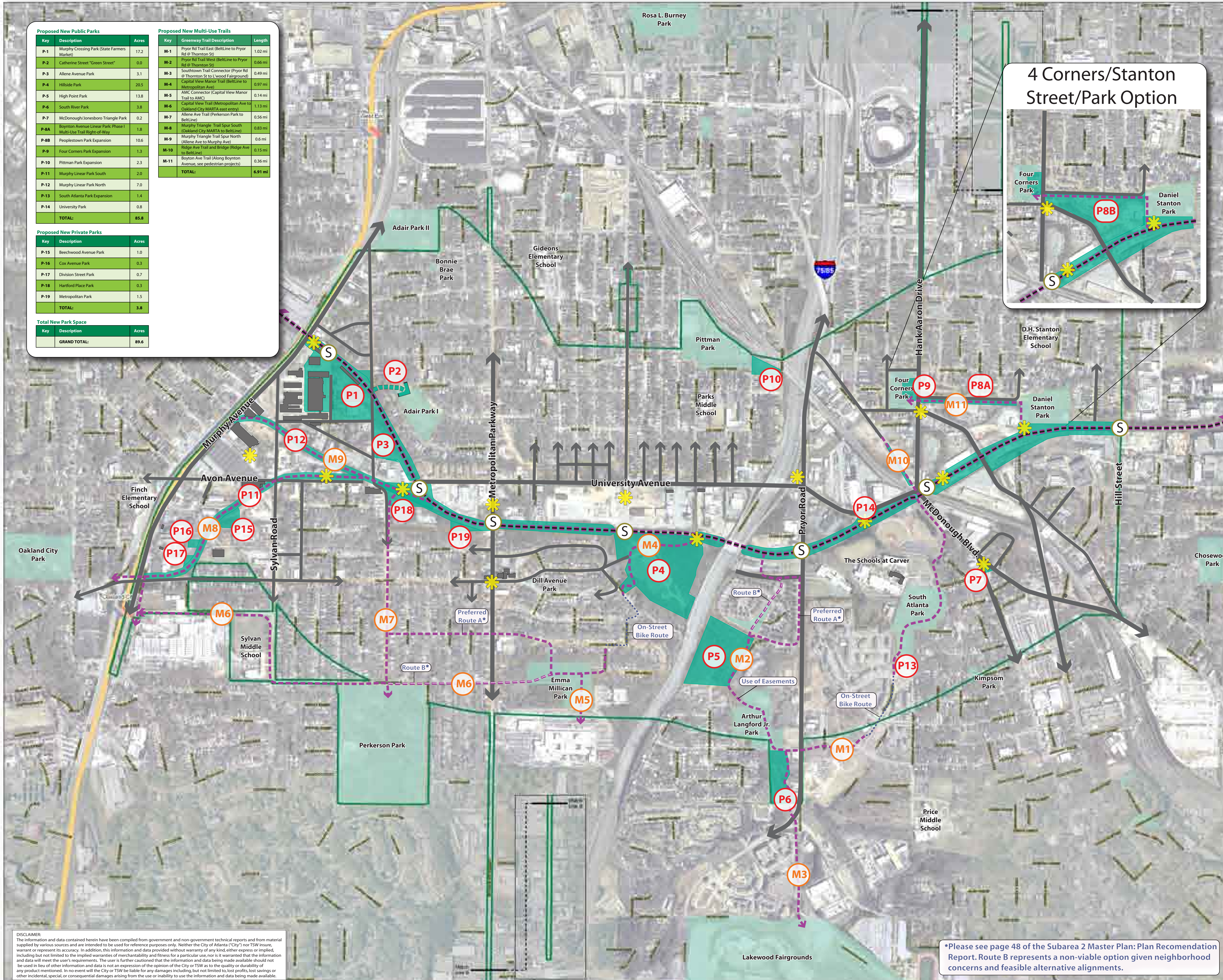
The following private pocket parks are recommended as development occurs.They should be built as amenities for both the development and the surrounding neighborhoods.

- Beechwood Avenue Park (P15)
- Cox Avenue Park (P16)
- Division Street Park (P17)
- Hartford Place Park (P18)
- Metropolitan Park (P19)

The City of Atlanta Bureau of Planning and area NPUs should be diligent about ensuring that these parks are provided.

BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Open Space Framework



Proposed New Public Parks

Key	Description	Acres
P-1	Murphy Crossing Park (State Farmers Market)	17.2
P-2	Catherine Street "Green Street"	0.0
P-3	Allene Avenue Park	3.1
P-4	Hillside Park	20.5
P-5	High Point Park	13.8
P-6	South River Park	3.8
P-7	McDonough/Jonesboro Triangle Park	0.2
P-8A	Boynton Avenue Linear Park: Phase I Multi-Use Trail Right-of-Way	1.8
P-8B	Peoplestown Park Expansion	10.6
P-9	Four Corners Park Expansion	1.3
P-10	Pittman Park Expansion	2.3
P-11	Murphy Linear Park South	2.0
P-12	Murphy Linear Park North	7.0
P-13	South Atlanta Park Expansion	1.4
P-14	University Park	0.8
	TOTAL:	**85.8**

Proposed New Multi-Use Trails

Key	Greenway Trail Description	Length
M-1	Pryor Rd Trail East (BeltLine to Pryor Rd @ Thornton St)	1.02 mi
M-2	Pryor Rd Trail West (BeltLine to Pryor Rd @ Thornton St)	0.66 mi
M-3	Southtown Trail Connector (Pryor Rd @ Thornton St to L'wood Fairground)	0.49 mi
M-4	Capital View Manor Trail (BeltLine to Metropolitan Ave)	0.97 mi
M-5	AMC Connector (Capital View Manor Trail to AMC)	0.14 mi
M-6	Capital View Trail (Metropolitan Ave to Oakland City MARTA east entry)	1.13 mi
M-7	Allene Ave Trail (Perkerson Park to BeltLine)	0.56 mi
M-8	Murphy Triangle Trail Spur South (Oakland City MARTA to BeltLine)	0.83 mi
M-9	Murphy Triangle Trail Spur North (Allene Ave to Murphy Ave)	0.6 mi
M-10	Ridge Ave Trail and Bridge (Ridge Ave to BeltLine)	0.15 mi
M-11	Boyton Ave Trail (Along Boynton Avenue, see pedestrian projects)	0.36 mi
	TOTAL:	**6.91 mi**

Proposed New Private Parks

Key	Description	Acres
P-15	Beechwood Avenue Park	1.0
P-16	Cox Avenue Park	0.3
P-17	Division Street Park	0.7
P-18	Hartford Place Park	0.3
P-19	Metropolitan Park	1.5
	TOTAL:	**3.8**

Total New Park Space

Key	Description	Acres
	GRAND TOTAL:	**89.6**

BeltLine Atlanta Connected

For information contact:
James Alexander
Atlanta BeltLine, Inc.
jalexander@atlbeltline.org

TSW

February 13, 2009

Peoplestown Parks Improvements

The Peoplestown Parks consist of two existing City of Atlanta parks: DL Stanton Park and Four Corners Park. Both neighborhood parks are located at the southern end of the Peoplestown neighborhood, where they occupy a strategic transition between the historic neighborhood and the redevelopment opportunities near the BeltLine. Users of both parks tend to be nearby residents. With just over a quarter-mile of vacant land separating them, their proximity creates an opportunity to plan for both in a unified manner.

Parks Master Plan

The Peoplestown Parks Master Plan creates an improved community park directly adjoining the BeltLine by linking two existing neighborhood parks with a new linear park and multi-use trail. This combined park system creates a model for how adjacent parks can be integrated into the BeltLine. It also serves as a an example for the City of Atlanta by realizing a successful community visioning process and locating new and improved recreational amenities in deserving neighborhoods. Environmental responsibility and leadership are fundamental to the master plan, through site design and location as well as building construction.

Four Corners Park

The proposed park improvements include new public art areas at each corner of the park, an expanded playground, a restored wooded area, and the addition of a trellis and picnic area, lawns, tennis courts, basketball courts, and walking trails.

Please see Appendix 5: Peoplestown Parks Master plan for details.

DL Stanton Park

The proposed park improvements includes a state-of-the-art recreation center and the addition of a new baseball field, lawn/multi-use field, multi-use trails, playground and gazebo, natural play area, entry plaza, and a splash pad.

Please see Appendix 5: Peoplestown Parks Master plan for details.

Boynton Avenue Linear Park

The spirit of connecting these two parks is central to the master plan. Due to limited funds, the plan recommends connecting them by a more modest means in the short-term. A streetscape/linear park is recommended along Boynton Avenue to include street trees, new bulbouts, parallel parking, crosswalks, and a multi-use trail.

Proposed improvements to DL Stanton and Four Corners Parks in Peoplestown

Greenway Trail Improvements

Multi-use trails are recommended to connect the BeltLine with surrounding neighborhoods and parks. Eleven new trails are proposed, including:

- Pryor Road Trail East (T1)

  This trail should run from the BeltLine, south through the Schools at Carver and South Atlanta Park, to Arthur Langford Jr. Park. The portion on Middleton Street should be an on-street bike route due to limited right-of -way. The low speed, low volume nature of this street makes this a viable option.

- Pryor Road Trail West (T2)

  The Pryor Road West Trail would run from the BeltLine, to the west side of Pryor Road, to Arthur Langford Park, generally following the South River, to the Lakewood Fairgrounds. It would connect the BeltLine to the Lakewood Fairgrounds, where future redevelopment or siting of regional amenities is anticipated. The trail would complement the Pryor Road streetscape project by providing a multi use trail (bike, pedestrian, etc.) that is separated from the traffic of Pryor Road, and loosely follows the South River. It would also connect several neighborhoods and schools to each other and the BeltLine, including Park Place South, Amal Heights, Joyland, the Villages at Carver, the New Schools at Carver, and High Point.

  Option A is the preferred alignment for this trail, which runs along the edge of High Point and has good visibility from the Villages at Carver and Slater Elementary. Option B is a less desirable route given that a.) easements would be required to

A note about the Pryor Road West Trail

During more detailed design and routing of the trail, options to align the trail on the west side of Pryor Road should continue to be explored. Additionally, the design of the trail should clearly delineate between the space of activity on the trail and the High Point neighborhood, perhaps by relocating the existing fence on High Point Avenue.

Multiuse greenway trails serving bicyclists and pedestrians will connect neighborhoods to the BeltLine

The Street Framework Plan includes new streets with bike lanes, which will connect to proposed greenway trails (Photo courtesy of Dan Burden)

Bicycle parking requirements in the BeltLine Overlay will allow users of the greenway trails to access area businesses

enter High Point from Manford Road, b.) the trail would not have visibility from the Villages at Carver and Slater Elementary, and c.) the High Point homeowners association does not want the trail running through the heart of the neighborhood.

The homeowners association in the High Point neighborhood does not desire either trail option. They are concerned that the trail will bring unwanted foot traffic through the community and exacerbate an existing crime problem (namely break-ins).

The BeltLine is a 25 year project. If Option A is implemented, it should be built in the later stages of project implementation. As the area redevelops and crime decreases, there will be more friendly foot traffic and eyes on the trail, making it safer for all users and abutters.

- Southtown Trail Connector (T3)

  A trail should connect Arthur Langford Jr. Park with Lakewood Fairground. This, together with the Pryor Road Trail West, will form a connection from the BeltLine to the fairgrounds.

Table 13: Greenway Trail Summary

Key	Greenway Trail Description	Length
M-1	Pryor Rd Trail East (BeltLine to Pryor Rd @ Thornton St)	1.02 mi
M-2	Pryor Rd Trail West (BeltLine to Pryor Rd @ Thornton St)	0.66 mi
M-3	Southtown Trail Connector (Pryor Rd @ Thornton St to L'wood Fairground)	0.49 mi
M-4	Capital View Manor Trail (BeltLine to Metropolitan Ave)	0.97 mi
M-5	AMC Connector (Capital View Manor Trail to AMC)	0.14 mi
M-6	Capital View Trail (Metropolitan Ave to Oakland City MARTA east entry)	1.13 mi
M-7	Allene Ave Trail (Perkerson Park to BeltLine)	0.56 mi
M-8	Murphy Triangle Trail Spur South (Oakland City MARTA to BeltLine)	0.83 mi
M-9	Murphy Triangle Trail Spur North (Allene Ave to Murphy Ave)	0.6 mi
M-10	Ridge Ave Trail and Bridge (Ridge Ave to BeltLine)	0.15 mi
M-11	Boyton Ave Trail (Along Boynton Avenue, see pedestrian projects)	0.36 mi
	TOTAL:	**6.91 mi**

Table 14: New Public Park Summary

Key	Description	Acres
P-1	Murphy Crossing Park (State Farmers Market)	17.2
P-2	Catherine Street "Green Street"	0.0
P-3	Allene Avenue Park	3.1
P-4	Hillside Park	20.5
P-5	High Point Park	13.8
P-6	South River Park	3.8
P-7	McDonough/Jonesboro Triangle Park	0.2
P-8A	Boynton Avenue Linear Park: Phase I Multi-Use Trail Right-of-Way	1.8
P-8B	Peoplestown Park Expansion	10.6
P-9	Four Corners Park Expansion	1.3
P-10	Pittman Park Expansion	2.3
P-11	Murphy Linear Park South	2.0
P-12	Murphy Linear Park North	7.0
P-13	South Atlanta Park Expansion	1.4
P-14	University Park	0.8
	TOTAL:	**85.8**

Table 15: New Private Park Summary

Key	Description	Acres
P-15	Beechwood Avenue Park	1.0
P-16	Cox Avenue Park	0.3
P-17	Division Street Park	0.7
P-18	Hartford Place Park	0.3
P-19	Metropolitan Park	1.5
	TOTAL:	**3.8**

Table 16: Total New Park Space

Key	Description	Acres
	GRAND TOTAL:	**89.6**

- Capitol View Manor Trail (T4)

  A trail through the proposed Hillside Park should connect to Emma Millican Park. Opportunities also exist to connect potential future trails along the South River, through Atlanta Technical College, to Emma Millican Park.

- AMC Connector (T5)

  A trail should connect the Capital View Trail (T6) to Atlanta Metropolitan College.

- Capitol View Trail (T6)

  This trail will connect subarea neighborhoods to MARTA, the BeltLine, and the planned redevelopment at Fort McPherson.

  Route A can connect to Emma Millican Park through the Lynnhaven entrance. Alternatively, if easements can be acquired from the Capitol View School, the vacant lot to the east of the school could be used to connect the trail to the western, natural portion of Emma Millican Park.

  Route B is not considered a viable route, due to the active use of a single family homeowner of the driveway between Metropolitan Ave. and Emma Millican Park.

- Allene Avenue Trail (T7)

  A trail should connect to the BeltLine and Perkerson Park on the west side of Allene Avenue.

- South Murphy Avenue Trail (T8)

  This trail should use the rail spur running from the BeltLine to Murphy Avenue south of Avon Avenue.

- North Murphy Avenue Trail Spur (T9)

  This trail should use the rail spur running from the BeltLine to Murphy Avenue north of Avon Avenue.

- Ridge Avenue Trail (T10)

  The Ridge Avenue right-of-way should be used as a trail that connects Peoplestown to the BeltLine. A bridge over the rail line should be included.

- Boynton Avenue Trail (T11)

  A trail along the south side of Boynton Avenue should be provided as part of the proposed pedestrian facilities.

PUBLIC INVOLVEMENT SUMMARY

Methodology and Community Input

The recommendations of this study are based on knowledge and insights gained from the inventory and analysis of the subarea and extensive community input. The planning methodology included a thorough inventory in the areas outlined previously, combined with technical analyses in the areas of expertise of the members of the consultant team. This document is the culmination of the planning process for Subarea 2.

This document has been guided by public involvement. The study group, by legislation, is the primary, geographically-based, venue for input on BeltLine implementation. A steering committee of over 15 people was also formed to provide detailed input and preview presentations prior to study group meetings. Additionally, Office Hours were made available to neighborhood groups and NPU committees who wanted to review the plan in detail in December of 2008.

Between the summer of 2007 and 2008, over 11 meetings were held with the steering committee and the study group through a process of:

a) inventory and analysis of existing conditions,

b) visioning and establishing guiding principles,

c) selecting preferred concepts and draft plans, &

d) final plans.

Major Themes and Issues

While the Master Plan focus centered on land use, transportation, and parks, much of the feedback received was related to social issues including involuntary displacement, affordable housing, and job opportunities. The plan responds to these concerns by proposing land uses that make affordable housing development more feasible, proposing employment clusters at the intersection

Public Involvement occurred at each phase of the planning process and provided valuable insight for future recommendations for the area

Community members discuss future plans at the Open House event

of Pryor Road and the BeltLine, and supporting small business vending activities at potential future transit stops and at Murphy Crossing Park.

Additionally, 15 percent of each TAD bond issuance will be dedicated towards affordable housing ($8.8 million has been set aside from the first bond issuance) and projects funded by the TAD will be required to make efforts to hire locally.

Many residents were also concerned about density adjacent to single family neighborhoods. The plan responds by providing land use intensity transitions between single family neighborhoods and high density areas.

Additionally, many residents worked to ensure that the vision of a Park Pride and Friends of Peoplestown Park effort remained intact in this BeltLine planning effort. This plan responds by leaving the core vision intact, while advancing and groundtruthing the vision against technical and financial constraints.

Guiding Principles

At the beginning of the process, a series of guiding principles were developed with study groups to provide direction to the process. These include:

1) Encourage the economic development of the Heritage Communities.
2) Identify and preserve historic resources and the local sense of place.
3) Utilize redevelopment to mend the urban fabric.
4) Provide a safe and balanced transportation system.
5) Provide connectivity, continuity, and redundancy among various modes of transportation.
6) Connect neighborhoods and public facilities with transportation.
7) Provide adequate parking facilities.
8) Provide a balanced mix of compatible land uses.

Interactive displays, such as this one by Trees Atlanta, helped to engage the public

9) Expand housing options.
10) *Provide a range of safe parks and open space.*

Table 17: Meetings Held During the Planning Process

Date	Meeting Type	Topic
August 14, 2007	Planning Committee Meeting	Kickoff Meeting
August 28, 2007	Planning Committee Meeting	Existing Conditions
September 11, 2007	Study Group Meeting	Existing Conditions
October 2, 2007	Study Group Meeting	Goals and Objectives
November 6, 2007	Planning Committee Meeting	Concept Plans
January 8, 2008	Planning Committee Meeting	Park Concept Plans
April 24, 2008	Study Group Meeting	Open House and Affordable Housing Discussion
May 27, 2008	Planning Committee Meeting	Draft Park Master Plan
June 26, 2008	Study Group Meeting	Draft Plan Review
August 28, 2008	Study Group Meeting	Final Draft Plan Review
December 2008	Office Hours	Review plan with interested parties and neighborhood groups

Appendix 1: Recommended Future Land Use Changes

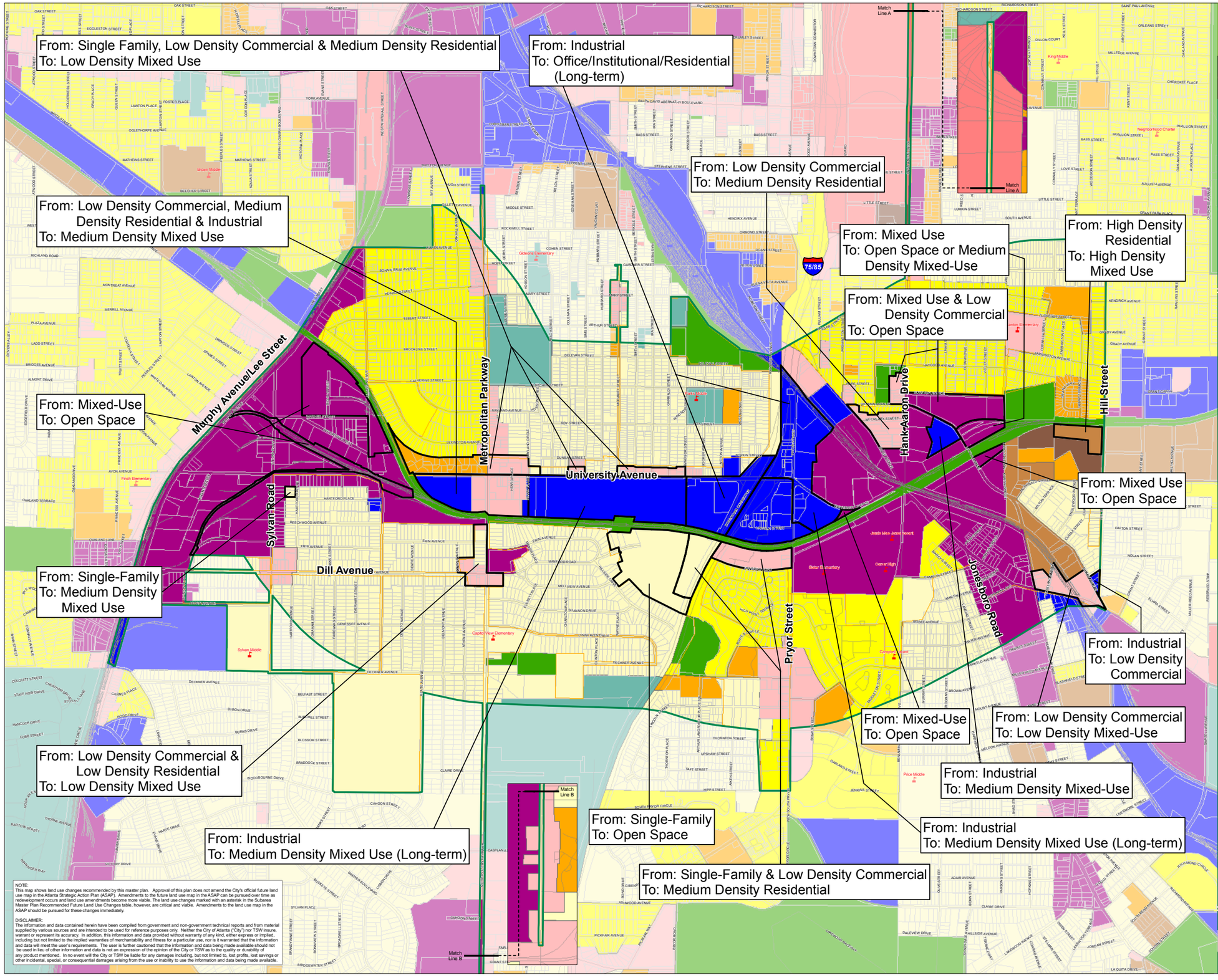
Recommended Future Land Use Changes

The following table summarizes land use changes recommended by this master plan. Approval of this plan does not amend the City's official future land use map in the Atlanta Strategic Action Plan (ASAP). Amendments to the future land use map in the ASAP can be pursued over time as redevelopment occurs and land use amendments become more viable.

The land use changes marked with an asterisk, however, are critical and viable. Amendments to the land use map in the ASAP should be pursued for these changes immediately.

List of Recommended Future Land Use Amendments

Area on Current Future Land Use Map	Existing Future Land Use Designation	Proposed Future Land Use Designation
Along north side of University Avenue, from Metropolitan Parkway west to BeltLine*	Medium-Density Residential	Medium-Density Mixed Use
Industrial property at 660 University Avenue	Industrial	Medium-Density Mixed Use
Areas at southwest and southeast corners of University Avenue and Metropolitan Parkway, including Harold Place properties*	Low-Density Commercial	Medium-Density Mixed Use
Various properties along the north side of University Avenue east of Metropolitan Parkway*	Low Density Commercial and Single Family	Low-Density Mixed Use
Large Industrial area along south side of University Avenue, east of Heard Place area and west of I-75/I-85	Industrial	Medium-Density Mixed Use & Office/Institutional
Large Industrial area along Pryor Street/Road north and south of University Avenue and east of I-75/I-85	Industrial	Medium-Density Mixed Use & Office/Institutional
West of Hank Aaron Drive along McCreary Street*	Low-Density Commercial	Medium Density Residential
West of Hank Aaron Drive adjacent to Four Corners Park*	Low-Density Commercial	Open Space
Along south side of Boynton Avenue east of Hank Aaron Drive, west of Martin Street, and north of the BeltLine	Mixed Use	Open Space &/or Mixed Use
Area west of Hill Street and south of the BeltLine	High-Density Residential	High-Density Mixed Use
West of Milton Avenue and east of Lakewood Avenue along Roseland Street, on both sides of the railroad*	Low Density Commercial	Medium-Density Mixed Use
Industrial area between Hill Street and Milton Avenue at their intersection*	Industrial	Low-Density Commercial
Industrial area to the west of Milton Avenue north of the BeltLine	Industrial	Medium-Density Mixed Use
Low-Density Commercial area north of Manford Road and south of the BeltLine between I-75/I-85 and Pryor Street*	Low-Density Commercial	Low- & Medium-Density Residential
Just west of I-75/I-85 and south of the BeltLine	Single-Family	High-Density Residential
Hillside Park	Single-Family	Open Space
Areas at intersection of Dill Avenue and Metropolitan Parkway	Low-Density Commercial	Low-Density Mixed Use
Along west side of Metropolitan Parkway just south of the BeltLine*	Low-Density Commercial	Medium-Density Mixed Use
South of the BeltLine and east of Murphy Avenue (various properties)	Mixed Use	Open Space
University Park	Low-Density Residential	Open Space
Three properties at the northwest corner of Hartford Avenue and Hartford Place	Single-Family Residential	Medium-Density Mixed Use



BeltLine

BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA

Proposed 15 Year Land Use Plan Changes

LEGEND
- BeltLine
- Single-Family Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Low Density Commercial
- High Density Commercial
- Office/Institutional
- Open Space
- Industrial
- Mixed Use
- Office/Industrial/Residential

Prepared by:
TSW
With:
Grice & Associates, Inc., Smith Dalia Architects, and Long Engineering

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March 2, 2009

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Appendix 2: Recommended Zoning Changes

Recommended Zoning Changes

The following table summarizes zoning changes recommended by this master plan, and provides specific district recommendations that are compatible with the proposed changes to the future land use plan outlined previously. As such, they are consistent with the proposed land use vision of the study. Each of the recommended changes is shown on the map that follows. Approval of this plan does not amend the City's official zoning maps.

It is important to note that there is not an exclusive one-to-one relationship between the three elements affecting land use: the land use vision of this study, the proposed changes to the city's official future land use plan, and these proposed zoning changes. It may be possible for developments achieving the proposed land use vision to technically be achieved by several future land use plan designations or zoning classifications (see table below). However, the recommended changes contained herein reflect the most appropriate relationship based on current City of Atlanta policy.

Potential Rezoning Districts by Beltline Land Use Category

BeltLine Land Use Category	General Description	Potential Zoning Districts (see note)
Residential: 1-4 Stories	Primarily residential, commercial limited to first floor and less than 5% of total floor area, or live/work	R-4, R-4A, R-4B, R-5, PDH, LW, MR-1, MR-2
Residential: 5-9 Stories	Primarily residential, commercial limited to first floor and less than 5% of total floor area	MR-3, MR-4A, MR-4B
Residential: 10+ Stories	Primarily residential, commercial limited to first floor and less than 5% of total floor area	MR-5A, MR-5B, MR-6
Low Density Commercial	Exclusively commercial	MRC-1, MRC-2
High Density Commercial	Exclusively commercial	MRC-3
Office/Institutional	Exclusively office/institutional	O-I
Mixed Use: 1-4 Stories	Exclusively commercial or residential and commercial uses, no use less than 20% of total floor area	MRC-1, MRC-2, MRC-3, LW
Mixed Use: 5-9 Stories	Exclusively commercial or residential and commercial uses, no use less than 20% of total floor area	MRC-2, MRC-3
Mxied Use: 10+ Stories	Exclusively commercial or residential and commercial uses, no use less than 20% of total floor area	MRC-3
Industrial	Primarily industrial, with compatible live/work	I-1, I-2, LW
Park Space/Community Facility	Public or publicly accessible land with no private development	n/a

Note: This chart reflects zoning districts that could support the use and scale of the BeltLine land use categories, but is not an endorsement of specific zoning designations for said categories. C, PD, R, and RG districts are not to be used unless specifically noted.

List of Recommended Zoning Map Changes

Area on Current Zoning Map	Existing Zoning Classification	Proposed Zoning Classification
Area north of University Avenue and west of Metropolitan Parkway	RG-3	MRC-1
Property at 660 University Avenue	I-1	MRC-2
Areas at southwest and southeast corners of University Avenue and Metropolitan Parkway, including Harold Place properties	C-1	MRC-2
Properties along south side of University Avenue east of the Heard Place area and west of 300 University Avenue	I-1	MRC-2
Properties along south side of University Avenue west of I-75/I-85 and east of area described above	I-1	O-I
Properties west of Pryor Street, east of I-75/I-85, and north of the BeltLine, as well as one property east of Pryor Street just north of the BeltLine	I-1	MRC-2
Properties north of University Avenue, east of I-75/I-85, and west of the railroad, as well as some properties east of the railroad and south of University Avenue	I-1	O-I
Property southwest of Milton Avenue and just north of the BeltLine	I-1	MR-4A
Area east of Martin Street and south of the BeltLine, excluding property just southwest of where the BeltLine crosses Hill Street	I-1	MR-4A
Property at the southwest corner of the BeltLine crossing of Hill Street	I-1	MRC-3
Property along railroad on both sides of Lakewood Avenue	I-1	MR-4A
West of Milton Avenue and east of Lakewood Avenue along Roseland Street, on both sides of the railroad, and area between Hill Street and Milton Ave. at their intersection	C-1	MRC-1
Land near intersection of Jonesboro Road and McDonough Boulevard	C-1	MRC-1
Area along and south of railroad and east of Hank Aaron Drive	I-1	MRC-2
Area north of Manford Road and south of the BeltLine between I-75/I-85 and Pryor Street	C-1-C	MR-3
Single-Family area just west of I-75/I-85 and south of the BeltLine	R-4	MR-3
Property at 1215 Heard Place	C-2	MRC-1
Areas at intersection of Dill Avenue and Metropolitan Parkway	C-1	MRC-1
Area along west side of Metropolitan Parkway just south of the BeltLine and north of Erin Avenue	C-2	MRC-1
Area along west side of Metropolitan Parkway just south of the BeltLine and south of Erin Avenue	R-4	MRC-1
Property at 1243 Allene Avenue	I-1	LW
Southeast corner of intersection between University Avenue and Sylvan Road	I-1 & C-2	MRC-2 or LW
Along south side of University Avenue east of Sylvan Road, and along east side of Sylvan Road south of University Avenue, excluding corner described above	I-1	MRC-2 or LW
Property along south side of Cox Avenue west of Sylvan Road	I-1	MRC-2 or LW
Properties along south side of Dill Avenue west of Division Place	R-4	MRC-2 or LW
Property at 1296 Murphy Avenue	C-1-C	MRC-2 or LW
Large, industrially-zoned area east of Murphy Avenue, west and south of the BeltLine, and north of Dill Avenue	I-2	MRC-2 or LW

From: RG-3
To: MRC-1

From: I-1
To: MRC-2

From: C-1
To: MRC-2

From: C-2
To: MRC-2

From: I-1
To: MRC-2
(Long-term)

From: I-1
To: MRC-2

From: I-1
To: MR-4A

From: I-1
To: MRC-3

From: I-2
To: MRC-2 or LW

From: I-1 & C-2
To: MRC-2 or LW

From: C-1-C
To: MRC-2 or LW

From: R-4
To: MRC-2
or LW

From: I-1
To: MRC-2 or LW

From: I-1
To: MRC-2 or LW

From: I-1
To: LW

From: R-4
To: MRC-1

From: C-1
To: MRC-1

From: C-2
To: MRC-1

From: R-4
To: MR-3

From: C-1-C
To: MR-3

From: I-1
To: O-I
(Long-term)

From: I-1
To: MRC-2

From: C-1
To: MRC-1

From: I-1
To: MR-4A

From: C-1
To: MRC-1

Murphy Avenue/Lee Street

Metropolitan Parkway

University Avenue

Pryor Street

Hank Aaron Drive

Hill Street

Sylvan Road

Dill Avenue

Jonesboro Road

Match Line A

Match Line B

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BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA

Proposed Zoning Changes

LEGEND
- BeltLine
- R3
- R4
- R4A
- R4B
- R5
- RG1
- RG2
- RG3
- RG4
- RG5
- RLC
- MR3
- MR4A
- LW
- NC
- C1
- MRC1
- C2
- C3
- MRC3
- PDH
- OI
- I1
- I2
- SPI1
- SPI2
- SPI7
- SPI18
- SPI21

Prepared by:
TSW
With:
Grice & Associates, Inc., Smith Dalia Architects, and Long Engineering

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Jan. 9, 2009

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Appendix 3: Inventory and Assessment Report

Appendix 4: Transportation Impact Analysis

Appendix 5: Peoplestown Parks Master Plan

Appendix 6: LCI Supplemental Materials

LCI SUPPLEMENTAL MATERIALS

It is the intention of Atlanta BeltLine, Inc. to submit this document as a grandfathered Livable Centers Initiative (LCI) study. The materials contained within this section are intended to support that effort.

Consistency with LCI Components

This study and the recommendations contained herein are consistent with the ten components of the LCI program as identified below:

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.

   Land use recommendations call for the introduction of increased housing and employment options along the BeltLine. These include above-shop housing in new mixed-use buildings, live/work units, multifamily buildings, senior housing, and townhomes; all types include an affordable component. Single-family homes are provided in the preserved adjacent neighborhoods.

   The plan also calls for expanding the offerings of small neighborhood commercial uses, larger community-oriented commercial uses at key nodes, offices, civic space, and preserved industrial uses.

   In addition, the plan includes design policies and recommends amendments to the zoning code and future land use plan to achieve the design and land use patterns contained herein. On top of this, the BeltLine is already subject to an existing overlay district which ensures basic elements of urban design.

2. Transportation demand reduction measures.

   The plan proposes reducing auto demand by shifting some auto trips to pedestrian and bicycle trips in the short term, and a longer-term mode shift to future transit. Short term efforts are achieved via a multifaceted effort to locate different land uses within walking distance, improve pedestrian facilities, and improve bicycle facilities. Longer-term, the plan creates high-density activity nodes around proposed transit stops.

3. Internal mobility requirements, such as traffic calming, pedestrian circulation, transit circulation, and bicycle circulation.

   One of the central tenets of this study is to improve operations of existing roadways through intersection improvements, signal timing, and curb cut reductions. By doing so, while refraining from roadway widenings that could be detrimental to other modes and land use desires, the plan improves mobility for drivers and accessibility for non-drivers.

   In the short term accessibility for non-drivers is improved by: building new sidewalks along key streets; creating an off-street multi-use trail system for bicyclists and pedestrians; and improving pedestrian and bicycle connectivity over existing rail lines. Longer-term BeltLine transit will greatly enhance transit options.

4. Mixed-income housing, job/housing match and social issues.

   Subarea 2 currently contains a range of housing options from small, inexpensive multifamily units to larger single-family homes. The Plan proposes preserving these existing options and introducing new ones (identified in item 1 above) to the subarea in currently auto-oriented commercial or former industrial sites. Affordable housing is central to this and is supported by other initiatives outside the scope of this plan.

The plan also proposes increasing diverse employment options within walking distance of existing and proposed housing. Murphy Triangle is envisioned as a mixed-use employment center, while the area around Pryor Road at University Avenue is envisioned as a professional node that will concentrate future office development. Strengthened neighborhood commercial uses throughout will support local merchants and keep dollars in the community.

5. Continuity of local streets in the study area and the development of a network of minor roads.

   The subarea has a good network of local streets and minor roads within its existing neighborhood, but offers poor connectivity across the BeltLine in many areas. The plan identifies opportunities to improve this, most notably by extending University Avenue to Avon Avenue across the Beltline, and creating an alternative I-75/85 crossing south of University Avenue. The plan also identifies extensive new private streets and alleys that will be mandated by local zoning with development.

6. Need for/identification of future transit circulation systems.

   The planning process reviewed existing MARTA bus service, but did not recommend major modifications. As part of the greater BeltLine planning effort, transit is planned along the BeltLine. Bus rapid transit is also being considered along Pryor Road (per the Connect Atlanta Plan) and a future streetcar along Lee Street, at the subarea's western edge.

7. Connectivity of transportation system to other centers.

   The closest existing centers are downtown and the airport, but plans are also underway to develop a major center at the former Fort McPherson site . The Plan includes recommendations that would improve connectivity to these centers via enhanced transit service, enhanced bicycle facilities, and improved roadway operations.

8. Center development organization, management, promotion, and economic restructuring.

   The plan is intended to provide long-term economic growth to the Heritage Communities of South Atlanta by restructuring the area's economy in a way that benefits existing businesses and promotes new ones. Central to this is the redevelopment of marginal industrial and warehouse sites into shops, offices, and businesses that will take advantage of future transit access and proximity to downtown. Policies are provided to guide the City of Atlanta and developers in supporting local entrepreneurs and creating jobs that serve area residents.

   Ongoing efforts by Atlanta BeltLine, Inc. may further refine these recommended policies into specific programs. These programs notwithstanding, the introduction of new housing near existing and proposed commercial or mixed-use nodes will support existing retailers by increasing their customer base.

9. Stakeholder participation and support.

   The study process included extensive public involvement in the form of a Steering Committee and Study Group, which met several times between August 2007 and August 2008 to the guide the planning process. In addition, the consultants met one-on-one with a variety of groups, including merchants and developers, while Atlanta BeltLine, Inc. hosted a series of open houses and informational meetings.

10. Public and private investment policy.

    The plan calls for the City of Atlanta and Atlanta BeltLine, Inc. to continue their efforts to direct investment into the BeltLine area via public improvements. The City has a long history of using public infrastructure to spur private development that will continue into the future. In Subarea 2, these infrastructure investments will focus on parks, multi-use trails, affordable housing, transit and pedestrian facilities, new street connections, and vehicular upgrades.

Appendix 3

Atlanta BeltLine Master Plan

SUBAREA 2

Heritage Communities of South Atlanta

INVENTORY & ASSESSMENT REPORT

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Grice & Associates, Inc.,
Smith Dalia Architects
Long Engineering

Adopted by the Atlanta City Council on March 16, 2009

BeltLine
Atlanta Connected

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this report has been formatted to be printed double-sided in an effort to save paper

ACKNOWLEDGEMENTS

The Honorable Mayor **Shirley Franklin**

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Shauna Mettee, Capitol View Manor Neighborhood

Mtamanika Youngblood, Annie E. Casey Foundation

Donna Tyler, CAMP CDC

Tiffany Thrasher, Resident

Steve Holland, Capitol View

Helen Jenkins, Pittsburgh Community Improvement Association

John Armour, Peoplestown

Rosa Harden-Green, SW Study Group Coordinator

Jared Bagby, Peoplestown

Mike Wirsching, Adair Park Neighborhood

Greg Burson, Peoplestown

Carl Towns, Pittsburgh Civic League

Chrishette Carter, Chosewood Park Neighborhood Association

Sam Sparlin, Sparlin Clinic

William Teasley, NPU V

Ruben Burney, NPU X

ACKNOWLEDGEMENTS

ATLANTA BELTLINE INC. STAFF

James Alexander, Project Manager

Tina Arbes, Chief Operating Officer

Nathan Conable, Senior Project Manager

Rukiya S. Eaddy, Community Engagement Advocate

Terri Montague, President and CEO

E. Fred Yalouris, Director of Design

CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Planner

Matthew Dickison, Senior Planner

Paul Taylor, Deputy Director of Park Design

CONSULTANT TEAM

Tunnell-Spangler-Walsh and Associates

Caleb Racicot, Principal

Jeff Owen, Community Planner

Woody Giles, Community Planner

Ryan Jenkins, Landscape Architect

Alex Nagel, Landscape Architect

Grice and Associates

John Funny, Principal

Carla Holmes, Principal

William Haynes, Senior Associate

James Cheeks, Senior Transportation Engineer

W.F. He, Senior Traffic Engineer

Dain Pallard, ITS Engineer

Smith Dalia Architects

Markham Smith, Principal

Ed Atkins, Architect

Beth Grashof, Historic Consultant

Long Engineering

Shepherd Long, Vice President

Michael VanBriggle, Associate

CONTENTS

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Introduction

Purpose

The BeltLine is a multi-faceted, multi-decade effort to integrate parks, mobility, land use, and circulation along a 22-mile loop of historic railroads that encircle downtown and midtown Atlanta. At completion, it will connect 45 of the city's in-town neighborhoods, as well as the more than 100,000 people that currently live within half a mile of the corridor.

Due to its size and impact, the BeltLine is divided into ten subareas for more detailed planning and evaluation. This report provides an overview and analysis of existing conditions in the BeltLine Subarea 2: Heritage Communities of South Atlanta as they existed in late 2007. The conditions have been compiled and analyzed to serve as a baseline against which subarea master planning efforts will be reviewed. They will also lay the foundation for implementing the BeltLine's vision.

Specific purposes of the inventory and analysis are:

- To update and refine BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies; and
- To review the land use plan and circulation plan of the 2005 Atlanta BeltLine Redevelopment Plan and Street Framework Plan in combination with other land use plans previously completed for the subarea.

This effort, in conjunction with a concurrent Peoplestown Parks Master Plan and a Transportation Impact Report, serve as the analytical basis for the Heritage Communities of South Atlanta Master Plan.

The BeltLine will connect 45 in-town neighborhoods with parks, transit, and trails for bicyclists and pedestrians.

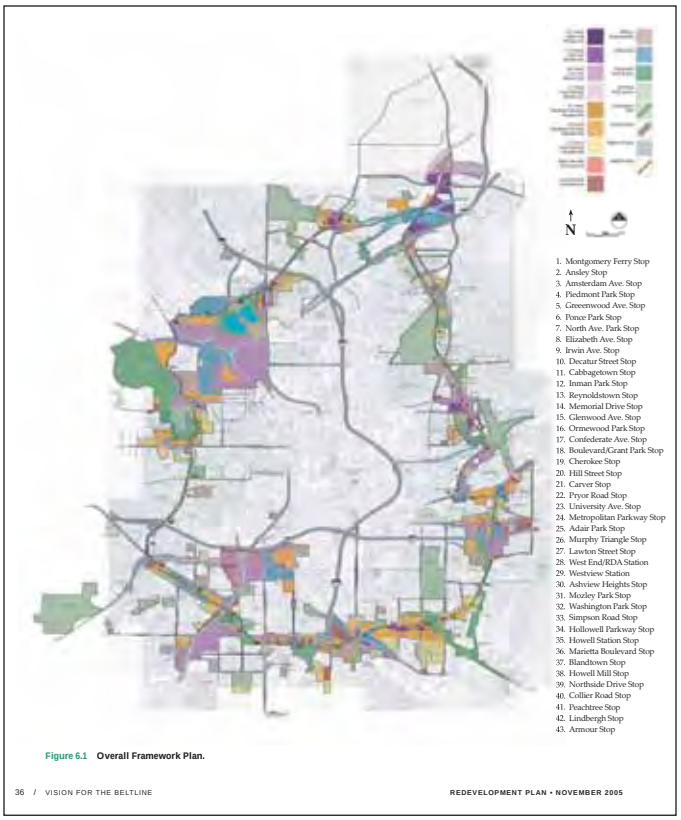


Figure 6.1 Overall Framework Plan.

36 / VISION FOR THE BELTLINE

REDEVELOPMENT PLAN • NOVEMBER 2005

This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan

Organization

This report is divided into five sections for the purpose of understanding existing conditions:

- **Overview** provides a review of the subarea and previous planning efforts;
- **Demographics & Housing** focuses on population, employment, and housing within the subarea;
- **Land Use & Zoning** looks at current patterns of Land Use and development regulations;
- **Urban Design & Historic Resources** reviews the subarea's rich history, form, and development pattern; and
- **Natural Features** covers topography, tree canopy coverage, parks, and brownfields.

Existing conditions are summarized and issues and opportunities identified within each section. These provide the framework for further investigation and development recommendations.

Overview

Heritage Communities of South Atlanta

Sub-Area 2: The Heritage Communities of South Atlanta is located on the BeltLine's southern end, around two miles south of Downtown. As with all Beltline subareas, it crosses several Neighborhood Planning Units (NPUs), City Council Districts, and neighborhoods, including:

- NPUs S, V, X, and Y;
- City Council Districts 1, 4, and 12; and
- Neighborhoods of: Adair Park, Capital View, Capital View Manor, Chosewood Park, High Point, Oakland City, Peoplestown, Pittsburgh, and South Atlanta.

The subarea centers on the BeltLine right-of-way between Murphy Avenue and Hill Street. Generally, the BeltLine runs southwest from Peoplestown through a brick and granite tunnel near George Washington Carver High School. It then crosses under I-75/85 and continues west to Metropolitan Parkway, south of Salvation Army College. Near Capitol View and Adair Park, the right-of-way veers northwest through the Murphy Triangle industrial district. It then travels under MARTA's north-south rail line to leave the subarea.

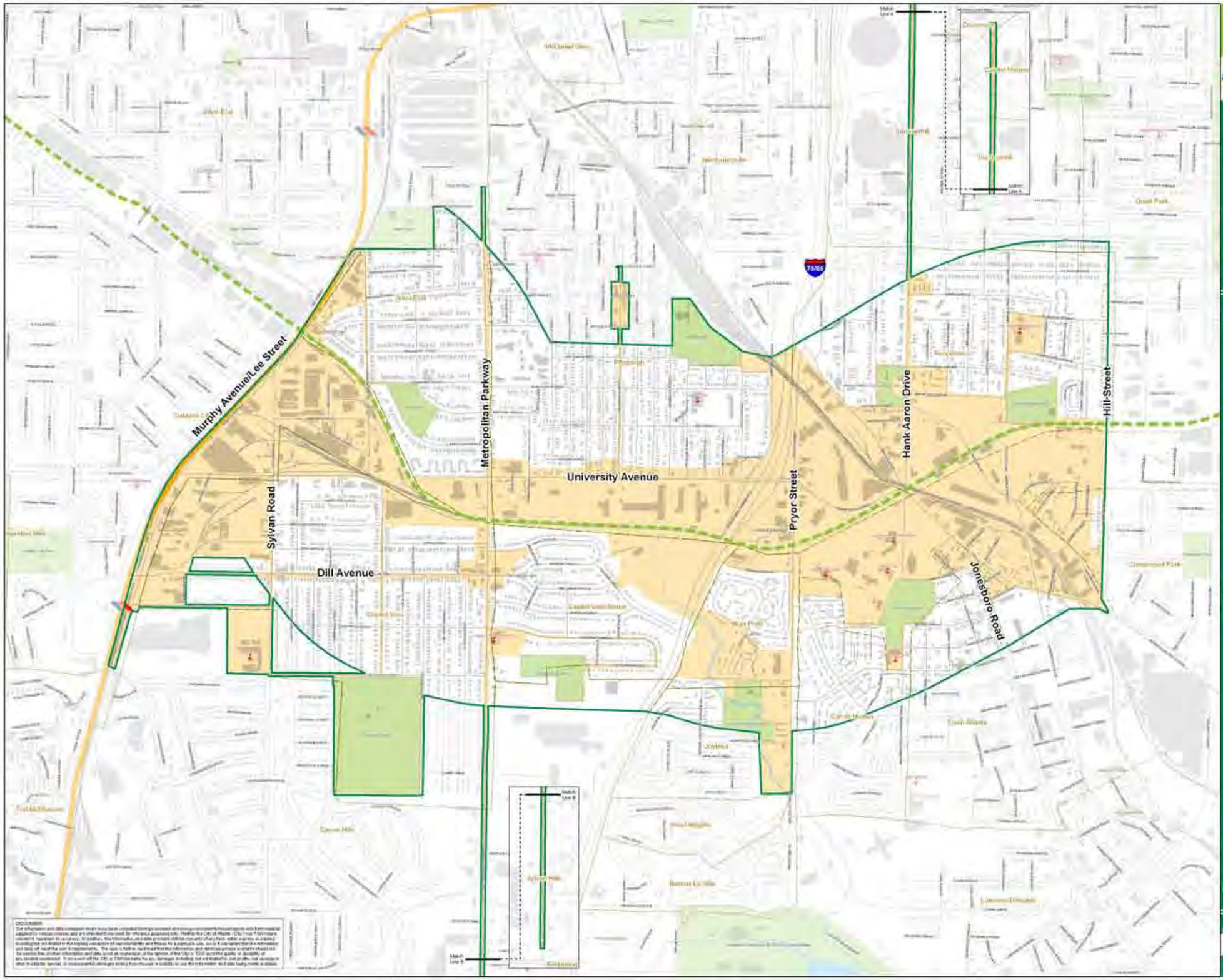
The Heritage Communities of South Atlanta subarea totals 1,765 acres. Its boundaries include the 885 acres of land within the BeltLine Tax Allocation District (TAD) and portions of additional parcels within one-half mile of the BeltLine. Please see the map on page 3 for details.

The subarea contains several major roadways. University Avenue runs east-west through it and connects Metropolitan Parkway and Pryor Road. I-75/85 also passes through on its course north to Downtown and south to the airport. Other major north-south streets include: Lee Street, Murphy Street, Metropolitan Parkway, Pryor Road, Hank Aaron Boulevard, and Hill Street. Major east-west streets include Dill Avenue, University Avenue, and McDonough Boulevard.

There are many historic industrial buildings in the subarea

The McDaniel Site along University Avenue currently remains a large industrial site

The northeastern corner of Pryor Street and University Avenue is currently low density commercial



BeltLine

BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA

Study Area Map

Prepared by
TSW

April 16, 2009

Subarea History

As its name suggests, the Heritage Communities of South Atlanta subarea has a rich and colorful history, both within its neighborhoods and in the industrial areas that surround them. The subarea's development was similar to many other close-in portions of the city in that neighborhoods and industrial areas grew up over time around rail transportation facilities, including trolleys and freight rail. These allowed subarea residents and workers to live and work within what is today considered to a be a compact land-use pattern.

The most notable historic industrial area in the subarea is the Murphy Triangle - a district believed to contain the greatest concentration of historic industrial buildings along the Beltline. The triangle grew up around the intersection of the former Southern Railway (today Norfolk-Southern) and the BeltLine (built by Louisville & Nashville and Atlanta & West Point). Buildings in this area were shaped by the intersection of these railroads and a shifting street grid - creating many wedge-shaped buildings. Between buildings were shipping yards. The majority of historic structures were built as simple single-story brick or concrete masonry unit (CMU) warehouses. Along the Norfolk-Southern railway, several prominent buildings remain, including the Cut Rate Box Co., the Bailey Burruss machine shop, Roebling Wire Factory and State Farmers' Market. Additionally, much of the original railroad infrastructure remains, including spur tracks, traffic signals and switch gear.

Several historic pre-World War II neighborhoods are found in the subarea, including Adair Park, Capital View, Capital View Manor, Chosewood Park, Peoplestown, Pittsburgh, and South Atlanta.

One of the oldest neighborhoods in the subarea is Peoplestown, which grew up around a Victorian-era trolley. The neighborhood is notable for its racial and structural diversity. It was built with housing for lower, middle and upper classes. Wealthier white families were concentrated along the major paved, tree-lined streets, while African American families lived in dwellings at the rear of the lots accessed via alleys. There were also segregated African American communities within the larger neighborhood; these were characterized by smaller lots and houses, unpaved roads and a lack of utilities until around 1930.

As wealthier residents moved north, they were replaced by a substantial Jewish community, and then a predominately African American one. The neighborhood is significant as one along the Beltline to have had a substantial Jewish community, including Sephardic and Ashkenazi (Jews from Germany and Eastern Europe). It contained a cultural market, kosher stores and several synagogues.

Pittsburgh is another of the subarea's oldest neighborhoods. Like Peoplestown, it first developed in the nineteenth century. The neighborhood grew up along McDaniel Street after the Civil War as a segregated African community. Most early residents worked as laborers on the nearby railroads. Over time three additional streetcars were built; these allowed the neighborhood to build-out by the early twentieth century.

Directly across Metropolitan Parkway from Pittsburgh is Adair Park. Adair Park was built from 1890 to 1925 as a trolley neighborhood by George W. Adair, one of the incorporators of the Atlanta Street Railway Company, in a north-south pattern. Today a typical street grid is found in the northern half of the neighborhood, while the southern half makes use of angled and curving streets and achieves a more self-contained quality.

Capitol View is an early twentieth century trolley neighborhood built following the construction of a trolley line from West End in 1900. Most of the neighborhood's houses are bungalows built between 1915 and 1925. There are also a handful of Queen Anne houses that pre-date the planned neighborhood. As in most trolley neighborhoods, Capital View was built with commercial and civic uses around trolley stops. Commercial activity was concentrated along Dill Avenue, with activity centers at Pryor Road and Metropolitan Parkway. Many historic structures exist today at the latter node, including the 1921 Masonic Temple and the 1927 Capitol View United Baptist Church.

Corner stores in mixed-use buildings such as this once anchored small commercial districts built around trolley stops

Capitol View Elementary School is just south of this intersection. At the southern end of the neighborhood is Perkerson Park, the largest park in the subarea. Perkerson Park is exemplary of the parks movement, which was popular in this period of development.

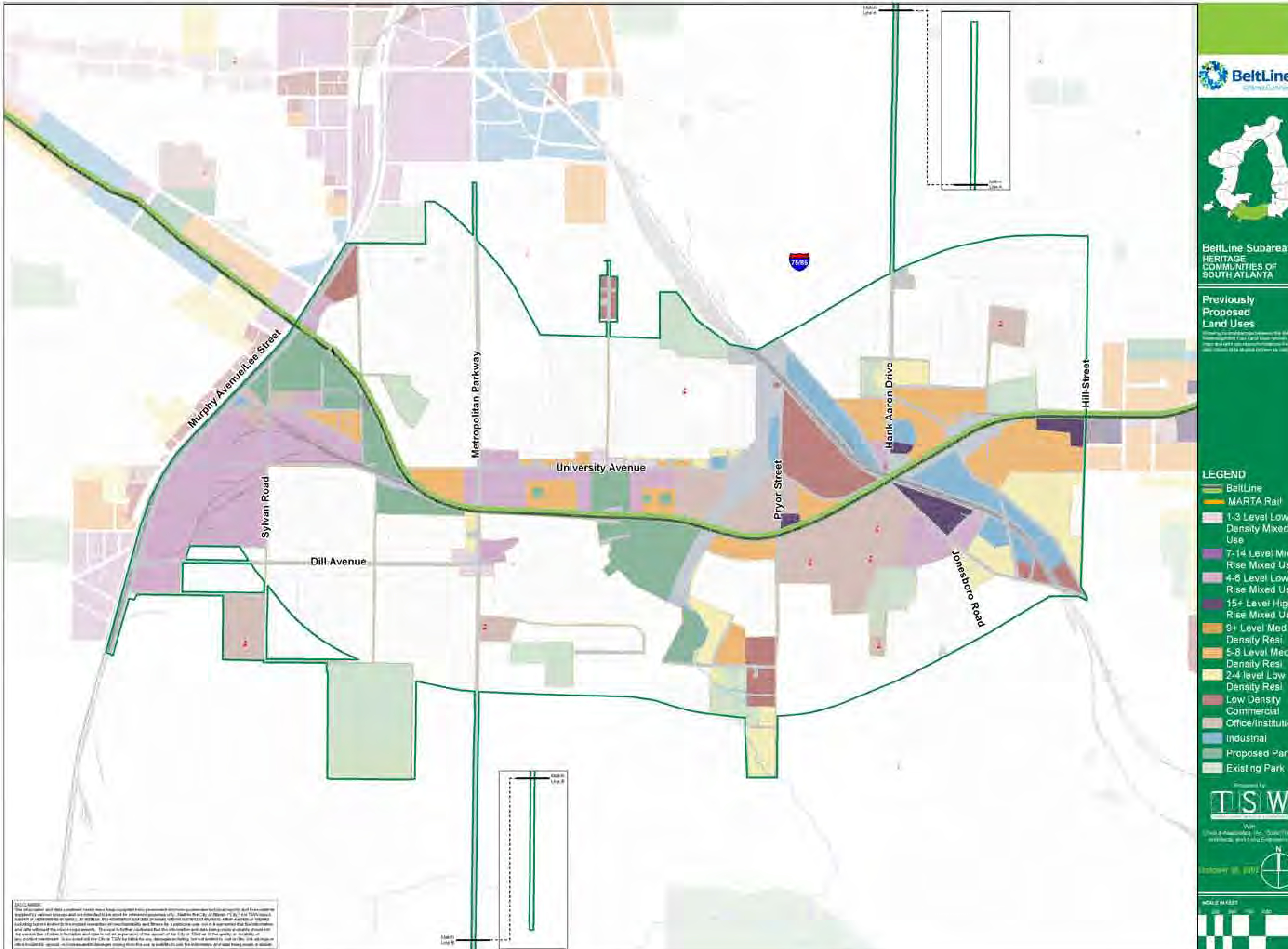
Another early twentieth century trolley neighborhood is Capitol View Manor, which lies directly across Metropolitan Parkway from Capital View. Capital View Manor was built in the 1920s-30s in the garden suburb fashion featuring curving street and spacious lawns. The majority of its houses are brick bungalows with classical ornamentation around porches and doors. The neighborhoods' oldest house is an I-house with a barn - a remnant from when the area was farmland. Capital View and Capital View Manor share the same neighborhood center at Metropolitan Parkway focused around the Capitol View Baptist Church.

Previous Planning Efforts

The City of Atlanta has a long-standing tradition of supporting neighborhood planning. Many of the subarea's neighborhoods have completed comprehensive, community-based plans in recent years in the effort to pro-actively define a vision for the future. To some degree or another, almost all of these plans anticipated and incorporated the BeltLine into their visions. As such, this current effort is intended to review and refine these visions and synthesize them into an implementation strategy.

Many of these efforts were included in the August 2005 **BeltLine Redevelopment Plan.** This plan was prepared to specify the boundaries of the proposed redevelopment area; meet the statutory requirements for the creation of the BeltLine TAD; explain the proposed vision for the area and its potential; establish the current tax base and project its increase after redevelopment; define projects for TAD funding; and fulfill technical requirements of the Redevelopment Powers Law. The BeltLine Redevelopment Plan also recommended locations for activity centers. Each activity center could contain a mix of jobs, housing, retail, and open space amenities. Within the Heritage Communities of South Atlanta subarea plan included a vision for three activity centers: one at Murphy Crossing, one at University Avenue, and one at the intersection of Jonesboro Road, Hank Aaron Avenue, and University Avenue. Tying these activity centers together, a series of parks, greenways, and transit was envisioned to unify the subarea and connect neighborhoods.

Following the BeltLine Redevelopment Plan in late 2006 was the **Jonesboro Road Redevelopment Plan Update,** which established a long-term vision for balancing historic preservation with economic growth along one of the Mayor's six citywide economic redevelopment priority areas. Key recommendations included the identification of catalytic development sites along the corridor that will remove its greatest liabilities through market-viable redevelopment. Among these are a car impound yard in subarea 2 targeted for a mixed-use development.


BeltLine
BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
Previously Proposed Land Uses
LEGEND
BeltLine
MARTA Rail
1-3 Level Low Density Mixed Use
7-14 Level Mid-Rise Mixed Use
4-6 Level Low-Rise Mixed Use
15+ Level High-Rise Mixed Use
9+ Level Med Density Resi
5-8 Level Med. Density Resi
2-4 level Low Density Resi
Low Density Commercial
Office/Institution
Industrial
Proposed Park
Existing Park
TSW
Murphy Avenue/Lee Street
Metropolitan Parkway
University Avenue
Sylvan Road
Dill Avenue
Pryor Street
Hank Aaron Drive
Hill Street
Jonesboro Road
75/85

Concurrent with the Jonesboro Road Redevelopment Plan was the **Peoplestown Community Redevelopment Plan 2006 Update**. This plan emerged from a community-based effort to address land use and zoning concerns in the neighborhood. It established a community-based vision for preserving employment-supporting industrial land uses along much of the Beltline, expanding park space, and supporting mixed-use development along Hank Aaron Avenue north of the BeltLine.

The Georgia Conservancy's **Blueprints Pittsburgh** was also completed in 2006. This effort focused on identifying neighborhood zoning, land use, urban design and transportation recommendations. Key recommendations impacting the BeltLine include a neighborhood tree planting program, pedestrian facilities throughout the neighborhood, streetscapes along University Avenue, improvements to Pittman Park, and safety upgrades to the University Avenue at Hank Aaron Avenue intersection. Additional recommendations focussed on preserving jobs and affordable housing.

In the summer of 2004 the City of Atlanta, in collaboration with MARTA, completed a long-range plan for developing the Oakland City and Lakewood-Fort McPherson MARTA stations. The **Oakland City Lakewood Livable Centers Initiative** (LCI) gave comprehensive recommendations for future land use patterns, transportation and circulation options and implementation strategies for the area surrounding the MARTA stations and portions of Metropolitan Parkway. A community input effort generated recommendations to increase the accessibility and linkages along Lee Street with a proposed greenway system, increased density at the MARTA stations (i.e., transit-oriented development), reinvigorating retail nodes along Metropolitan Parkway and the redevelopment of the Murphy warehouse district. In addition, the intersection of Dill and Metropolitan was conceived as an important opportunity for new mixed-use development within a short walk of a potential Beltline transit stop.

The 2001 **Pittsburgh Community Redevelopment Plan**, led by the Pittsburgh Community Improvement Association, is a long-term vision for the Pittsburgh Community. The plan included 27 redevelopment projects, a future land use plan, civic and transportation improvements, and a neighborhood rezoning strategy. The plan has already resulted in investment returning to this once thriving community. Approximately $161 million of proposed projects were developed during this planning process including: the conversion of the Crogman School into multifamily housing, residential infill on vacant lots, the redevelopment of Civic League Apartments, infrastructure improvements, a retail node on McDaniel Street and improvements to Pittman Park. Of particular note, the southern end of the neighborhood (i.e., blocks facing University Avenue) will be well within walking distance of the Beltline. Most of this area (particularly the south side of University Avenue) was envisioned for significant economic development as part of the plan. As a result of the tireless effort of PCIA to move forward with implementation, the Annie E. Casey Foundation has become an integral partner in the Pittsburgh community.

The Oak land City Lakewood LCI is one of many recent planning efforts that will inform the Sub-Area 2 Master Plan

The City of Atlanta's **Amended Southside Redevelopment Plan**, adopted by City Council in 2000, is a collective vision and plan for redeveloping five neighborhoods in south Atlanta. To correct years of disinvestment and steady deterioration, residents and community leaders took a proactive approach to define a future land use and public facilities plan. The plan preserved existing stable housing, presented opportunities for diverse new residential development, envisioned new/

expanded recreational and community facilities, and connected a series of neighborhood parks and trail systems. Within the Southside Plan, there are several projects that impact the Beltline.

First, Pryor Road was envisioned as a new mixed-use "village center." Once fully developed, this center will be within a short walk of the Beltline. Several aspects of the Pryor Road Village Center are already complete or well underway. They include: Highpoint Estates, a 100 unit new senior housing facility, the Villages at Carver, and a new YMCA. In addition, Joyland Center is currently in pre-development by the Atlanta Development Authority (ADA) and will add an additional 100+ housing units and retail services to the area. The Southside Plan also included an extensive array of interconnected greenway trails and bike routes that tie into an anticipated Beltline greenway. The first of these trail systems is under construction within the Villages at Carver.

Less recent, but still important are pre-Olympic Community Redevelopment Plans (CRPs) prepared by the Corporation for Olympic Development in Atlanta (CODA). The **Peoplestown CRP** (1996) did not anticipate the Beltline as a transit system but did envision it as a greenway (called the Grant Park Greenway in the plan). The Peoplestown CRP called for converting marginal industrial uses along the BeltLine into economic development opportunities that could create additional jobs and commercial services for residents.

There are several other studies that included portions of subarea 2, but whose scope was not such to impact this planning effort. These include:

- ADA's Comparative Analysis of Redevelopment Incentive Tools;
- Mayor's Economic Development Plan;
- Department of Watershed Management plans;
- Metropolitan Parkway TAD; and
- Summerhill Redevelopment Plan.

Relation to Previous Studies: Land Use

A goal of The Heritage Communities of South Atlanta Master Plan is to establish a lasting land use framework plan that synthesizes previous planning efforts into one unified vision. For the purpose of understanding these differences the BeltLine Redevelopment Plan will serve as the baseline for comparison. Inconsistencies between said plan and previous efforts are noted below by geographic area. Please see below for details.

Murphy Triangle Area

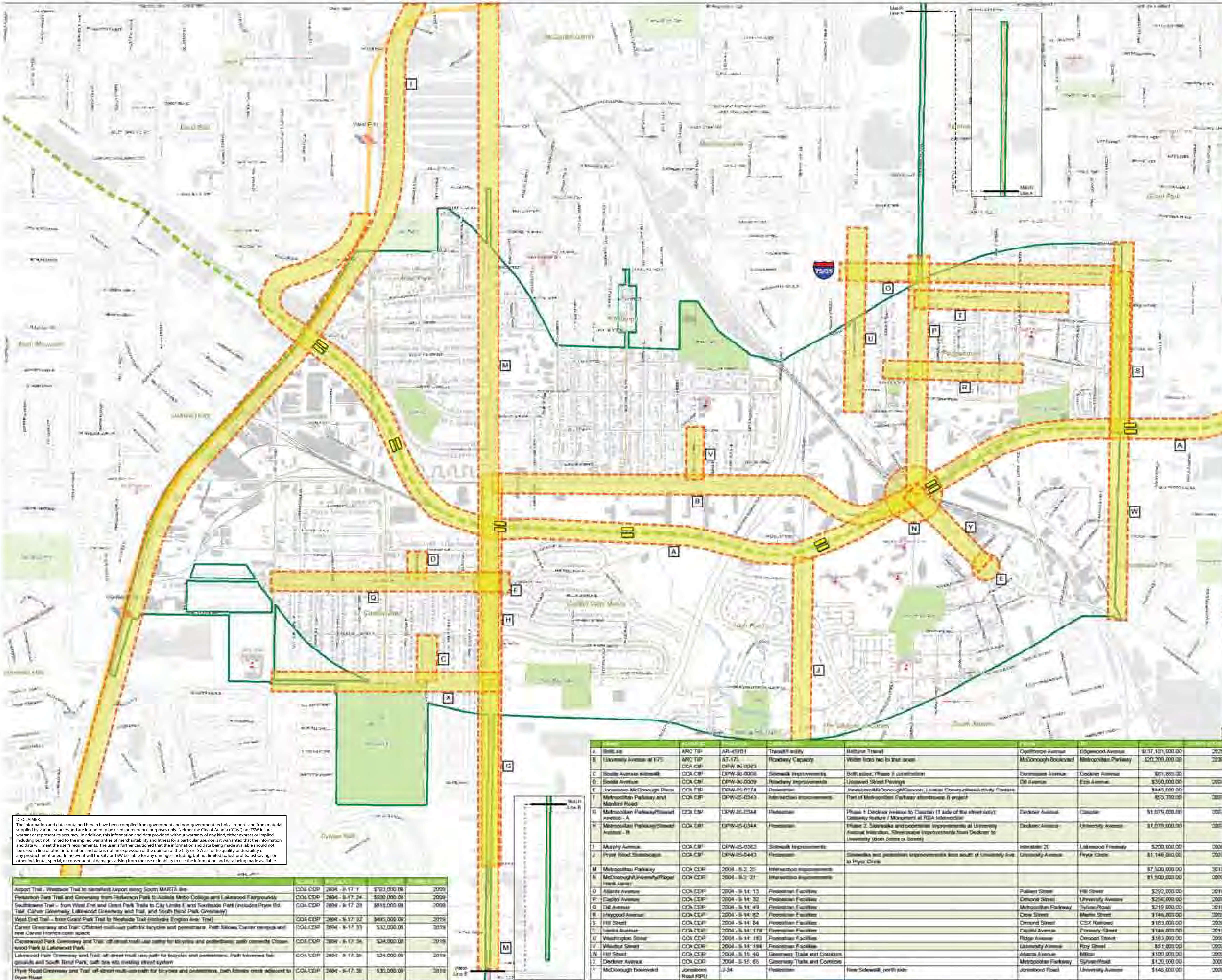
There are significant differences between previous planning efforts in the Murphy Triangle district. The BeltLine Redevelopment Plan shows the area as a park to the north with supporting mixed-use further to the south. However, the Oakland City/ Lakewood LCI suggests this area could be utilized as mixed-use, with little to no park space.

Oakland City MARTA Station

There are no conflicts within this area. Both the BeltLine Redevelopment Plan and the Oakland City/ Lakewood LCI recommend mixed-uses around the rail station, including medium density apartments and condominiums, mixed-use residential over retail and office space, and a transit plaza.

Dill Avenue Corridor

There are also no discrepancies along Dill Avenue, where both the Oakland City/Lakewood LCI and the BeltLine Redevelopment Plan recommend targeting mixed-use redevelopment at existing commercial nodes at Sylvan Avenue and Metropolitan Parkway. These areas would see an increase in retail potential, mixed-use, multifamily, and townhouses.



DISCLAIMER:
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Airport Trail - Westside Trail to Hartsfield Airport along South MARTA line	COA CDP	2004 - 9-17: 1	$793,000.00	2020
Perkerson Park Trail and Greenway from Perkerson Park to Atlanta Metro College and Lakewood Fairgrounds	COA CDP	2004 - 9-17: 24	$592,000.00	2009
Southtowns Trail - from West End and Grant Park Trails to City Limits E and Southside Park (includes Pryor Rd. Trail, Carver Greenway, Lakewood Greenway and Trail, and South Bend Park Greenway)	COA CDP	2004 - 9-17: 29	$915,000.00	2009
West End Trail - from Grant Park Trail to Westside Trail (includes English Ave. Trail)	COA CDP	2004 - 9-17: 32	$495,000.00	2019
Carver Greenway and Trail: Offstreet multi-use path for bicycles and pedestrians. Path follows Carver campus and new Carver Homes open space	COA CDP	2004 - 9-17: 33	$32,000.00	2019
Crosswood Park Greenway and Trail: off-street multi-use paths for bicycles and pedestrians; path connects Crosswood Park to Lakewood Park	COA CDP	2004 - 9-17: 34	$24,000.00	2019
Lakewood Park Greenway and Trail: off-street multi-use path for bicycles and pedestrians. Path traverses fair grounds and South Bend Park; path ties into existing street system	COA CDP	2004 - 9-17: 35	$24,000.00	2019
Pryor Road Greenway and Trail: off-street multi-use path for bicycles and pedestrians, path follows creek adjacent to Pryor Road	COA CDP	2004 - 9-17: 36	$30,000.00	2019

A	BeltLine	ARC TIP	AR-451B1	Transit Facility	BeltLine Transit	Oglethorpe Avenue	Edgewood Avenue	$137,101,000.00	2025
B	University Avenue at I-75	ARC TIP COA CIP	AT-175 DPW-06-0063	Roadway Capacity	Widen from two to four lanes	McDonough Boulevard	Metropolitan Parkway	$20,700,000.00	2030
C	Sevilla Avenue sidewalk	COA CIP	DPW-06-0008	Sidewalk Improvements	Both sides; Phase 3 construction	Dunnsabee Avenue	Deckner Avenue	$61,650.00	
D	Sevilla Avenue	COA CIP	DPW-06-0009	Roadway Improvements	Unpaved Street Paving	Dill Avenue	Erin Avenue	$350,000.00	2007
E	Jonesboro-McDonough Plaza	COA CIP	DPW-05-0174	Pedestrian	Jonesboro/McDonough/Gaskin, Livable Communities/Activity Centers			$445,000.00	
F	Metropolitan Parkway and Manford Road	COA CIP	DPW-05-0343	Intersection Improvements	Part of Metropolitan Parkway streetscape B project			$53,750.00	2007
G	Metropolitan Parkway/Stewart Avenue - A	COA CIP	DPW-05-0344	Pedestrian	Phase 1 Deckner Avenue to Claiplan (1 side of the street only); Gateway feature / Monument at RDA intersection	Deckner Avenue	Claiplan	$1,075,000.00	2007
H	Metropolitan Parkway/Stewart Avenue - B	COA CIP	DPW-05-0344	Pedestrian	Phase 2. Sidewalks and pedestrian improvements at University Avenue intersection. Streetscape improvements from Deckner to University (Both Sides of Street)	Deckner Avenue	University Avenue	$1,075,000.00	2007
I	Murphy Avenue	COA CIP	DPW-05-0382	Sidewalk Improvements		Interstate 20	Lakewood Freeway	$200,000.00	2006
J	Pryor Road Streetscape	COA CIP	DPW-05-0443	Pedestrian	Sidewalks and pedestrian improvements from south of University Ave to Pryor Circle	University Avenue	Pryor Circle	$1,146,840.00	2007
M	Metropolitan Parkway	COA CDP	2004 - 9-2: 25	Intersection Improvements				$7,500,000.00	2013
N	McDonough/University/Ridge/Hank Aaron	COA CDP	2004 - 9-2: 31	Intersection Improvements				$1,500,000.00	2009
O	Atlanta Avenue	COA CDP	2004 - 9-14: 13	Pedestrian Facilities		Pulliam Street	Hill Street	$292,000.00	2019
P	Capitol Avenue	COA CDP	2004 - 9-14: 32	Pedestrian Facilities		Ormond Street	University Avenue	$256,000.00	2009
Q	Dill Avenue	COA CDP	2004 - 9-14: 49	Pedestrian Facilities		Metropolitan Parkway	Sylvan Road	$219,000.00	2019
R	Haygood Avenue	COA CDP	2004 - 9-14: 82	Pedestrian Facilities		Crew Street	Martin Street	$146,000.00	2009
S	Hill Street	COA CDP	2004 - 9-14: 84	Pedestrian Facilities		Ormond Street	CSX Railroad	$183,000.00	2009
T	Vanira Avenue	COA CDP	2004 - 9-14: 178	Pedestrian Facilities		Capitol Avenue	Connally Street	$146,000.00	2019
U	Washington Street	COA CDP	2004 - 9-14: 183	Pedestrian Facilities		Ridge Avenue	Ormond Street	$183,000.00	2009
V	Windsor Street	COA CDP	2004 - 9-14: 186	Pedestrian Facilities		University Avenue	Roy Street	$51,000.00	2009
W	Hill Street	COA CDP	2004 - 9-15: 40	Greenway Trails and Corridors		Atlanta Avenue	Milton	$100,000.00	2009
X	Deckner Avenue	COA CDP	2004 - 9-15: 65	Greenway Trails and Corridors		Metropolitan Parkway	Sylvan Road	$120,000.00	2009
Y	McDonough Boulevard	Jonesboro Road RPU	J-34	Pedestrian	New Sidewalk, north side	Jonesboro Road	University Avenue	$146,000.00	2009

BeltLine
Atlanta Connected

BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Existing Transportation Projects

LEGEND
BeltLine
MARTA Rail
Transit Station

Prepared by
TSW

August 23, 2007

SCALE IN FEET

University Avenue

A slight discrepancy exists along University Avenue between the BeltLine Redevelopment Plan and the Pittsburgh Community Redevelopment Plan. While both plans call for job-supporting land uses, the Pittsburgh Community Redevelopment Plan is more focused on industrial land uses. The BeltLine Redevelopment Plan vision consists of a blend of park space and new mixed-use developments, generally ranging from four to eight stories.

Pryor Road at University Avenue

At the intersection of Pryor Road and University Avenue there are no conflicts between previous efforts. It is recommended that the area contain a mix of uses, with office/institutional uses south of University and low density commercial uses to the north. Medium to high density residential uses are recommended adjacent to the BeltLine.

Jonesboro Road/South Atlanta

The discrepancies between the Jonesboro Road Redevelopment Plan and the BeltLine Redevelopment Plan are also minor. The Jonesboro plan calls for mixed-use development typical of an urban core zone at the intersection of Hank Aaron Drive, Ridge Avenue, University Avenue, and McDonough Boulevard, with more residential (but still mixed-use) land uses to the south. This is compatible with the BeltLine Redevelopment Plan's recommendations for varying intensities of mixed-use in this area.

Peoplestown Neighborhood

The vision of the Peoplestown Community Redevelopment Plan 2006 Update and the BeltLine Redevelopment Plan are generally consistent as well. Both envision preserving industrial uses on Ridge Avenue with a primarily residential (but mixed-use) area to the east. The greatest discrepancy in this area is along the south side of Boynton Avenue, where the neighborhood envisions a park, but the previous BeltLine plan shows five to eight story medium density residential.

Relation to Previous Studies: Transportation

Many transportation projects are currently planned or underway in the subarea, as shown on the map on page 11. All major corridors have some form of proposed projects, including possible roadway improvements, intersection improvements, new pedestrian facilities, and future greenways and corridors. Coordination among efforts is a key component to having a successful end product. Many trails and parkways are also planned for the immediate surrounding areas, linking to the BeltLine.

Note: Please refer to the Transportation Impact Report for further information on existing transportation plans

Existing Roadway Network

Subarea 2 consists of a diverse transportation infrastructure comprised of local streets, collectors, and principal arterials. These facilities must serve the multimodal travel needs of those with trips originating and/or ending within the subarea, and of those who travel through it. In order to plan for future demand resulting from the implementation of the BeltLine, it is important to comprehensively assess the existing conditions of these facilities. In doing so, transportation deficiencies that may adversely affect safety, mobility, and quality of life - both now and in the future - can be addressed. This section summarizes the findings from this assessment.

The first step in evaluating transportation facilities in the subarea is to accurately characterize their intended function. The functional classifications of key facilities are shown in the map on the following page.

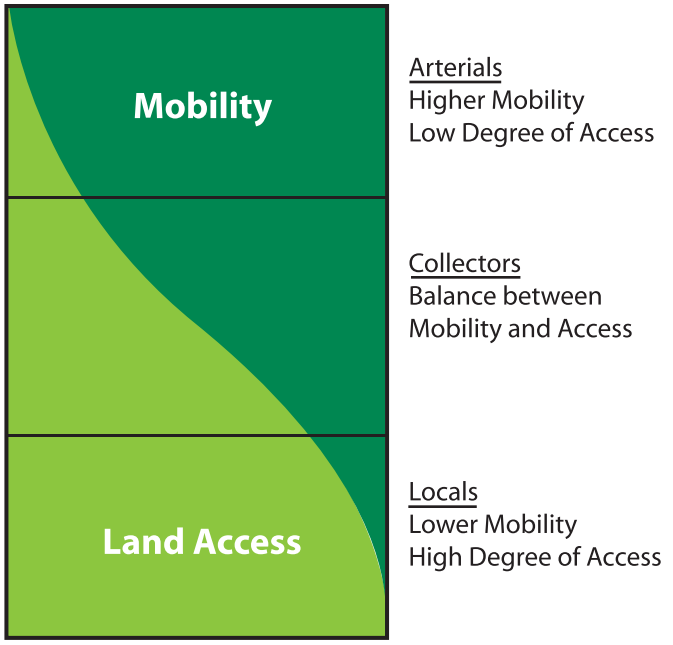
Key Facilities

Lee Street is a collector street that runs along the western border of subarea 2, parallel to Murphy Street (a minor arterial) and the MARTA rail line. Within the subarea, this roadway varies between a four-lane and five-lane cross-section at several locations, with left and right turn lanes. The roadway's terrain level in some segments and rolling in others. The speed limit varies from 35 to 40 miles per hour. The development adjacent to the roadway is primarily commercial, but also includes multi-family residential and military facilities.

Murphy Avenue runs parallel to Lee Street along the western border of the subarea. This roadway has a two-lane cross-section with a speed limit of 30 mph. Murphy Avenue has relatively wide through lanes and narrow left and right turn lanes (9 to 10 feet). The adjacent development is commercial and industrial with a low driveway concentration. The terrain along this roadway is primarily rolling.

Dill Avenue is an east-west local street with a two-lane section which opens to four lanes between Murphy Avenue and Lee Street. The speed limit along it varies from 30 to 35 mph. The adjacent land use consists of residential and commercial development, with driveway concentrations that vary from low to high. The lane widths are relatively wide and accommodate on-street parking between Division Place and Murphy Avenue. Dill Avenue's terrain is generally rolling.

Figure 1: Relationship of Functional Classification Highway Systems in Serving Traffic Mobility and Land Access.



(Source: Safety Effectiveness of Roadway Design Features, Vol. 1, Access Control, FHWA, 1992)

Sylvan Avenue is a two-lane local street with a speed limit of 35 mph. Between Genessee Avenue and Dill Avenue, it is part of a school zone. The adjacent land use also includes industrial and commercial development. Between Dill Avenue and Warner Street, this roadway has on-street parking. Sylvan Avenue has a mixture of rolling and level terrain.

University Avenue is an east-west collector that extends through a primarily commercial area. The roadway's cross-section transitions from three to four lanes, and subsequently to five lanes in the vicinity of I-75/I-85. There are raised medians of various widths in certain segments of the roadway. This roadway has primarily a rolling terrain with a speed limit of 35 mph.

Avon Avenue is a local, two-lane street with a speed limit of 30 mph. This roadway has a relatively wide cross-section that accommodates unrestricted parking. Avon Avenue is among the shortest of the streets in the subarea, extending between Allene Avenue and Murphy Avenue.

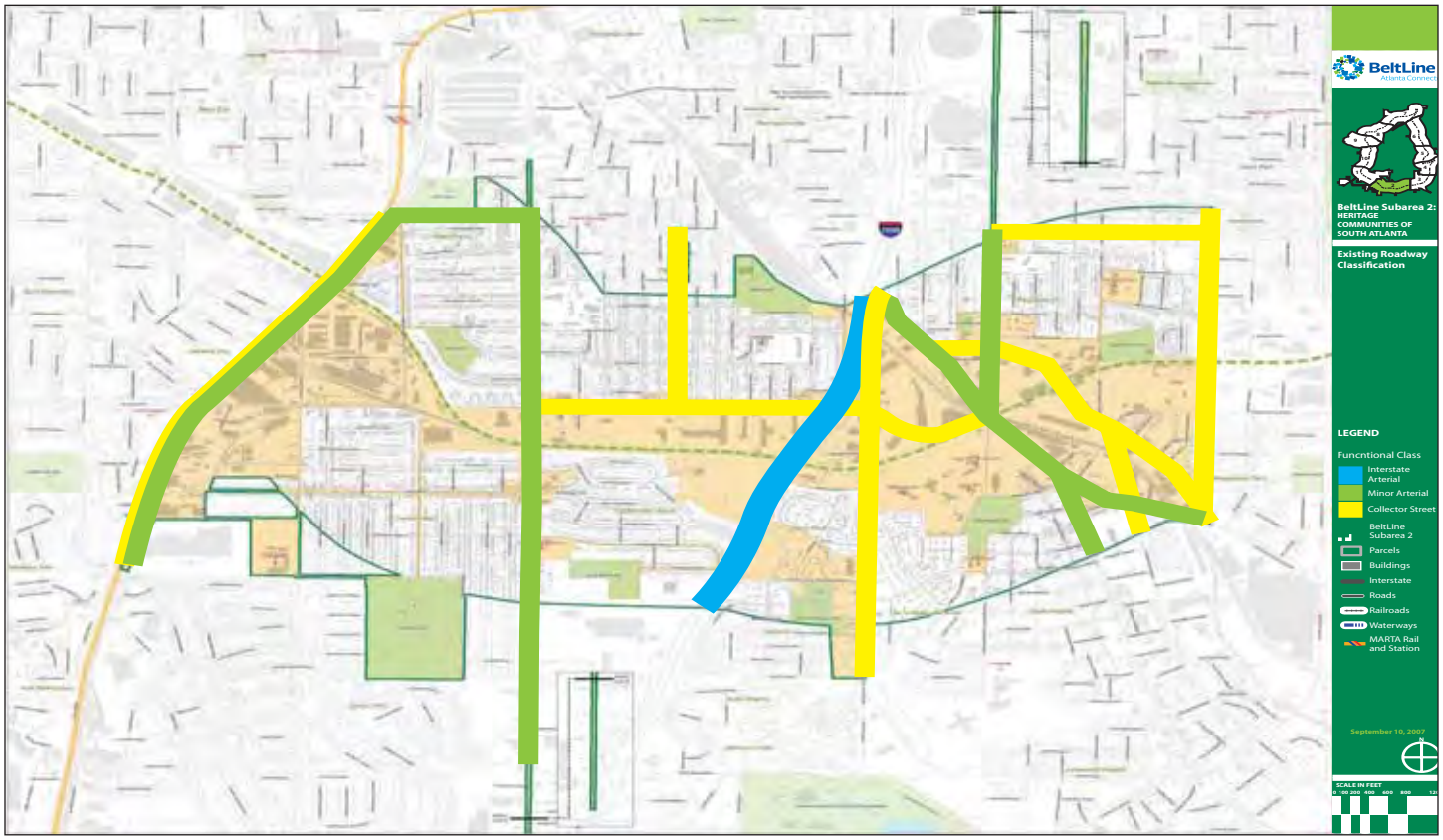
Metropolitan Parkway is a north-south roadway with a four-lane cross-section. The facility has residential, retail, educational, and commercial developments. Metropolitan Parkway has a speed limit of 35 mph and a consistent rolling terrain. The lanes along this roadway are relatively narrow, with an average width of 10 feet. This roadway is classified as a minor arterial.

McDonough Boulevard is a minor arterial with a level terrain. Within the subarea, McDonough Boulevard has a consistent cross-section of two lanes. North of University Avenue, the street name changes to Ridge Avenue. For a short segment of Ridge Avenue, the cross-section opens to three lanes. McDonough Boulevard/Ridge Avenue runs through a commercial area with a speed limit of 35 mph. There is also a portion of the roadway that runs adjacent to a school.

Network Traffic Controls

A review of the traffic controls for key intersections in the study area was conducted, including detailed inventory of traffic signal timing and phasing parameters. Of the study intersections, there is a nearly equal number of signalized and unsignalized intersections. The map on the following page shows the location of the study intersections throughout the subarea, as well as the type and mode of operation.

From I-75/85 to the east there is a cluster of signalized study intersections that operate in "free" mode. This type of operation indicates that the intersections have variable cycle lengths and are not coordinated with the surrounding traffic signals. The cycle length is the time required for the traffic signal to complete one full sequence of serving all traffic movements. This type of operation may lead to limited progression along a roadway. Progression is simply the ability of the traffic signal system to provide continuous green lights for vehicles traveling in the peak direction. The intersections east of I-75/85 that operate in



Existing Roadway Classifications

"free" include:

- McDonough Boulevard and Lakewood Avenue
- Lakewood Avenue and Milton Avenue
- McDonough Avenue and Jonesboro Road
- University Avenue and Hank Aaron Drive/Ridge Avenue/McDonough Boulevard

On the west end of subarea 2, there are traffic signals along Metropolitan Parkway, Lee Street, and a single traffic signal on Sylvan Road at its intersection with Dill Avenue. The remaining eight intersections are stop-controlled. The signalized study intersections on Metropolitan Parkway have different cycle lengths for the a.m. and p.m. peak periods. These three intersections have a.m. cycle lengths of 90 seconds and p.m. cycle lengths of 100 seconds. Having a consistent cycle length for intersections along a roadway provides the opportunity for progression, which helps to efficiently move major street traffic during peak traffic conditions. The signalized study intersections along Metropolitan Parkway include:

- Metropolitan Parkway and Lynnhaven drive
- Metropolitan Parkway and Dill Avenue
- Metropolitan Parkway and University Avenue

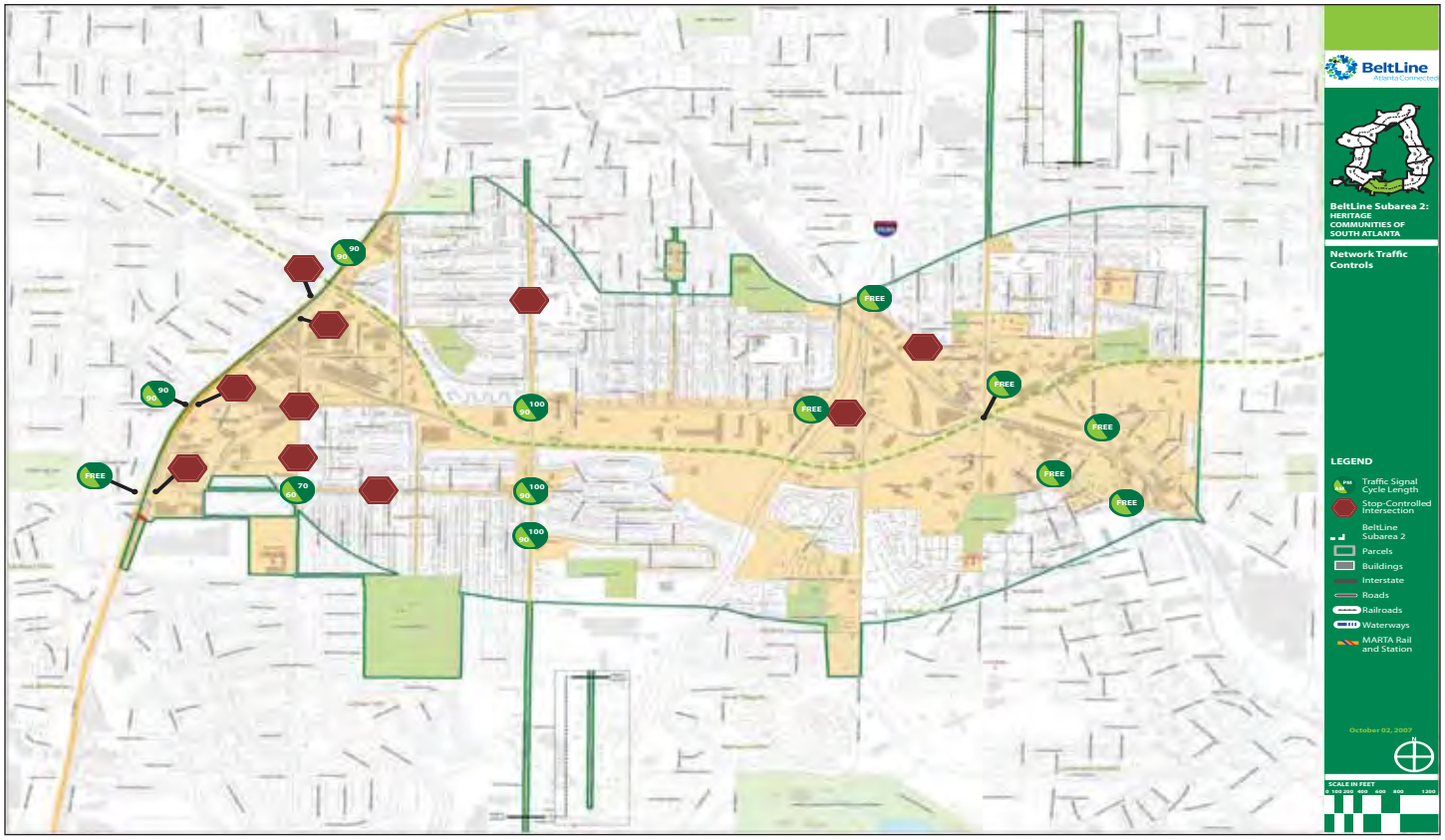
The two study intersections along Lee Street, at Whitehall Street and Avon Avenue, also have identical AM and PM peak period cycle lengths of 90 seconds.

Existing Rail and Bridge Infrastructure

Field observations were conducted of the existing rail and bridge infrastructure in subarea 2 to ascertain how these elements are integrated into the overall transportation framework.

Within subarea 2, bridge structures are located on Sylvan Road, Dill Avenue, and Pryor Road. MARTA rail travels over the roadway at the bridge structure on Sylvan Road (STRUCTURE ID 121-5207-0). This location is shown at center right. This bridge is a locally-owned bridge. The inspection notes reviewed included the following summary:

- This non-roadway structure was inspected for



Network Traffic Controls

clearances only. The minimum vertical clearance does not require posting.

The bridge structure on Dill Avenue actually includes three structures at the same location (ID 121-5212-0, 121-52130, and 121-5204-0) that are locally-owned bridges.

The inspection notes for these structures include the following summary:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting.

On Pryor Road, there are two bridge structures within the subarea. The first of these is the CSX Railroad over Pryor Road (ID 121-0525-0). There is also local inspection of these structural components. The inspection notes for this structure include the following summary:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting.

The other structure is the Southern Railroad over Pryor Street (ID 121-0524-0). The inspection of the structural components is a local responsibility. The inspection notes for this structure include the following summary:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting.

Rail infrastructure exists throughout the subarea. In many areas the rail proves to be intrusive and creates hindrances for pedestrians. In many cases the rail disrupts pedestrian pathways and crossings and does not complement the transportation network. The abandoned portions of rail lines further exacerbate these conditions. A discussion of the impact of the rail infrastructure on pedestrian mobility is provided below.

There are some instances where rail lines cut through major intersections and may have impacts on mobility and safety. Intersections such as University Avenue and Hank Aaron Drive/Ridge Avenue/McDonough Boulevard have a complex geometry and the associated mobility issues make

Dill Avenue under MARTA and CSX rail bridges


Sylvan Road under MARTA bridge


Pryor Road under CSX railroad bridge

Pryor Road under Southern Railroad

Rail bridge at Hank Aaron Dr./University Ave./McDonough Blvd.

the presence of rail an added complexity that is potentially problematic. The configuration of this intersection is shown above.

Walkability and Bikeability Survey

A walkability survey was conducted to determine the adequacy of pedestrian facilities throughout the subarea along the key roadways. Subarea 2 currently does not have bicycle facilities, so the focus for this effort is directed towards pedestrian facilities that are potentially used by cyclists as well. However, given the condition of pedestrian facilities, which is detailed below, cyclists are assumed to be using vehicular lanes and shoulders as bikeways.

In certain areas, lane widths are sufficient to accommodate bicycle traffic, but this width may at times be occupied by parked vehicles. In other instances, the stretch of roadway with sufficient width may be too short to be a practical route.

Lane Width Summary

Lee Street. The lane widths are approximately 12 feet along the entire cross section.

University Avenue. The roadway lane widths vary between 10 feet and 12 feet. For a short stretch of University Avenue west of Metropolitan Parkway, the total street width is 32 feet (unmarked).

Metropolitan Parkway. The roadway lane widths are 10 feet; and likely impractical for bicycle traffic.

Dill Avenue. Between Metropolitan Parkway and Murphy Avenue the marked eastbound and westbound lane widths are 14 and 18 feet, respectively. However, there is some parking in the travel-lane along the shoulder for a portion of this roadway. From Murphy Avenue to Lee Street the lanes narrow to 10 feet.

Sylvan Avenue. This roadway has a total cross-section width ranging from 32 feet to 40 feet. The bidirectional lane widths vary along the roadway. There is on-street parking between Dill Avenue and Warner Street.

Murphy Avenue. The north and southbound lanes are wider in some sections (15 to 18 feet), but narrow (from 10 to 12 feet) to accommodate turn lanes in certain segments. There is no on-street parking along this roadway within the subarea.

Avon Avenue. This roadway has a wide unmarked cross-section of 34 feet along a commercial/ industrial roadway. This roadway segment is approximately 1,500 feet in length.

McDonough Avenue. The continuation of this roadway as Ridge Avenue has relatively wide lanes for the north and southbound lanes, which are 18 feet and 14 feet, respectively. However, when the northbound direction becomes two lanes, the width is greatly reduced. Along McDonough Boulevard, the widths are a standard range of 10 to 12 feet. However, for short segments both northbound and southbound lanes are 17 feet wide.

It should be noted that although sufficient width exists in some areas, the pavement conditions may undermine the current suitability for bicycle traffic. Some roadways are inundated with pot holes and intersected by rail lines.

In order to obtain a better understanding of the needs of all pedestrians, identify potential safety and operational issues, and develop necessary measures to improve pedestrian facilities, a formal walkability survey was conducted throughout the subarea. This field survey is based on the July 2007 edition of *"Pedestrian Road Safety Audit Guidelines and Prompt Lists (Report No. FHWA-SA-07-007)"* by the Federal Highway Administration (FHWA).

For the purpose of this field walkability survey, the transportation network throughout the subarea was categorized into the following four zones, each identified with a letter A-D, related to pedestrian mobility, accessibility and safety:

- Zone A: Streets
- Zone B: Street Crossings
- Zone C: Parking Areas/Adjacent Developments
- Zone D: Transit Areas

For each zone, three major topic areas and nine subtopic categories were carefully evaluated in the field, as shown in Table 1.

Lee Street Pedestrian Facilities

Lee Street has a variety of pedestrian mobility issues. Along the length of the roadway, sidewalks are only available on the west side of the street. One of the immediately recognizable issues is the need for sidewalk improvements. Pedestrian accommodations must be maintained so as to be in compliance with local, state, and federal standards of accessibility.

Table 1: Walkability Survey Topics & Subtopics.

Walkability Survey Topics and Subtopics	
Topic	Subtopic
Pedestrian Facilities	1. Presence, Design, and Placement
	2. Quality, Condition, and Obstructions
	3. Continuity and Connectivity
	4. Lighting
	5. Visibility
Traffic	6. Access Management
	7. Traffic
Traffic Control Devices	8. Signs and Pavement Markings
	9. Signals

(Source: FHWA Pedestrian Road Safety Audit Guidelines & Prompt List)

Upon initial review, it was noted that in some areas, driveways are adjacent to pedestrian crossings, increasing the potential for conflicts between motorists, bicyclists and pedestrians. The alignment and clearance of many of the crosswalks is also an issue. In many cases, there is insufficient spacing between stop bars and crosswalks. In other instances, drainage structures are located at the end of crosswalks, limiting accessibility and introducing a potential hazard.

In initial observations, it was noted that the high level of vehicular traffic does not appear to allow sufficient gaps for pedestrians attempting to cross Lee Street during peak periods. Also, a majority of the pedestrian signal push buttons along the roadway do not meet the Americans with Disabilities Act (ADA) standards. Below are examples of some locations investigated which had significant pedestrian walkability issues.

The intersection of **Lee Street/Murphy Street and Whitehall Street** is an example of a problematic location for pedestrians. The presence of the railroad crossing between Lee Street and Murphy Street does not accommodate pedestrians or provide ADA accessibility. The marked crossing, which is somewhat degraded, is not continuous. Ramps and proper landing areas are not available for pedestrians in some locations. The layout of the intersection is pictured at right. The center right image provides a street-level perspective of the crossing at this intersection.

Layout of Lee Street/Murphy Street and Whitehall Street

At the intersection of **Lee Street and Avon Avenue**, the pedestrian crossing is approximately 90 feet from the intersection. This appears to be related to the skew of the intersection and the necessary clearance required for accommodating the minimum turning radius. The distance of the crossing from the intersection limits the ability of pedestrians to identify the appropriate Lee Street crossing. Additionally, the pedestrian signals for this crossing are positioned at the opposite corner of the intersection. Another factor related to the placement of the crossing is driver expectancy. Drivers typically anticipate conflicts within intersections. Thus, drivers may believe that they've cleared the intersection and are not anticipating a potential conflict at this distance. The image at below right shows the spacing between the crossing and Avon Street.


Lee Street/Murphy Street and Whitehall Street

The intersection of **Lee Street and Campbellton Road** has a high volume of heavy vehicles (i.e. large tractor trailers) making wide turns. Given that this intersection provides pedestrian refuges to accommodate its wide geometry, the presence of wide turning vehicles and their infringement on those refuge areas should be a consideration

Murphy Avenue Pedestrian Facilities

Within the subarea limits, **Murphy Avenue** is relatively unsuitable for pedestrian travel. The walking surfaces are not adequate or well maintained. These areas appear to require maintenance and repair, such as routine clearing and surface improvements to meet ADA standards.


Crossing at Lee Street and Avon Avenue

Although some intersections along this roadway

have pedestrian crossings on either side, others, such as the intersection of Murphy Avenue at Avon Avenue, have no marked crossings or stop bars.

There are several discontinuities in the sidewalks along both sides of the roadway. The location of the sidewalk shifts from one side of the roadway to the other. In some segments, there are no sidewalks on either side of the road.

The intersection of **Murphy Avenue and Sylvan Avenue** is an example of an intersection that requires a significant amount of maintenance and improvement. This area has a sub-standard crosswalk layout with no stop bars, curb ramps, or refuge areas. Also, the lack of pedestrian signals may create difficulties for pedestrians crossing the intersection, especially during peak hours. The railroad crossing introduces additional mobility challenges for pedestrians, particularly for those who are disabled.

Avon Avenue Pedestrian Facilities

The overall condition of the pedestrian facilities along this roadway is very poor, an example of which is captured in the image at right.

Sidewalks exist on Avon Avenue on only one side of the roadway throughout the majority of its length. There is a lack of continuity and connectivity along the path. For the most part, the sidewalks require intensive obstruction removal, followed by major repairs and improvements.

Although there are sufficient gaps in vehicular traffic to allow pedestrian to cross, there are not many roadside locations for pedestrian refuge. Some areas appear hazardous due to the lack of crosswalks and stop bars. Additionally, there are no pedestrian signals located along this roadway.

The intersection of **Sylvan Road and Avon Avenue** provides significant challenges for pedestrians. This is a four-way intersection with an abandoned railroad track cutting through its center. The crosswalk at this location does not terminate at the ramp location. The top right image shows the location of the curb ramp in relation to the crosswalk. This introduces a potential hazard

Layout of Lee Street and Campbellton Road


Murphy Avenue Pedestrian Environment


Avon Avenue Pedestrian Environment

for disabled, particularly for visually impaired, pedestrians, because there is not a direct alignment with the appropriate crossing path.

Dill Avenue Pedestrian Facilities

The study area along Dill Avenue is mainly residential. The conditions along some parts of the roadway and sidewalks appear to be substandard. The image at right shows a stretch of sidewalk that is fully overgrown. There are cracks, craters, trash, overgrown vegetation and many obstacles along the pedestrian path. In one instance, the trunk of a tree blocks nearly the full width of the sidewalk.

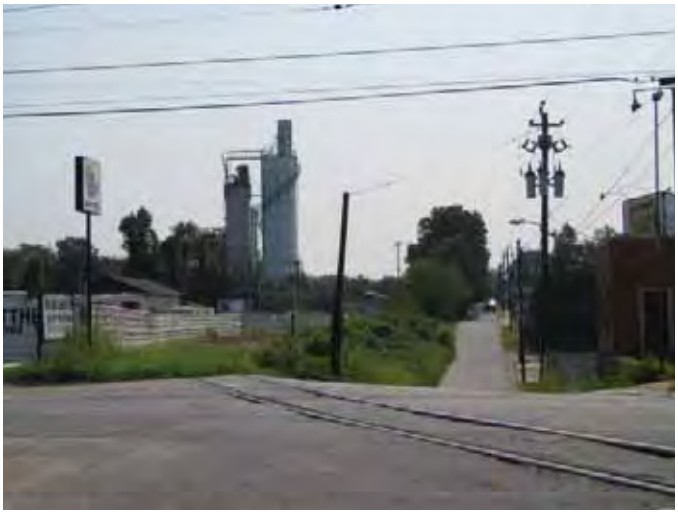
In some areas, driveways are close to crosswalks at intersections, making walking in these areas problematic. At several of the intersections along this roadway, there are no crosswalks, stop bars, curb ramps, or pedestrian signals.

To improve conditions for walking along Dill Avenue, proper maintenance along with the installation of pedestrian signal equipment and accommodations such as sidewalks, crosswalks, and ramps are required. Below are further examples of locations investigated along Dill Avenue with significant walkability issues.

Conditions at the intersection of **Dill Avenue and Murphy Avenue** reflect many of the issues cited above. The bus stops and rail station one block away from this intersection makes pedestrian safety and accessibility a priority. This intersection is shown at the lower right of the page.

The intersection at **Dill Avenue and Sylvan Road** has many of the aforementioned walkability issues, and was identified during the field survey as one of the intersections where these issues are most severe. This intersection has bus stops, which make the need for adequate pedestrian facilities crucial.

At this intersection there are no suitable landing areas available on some corners. The landing areas examined had uneven surfaces, ditches and obstructions such as the one shown at right. In some areas it is difficult to differentiate between the sidewalk and the roadway.



Crossing Alignment at Sylvan Road and Avon Avenue

Dill Avenue sidewalks lack wheelchair ramps and are broken in many places

Pedestrian Crossing at Dill Avenue and Murphy Avenue

The crosswalks at this intersection are sub-standard. This intersection does not have pedestrian signals or stop bars. It was also noted that the crossing pavements were not well maintained.

Sylvan Road Pedestrian Facilities

Sylvan Road poses a variety of pedestrian and mobility challenges. There are many obstructions along the sidewalks on Sylvan Road, and they are in need of substantial maintenance. The majority of the roadway does not comply with current ADA accessibility standards.

There are a limited number of pedestrian traffic signals along Sylvan Road. The at-grade railroad crossing near **Warner Street** does not accommodate pedestrian accessibility. The pavement markings for stop bars and crosswalk are either missing or substantially degraded at the railroad crossing.

The intersection of **Sylvan Road at Arden Avenue** was closely examined due to its close proximity to a school. One observation was the lack of stop signs and stop bars at this unsignalized intersection. Also, the crosswalk markings are significantly degraded. A bus stop is located in an area with a narrow platform next to a retaining wall.

Metropolitan Parkway Pedestrian Facilities

Metropolitan Parkway has many pedestrian obstructions. There are areas where utility poles, located in the middle of the sidewalk, block the pedestrian pathway. The upper image on the following page shows an example of one location where utility poles pose a hazard to pedestrians. Also overgrown foliage covers a substantial portion of the sidewalks throughout.

The lack of adequate signage and legible pavement markings is a consistent problem along Metropolitan Parkway. For the most part, crosswalks and stop bars are either missing or worn. Where pedestrian signal heads are provided, push buttons are not ADA accessible. The pavement conditions for crosswalks are poorly maintained.

The intersection of **University Avenue and Metropolitan Parkway** has many uneven pavement surfaces. Currently, there are roadway

Curb Degradation at Dill Avenue and Sylvan Road

Pavement Conditions at Dill Avenue and Sylvan Road

Sylvan Avenue Pedestrian Environment

A number of pedestrian mobility issues exist along University Avenue.

construction projects and sidewalk disturbances taking place along a large portion of the roadway.

University Avenue Pedestrian Facilities

University Avenue has a number of pedestrian mobility issues such as those described in previous sections of this document. In most segments of the roadway, the pedestrian paths have some degree of obstruction. Overgrown shrubs, trees and utility poles are some of the obstacles pedestrians encounter. Sidewalks or walkable shoulders are not continuous on both sides of the roadway. In some areas, the walking surfaces are too steep which could pose a problem for the elderly and disabled.

A significant portion of the roadway does not conform to current ADA standards. Curb ramps are either missing or substandard in design for wheelchair access.

At the intersection of **University Avenue and Southbound Ramp to I-75/85** the ramp intersections have wide radii that may limit the visibility between pedestrians and motorists while simultaneously contributing to higher speeds for turning vehicles.

The intersection of **University Avenue at Hank Aaron Drive and McDonough Boulevard** is a complex five-leg intersection, which presents many accessibility concerns. This intersection has multiple movements and wide turning radii that promote high-speed turning movements. There are no raised medians for pedestrian refuge or painted crosswalks. There are also railroad tracks crossing through the intersection. Additionally, the placement of the traffic signal push-buttons is not in compliance with ADA standards. The image at right shows the intersection layout, while the image on the following page shows a street level perspective of the crossing.

Pole in Sidewalk on Metropolitan Avenue

Corner Construction on Metropolitan Avenue

University Avenue/Hank Aaron Drive/McDonough Blvd.

Pryor Street Pedestrian Facilities

The areas along **Pryor Street** investigated may only require minor improvements. The condition of transit shelters seems to be the only major problem south of University Avenue. One of the bus shelters studied did not appear appropriately designed or placed. Also, there are large areas with insufficient landing platforms for pedestrians.

Hank Aaron Drive Pedestrian Facilities

Hank Aaron Drive has a number of pedestrian mobility issues described in previous sections of the narrative. The southern end of Hank Aaron Drive is in a poor state, while the northern section has more satisfactory conditions. This great contrast is related to the sidewalk conditions and roadway crossings.

In the southern area, walking surfaces are not adequate or well maintained. Sidewalks are in very poor condition and in some areas walking sections are very steep. In addition, this southern stretch does not comply with ADA guidelines. The photo at right represents a sidewalk area at the southern end of Hank Aaron Drive.

In a number of areas, driveways create conflicts for pedestrians where they intersect sidewalks and shoulders. The area near **Haywood Avenue** is one example of this.

The intersection of **Hank Aaron Drive and Milton Avenue** has many different types of pedestrian obstructions (utility poles, trees, fire hydrant and more). The image at right depicts an example of the obstructions at this intersection.

Conversely, the northern portion of Hank Aaron Drive/Hank Aaron Drive, near the intersection of **Fulton and Memorial Drive**, appears to be in satisfactory condition. Adequate sidewalks and pedestrian lighting are apparent along this segment. There is also a pedestrian bridge connecting two large parking areas on both sides of the roadway.

McDonough Boulevard Pedestrian Facilities

Of all the study roadways, McDonough appears to have the greatest need for pedestrian improvements. Many crossing points are not in

Crossing at University Avenue/Hank Aaron Drive/McDonough Avenue

Hank Aaron Drive Pedestrian Environment

Hank Aaron Drive and Milton Avenue

Of all the key facilities in the study area, McDonough Boulevard appears to have the greatest need for pedestrian improvements.

compliance with the ADA standards throughout most of the roadway. Additionally, some bus stop signs are not well located.

In some areas pedestrian walking surfaces are not adequate or well maintained. Sidewalks currently have many obstructions (utility poles, trees, and overgrown foliage) and are not continuous on either side of the street. In addition, driveways are positioned close to intersection crossings.

The intersection of **McDonough Boulevard and Jonesboro Road,** shown at above right, is skewed with wide turn radii. As a result, vehicles may make higher speed turning maneuvers in conflict with pedestrians.

The intersection at **McDonough Boulevard and Lakewood Avenue** is inundated with utility pole obstructions. These poles not only block pedestrian travel paths and landing areas, but obscure their vision as well. This intersection also has inadequate pedestrian curb ramps. The available curb ramps are not properly aligned with the crosswalks. An example of one of the corners is shown below.

Another problem at this intersection is the position of catch basins and pavement drainage inlets, within the crosswalk path. The crosswalk pavement markings and stop bars in some areas are worn beyond recognition. There is also no pedestrian signal. The photographs at right show some of the issues described.

The Walkability Survey of subarea 2 reveals common problems throughout most of the roadways. Below is a list of these issues:

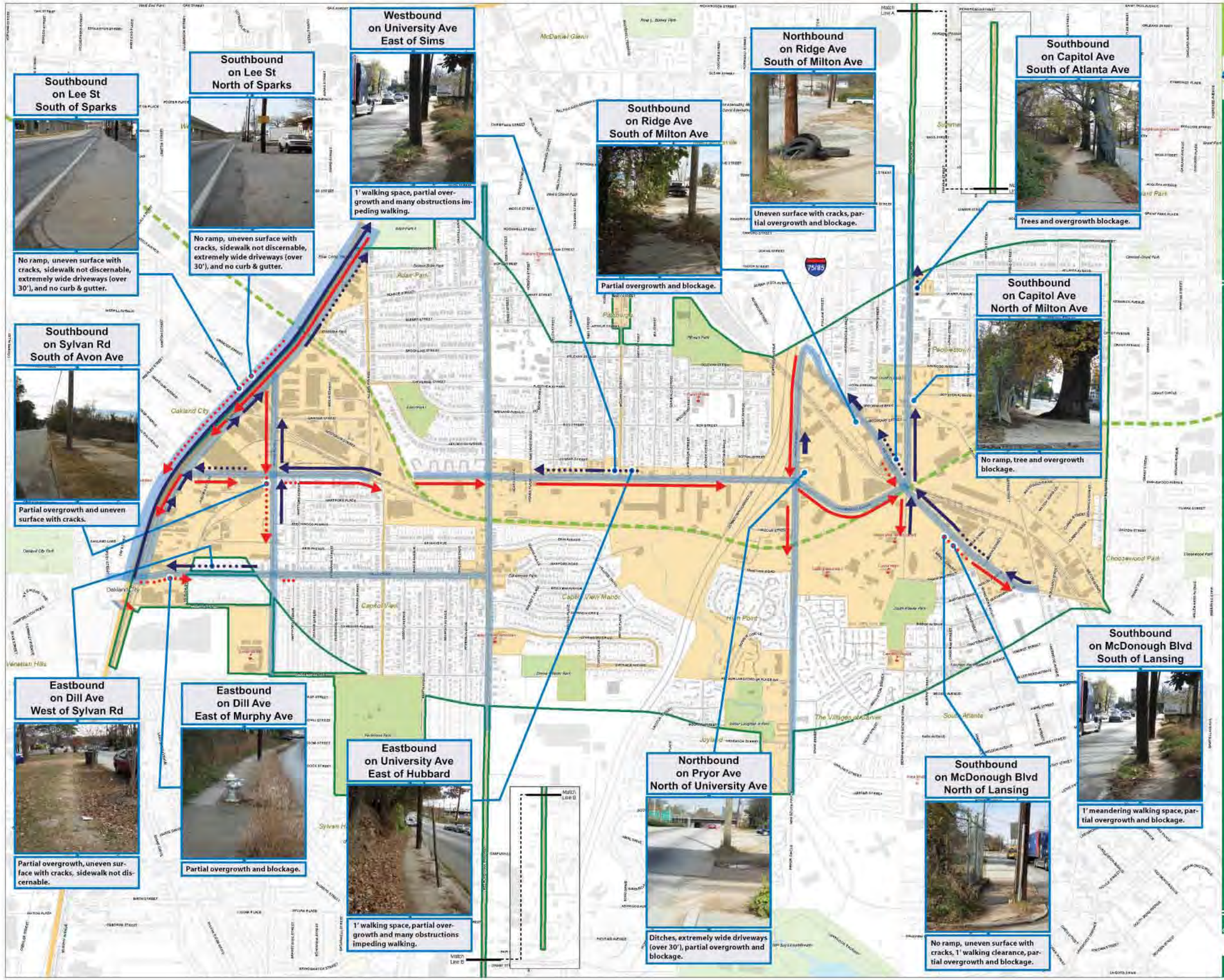
- Crossing points are not in compliance with the ADA standards. Ramps are not adequately provided. Pedestrian signal push buttons are not ADA accessible.

Corner of McDonough Boulevard and Lakewood Avenue

Crossing Alignment with Drainage Grate at McDonough Boulevard and Lakewood Avenue

Drainage Grate at McDonough Blvd. and Lakewood Avenue

- Sidewalks/street boundaries may not be discernible to the visually impaired.
- Sidewalks are not adequate and properly maintained. There are too many obstructions (utility poles, trees, shrubs) and damaged surfaces.
- Some crosswalks terminate at catch basins and drainage opening areas.



BeltLine
Atlanta Connected

BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Sidewalk Connectivity

LEGEND

- Corridors Investigated
- Partial Sidewalk
- Sidewalk Non-Existent (Arrows indicate direction)
- BeltLine Subarea 2
- Parcels
- Buildings
- Interstate
- Roads
- Railroads
- Waterways
- MARTA Rail and Station

December 15, 2017

N

SCALE IN FEET
0 100 200 400 600 800 1200

- There are missing or degraded stop bar and crosswalk pavement markings.
- There are missing or broken pedestrian signal push buttons.
- Lighting conditions for pedestrians, may require improvements.

Sidewalk Connectivity

Along with the Walkability Survey, an inventory of sidewalks was conducted along the key roadways in subarea 2. This inventory reiterated many of the issues highlighted by the survey process. During this inventory, staff traveled each of the roadways, in both directions, to note areas where sidewalks or pedestrian pathways are missing or significantly impacted by obstructions and vegetation.

The results of the inventory are depicted in the map on the preceding page. In this map, sections where sidewalks are missing or compromised are indicated by directional arrows. Sections where sidewalks are non-existent and partially impeded are indicated by solid and dashed arrows, respectively. This map is also supplemented with photographs of the varying characteristics of the subarea's pedestrian facilities. While these photographs could not capture all of the many characteristics, they help to create a composite of the conditions throughout the area.

The inventory found that there is a substantial lack of suitable pedestrian facilities on key facilities that provide vehicular connectivity throughout the subarea. One example is University Avenue, which is the primary east-west roadway in subarea 2. There is a substantial lack of pedestrian facilities on the eastbound side of the roadway. There are pedestrian accommodations on the westbound side, with a short segment where the sidewalk has been compromised by overgrowth and potential obstructions.

From the north-south perspective, Lee Street has no sidewalk on the northbound side for its entire length within the subarea. This creates accessibility issues for pedestrians who have destinations to the east. For half of its length in the study area, pedestrian accommodations appear to be substandard and may impose difficulties on the disabled and those with mobility challenges. Murphy Street, which runs parallel to Lee Street, is very limited in its pedestrian accommodations. Murphy Street has nearly no sidewalks on the southbound side of the roadway and discontinuous facilities on the northbound side.

Near the western border of subarea 2, other roadways where the pedestrian facilities are insufficient include Sylvan Road and Avon Avenue. Dill Avenue has a section between Sylvan Road and Lee Street where pedestrian accommodations may pose mobility challenges. This is of notable concern given that this section of Dill Avenue is served by MARTA Bus Route 93.

Along Metropolitan Parkway, pedestrians appear to be well-accommodated with sidewalks along both sides of the roadway. This is a minor arterial, which provides north-south connectivity to the area and is served by a key MARTA bus route. Additionally, sidewalks are provided along Hank Aaron Drive and a substantial portion of Pryor Road. However, there is a section of Pryor Road near University Avenue, where pedestrian facilities on the southbound side of the road are non-existent.

Lastly, McDonough Boulevard has a significant number or segments, where pedestrian facilities are present, but are substandard due to the overgrowth of foliage and other obstructions. The conditions along the northern side of the roadway appear to be mostly non-existent or substandard.

Volume and ADT Information

The traffic volumes throughout subarea 2 are relatively balanced throughout the network. As collector streets, Lee Street and University Avenue are among the three key roadways that carry the highest volume of average daily traffic (ADT).

Metropolitan Parkway, being a minor arterial, carries a bi-directional ADT of approximately 13,100 vehicles per day (vpd). Lee Street has a bi-directional ADT of between 15,000 to 16,000 vpd. The bi-directional ADT along University Avenue varies depending on the segment of the roadway. In

As collector streets, Lee Street and University Avenue are among the three key corridors that carry the highest volume of Average Daily Traffic (ADT).

the vicinity of Metropolitan Parkway, this roadway has a bi-directional ADT of 13,400 vpd. Near I-75/I-85 the bi-directional ADT immediately to the west and east of the interstate are 16,700 and 13,500 vpd, respectively.

The next tier of roadways in terms of traffic volumes are Sylvan Road, Dill Avenue, and Pryor Road, which carry bi-directional ADTs of 6100, 8200, and 11,500 vpd, respectively.

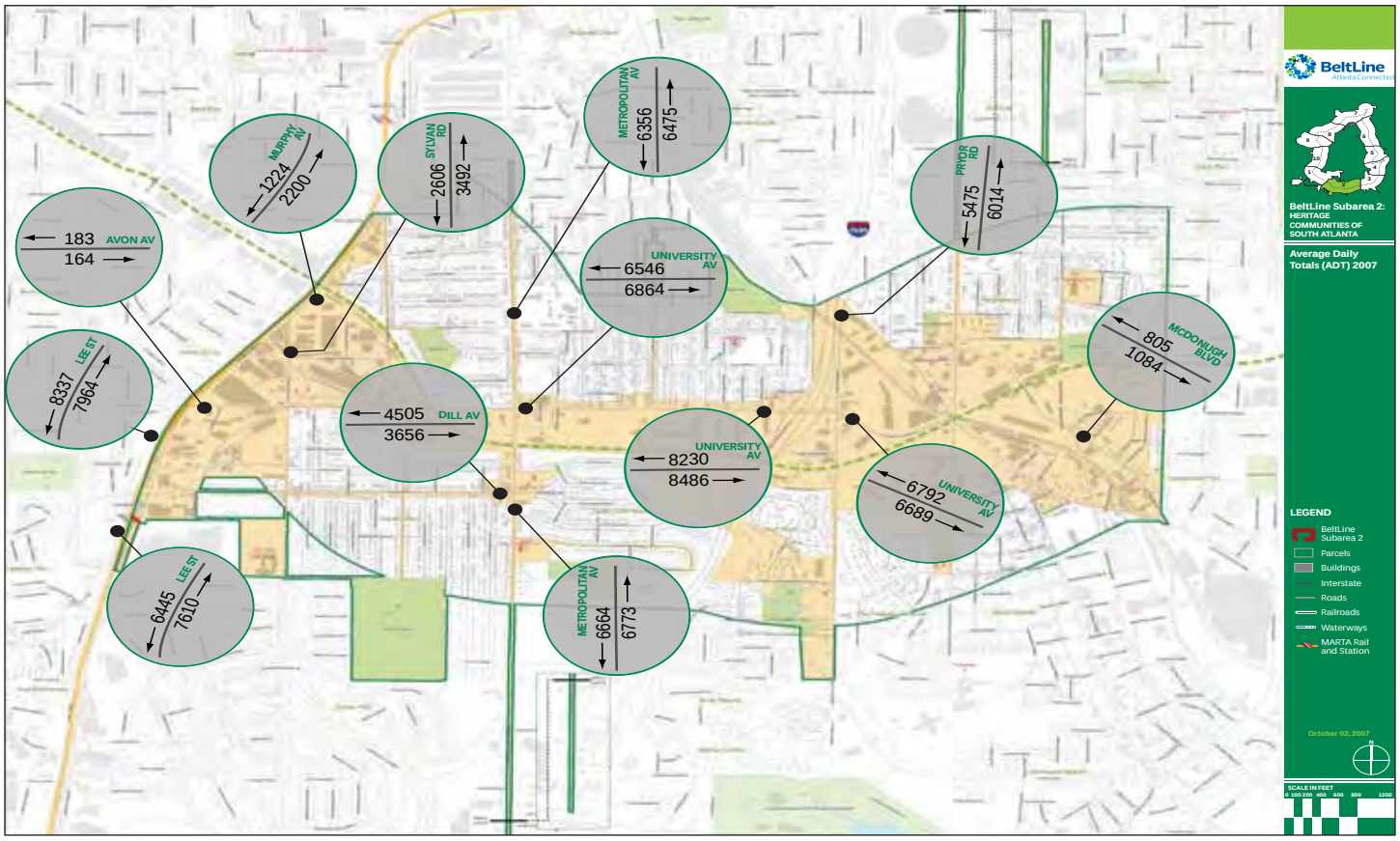
The third tier of roadways includes Murphy Avenue, McDonough Boulevard, and Avon Avenue with bi-directional ADTs of 3400, 1900, and 350 vehicles per day. The subarea ADTs are presented for the key study roadways below. The turning movement counts for subarea intersections are shown on the following page.

Transit Operations

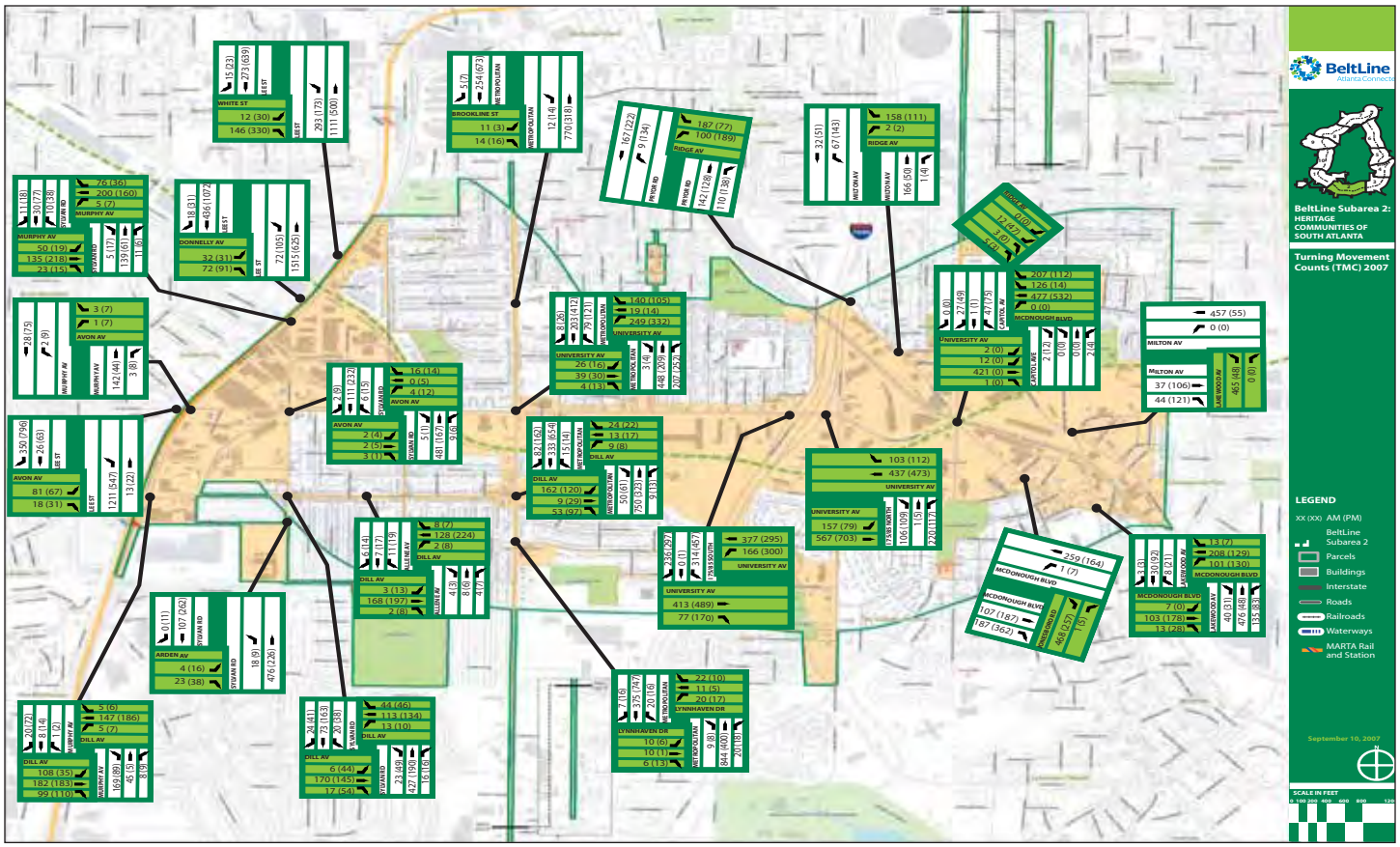
Adequate transit service to provide commute alternatives for those with vehicles, and to provide a means of transportation for those without, is critical to this community. Subarea 2 has a very diverse mix of residential, institutional, industrial, and commercial land uses. Area residents, businesses, employees, students, and patrons rely on transit service. Below are descriptions of the MARTA bus routes which serve this subarea.

Route 4 – McDonough / Grady Hospital

Route 4 traverses subarea 2 via Milton, Weyman, and Ridge avenues. This route provides service to the Georgia State and Five Points rail stations, and to the Grady Hospital complex. Although there are currently no planned projects on these streets, there are improvements planned for several intersecting roadways. Hank Aaron Drive and Washington Street have proposed pedestrian



Average daily traffic counts within the subarea



Turning movement counts

improvement projects programmed that will cross this route along Weyman Avenue. Hill Street has a planned greenways trail and roadway project that intersects this route on Milton Avenue. The BeltLine railway will also bisect this route.

Route 4 serves a relatively low-density portion of the study area, with a mix of development types along its northern and southern ends of the study area. At this time the surrounding land use is heavily industrial, however this is proposed to be replaced in the future by more high- and low-density residential and commercial development, with a concentration of mixed use development along the BeltLine. The higher densities and changes in land use should provide a more transit-supportive environment. The current average daily ridership is **2,493** passengers, likely made up of commuters traveling to and from the industrial employment generators.

Route 11 English Avenue / McDaniel St.

Route 11 buses provide connectivity to the Five Points and Bankhead Rail Stations, and operate within the study area along McDaniel Street, University Avenue, Garibaldi Street, and Fletcher Street. There are no planned improvements along Route 11 in the study area, except for a roadway widening project along University Avenue that is in the long range construction program.

Current land use is primarily single-family and low-density residential. There are a few small office/institutional nodes served by this route, and industrial and commercial nodes along University Avenue, likely acting as primary trip generators. The land use in this area is anticipated to remain basically unchanged in future years.

Route 17 - Inman Park / Lakewood

Within the subarea 2 study boundaries, **Route 17** serves Lakewood Avenue, Jonesboro Road, McDonough Boulevard, Hank Aaron Drive, Crew Street, Haygood Avenue, Weyman Avenue, Ridge Avenue, Washington Street, Pulliam Street, and Vassar Street.

The route provides passengers with access to the

Five Points, Georgia State (weekends only) and Inman Park (weekday only) rail stations. There are five planned roadway projects in this area which may impact transit service. There is a pedestrian improvement project planned for Haygood Avenue; an intersection improvement project at the University / Hank Aaron / McDonough / Ridge intersection; and a pedestrian plaza and sidewalk improvement projects planned along McDonough Boulevard. The University / Hank Aaron / McDonough / Ridge intersection will also be the location of a future BeltLine rail station.

This route serves Turner Field and is heavily utilized during events there. The land use along Route 17 is a mix of low-density industrial and residential land use, with small commercial, multi-family, and vacant property nodes as well. This land use contributes to relatively low ridership–an average of **1,793** passengers per weekday. Future land use is expected to include more mixed use, single-family and low-density residential development, which will likely contribute to higher transit usage.

Bus route 17 serves Turner Field, and is heavily utilized during events at that venue.

Route 42 - Pryor Street / Village of Carver

Route 42 travels along Pryor Street, Arthur Langford Jr. Place, Lincoln Street, Moury Avenue, Middleton Street, and Thirkeld Avenue, and provides service to the Five Points rail station. The Pryor Street route will also provide service to a future BeltLine rail station.

The land uses served by this route are a mix of high-density multi-family housing, industrial, office/institutional, and commercial. This combination of population, employment, and other trip generators provides a transit-supportive environment with an average weekday ridership of **2,535** passengers.

The Existing 15-Year Land Use Plan illustrates that the area is slated for low-density residential and commercial, mixed use and industrial development. There is a Pryor Road Streetscape project currently underway which will provide enhanced pedestrian amenities along that roadway from south of University Avenue to Pryor Circle. A widening project is also planned for University Avenue, an intersecting roadway, in the long range program.

Route 49 - McDonough

Route 49 serves Englewood Avenue, Hill Street, and Ormond Avenue along the northeastern border of subarea 2, an area characterized by industrial and single-family residential development. Future plans for this area forecast more high- and low-density residential development, with neighboring industrial properties as well. This change in land use may increase ridership from its current level of **2,422** passengers per average weekday. The route currently provides service to the Five Points rail station.

A future BeltLine rail station is planned along this route on Hill Street. Pedestrian improvement and greenway trails and roadways projects planned for Hill Street in 2009 will impact operations along this route during construction, but will likely result in a more pedestrian-friendly, transit-oriented, area.

Route 55 - Orchard Knob

Route 55, the Orchard Knob route, traverses the study area via McDonough Boulevard, Lakewood Avenue, and Hank Aaron Drive. It serves a variety of low-density land uses, accounting for a low average ridership of **1,839** boardings per weekday. Changes in land use to more residential and mixed use development should positively affect ridership.

The planned operational and safety improvements at the University/Hank Aaron/McDonough/Ridge intersection will affect this route. This intersection will also be the location of a future BeltLine rail station. There is a pedestrian plaza planned for the McDonough Boulevard/Jonesboro Road intersection, and sidewalk improvement projects planned along McDonough Boulevard and Hank Aaron Drive. Construction during these projects will impact bus operations and accessibility, but will enhance the environment for transit users in the

long term. This route currently connects passengers with Five Points Station and Turner Field.

Route 81 - Venetian Drive / Adams Park

Within subarea 2, **Route 81** travels along Lee Street north of Donnelly Avenue, following the northwestern boundary of the study area. It provides service to the West End rail station. Current land use in the vicinity is predominantly industrial and commercial, with some single-family residential development and vacant properties.

Future development forecasts indicate that a considerable amount of mixed use and low-density properties will be built in the area. Lesser amounts of commercial and industrial development, and open spaces are also planned. There are no planned transportation improvement projects along Route 81, it, with a nearby stop also planned.

Route 93 - Sylvan Road / Springdale Road

Route 93 services the western portion of the study area. Buses travel along Dill, Arden, Hartford, Genessee, and Murphy avenues, with connectivity to Oakland City and East Point stations.

Land use in the area is primarily comprised of single-family development, with small nodes of office/institutional, commercial, and industrial development. The future land use plans envisions more mixed use development in this area.

Current transit ridership is among the lowest in the study area, with an average of **1,345** passengers per weekday, but the changes projected in development patterns will likely improve transit usage. Projects are planned to upgrade sidewalks and other pedestrian facilities along Dill Avenue and Murphy Avenue in the study area. These improvements may impact bus operations during construction, but the enhancements should have a positive impact on pedestrian accessibility to transit facilities when complete. This route will intersect with a proposed BeltLine rail station, likely further improving its operations.

Route 95 - Hapeville / Metropolitan Parkway

Route 95 has the highest ridership in the study area, with an average weekday boarding of **4,155** passengers. Service is provided to the West End rail station. This route provides north-south travel along Metropolitan Parkway. Proposed projects in the area served by this route include intersection and pedestrian facility improvements along Metropolitan Parkway.

A new BeltLine rail station on Metropolitan Parkway is also planned. Long range plans to widen University Avenue from two to four lanes in this area may affect service at this intersection. Metropolitan Parkway has predominantly single-family residential development, however its industrial, commercial, office/institutional properties are major trip generators. Atlanta Area Technical College and Atlanta Metropolitan College likely account for a significant percentage of transit users. More development is projected for the future.

Route 393 - Sylvan Hills

Route 393 uses a small vehicle to serve Astor, Murphy, and Dill Avenues, and Sylvan Road. These small, 14-passenger vehicles serve areas which, due to demand or road conditions, are not conducive to traditional-sized buses. The route provides service to the Lakewood and Oakland City rail station, as well as to the Sylvan Hills Early Learning and Georgia Library for Accessible Service.

The route serves an average of **144** passengers per weekday. Sidewalk improvements planned for Murphy Avenue should improve accessibility when completed. Land use in the area is currently characterized by industrial and office development and vacant properties. Future years are projected to bring primarily mixed-use development to this area, which should increase ridership.

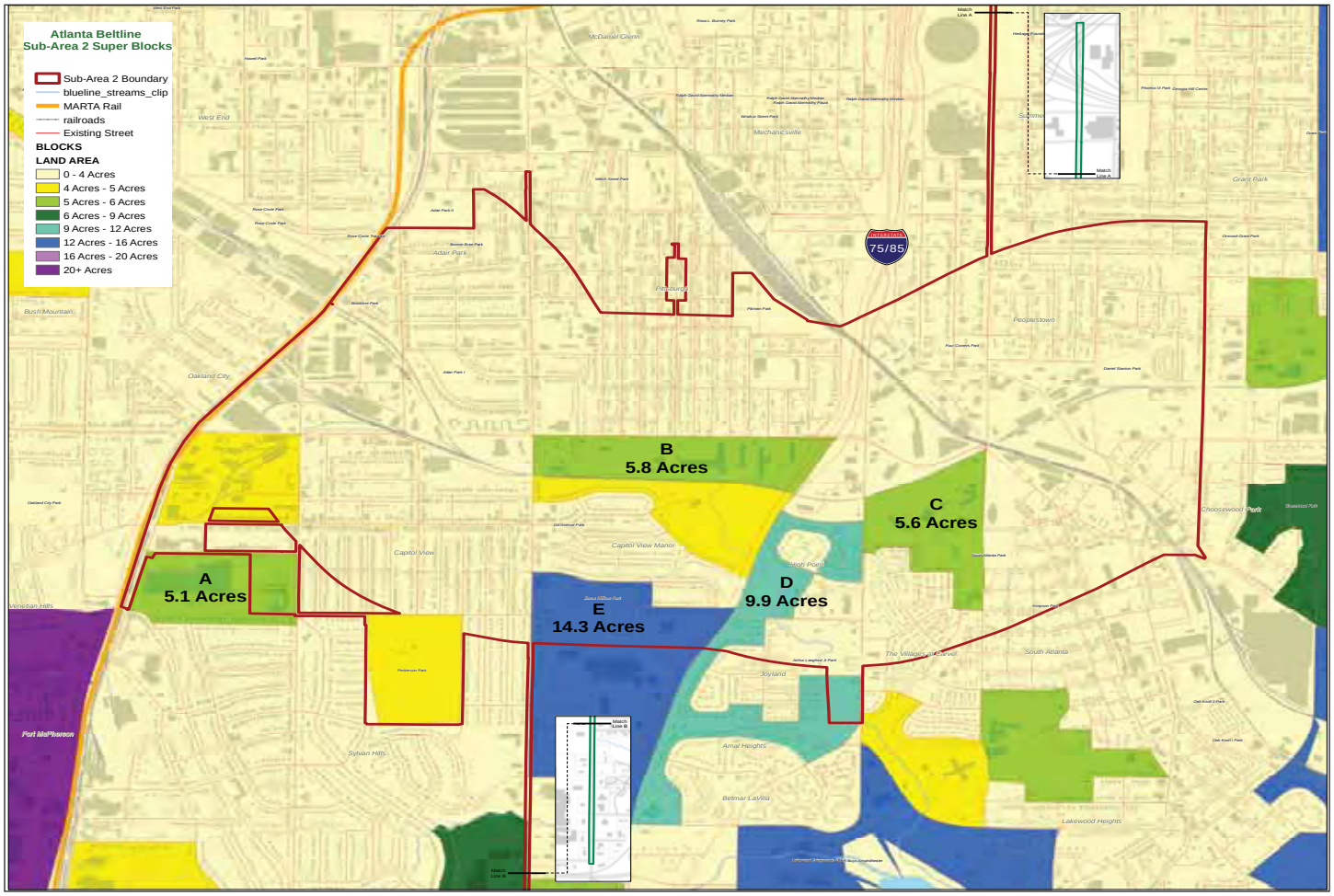
Superblock Identification

A superblock is a street block that is typically larger than the traditional blocks found in the urban setting. These blocks are often formed by consolidating several smaller blocks and are often barred to through traffic. These super structures, although once popular, have over time lost their appeal since these large block sizes tend to limit pedestrian and vehicular circulation. Long blocks provide a barrier to pedestrian and bike traffic, and can contribute to safety concerns for pedestrians since they may encourage mid-block crossings and higher vehicular speeds. The connectivity, walkability and economic environment of a community can be enhanced by introducing paths which break up super block structures, increasing the mobility of system users.

The typical urban city block varies from one city to another. In Chicago, the typical block size is approximately 330 by 660 feet, while in New York,

A superblock is a street block that is typically larger than the traditional blocks found in the urban setting or context.

the block sizes may be 200 by 600 feet. In some areas in New York the north-south block length can be roughly 1/20 of a mile or 260 feet, while the east-west length can be 2/5 mile or 1,056 feet. Typical street connectivity standards or goals as indicated in the Victoria Transport Policy Institute, recommend that maximum block sizes should be limited to 5-12 acres. Of course, these standards should be flexible enough to accommodate specific conditions that may arise, such as geographic barriers or special land uses. For the purpose of this assessment, the typical block size would be defined as a block having an average land area of approximately five acres. Blocks over 12 acres are considered superblocks.



Superblocks within the study area

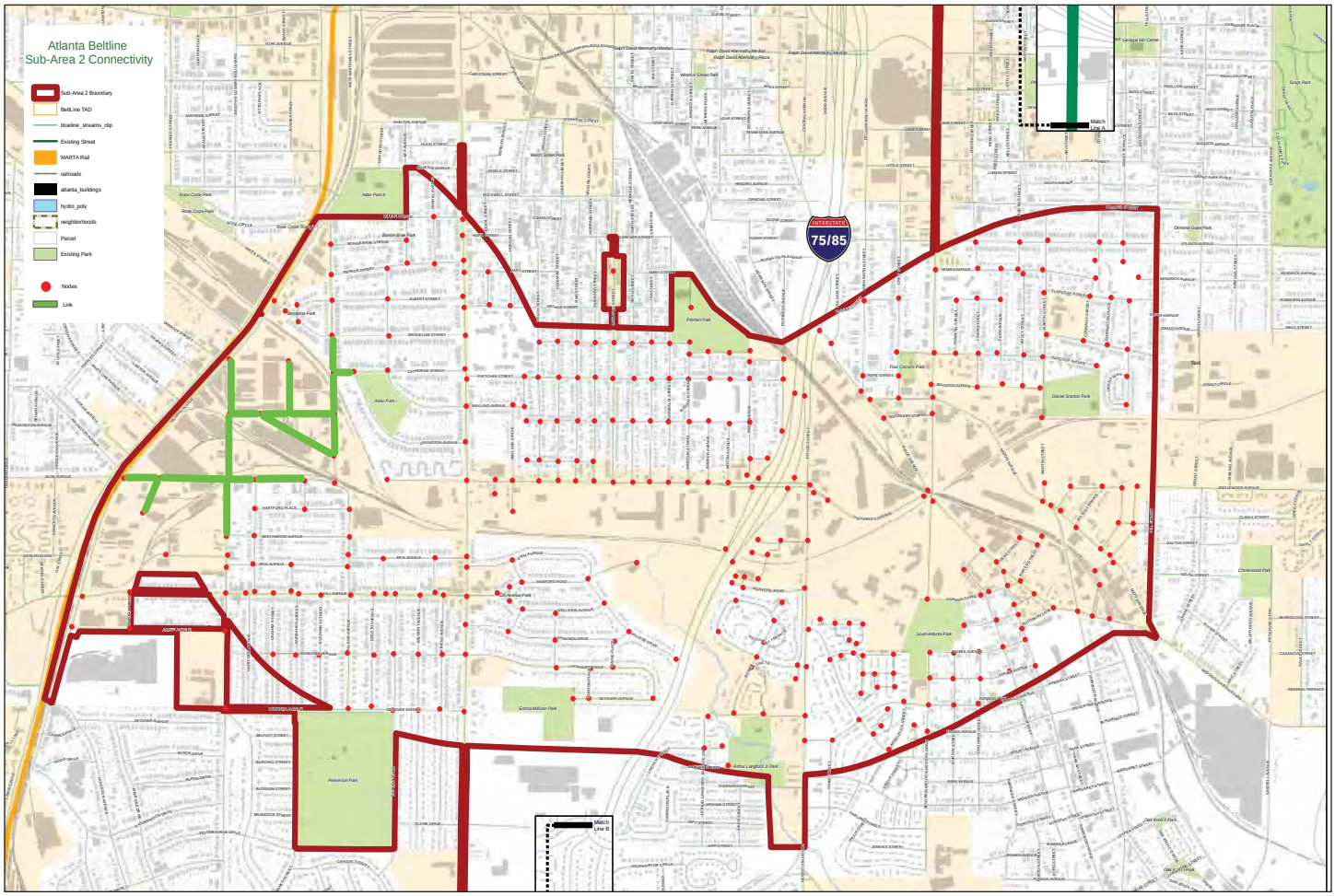
To determine the existence of super blocks within Subarea 2 a map was produced of the subarea with its existing block information. As can be seen from the map on the previous page, the majority of blocks within Subarea 2 have a land area of four acres or less. Area D has a land area of roughly 9.9 acres, which is at the higher range of a typical block size. However, through visual analysis it can be seen that this land area is irregularly distributed and not block-like. It is important to note that the shape of a block can influence the access persons have to the area. The only super block identified in subarea 2 was Area E which is 14.3 acres.

Street Connectivity

Street connectivity involves how well a road or pedestrian system connects points of origins to points of destination. This measure does not only express the directness of links but also focuses on the density of connections within a system. A highly connected area usually possesses:

- A dense system of parallel routes and cross-connections within an area, which typically forms a grid-like pattern of arterial, collector and local streets
- A few closed-end streets
- Many points of access
- Narrow streets with sidewalks or off-street paths
- Frequent intersections to create a pedestrian-scale block pattern.
- Traffic calming devices, such as curb extensions, crosswalks or landscaping;
- Pedestrian and bicycle connections where street connections are not possible due to barriers to connectivity. (CPW, University of Oregon, 2003).

Street connectivity studies conducted in 1997 by Metro, the Portland Metropolitan Area's elected



Street connectivity analysis

regional government, found that in general:

- High levels of local street connectivity reduce the amount of local traffic on major streets.
- There are overall reductions in vehicle hours of delay, vehicle miles of travel and average trip length in areas with high local street connectivity.
- Returns from greater street connectivity increases at a diminishing rate. Where the marginal benefit derived from increasing connectivity from a low level to a moderate level is higher than the marginal benefit received from moving from moderate to high connectivity levels.
- Providing a moderate level of connectivity (between 10 to 16 connections per mile) achieves the most cost effective method of improving regional street flow.
- Street connectivity ultimately improves livability in communities.

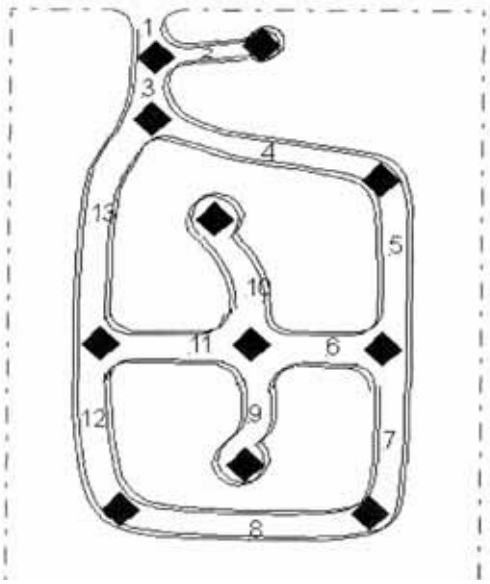
This does not exclusively mean that there are no negative externalities produced as a result of increased street connectivity in an area. Some potential drawbacks that may result include the diversion of traffic into residential neighborhoods, and diminished capacity on major streets due to new intersections. However, mitigation measures can be adopted to reduce these externalities.

To determine the street connectivity of subarea 2, this assessment made use of a connectivity index. A connectivity index can be used to determine, quantitatively, the level of an area's connectivity. There are several different methods which can be used to determine the level of street connectivity in an area; however, for this analysis a simple connectivity ratio will be utilized. The connectivity ratio looks at the number of roadway links divided by the number of roadway nodes that exists in the system.

A minimum connectivity index value of approximately 1.4 is required for a "walkable" community. To determine the street connectivity index and ultimate connectivity of subarea 2, it was necessary to first produce a GIS-based map of the subarea and associated roadway or major street

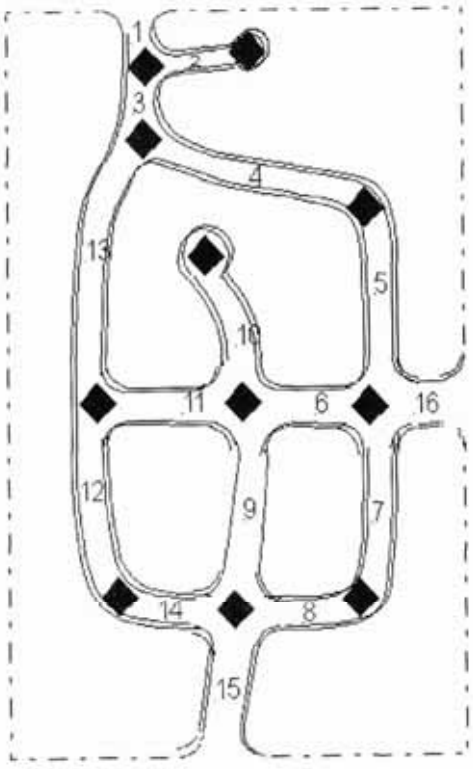
Below is an example of a network that does not meet the minimum ratio:

$$\frac{13\ links}{11\ nodes} = 1.18\ ratio$$



However, the example below from the same ordinance shows a modified network that meets the minimum threshold for connectivity:

$$\frac{16\ links}{11\ nodes} = 1.45\ ratio$$



network centerlines. Using these maps, the area's links and nodes were identified and recorded.

Roadway links are identified as segments between intersections while roadway nodes are the intersections. The example on the previous page from the Unified Development Ordinance for the Town of Mount Pleasant, NC, reflects a basic application of street connectivity.

Subarea 2 has approximately 368 nodes with approximately 585 associated links. The resulting connectivity index obtained for this subarea was 1.589, which is above the minimum index value needed to support a walkable community.

The index obtained for subarea 2 gives a general indication of the street connectivity. A higher index usually means that travelers have increased route choice which allows for more direct connections for access between points of origin and destination. While this index number serves as a general guide to street connectivity, there exist several limitations to the process. Limitations include:

- Centerline or street information for the area may not be complete or may not include new road construction;
- Connectivity levels for motorized and non-motorized modes may differ
- Paths or trails that may be used by pedestrian and bike traffic may not be represented in the GIS source data used in the street connectivity calculations; however, these paths do increase the overall connectivity of the system.

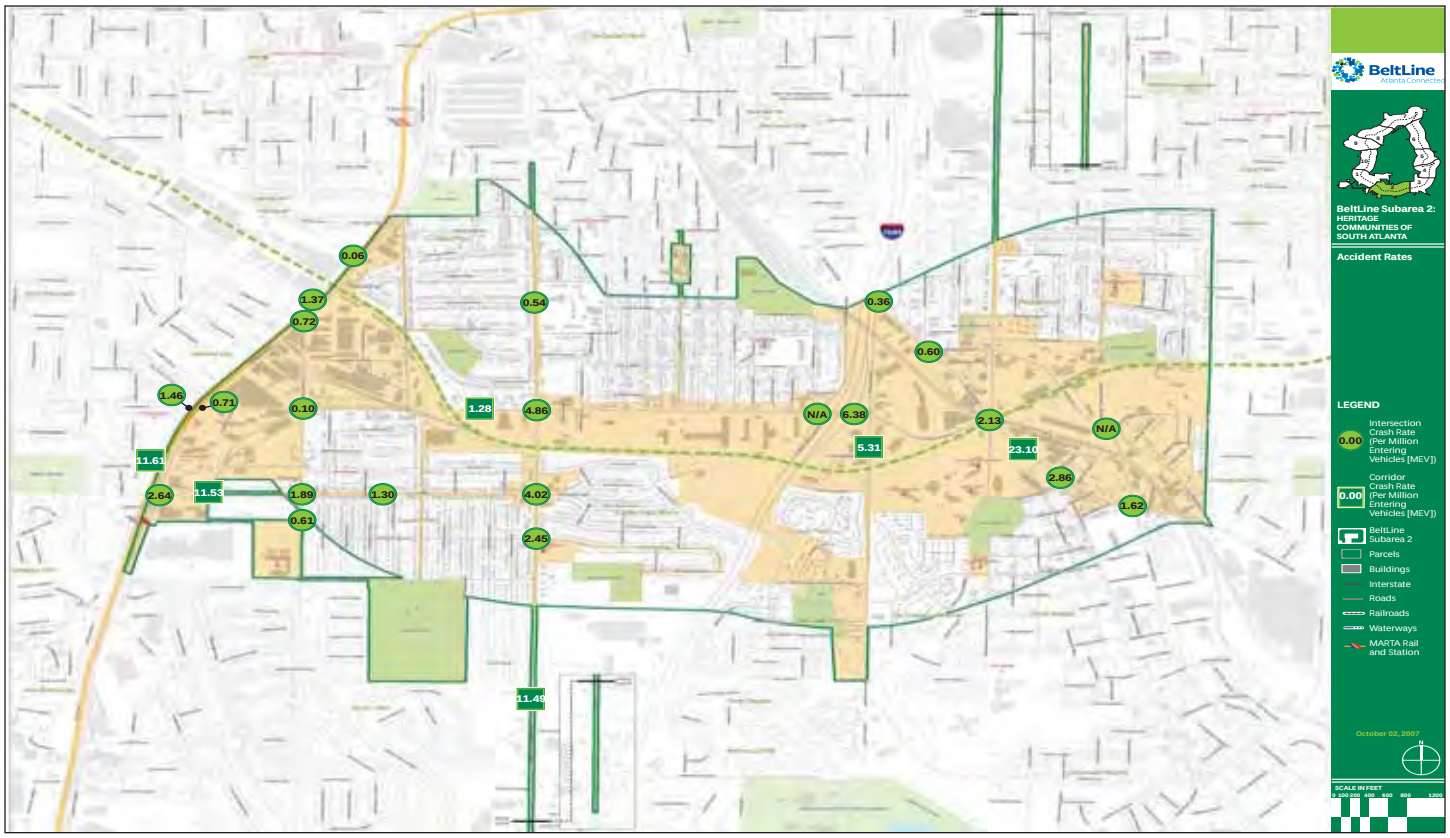
Safety Analysis

Crash data was also collected for the length of the roadway within subarea 2. This information was used to calculate the crash rate for the key roadways.

Crash rate = total crashes per 100 million vehicle miles traveled (VMT):

$$\text{Crash Rate} = \frac{\text{no. of crashes} \times 10^8}{\text{ADT} \times 365 \text{ days/year} \times \text{L miles}}$$

The calculated rates were compared to Average rates for the State of Georgia between 2003 and



Accident rates

Table 2: Key Corridor Crash Rates

Corridor	Classification	Total Accidents	AADT	Section Length	Accident Rate	Statewide Average
			vpd	miles	per 100 MVM	per 100 MVM
University Ave.	Collector	21	13,410	0.84	**128**	513
Metropolitan Pkwy.	Minor Arterial	553	13,134	2.51	**1149**	554
McDonough/Ridge	Minor Arterial	72	1,889	1.13	**2310**	554
Pryor Rd.	Collector	138	11,489	1.55	**531**	513
Lee St.	Collector	345	15,178	1.35	**1153**	513
Dill Ave.	Local Road	148	8,161	1.07	**1161**	388

2005 based on classification. The three applicable classifications are urban minor arterial, urban collector road, and urban local street. As can be seen in Table 2, most of the roadways exceed the average statewide rates.

Safety Analysis - Roadways

Metropolitan Parkway has an exceptionally high number of crashes over the four-year period, which is reflected in a crash rate that is twice the statewide average.

McDonough Boulevard/Ridge Avenue also has an extremely high rate in comparison to the statewide average for minor arterials. The four-year total of crashes is relatively low at 72. It is the low ADT (1,889 vpd) for this segment that produces this result. This is a segment of the roadway prior to the influence of University Avenue, which "spills" traffic onto McDonough Boulevard at the intersection of University Avenue and Hank Aaron Drive and McDonough Boulevard **Lee Street and Dill Avenue** also have rates significantly higher that the statewide Average.

The **University Avenue** roadway has the lowest rate of all the key roadways. However, this does not include the 160 crashes that occurred at the interchange with I-75/85 over the past four years. These particular crashes may have occurred on the interchange ramps and potentially on the interstate mainline at the interchange. Therefore, these crashes were excluded from the roadway calculations; and the ADT west of the interchange (13,410 vpd) was used instead of the ADT near the interchange (16,716 vpd). Although this led to a much lower rate, this roadway should be examined within the vicinity of I-75/85 for potential improvements to

University Avenue and Metropolitan Parkway

Metropolitan Parkway and Dill Avenue

Table 3: Intersection Crash Summary (continued on following page)

Intersection	Year	Right Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Collision Not With Vehicle	Pedestrian	Total Crashes
University Ave @ I-75/85 NB Ramp	2002	6	0	14	7	1	1	0	29
	2003	14	1	10	1	1	1	0	28
	2004	19	2	14	12	2	2	0	51
	2005	14	1	19	9	4	5	0	52
	Total	53	4	57	29	8	9	0	160
University Ave @ Metropolitan Pkwy	2002	12	1	7	4	2	1	0	27
	2003	17	3	10	5	0	2	0	37
	2004	13	1	9	4	1	1	0	29
	2005	9	1	8	6	0	0	0	24
	Total	51	6	34	19	3	4	0	117
Metropolitan Pkwy @ Dill Ave	2002	15	4	6	4	1	1	0	31
	2003	10	0	4	4	0	0	0	18
	2004	9	1	12	0	2	3	0	27
	2005	11	2	3	3	0	1	0	20
	Total	45	7	25	11	3	5	0	96
Metropolitan Pkwy @ Lynnhaven Dr	2002	8	1	1	1	2	2	0	15
	2003	9	0	3	1	1	1	0	15
	2004	5	0	2	3	1	1	0	12
	2005	4	1	3	0	2	0	0	10
	Total	26	2	9	5	6	4	0	52
McDonough Blvd @ Jonesboro Rd	2002	2	0	6	1	0	1	0	10
	2003	5	0	4	1	2	1	0	13
	2004	4	1	2	1	0	1	0	9
	2005	4	1	6	2	0	1	0	14
	Total	15	2	18	5	2	4	0	46
University Ave @ Capitol Ave/Ridge Ave/ McDonough Blvd	2002	1	0	6	2	0	3	0	12
	2003	1	0	6	7	0	3	0	17
	2004	1	0	2	2	1	0	0	6
	2005	1	0	6	2	0	2	0	11
	Total	4	0	20	13	1	8	0	46

Table 3: Intersection Crash Summary (continued)

Intersection	Year	Right Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Collision Not With Vehicle	Pedestrian	Total Crashes
Donnelly Ave @ Lee St									
	2002	5	1	6	0	0	0	0	12
	2003	5	4	0	2	0	2	0	13
	2004	6	0	6	1	0	0	0	13
	2005	1	0	6	1	0	0	0	8
	Total	17	5	18	4	0	2	0	46
Lee St @ Avon Ave									
	2002	4	0	2	1	0	1	0	8
	2003	4	1	6	1	0	1	0	13
	2004	1	0	7	1	1	0	0	10
	2005	2	0	6	0	0	0	0	8
	Total	11	1	21	3	1	2	0	39
Dill Ave @ Sylvan Rd									
	2002	0	0	4	1	0	0	0	5
	2003	6	1	2	0	1	2	0	12
	2004	5	0	2	1	0	0	0	8
	2005	1	0	2	0	0	0	0	3
	Total	12	1	10	2	1	2	0	28
Murphy Ave @ Dill Ave									
	2002	6	1	1	2	0	0	0	10
	2003	3	0	1	1	0	0	0	5
	2004	2	1	4	0	0	0	0	7
	2005	8	0	1	1	0	1	0	11
	Total	19	2	7	4	0	1	0	46
McDonough Blvd @ Lakewood Ave									
	2002	3	0	1	2	1	3	0	10
	2003	1	0	2	1	1	2	0	7
	2004	1	1	3	2	1	0	0	8
	2005	1	0	1	1	1	0	0	4
	Total	6	1	7	6	4	5	0	29

the traffic operations.

Table 3 shows the crash rates for all the study intersections and roadways in subarea 2.

Safety Analysis - Intersections

In the assessment of safety within subarea 2, network crash data was extracted from the Georgia Department of Transportation's (GDOT) crash database for the years of 2002 through 2005. Crash data was gathered for each of the study intersections and key roadways for which traffic volume data was collected. This data was synthesized to determine the total number of crashes occurring in each year, as well as the type. These findings are summarized in Table 3.

In a review of the results for subarea 2, the highest total number of crashes occurred at the following three intersections:

University Avenue at I-75/85 Northbound Ramp had 160 total crashes from 2002 through 2005. The manner in which this data is coded suggests that some of these crashes may actually be shared with I-75/85 Southbound, which is shown as having no crashes during this time period. These crashes consisted of nearly equal numbers of rear-end and right-angle collisions, which account for 70 percent of the total number of crashes at this intersection.

As shown on the previous page, this intersection is part of a diamond interchange and has numerous potential conflict points within close proximity of the I-75/85 ramps. Additionally, the intersection of University Avenue and Pryor Road is approximately 175 feet east of the northbound ramp.

The intersection of **University Avenue and Metropolitan Parkway** had 117 total crashes from 2002 through 2005. Here, right-angle and rear-end collisions are the dominant collision types, however, angle collisions significantly exceed the number of rear-end collisions. Given the simple configuration of this intersection and the relatively low eastbound volumes (AM peak = 60, PM peak = 68), it appears that the number of crashes may relate to operational issues. A review of the traffic signal timing plans revealed that the east-west

McDonough Boulevard and Jonesboro Road

movement, which can be considered the side-street, is allotted more green-time than the north-south main street movement for every timing plan throughout the day. The side-street (University Avenue) approaches have approximately half the combined volume of the main street (Metropolitan Parkway). The westbound approach has a heavy left turn volume throughout the AM and PM peak periods.

Metropolitan Parkway at Dill Avenue, which had 96 crashes from 2002 through 2005, has characteristics that are almost identical to those of the intersection of University Avenue and Metropolitan Parkway. The key difference is that the low-volume side-street approach is westbound. Here the right-angle collisions are nearly double the number of rear-end collisions. The similar geometric make-up of this intersection is shown in at right. Here, the green-time allotted to the main street (Metropolitan Parkway) is slightly higher than the side-street interval.

At both of these intersections, there is also a balance of "other" collision types. There are a considerable number of head-on collisions which is of concern. Consideration should be given to the contribution of limited auxiliary capacity (i.e. turn lanes and

deceleration lanes) on the current rate of crashes.

The pattern of predominately angle and rear-end crashes is relatively consistent throughout the subarea. These two collision types are common at intersections, being a point of convergence for multiple movements and directions of flow.

In terms of the total number of crashes, the next tier of intersections include: McDonough Boulevard at Jonesboro Road, University Avenue at Hank Aaron Drive/Ridge Avenue/McDonough Boulevard, Metropolitan Parkway at Lynnhaven Drive, Lee Street at Avon Avenue, and Donnelly Avenue at Lee Street.

The intersection of **Metropolitan Parkway and Lynnhaven Drive** is similar in design to the other intersections on Metropolitan Parkway mentioned above. The side street approaches have significantly lower volumes than the main street during the a.m. and p.m. peak hours, having a combined volume of 66 and 65 vph, respectively. The main street turning movements also represent a relatively low proportion of the total entering volume. Given these low conflicting volumes, it would be expected that the number of right-angle collisions would be less. As mentioned above, the impacts of limited auxiliary capacity may be considered to address the number of crashes, despite the limited conflicts and standard geometry.

The total number of crashes is relatively equal for several intersections, except for the intersection of Lee Street and Avon Avenue. Three of the intersections have a crash total of 46, however their crash rates vary considerably at 2.86, 2.13, and 1.

The intersection of **McDonough Boulevard and Jonesboro Road** has the higher rate of these three intersections. This intersection has a unique "Y" configuration, which may make some movements more difficult. The westbound left movement from McDonough Boulevard makes this movement more of a U-turn maneuver, while yielding to opposing traffic. Conversely, the eastbound right turn movement, given its wide turning angle, can be made at a higher rate of speed. This speed variance between conflicting movements is one example

University Avenue/Hank Aaron Drive/McDonough Boulevard

Lee Street and Avon Avenue

of the potential safety impact of this intersection geometry. This geometry is depicted above.

The intersection of **University Avenue and Hank Aaron Drive and McDonough Boulevard** has perhaps the most unique configuration in the study area, with the convergence of five approaches and CSX railroad tracks cutting through the intersection. While this intersection is controlled by a traffic signal, the distances required to clear the intersection vary between approximately 150 and

McDonough Boulevard and Lakewood Avenue

250 feet.

This may necessitate longer traffic signal clearance times (yellow plus all-red phases) for the various movements at this intersection. The predominance of rear-end collisions appears to reflect this. Additionally, this intersection experienced eight single vehicle crashes over the four-year period. The narrow turning radii throughout the intersection, and the proximity of poles and other infrastructure are likely contributing factors.

The intersection of **Donnelly Avenue and Lee Street** is the remaining key intersection, with 46 total crashes recorded in the study period. However, this intersection had a substantially lower crash rate than the others, given the heavy volumes on Lee Street at this intersection (a.m. = 2041 vph, p.m. = 1833 vph). As is the pattern with many of the subarea intersections, right-angle and rear-end collisions predominate and consist of 76 percent of the crashes.

The intersection of **Lee Street and Avon Avenue** has the fewest number of crashes of this tier of intersections, but has a highest number of rear-end collisions in this group (double that of right-angle collisions). The stop bar for the northbound approach is hidden within the shadow of the

The intersection of Murphy Avenue and Dill Avenue has a four-year crash total of 33. Its crash rate is among the highest in the subarea at 2.64.

adjacent elevated railroad tracks. However, its position can be estimated based on the location of the crosswalk for this approach. This spacing creates an intersection width of approximately 160 feet, which may contribute to the higher proportion (54 percent) of rear-end collisions.

The third tier of intersections with regard to the total number of crashes includes the intersections of Dill Avenue and Sylvan Road, McDonough Boulevard and Lakewood Avenue, and Murphy Avenue and Dill Avenue.

Although the intersection of **Murphy Avenue and Dill Avenue** has a four-year crash total of 33, its crash rate is among the highest at 2.64. This intersection is currently unsignalized, but has relatively low peak hour volumes. With six and eight right-angle collisions in 2002 and 2005, respectively, signalization may be considered for this intersection. Its proximity to the nearby signalized intersection of Lee Street at Dill Avenue, and a bridge structure may present design and constructability issues.

The intersection of **McDonough Boulevard and Lakewood Avenue** has an "X" configuration, which creates tighter turning radii, leading to difficult turning maneuvers. Conversely, this configuration also creates wider turning maneuvers for other movements, which may take place at higher speeds. Either of these factors may have contributed to the five single-vehicle crashes, conceivably with roadside obstructions, over the four-year period.

There were also a total of ten sideswipe collisions (same and opposite direction) over this period. The field inventory process revealed that the lane widths on McDonough Boulevard at this intersection are relatively narrow at ten feet, which may be a contributing factor.

The final tier of intersections included a far lower number of crashes. Of these remaining intersections, only the intersection of Pryor Road and Ridge Avenue had more than ten crashes over the four-year period. Out of 16 total crashes at this intersection, seven were angle and four were rear-end collisions. The other intersections in this group with a four-year total of crashes of less than ten include:

- Ridge Avenue and Milton Avenue (4)
- Metropolitan Parkway and Brookline Street (9)
- Dill Avenue and Allene Avenue (7)
- Arden Avenue and Sylvan Road (6)
- Sylvan Road and Avon Avenue (1)
- Avon Avenue and Murphy Avenue (2)
- Sylvan Road and Murphy Avenue (9)

ARC Cost Estimation Tool

In the subsequent assessment of improvement alternatives, the Atlanta Regional Commission's (ARC) 2006 Cost Estimation Tool will be used to determine the estimated cost of potential improvement projects. Of the scenarios presented, the most applicable projects include the following:

- Freeway Widen (Urban)
- New Collector Distributor (Urban)
- New Surface Street (Urban)
- Surface Street Widen (Urban)
- Surface Street Upgrade (Urban)
- Grade Separation (two lanes)
- Grade Separation (four lanes)
- New Intersection
  - *four lanes × four lanes*
  - *four lanes × two lanes*
  - *two lanes × two lanes*
- Multi-Use Trail

The ARC Tool develops estimates for five elements of improvement projects, including construction, right-of-way, utilities, preliminary engineering, and contingencies. While estimates are provided for some elements, right-of-way is based on project length, width, and roadway classification. Preliminary engineering is a percentage of construction; and the contingency is based on a percentage of a combination of construction, right-of-way, and utilities.

The ARC Tool develops estimates for five elements of improvement projects, including construction, right-of-way, utilities, preliminary engineering, and contingencies.

This tool can also be employed for small-scale projects that are listed as line items under the various improvement types, such as sidewalks, pavement markings, signage, drainage structures, and curb and gutter. The spreadsheet also offers traffic signal installations, however, there may be signal improvements recommended that may just be the addition of detection, left turn phasing, or a conversion from span wire to mast arms.

Historical data may need to be employed for unique improvements, such as traffic calming devices, for which costs are not provided. Additionally, the integration of intelligent transportation system (ITS) components is not an element of the tool. Small-scale ITS projects may be proposed, such as dynamic traveler information signs, lane control systems, closed circuit television (CCTV) cameras, and system detectors, for which historical cost data will need to be used as a supplement.

Previous Transportation Recommendations

The City of Atlanta has undertaken several initiatives in previous years to shape the evolution of development and transportation throughout the City. The initiatives include many transportation recommendations that overlap and may be consistent with the goals and objectives that ultimately emerge from this process. These transportation recommendations include:

Atlanta Commuter On-Street Bike Plan (1995) - In the development of this plan, the Mayor's Bicycle

Planning Committee recommended three tiers of on-street bicycle planning projects. These include 1-Year, 5-Year, and 15-Year projects. The bike lane projects within the limits of the subarea 2 study area include Browns Mill Road (from Marietta Street to Southside Park via McDonough Boulevard) and Jonesboro Road (from Ridge Avenue to City limits).

Oakland City/Lakewood Livable Centers Initiative (2004) – This initiative, co-authored by Grice and Associates, Robert Charles Lesser and Company, EDAW, and B. Dana and Smith, includes an extensive list of projects in its Implementation Plan. Some of these projects are aggregated as part of a Five-Year Implementation Plan. The project recommendations include many of the key roadways within subarea 2, including Lee Street, Sylvan Road, Dill Avenue, Murphy Avenue, and Metropolitan Parkway. These and other roadways are included in the following tables.

The Dill Avenue roadway improvements that are recommended by the initiative focus on many of the elements cited in the field assessments of the roadway's transportation elements, including the pedestrian facilities.

The recommendations for Metropolitan Parkway represent an acknowledgement of this roadway as a key north-south roadway that crosses the BeltLine, extends through several neighborhood communities, and has the potential benefits to vehicular and pedestrian safety and mobility.

The remaining recommended projects represent relatively smaller scale, but represent the importance of connectivity between the subarea's major roadways. They include Murphy Avenue, Sylvan Road, Allene Avenue, and Deckner. The recommendations include streetscape, geometric, safety, and operational improvements.

Neighborhood Planning Unit X Comprehensive Plan (2005) – This plan was developed by the NPU-X Land Use Committee and prepared by the Community Design Center of Atlanta, Inc. in cooperation with the City of Atlanta Department of Planning, Development and Neighborhood Conservation. This plan also focuses on many of the roadways of subarea 2. Conducted a year after the Oakland City/Lakewood Livable Centers Initiative, it reiterates many of its goals, which includes the installation/upgrade of pedestrian facilities and streetscape improvements.

Table 4: Oakland City/Lakewood LCI Recommendations (Lee Street)

Project Name	Description	Type of Improvement
Lee & Sylvan Pedestrian Crossing	Pedestrian Crossings/ Pedestrian Bridges Construct pedestrian crossing at Lee & Sylvan to include striping, ramps, signalization.	Pedestrian Crossing
Lee & White Pedestrian Crossing	Construct pedestrian crossing at Lee & White Oak to include striping, ramps, signalization.	Pedestrian Crossing
Lee & Avon Pedestrian Crossing	Construct pedestrian crossing at Lee & Avon to include striping, ramps, signalization.	Pedestrian Crossing
Lee Streetscape	Lee from Donnelly to Langford Parkway on west side of Lee Street.	Streetscapes
Lee & Sylvan Intersection	Intersection project at Lee (US 29/SR 139) & Sylvan to include geometric, safety and operational improvement and pedestrian crossing.	Intersection/ Interchange
Lee & Dill/ Campbellton Intersection	Intersection project at Lee (US 29/ SR 139) & Campbellton/Dill to include geometric, safety and operational improvement.	Intersection/ Interchange

Table 5: Oakland City/Lakewood LCI Recommendations (Dill Avenue)

Project Name	Description	Type of Improvement
Dill/ Campbellton Streetscape	Dill/Campbellton from Kenilworth to Metropolitan Parkway.	Streetscapes
Dill Ave. On-street Parking	Dill Avenue On-street parking & bulbouts.	Streetscapes
Dill & Metropolitan Intersection	Intersection project at Dill & Metropolitan (US 19/41) to include geometric, safety and operational improvement.	Intersection/ Interchange
Dill & Murphy Intersection	Intersection project at Dill & Murphy to include safety and operational improvements.	Intersection/ Interchange
Dill & Sylvan Intersection	Intersection project at Dill & Sylvan to include geometric, safety and operational improvement.	Intersection/ Interchange

Table 6: Oakland City/Lakewood LCI Recommendations (Metropolitan Parkway)

Project Name	Description	Type of Improvement
Metropolitan Streetscape	Metropolitan from White to Cleveland.	Streetscapes
Metropolitan Streetscape	Belt Line Station - sidewalks along Metropolitan from Dill to Beltline Station.	Streetscapes

Table 7: Oakland City/Lakewood LCI Recommendations (Various)

Project Name	Description	Type of Improvement
Murphy Streetscape	Murphy from Sylvan to Lakewood Avenue.	Streetscapes
Sylvan Streetscape	Sylvan from Murphy to Langford.	Streetscapes
Sylvan & Deckner Intersection	Intersection project at Sylvan & Deckner to include geometric, safety and operational improvement.	Intersection/ Interchange
Allene Streetscape	Install sidewalks on Allene Avenue from Warner to Deckner.	Streetscapes
Avon Streetscape	Install sidewalks on Avon from Oakland Drive to Allene Avenue.	Streetscapes
Deckner Streetscape	Deckner from Murphy to Metropolitan.	Streetscapes

Atlanta BeltLine Redevelopment Plan - Future Circulation Plan -Traffic Impacts and Roadway improvements (2005) – These improvement recommendations, compiled by Grice and Associates, again include some of the key roadways within subarea 2 and show a repeated consensus of the areas transportation mobility needs.

The University Avenue and Avon Avenue roadways on the west end of the subarea have recommendations that relate to the circulation of traffic on these roadways. These recommendations address roadway upgrades (Avon Avenue from Murphy Street to BeltLine), , access management (from residential streets onto University Drive),

Table 8: NPU X Recommendations

Street Name	Street Section to be Improved	Neighborhood
Genessee Avenue Project	Installation of four-way stop signs for all intersections between Sylvan Road and Metropolitan Parkway	Capitol View
Lynnhaven Drive	Installation of speed humps and /or other traffic calming systems	Capitol View Manor
Deckner Avenue	Installation of speed humps and /or other traffic calming systems	Capitol View

Table 9: NPU-X Recommendations (continued)

Street Name	Street Section to be Improved	Neighborhood	Length (feet)
Avon Avenue	Install sidewalks on Avon from Oakland Drive to Allene Avenue.	Capitol View	8,250
Allene Avenue	Install sidewalks on Allene Avenue from Warner to Deckner.	Capitol View	7,260
Metropolitan Parkway	Sidewalk and Streetscape improvements on Metropolitan from White to Cleveland.		21,120
Astor Avenue	Sidewalk and Streetscape improvements on Astor from Lee to Sylvan.	Sylvan Hills	6,270
Murphy Avenue	Sidewalk and Streetscape improvements on Murphy from Sylvan to Lakewood Ave.	Sylvan Hills	19,800
Deckner Avenue	Sidewalk and Streetscape improvements on Deckner from Murphy to Metropolitan.	Sylvan Hills / Capitol View	11,550
Metropolitan Streetscape	Belt Line Station - sidewalks along Metropolitan from Dill to Beltline Station.	Capitol View	1,320
Sylvan Road	Sidewalk and Streetscape improvements on Sylvan from Murphy to Langford.	Sylvan Hills	20,460
Genessee Avenue	Install sidewalks from Sylvan Road to Metropolitan Parkway.	Capitol View	

and a proposed underpass (University/Avon at BeltLine).

Additionally, this report includes recommendations for intersection and capacity improvements. These recommendations are summarized in the tables above.

Jonesboro Road Redevelopment Plan Update Transportation Assessment and Recommendations (2006) – These recommendations, compiled by Grice and Associates in 2006, focus on the following improvements and upgrades on Jonesboro Road:

- Signal System and Communications
- Traffic Controls
- Utility Relocation or Upgrade
- Curb and Gutter
- Access Management

While Jonesboro Road is not one of the key roadways in subarea 2, it intersects McDonough Boulevard. One recommended project that may have improvement impacts on McDonough Boulevard is the upgrade of the roadway between **McDonough Boulevard and Lakewood Avenue**. Additionally, this report included the recommendation for implementation and funding for long-term improvement projects that are anticipated to impact Jonesboro Road, which include the following:

University Avenue from US 19/41 (Metropolitan Parkway) to SR54 (McDonough Boulevard) - 2015

- Widen University Avenue from two to four lanes between McDonough Boulevard and Metropolitan Parkway/Stewart Avenue to relieve a bottleneck and improve traffic flow.

Conley Road/Aviation Boulevard Extension from US19/41 (Old Dixie Highway) to SR54 (Jonesboro Road) - 2010

- Widen Conley Road from 2 to four lanes and extend Aviation Boulevard from SR54 to US19/41/Old Dixie Highway to add capacity, relieve congestion, and improve the flow of traffic accessing the airport.

Table 10: BeltLine Redevelopment Plan – Intersection Improvements

Corridor	Intersection Improvements
Hank Aaron Drive	McDonough/University Avenue
McDonough Boulevard	• Boulevard • Hill Street/Milton Avenue • Hank Aaron Boulevard / University
University Avenue	• University at McDonough and Hank Aaron Drive • University at Pryor Avenue. • University at I-75-85
University Avenue/ Avon Avenue	• I-75-85 • Metropolitan Parkway • McDaniel Street • Avon Avenue at Allene Avenue • Avon Avenue at Sylvan Road
Dill Avenue	• Dill Avenue at Metropolitan Parkway • Dill Avenue at Allene Street • Dill Avenue at Sylvan Road • Dill Avenue at Murphy/Lee Street
Metropolitan Parkway	• University Avenue • Dill Avenue
Donnelly Street	• Murphy Street/ Lee Street at Sylvan Street/Donnelly Street
White Street	• White St at Lee Street

Pittsburgh Community Redevelopment Plan (2001) – This plan was prepared by Urban Collage Inc., in association with Huntley and Associates, Altamira Design and Common Sense, and CHJP and Associates for the Pittsburgh Community Improvement Association. This report recommends eight streetscape improvement recommendations that will define these roadways as gateways of the Pittsburgh community. These include the following key roadways in subarea 2:

- Metropolitan Parkway
- University Avenue

There are also specific transportation improvements that focus on University Avenue and its intersection with Metropolitan Parkway. They include the following recommendations:

- Widen University from I-75 to Metropolitan
- Add bus shelters at the intersection of University and Metropolitan
- Provide crosswalks at the intersection of University and Metropolitan

Metropolitan Parkway Redevelopment Plan and Tax Allocation District - City of Atlanta TAD #9 (2006) – This plan was prepared by Atlanta Development Authority for the City of Atlanta. While it references various, long-range improvements, the one that relates specifically to subarea 2 includes the widening of **University Avenue** between Metropolitan Parkway and McDonough Boulevard, which is noted in some of the reports and plans previously referenced.

Existing Conditions Summary

The assessment of existing conditions in subarea 2 suggests that there are many transportation infrastructure challenges affecting all modes of travel, which must be remedied.

The subarea has limited connectivity between the northern and southern portions. The north-south connectivity is supported almost exclusively by the subarea's minor arterials, including Lee Street, Metropolitan Parkway, McDonough Boulevard, and Hank Aaron Drive. With the exception of McDonough Boulevard, these roadways also carry the highest volumes of traffic.

An assessment of the subarea's traffic control network finds that many signals are not well-coordinated, suggesting that vehicular mobility in the area may be hindered.

Pedestrian mobility was also evaluated via a comprehensive review of the pedestrian accommodations in the subarea. This review found that pedestrian accessibility is significantly limited. The majority of pedestrian facilities are not in conformance with current standards.

Table 11: BeltLine Redevelopment Plan - Capacity Improvements

Corridor	Capacity Improvements
McDonough Boulevard	Widen 2 to 4 Lanes from Boulevard to Pryor Road
University Avenue	From Metropolitan Parkway to McDonough Blvd (Programmed 2015,RTP AT-175)
University Avenue/ Avon Avenue	• University Avenue from I-85 to BeltLine
Metropolitan Parkway	• Arthur Street to Deckner Street

Transit mobility throughout the subarea was also reviewed, revealing that transit service in some instances lacks coverage and connectivity.

A cursory review of rail and bridge infrastructure was also conducted to gain a sense of their condition. Much of the rail in this subarea appears to be abandoned and at times detrimental to pedestrian mobility. All of the bridge structures examined were found to meet minimum vertical clearances.

This assessment of existing conditions also evaluated the occurrence of crashes on key roadways and at study intersections. The number of crashes at the subarea's intersections appears to be a reflection of geometric deficiencies.

A review of previous transportation recommendations reflects extensive past efforts to promote transportation improvements. These recommendations largely focused on streetscape projects, which may take various forms. Improvements that focus on pedestrian mobility are a noted priority.

These findings will be used to ascertain the transportation improvements which will be needed in this subarea to support the redevelopment of

Demographics & Housing

This section provides a review of demographics and employment in subarea 2. The data come from the Atlanta Regional Commission (ARC) and ESRI Business Solutions and are based on past trends that have traditionally under-represented growth in the City of Atlanta. As such, actual growth may vary depending on the community-desired land use plan emerging from this process.

Population & Households

Given the citywide trend towards intown living, it is no surprise that the ARC projects suggest increasing population in subarea 2 between now and 2030. The census tracts that include subarea 2 (Tracts 55.01, 55.02, 56.00, 57.00, 58.00, 63.00, 65.00, 66.01, and 67.00) are projected to grow from an estimated 21,754 persons in 2000 to an estimated 42,657 by 2030. Similarly, housing units are expected to rise from an estimated 8,640 housing units in 2000 to 16,818 by 2030. The occupancy rates are expected to remain stable at 85 percent.

Figure 2: Population Growth Chart

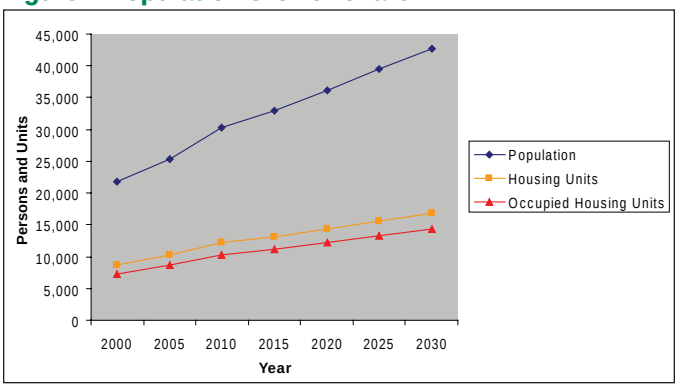


Table 12: Population & Household Projections

	2000	2005	2010	2015	2020	2025	2030
Population	21,754	25,249	30,334	32,934	36,200	39,568	42,657
Housing Units	8,640	10,189	12,142	13,083	14,348	15,636	16,818
Occupied Housing Units	7,348	8,680	10,346	11,133	12,197	13,2889	14,286
Percent Occupied	85%	85%	85%	85%	85%	85%	85%

Source: Atlanta Regional Commission

Employment

A recent land use trend in the subarea has been the closure of long-standing industrial and warehouse facilities, with their sites then lying fallow or redeveloping into other uses. This trend is reflected in ARC employment projections for the subarea, with jobs projected to decrease from an estimated 10,352 jobs in the year 2000 to 9,284 in the year 2030. ARC data does not provide categorization of these jobs, but it is likely that the job mix will become more heavily based on service and retail jobs, mirroring citywide trends.

Because employment projections are based on past trends, it should be noted that they may not reflect true future conditions. The BeltLine Redevelopment Plan recommends increasing job-creating land use in the subarea. A similar vision from The Heritage Communities of South Atlanta Master Plan could have a positive impact on job growth.

Figure 3: Projected Employment Chart

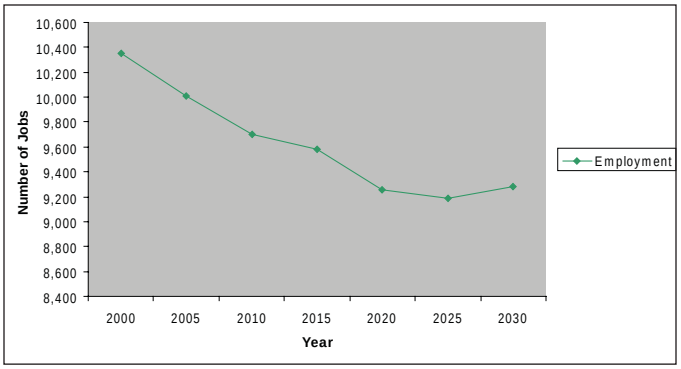


Table 13: Employment Projections

	2000	2005	2010	2015	2020	2025	2030
Jobs	10,352	10,012	9,703	9,577	9,253	9,183	9,284

Source: Atlanta Regional Commission

Jobs-Housing Unit Ratio

A jobs to housing unit ratio expresses the number of jobs in an area relative to the number of housing units. According to the Georgia Regional Transportation Authority (GRTA) and the ARC, a ratio of 1.5 jobs per 1 housing unit is considered balanced for large area planning (often much larger than subarea 2's 1,765 acres). Although the subarea's size makes the jobs-to-housing ratio a less-than-ideal tool, it is still useful in communities where there is a desire for increased employment

options within neighborhoods. With this said, it is important to note that a jobs-to-housing-unit ratio is not an indicator of whether residents actually work at the jobs in a given area. Factors, such as worker skills, job opportunities, housing availability, and incomes are all key to obtaining a full understanding of this relationship.

ARC data suggest that the subarea's jobs to housing unit ratio is nearly 1:1 today, but will become more imbalanced if current trends continue.

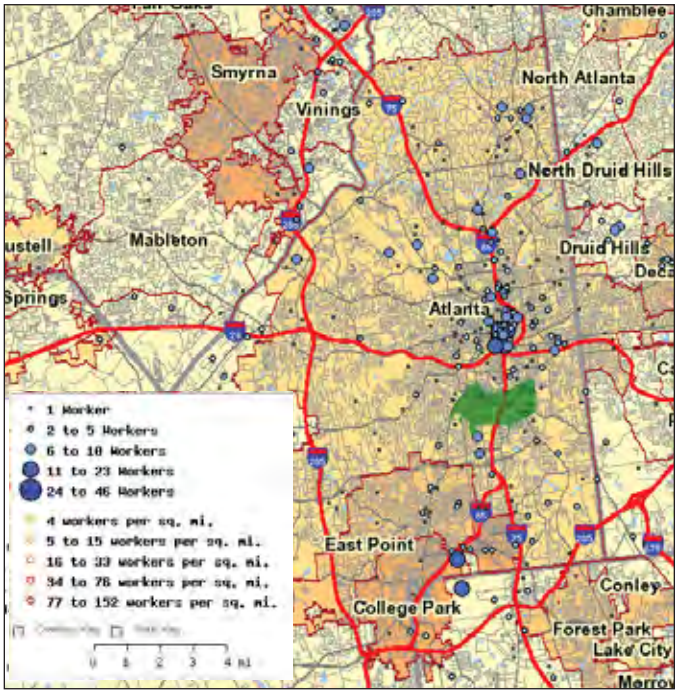
Table 14: Jobs-Housing Unit Ratio

	2000	2005	2010	2015	2020	2025	2030
Ratio	1.2 : 1	1.0 : 1	0.8 : 1	0.7 : 1	0.6 : 1	0.6 : 1	0.5 : 1

Source: Atlanta Regional Commission

Job Distribution

Data provided by the US Census Longitudinal Employer-Household Dynamics (LEHD) service suggest that most subarea residents work in other parts of the city, while most subarea jobs are held by persons not living in the subarea. The greatest number of subarea residents work downtown, followed by smaller clusters in Midtown, Buckhead, Emory University, and the airport area. The origin of commuters to the subarea is less concentrated, although most live south of Midtown.



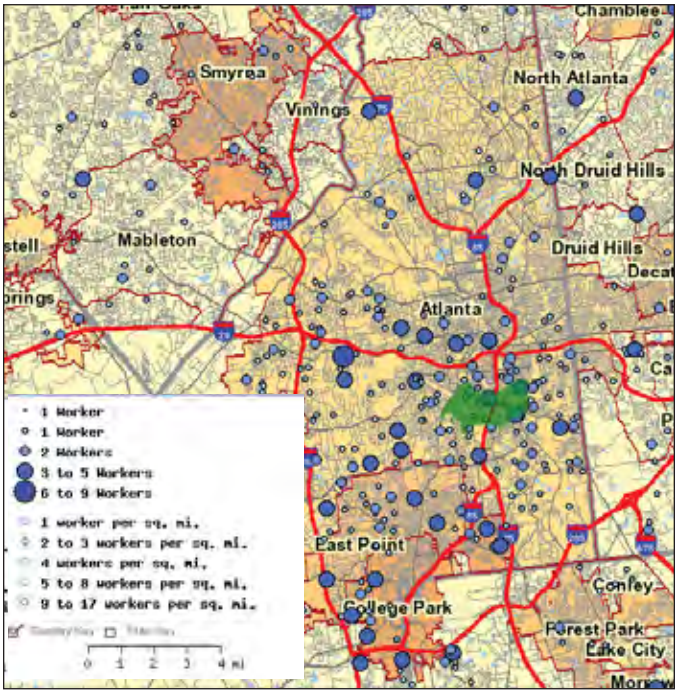
This US Census map shows where Sub-Area 2 residents work

Housing and Income

Public investments like the BeltLine often impact housing markets. Recently there has been much attention given to the costs of living near the BeltLine and the effects of housing appreciation on affordability and displacement. The concern is that rising housing values and taxes will cause many residents to lose their homes, and that prices will be more than subarea residents can afford to pay.

In anticipation of this the BeltLine Redevelopment Plan established the creation of workforce housing as a priority for proceeds from the BeltLine TAD. The plan recommended creating a Workforce Housing Fund funded by TAD bonds to ensure that at least 20 percent of new housings units within the BeltLine TAD are affordable. For-sale units qualify as affordable if they are sold to families or individuals earning not more than 100 percent of area median income. Rental units qualify if they are rented to families or individuals earning not more than 60 percent of area median income. The workforce housing units are to be spread equitably among all segments of the BeltLine.

According to Atlanta BeltLine, Inc., 15 percent of BeltLine TAD funds will go into a trust fund for affordable workforce housing within the TAD



This US Census map shows where Sub-Area workers 2 live

boundaries. Over the 25-year life of the project this is expected to total $240 million and create approximately 5,600 workforce housing units within the entire BeltLine area. In its first five years it is anticipated that at least $42 million will be set aside for this purpose. The BeltLine Affordable Housing Advisory Board (BAHAB) is charged with developing recommendations for how these funds can be leveraged. The BeltLine Partnership is also currently working with organizations to mitigate economic displacement outside of the TAD.

Data collected by Dan Immergluck, Ph.D., for Georgia Stand-Up justify affordability and displacement concerns. The greatest average annual increase in median home sale prices in recent years has been in the south and southwest portions of the BeltLine, where pre-existing home prices were relatively low. Additionally, data provided by ESRI Business Solutions and shown in Table 15, shows that the median housing prices in subarea 2 are rising faster than incomes.

Table 15: Subarea 2 Home Value and Income Change

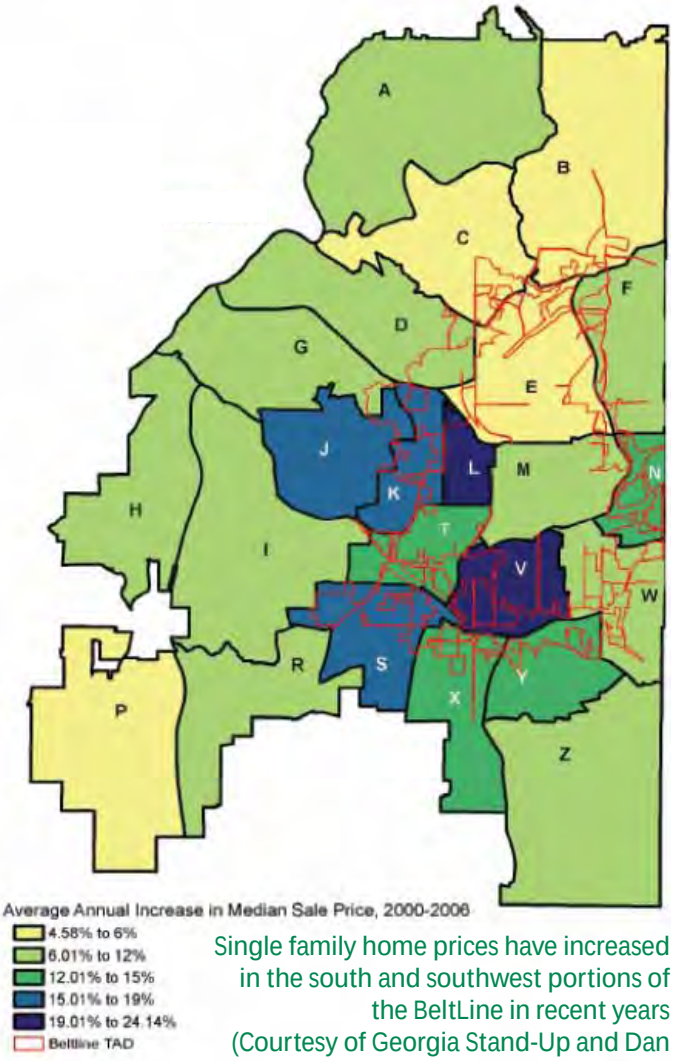
	2000	2007	Change	2007	2012	Change
Median Home Value	$66,891	$89,977	+35%	$89,977	$115,561	+28%
Median HH Income	$23,722	$28,239	+19%	$28,239	$32,221	+14%

Source: ESRI Business Solutions

Georgia Stand-Up has provided recommendations that could build upon the redevelopment plan to minimize displacement. They include revisiting the definition of affordable housing, using impact fees to support affordable housing, acquiring land for the dedication of affordable housing, investigating the use of community land trusts, increasing homeowner education, and adopting a policy to ensure there is not a net loss of affordable housing units in BeltLine neighborhoods over time.

Issues

- Projected job declines could limit close-by employment for residents.
- A mismatch between workers skills and jobs, could make subarea jobs unattainable for some residents.



Single family home prices have increased in the south and southwest portions of the BeltLine in recent years (Courtesy of Georgia Stand-Up and Dan Immergluck)

- Resident displacement could result from rising home costs, taxes, and rental rates.
- Population growth could negatively impact the subarea if not properly planned.

Opportunities

- Affordable housing strategies, which could protect existing residents and provide options for new ones.
- Sustainable job creation, which would match resident skills and provide more close-by jobs.
- Job training, which could allow area residents to gain future employment.
- Population growth, which could positively impact the subarea if well planned.

Land Use & Zoning

Land Use

Land uses and the relationships between them impact the quality of life in a neighborhood. Different land uses have varying impacts on transportation and utility systems. Their arrangement and proximity can also support or discourage different modes of transportation, including bicycling and walking; this can directly impact the vehicular system by reducing or increasing traffic.

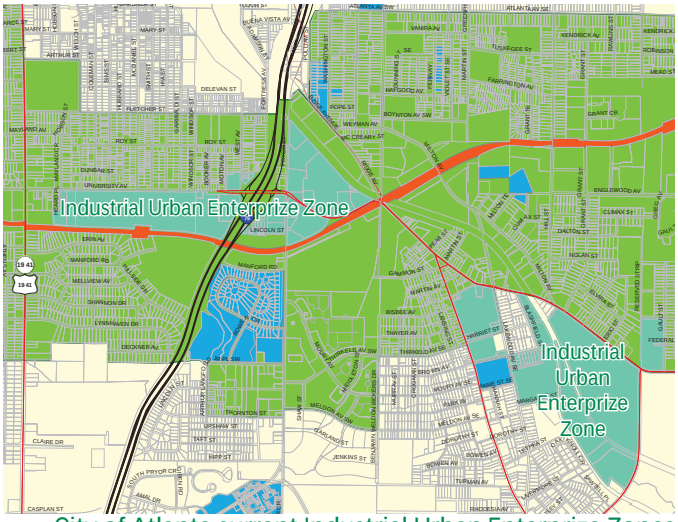
Most of subarea 2 was built as a mixed-use environment featuring housing, shops, offices, religious institutions, schools, parks, and factories within a short walk of one another. This pattern emerged from transportation facilities and an understanding of good town-building principles among city planners in the late nineteenth and early twentieth century. As the benefits of mixed-use neighborhoods are rediscovered, it is important to understand the uses that can operate within an acceptable walking distance. Many uses are compatible, including retail, office, open space, civic, and residential uses. Others, such as industrial and transportation services, are more difficult to reconcile in a mixed-use setting.

The subarea land use pattern finds Industrial and office/institutional land uses along the BeltLine, where historic proximity to rail access was key. Many of these industrial uses have since closed and become the targets of land speculation. Important to note are two areas affected by the City of Atlanta's Industrial Urban Enterprise Zones. Short of action by Atlanta City Council, these zones require Industrial land uses to occur well into the future. The affected areas are noted in the illustration to the right, centering around University Avenue, Pryor Road/Ridge Avenue, and McDonough Boulevard.

Commercial land uses in the subarea generally occur in a nodal pattern along former trolley lines and within a short walk of housing. They are found along major corridors and the key intersections along them. Their character varies by age, with older commercial areas being pedestrian-oriented, and

Many large Industrial uses are next to the train tracks

Existing Commercial land uses along University Avenue



City of Atlanta current Industrial Urban Enterprize Zones in subarea 2

newer ones, especially near I-75/85 at University Avenue, auto-dependant. It is important to note that many of the businesses found in commercial land uses do not meet the daily needs of residents, and that basis services, such as supermarkets and drugstores, are lacking.

Office and institutional land uses account for nearly ten percent of the subarea. They include churches, institutions, and schools, as well as properties owned by the State of Georgia.

Multifamily land uses are a small but growing land use that often buffers more intense land uses along the rail corridor from the Single-Family Residential within neighborhoods. These include a few large complexes such as Hill Street Lofts, Carver Homes, and Boynton Village.

Single-Family Residential land is found in the historic neighborhoods along the BeltLine. They are typically located further from the tracks than Industrial uses. They account for approximately one-third of the subarea and are likely to remain in the foreseeable future due the City's commitment to protect existing single-family neighborhoods. Most are made up of older houses, although recent years have seen an infill housing trend

Parks and open space uses are found within each neighborhood in the subarea, although they vary in size, condition, and amenities.

Vacant land is interspersed among the various areas, surrounded by both more intense land uses such as industrial and commercial and within the neighborhoods.

Relatively small amounts of mixed uses exist in the subarea, but recent local and nationwide trends suggest an increase in popularity. The former Capital View Baptist Church was recently rezoned for a mixed-use development, as was land just north of the BeltLine in the Peoplestown neighborhood.

Transportation land uses account for nearly 20 percent of land in the subarea. These include streets, highways, and railroads. This land use also consists of the many rail spurs that serve existing and former industrial sites.

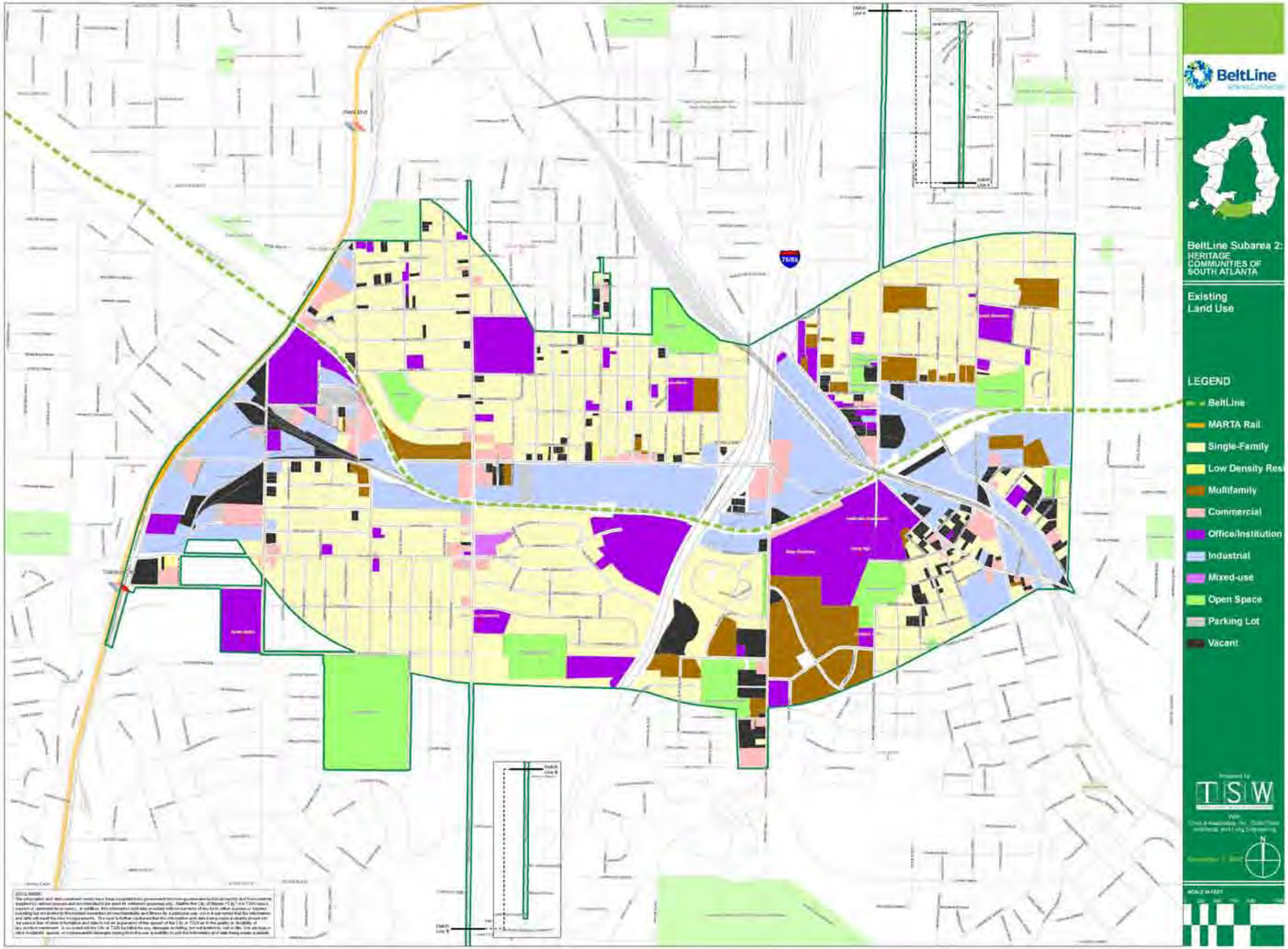
Table 16: Existing Land Uses

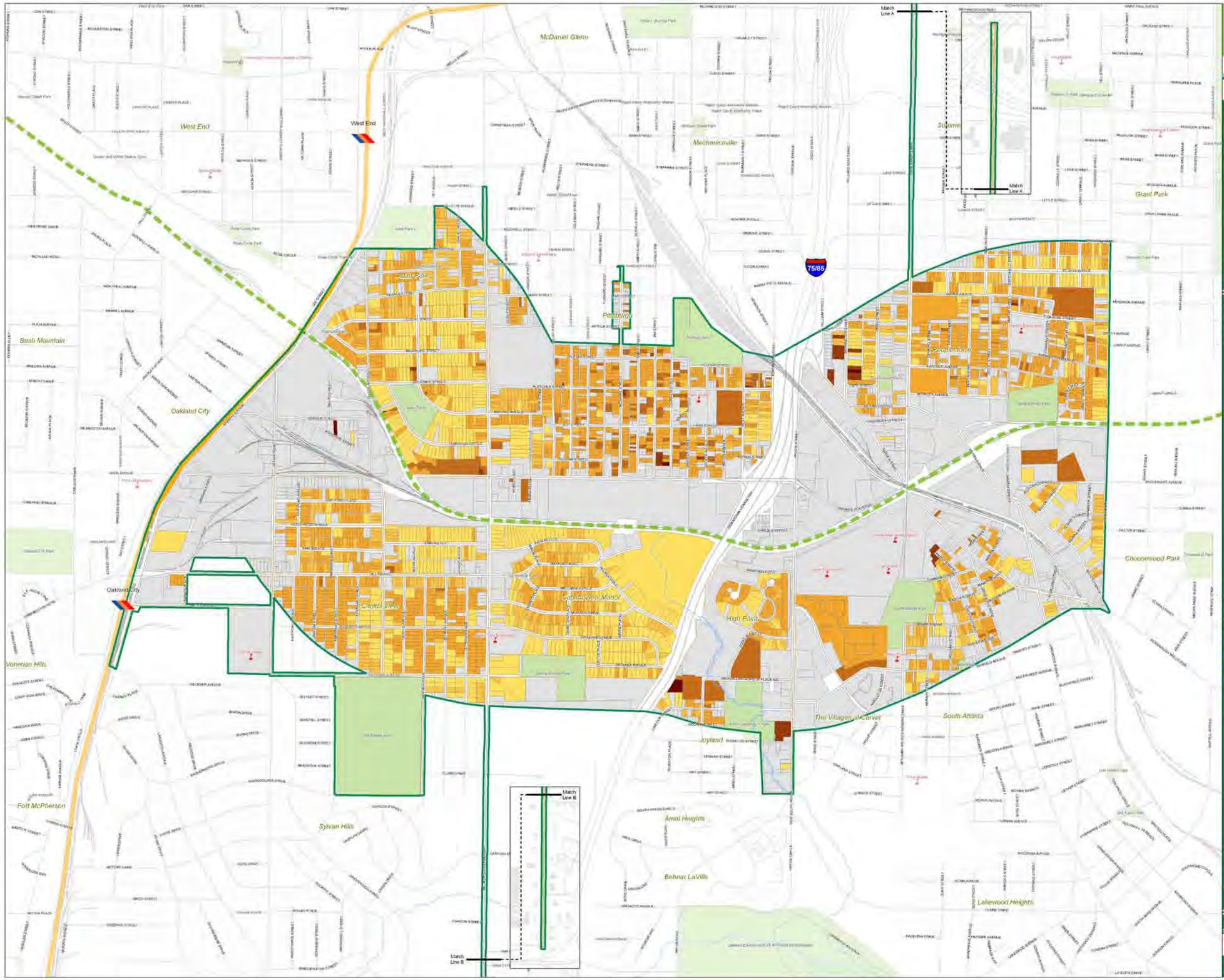
Land Use	Acres	Percent
Single-Family Residential	605.5	34.3%
Low-Density Residential	1.4	0.1%
Multifamily	102.7	5.85%
Low-Density Commercial	56.8	3.2%
Office/Institutional	168.1	9.5%
Industrial	237.7	13.5%
Mixed Use	2.9	0.2%
Parks/Open Space	106.4	6.0%
Parking	11.2	0.6%
Vacant	106.0	6.0%
Transportation	366.0	20.7%
Total	**1,764.8**	**100%**

Source: Field inventory

Single-Family land uses are found in the subarea's neighborhoods

This former commercial building in Adair Park has been converted to an Office/Institutional land use


BeltLine
BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
Existing Land Use
LEGEND
BeltLine
MARTA Rail
Single-Family
Low Density Res
Multifamily
Commercial
Office/Institution
Industrial
Mixed-use
Open Space
Parking Lot
Vacant
TSW



BeltLine
Atlanta Connected

BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA

Current Development Densities

LEGEND
- BeltLine
- MARTA Rail
- BeltLine TAD

Dwelling Units per Acre
- 0
- 0.01 - 4.80
- 4.81 - 5.80
- 5.81 - 15.50
- 15.51 - 30.00
- 30.01 - 65.00
- 65.00 and greater

Prepared by:
TSW
With
Grice & Associates, Inc., Smith Dalia Architects, and Long Engineering

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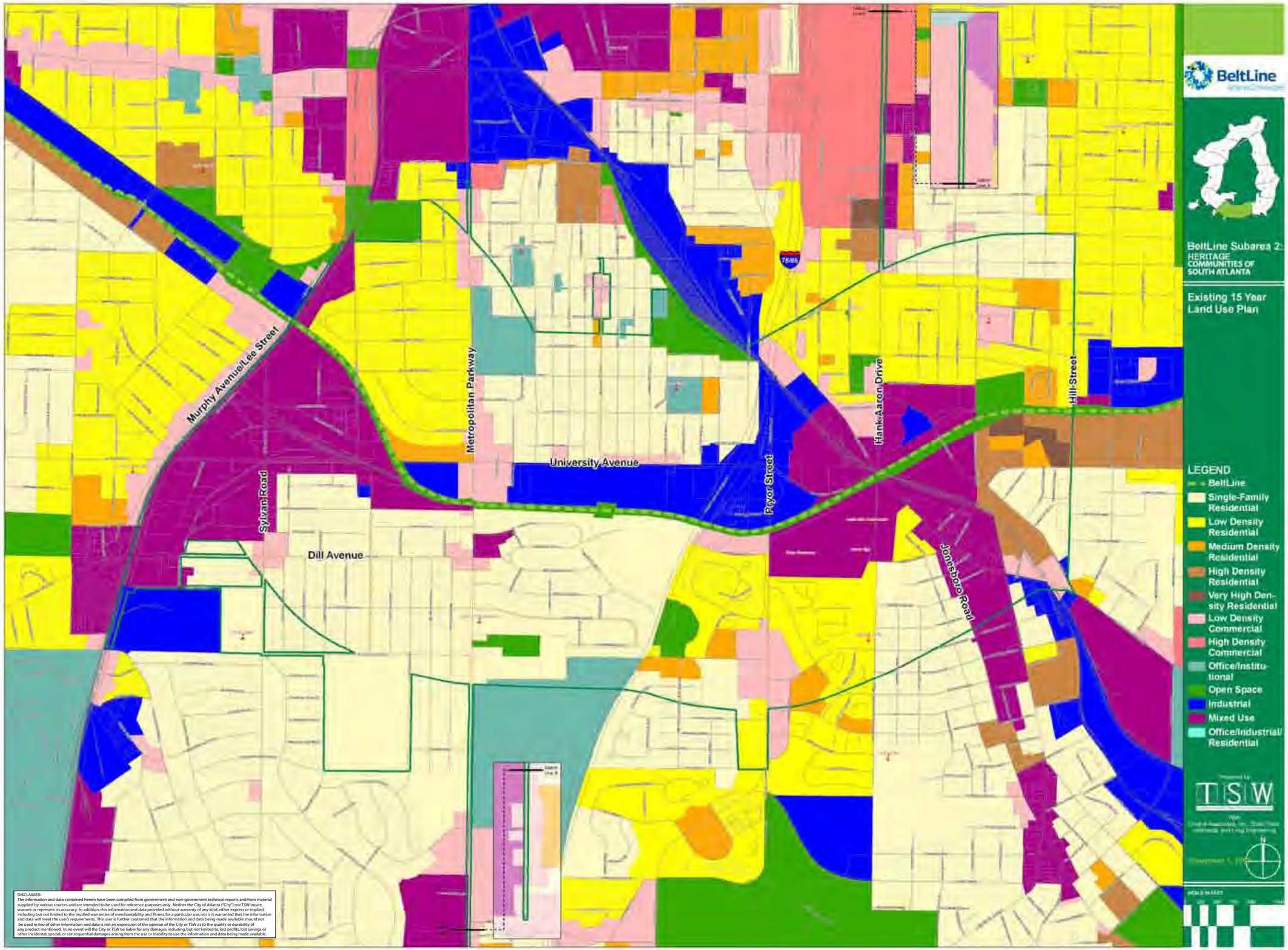
August 28, 2007

SCALE IN FEET
0 250 500 750 1000 1500


Murphy Avenue/Lee Street
Metropolitan Parkway
University Avenue
Hank Aaron Drive
Hill Street
Sylvan Road
Dill Avenue
Pryor Street
Jonesboro Road
75/85
BeltLine
BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
Existing 15 Year Land Use Plan
LEGEND
BeltLine
Single-Family Residential
Low Density Residential
Medium Density Residential
High Density Residential
Very High Density Residential
Low Density Commercial
High Density Commercial
Office/Institutional
Open Space
Industrial
Mixed Use
Office/Industrial/Residential
TSW
N
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BeltLine

BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA

Existing Zoning Map

LEGEND
- BeltLine Overlay
- R3
- R4
- R4A
- R4B
- R5
- RG1
- RG2
- RG3
- MR3
- RG4
- MR4A
- RG5
- RLC
- LW
- C1
- NC
- MRC1
- C2
- C3
- MRC3
- OI
- I1
- I2
- SPI21

Murphy Avenue/Lee Street
Metropolitan Parkway
University Avenue
Hank Aaron Drive
Hill Street
Pryor Street
Sylvan Road
Dill Avenue
Jonesboro Road
75/85

DISCLAIMER:
The information and data contained herein have been compiled from government and non-government technical reports and from material supplied by various sources and are intended to be used for reference purposes only. Neither the City of Atlanta ("City") nor TSW insure, warrant or represent its accuracy. In addition, this information and data provided without warranty of any kind, either express or implied, including but not limited to the implied warranties of merchantability and fitness for a particular use, nor is it warranted that the information and data will meet the user's requirements. The user is further cautioned that the information and data being made available should not be used in lieu of other information and data is not an expression of the opinion of the City or TSW as to the quality or durability of any product mentioned. In no event will the City or TSW be liable for any damages including, but not limited to, lost profits, lost savings or other incidental, special, or consequential damages arising from the use or inability to use the information and data being made available.

TSW

January 25, 2007

Issues

- Vacant and under-utilized land can present public safety challenges.
- The closeness of industrial and residential land uses can create problems if not planned to minimize negative impacts on residents.
- Speculation could push up land costs to the point where community-supported land uses are no longer economically viable.

Opportunities

- Protect historic neighborhoods as the subarea's greatest assets.
- Schools, churches, and other civic institutions are community focal points.
- Historic mixed-use neighborhoods could be a model for development.
- Multifamily housing near the BeltLine could accommodate growth near transit.
- Senior housing could allow residents to stay in their neighborhoods as they age.
- Mixed-use buildings could be provided in key spots near the BeltLine.
- Townhouses could transition between neighborhoods and new development.
- Vacant and under-utilized land present opportunities to accommodate growth without impacting neighborhood cores.
- Vacant and under-utilized properties are opportunities for park space.
- Low impact industrial land uses could provide jobs.
- Access to I-75/85 could support job-creating uses along University Avenue and Pryor Road.
- Neighborhood commercial uses could provide needed resident goods and services.

Existing Future Land Use Plan

The City of Atlanta utilizes the Atlanta Strategic Action Plan (ASAP; formerly the Comprehensive Development Plan) to establish, among other things, land use policies for the city. The Future Land Use Plan is intended to reflect the land uses desired over the long term, and need not reflect current uses. Under Georgia law, the Future Land Use Plan serves as the legal basis for rezoning activity on the part of the City. Therefore, it is important that it accurately reflects the desired vision for an area.

Within subarea 2, the Future Land Use Plan shows Mixed-Use and Industrial classifications along the BeltLine. The latter are concentrated at Murphy Triangle and east of Pryor Road, while the former runs along University Avenue.

Existing neighborhoods are classified Single-Family Residential and Low Density Residential, while the schools, churches, and other institutions in them are classified Office/Institutional. Commercial areas are classified as Low Density Commercial.

The subarea has no Open Space classifications besides current parks and the BeltLine itself. Open Space classifications can be used to convey desired future park space and to serve as receiving areas for transferable open space programs found in the Quality-of-Life zoning districts. Without them there is no incentive for developers to contribute to new parks.

Issues

- The future land use plan targets no sites as future parks.

Opportunities

- Amendments to the future land use plan would support the vision of the subarea master plan.

Existing Zoning

The City of Atlanta is divided into zoning districts that regulate the physical development of the land and limit the uses to which a property may be put. These districts also regulate the height, overall size, and placement of buildings on a lot, the density at which buildings may be constructed, and the number of parking spaces that must accompany each use. Zoning districts are the implementation tool of the Atlanta Strategic Action Plan (formerly the Comprehensive Development Plan) and should support the desired future land uses. Because it directly shapes development, zoning has a profound impact on the built environment. More than any other single element, zoning affects how a neighborhood looks and functions for decades.

There are many zoning designations found in the subarea. An industrial-zoned spine of I-1 and I-2 districts exists along the BeltLine and Murphy Avenue. Commercial sites throughout are primarily zoned C-1, although there are limited occurrences of C-2, MRC-1, and MRC-3. Neighborhood cores are zoned R-4A, R-4B, R-4, or R-5, while the subarea's limited multifamily sites are zoned RG-2, RG-3, MR-3, and MR-4A.

Because sites along the BeltLine have significant development potential, the area is within a special overlay district that applies to all sites, regardless of underlying zoning. On February 19, 2007, the BeltLine Overlay District was approved by Atlanta City Council to strengthen the City's regulatory powers to ensure that the vision of the BeltLine is achieved. The overlay provides guidance to developers and aims to implement the BeltLine planning concepts. Because it is an overlay district, it provides controls in addition to the underlying zoning, but does not override regulations for historic or Special Public Interest (SPI) districts.

The overlay district requires a Special Administrative Permit (SAP) for all applications except single family homes in zoned residential categories not having frontage on the BeltLine. The SAP process allows for review of plans, granting of variations associated with setbacks, sidewalk and path requirements, width of the rail corridor and other design criteria. This process is consistent with that used for the City's Neighborhood Commercial, Special Public Interest, and Quality of Life districts.

The overlay includes some requirements of Quality of Life districts and applies them to properties along the BeltLine. These include: requiring transitional height planes, transitional yards and screening; allowing street connectivity and new on-street parking areas to count toward open space requirements; providing a 20 foot buffer along the BeltLine and connecting trails; requiring for sidewalks including street trees, street lights and visibility; requirements for landscaping of surface parking lots, curb cuts, bicycle parking; and restricting location of surface parking. The overlay also requires basic standards of pedestrian-oriented buildings.

Issues

- I-1 and I-2 zoning allows by-right retail and restaurant uses; this can discourage the use of industrial-zoned lots for manufacturing.
- Current open space requirements do not differentiate between truly usable open space (e.g. parks and plazas) and less usable berms, buffers, tree islands, and detention.
- A base residential FAR of 0.696 in MRC-1 and MRC-2 discourages their use in favor of MRC-3, which has a 3.2 permission; this has resulted in rezoning primarily residential developments sites for a very high commercial density to achieve the needed residential. Examples of this include the East Medinah Village site on Capital Avenue and 1322 Metropolitan Parkway.
- C-1, C-2, and RG districts have no height limits other than the transitional height plane; this means that some sites are zoned for buildings that could be out-of-scale with their surroundings.

Opportunities

- The BeltLine Overlay ensures that development near the BeltLine is compatible with it.
- Usable Open Space Requirements (UOSR) and conditional zoning could mandate parks and plazas in new development, rather than unusable berms, retention areas, and similar "left over" spaces.
- Zoning could encourage affordable housing.

Urban Enterprise Zones

In addition to zoning and land use designations, the subarea contains Industrial Enterprise Zones (IEZ) which effect long-term redevelopment. These zones were granted tax abatements and other incentives by the City of Atlanta to encourage job creation and include:

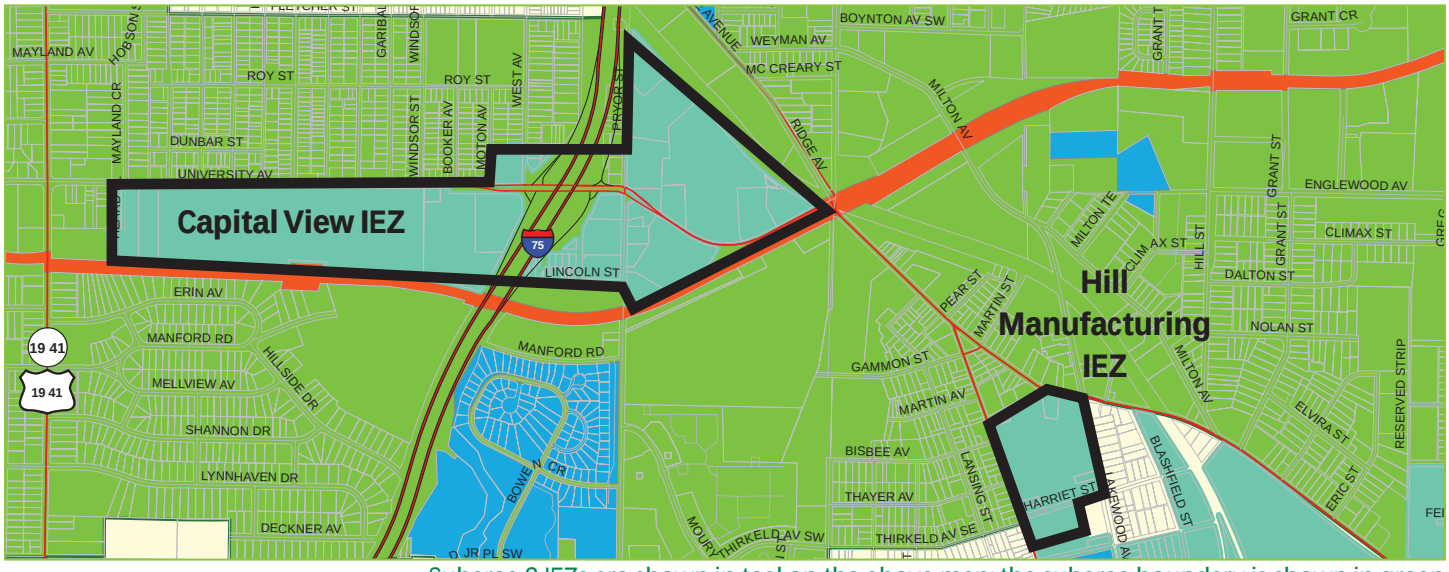
- Capitol View IEZ, which occurs on both sides of I-75 at University Avenue and is effective from January 1, 1997, to December 31, 2021. This IEZ was approved under ordinance 96-O-9788.
- The Hill Manufacturing IEZ, which is located on Jonesboro Road and is effective from January 1, 1997, through December 31, 2021. This IEZ was approved under Ordinance 96-O-1304.

In the case of the IEZs in the subarea, these designations require that the affected sites can only be developed for major job-creating purposes. Any alternatives plans, including mixed-use redevelopment, would need to be approved by City Council. Such a modification was recently undertaken for the former GM site in the nearby Chosewood Park neighborhood.

Table 17: Overview of Zoning Districts in Sub-Area 2

District	Non-Residential FAR	Residential FAR	Units/Acre*
R-3	0	0.4	2.4
R-4A	0	n/a	5.8
R-4B	0	n/a	15.6
R-5	0	0.5	11.6
RG-2	5%**	0.348	13.8
RG-3	5%**	0.696	27.6
RG-4	5%**	1.49	59.0
MR-3	5% floor area	0.696	27.6
MR-4A	5% floor area	1.49	59.0
RLC	0.5	0.348	13.8
LW	0.5	0.696	27.6
C-1	2.0	0.696	27.6
C-2	3.0	0.696	27.6
MRC-1	1.0	0.696	27.6
MRC-3	4.0	3.2	126.7
O-I	3.0	3.2	126.7
I-1	2.0	0	0.0
I-2	2.0	0	0.0

***For resident use only; may not be open to the public.**
****Assumes 1,100 sf gross unit size for multifamily.**



Subarea 2 IEZs are shown in teal on the above map; the subarea boundary is shown in green

Urban Design & Historic Resources

During the period in which most of the subarea was built-out (prior to World War II), architecture defined and dignified the public realm. Buildings were placed to enrich and add order to the street. This created buildings that were oriented towards the street and with a clear division between public and private space.

Style variations notwithstanding, buildings and their street orientation remained stable from 1900 until World War II. This all changed after World War II, when the car became the primary mode of transportation. With this, commercial and residential environments transformed from being pedestrian-oriented to vehicle-oriented. This can be seen along the subarea's major corridors, which include many auto-oriented buildings.

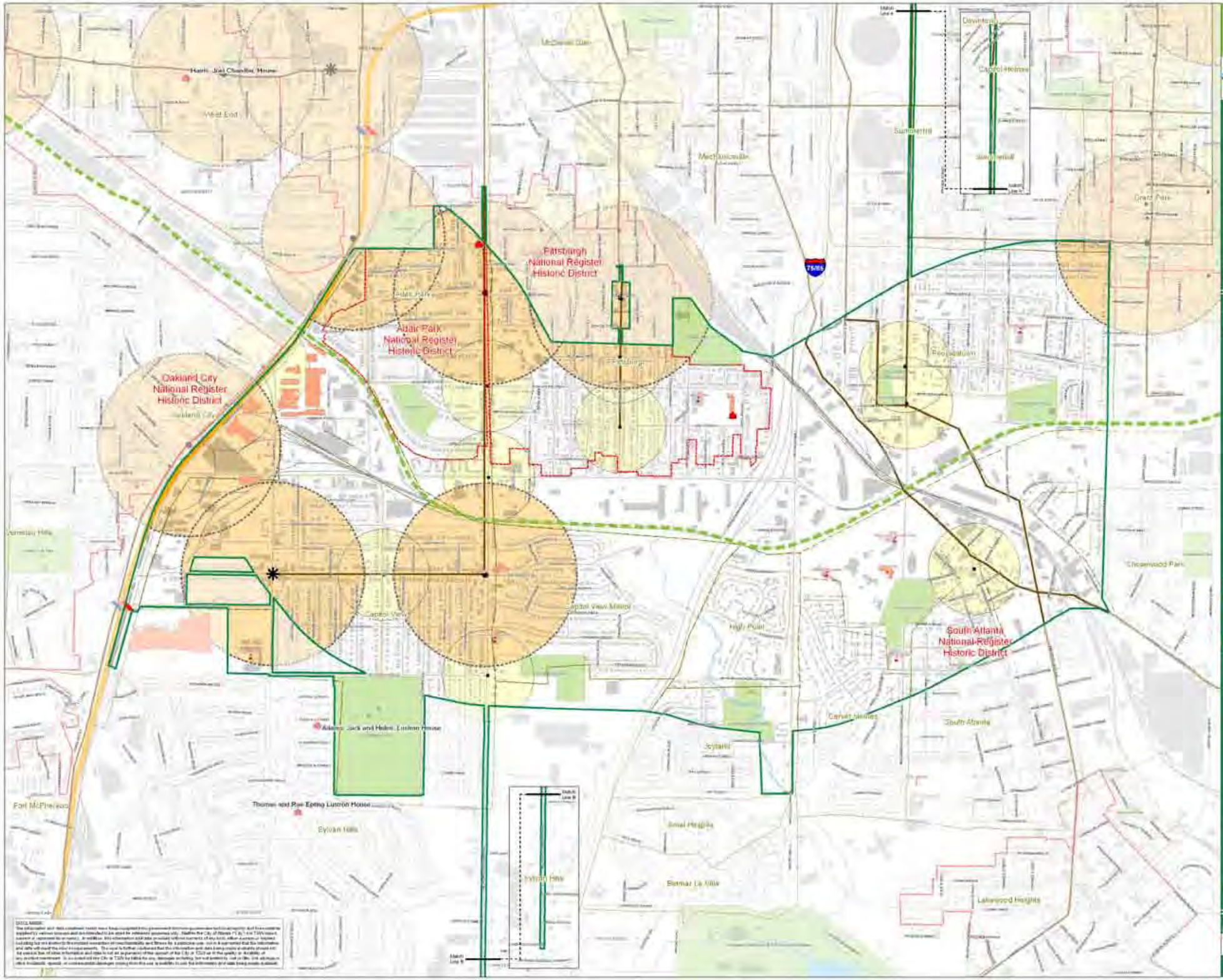
Historic buildings have become critical to preserving local identity and sense-of-place. Historic structures are resources that must be preserved and protected. Not only does the preservation of historic structures preserve an architectural legacy, it also preserves the buildings and places that represent a community's collective memory.

The Heritage Communities of South Atlanta are fortunate to have a rich history. The subarea contains historic neighborhood and neighborhood centers, both large and small, as well as significant historic buildings and former trolley routes connecting to Downtown Atlanta. Evidence of historic centers can be still be seen at many intersections. These include the intersections of Sylvan Road and Dill Avenue, Dill Avenue and Metropolitan Parkway, Metropolitan Parkway and Mary Street, and Mary Street and McDaniel Street.

The historic Lena Jean Campbell School

Historic corner stores are spread throughout the subarea

Many older homes are greatly cared for and help strengthen neighborhood identity



BeltLine

BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA

Historic Resources/ Urban Design

LEGEND
- BeltLine
- Nat'l Register Bldg
- Nat'l Reg District
- Signif. Hist. Bldg
- Historic Retail Node
- Large Center
- Medium Center
- Corner Store
- Former Trolley
- Neighborhoods

Prepared by
TSW

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Community Patterns

Cities are defined by the patterns of their streets, blocks, lots, and buildings. When viewed together, this relationship defines their structure that speaks of the past, present, and future. The individual elements represent the fundamental components of planning and must be carefully understood for their implications on transportation, land use, and economic development.

The subarea's development pattern is a traditional model based on neighborhoods separated by industrial areas. Within the neighborhoods, the prevailing pattern consists of small single-family house and duplex lots of 4 to 16 units per acre, with higher densities north of the BeltLine than south of it. These occur within a grid of streets, which offers multiple travel routes, calms traffic through closely spaced intersection and, creates a walkable environment with sidewalks and visual interest.

The neighborhoods contrast with the larger properties that historically divided them. These often contain large masonry buildings set back from the street and usually surrounded by parking or loading bays. Their spaces are often flexible, with large open floor plans. The urban pattern in these areas is less conducive to walking because the buildings are larger and less pedestrian-oriented, streets are fewer, and pedestrian amenities are lacking.

In addition to the industrial areas, there are many other barriers. Transportation routes divide the subarea. These include I-75/85, the BeltLine right-of-way, other railroads, and high speed corridors such as Metropolitan Parkway. Steep slops also limit connectivity. These constraints divide neighborhoods and limit cross movement.

Future redevelopment should repair breaks in the subarea's urban fabric and reconnect across physical barriers to movement, such as across Interstate 75/85 and numerous rail infrastructure. This is especially true for secondary pedestrian connections, such as in streets, sidewalks, parks, and trails.

Issues

- Industrial lands are breaks in the urban fabric due to their large blocks, lack of connectivity, and large buildings.
- The subarea is divided by highways, railroads, and topographic changes.

Opportunities

- The subarea's form is urban and it benefits from the advantages this pattern offers.
- Regardless of use, redevelopment of former industrial sites could mend the urban fabric by introducing new streets, smaller blocks, and more pedestrian-friendly buildings.
- New development on marginal land uses near the BeltLine could accommodate higher-density, transit-supportive land uses without harming nearby historic neighborhoods.

Typical blocks in the Pittsburgh community are at a density of around 10 - 14 dwelling units per acre

Art and Cultural Resources

There is currently little public art in the subarea. This lack of art is not uncommon along the BeltLine, where most neighborhoods were historically single-family in nature. Additionally, when compared to other cities, Atlanta has traditionally placed less emphasis on public art, although this has changed in recent years.

The BeltLine is an opportunity for enhanced public art, both within its right-of-way and nearby. Subarea 2 is fortunate to have over a dozen locations that are ideal for public art. Potential location can be found on the following page. These were identified based on the following design considerations:

- Proximity to future transit stations;
- Existing items or structures of interest, including bridges or industrial artifacts;
- Proximity to schools or parks;
- Visibility from adjacent streets, with heavy emphasis placed on sites that create a focal point or terminus; and
- Gateway opportunities or the ability of art to provide a transition between adjacent neighborhoods or land uses.

With the implementation of the BeltLine final programming of these sites should be carefully considered through a collaborative effort that celebrates local history and the desires of area stakeholders.

Issues

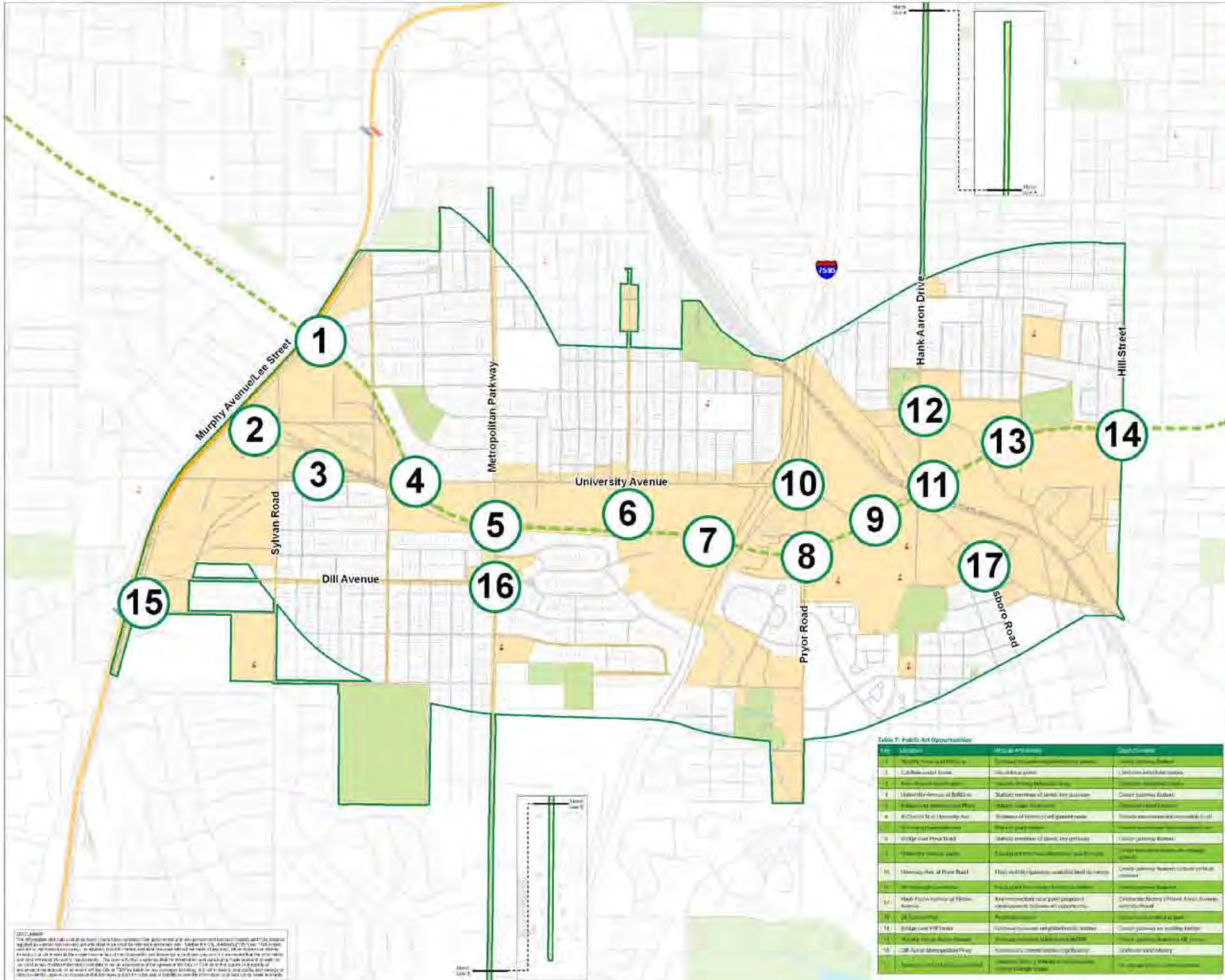
- There is a lack of public art in the subarea.

Opportunities

- Over a dozen opportunities for public art exist in the subarea (see Table 18).
- Public art could include an educational component to celebrate the subarea's history and identity.

These industrial tanks on Avon Avenue within the Murphy Triangle area are a potential art opportunity

Public art in historic industrial areas should reflect their industrial character



BeltLine

BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Public Art Opportunities

LEGEND
- Sub-Area 2
- BeltLine
- MARTA Rail
- Parcel
- BeltLine TAD

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Table 7: Public Art Opportunities

Key	Location	Unique Attributes	Opportunities
1	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]
4	University Avenue at BeltLine	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]
10	University Ave. at Pryor Road	[illegible]	[illegible]
11	[illegible]	[illegible]	[illegible]
12	Hank Aaron [illegible] at Milton Avenue	[illegible]	[illegible]
13	[illegible]	[illegible]	[illegible]
14	[illegible]	[illegible]	[illegible]
15	[illegible]	[illegible]	[illegible]
16	[illegible]	[illegible]	[illegible]
17	[illegible]	[illegible]	[illegible]

Table 18: Public Art Opportunities (see Public Space Analysis Map)

Key	Location	Unique Attributes	Opportunities
1	Murphy Avenue at BeltLine	Gateway between neighborhoods; station	Create gateway feature
2	Cut-Rate water tower	Visual focal point	Celebrate industrial history
3	Avon Avenue (north side)	Visually striking industrial tanks	Celebrate industrial history
4	University Avenue at BeltLine	Station; terminus of street; key gateway	Create gateway feature
5	Bridge over Metropolitan Pkwy	Station; visual focal point	Celebrate street's history
6	McDaniel St at University Ave	Terminus of street; development node	Provide environmental education in art
7	BeltLine at potential park	Entry to park; station	Provide environmental education in art
8	Bridge over Pryor Road	Station; terminus of street; key gateway	Create gateway feature
9	University Avenue curve	Focal point from two directions; near BeltLine	Create education-based art; engage schools
10	University Ave. at Pryor Road	High visibility gateway; available land by ramps	Create gateway feature; include vertical element
11	McDonough/Jonesboro	Focal point from many directions; station	Create gateway features
12	Four Corners Park	Adjacent to key corridor, highly visible community park	Celebrate history of Hank Aaron Avenue, neighborhood
13	DL Stanton Park	Proximity to park	Create unique entry to park
14	Bridge over Hill Street	Gateway between neighborhoods; station	Create gateway on existing bridge
15	Murphy Ave at Arden Avenue	Gateway between beltline and MARTA	Create gateway feature at NE corner
16	Dill Ave at Metropolitan Pkwy	Community center; historic significance	Celebrate local history
17	Jonesboro Rd at McDonough Blvd	Transition from S. Atlanta to BeltLine area; unique triangle shape	Re-use gas station; create gateway

Historic Resources

According to the Atlanta Urban Design Commission, subarea 2 contains the greatest collection of historic resources along the BeltLine. This includes historic neighborhoods, historic industrial buildings, and historic structures.

Subarea 2 includes four current or proposed National Register of Historic Places Historic Districts: Adair Park, Pittsburgh, Oakland City (Murphy Triangle area) and South Atlanta (proposed). There are also two National Register Sites: Crogman Elementary and Stuart Avenue United Methodist Church. The Adair Park district is anchored by two parks north and south – Adair Park I and Adair Park II. Adjoining Adair Park and immediately across Metropolitan Parkway, the Pittsburgh Historic District centers around McDaniel Street which follows a former trolley route stretching towards Downtown.

The subarea is even more notable for its historic industrial buildings and sites. Large masonry buildings (in varying conditions) lie in wait for possible future use. Many of these buildings have potential for creative re-use and adaptation, whether it is for industrial, commercial, or residential uses. Allowing these buildings to remain standing and adapting them for current interests allow them continue to serve as anchors in the community and reminders of the area's industrial past. The largest significant collection of these buildings in the subarea can be found in the Murphy Triangle Area.

In addition to districts and buildings, the subarea includes infrastructure of historic note. These include BeltLine bridges at Hill Street, Pryor Road, and Metropolitan Parkway. The classically-designed tunnel under Hank Aaron Avenue/McDonough Boulevard is also of significance as the most ornate structure along the Beltine.

As part of this planning effort a detailed analysis of historic resources was also undertaken through field work, assessing structures up-close and individually. This process reviewed buildings and sites classified as historically significant by the Atlanta Urban Design Commission. It provided an assessment of which properties could possibly be preserved, restored, and reused. This process also identifies any inaccurate possible historic designations.

Issues

- Historic resources face the possibility of being lost if not properly identified as having significant value to the surrounding community
- Investment is needed to restore and rehabilitate older properties

Opportunities

- Positive historic and cultural resources provide a strong basis for respectful future redevelopment
- Creative re-use of historic buildings can preserve local identity and preserve lasting landmarks
- Existing historic bridges at Pryor Road, Metropolitan Parkway, and Hill Street could be re-used as part of BeltLine transit and trail efforts.
- Relatively low costs for former industrial buildings (when compared to other parts of the city) make their rehabilitation into other uses economically viable.

Historic Resource Map

On the following map, these graphic conventions are used to assess historic resources:

- Red dots serve to validate the historic resource in the field, often with assisting identification photographs;
- X means the property was not there or that the property at this location is non-contributory; Highlighted areas are potential redevelopment tracts.
- Red question marks (?) indicate that the meaning of the map designation could not be ascertained in the field.

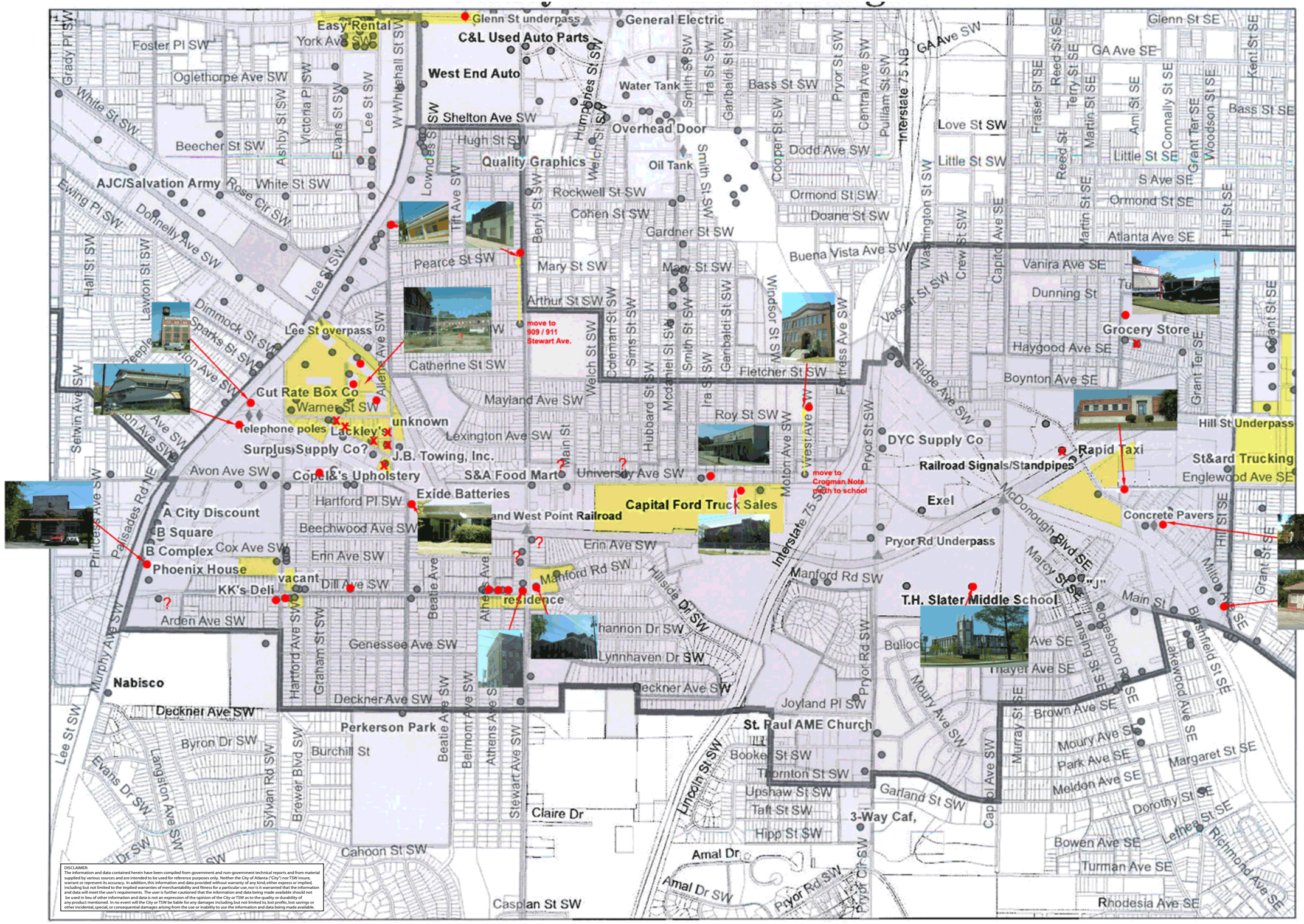


Table 19: Historic Resource Verification

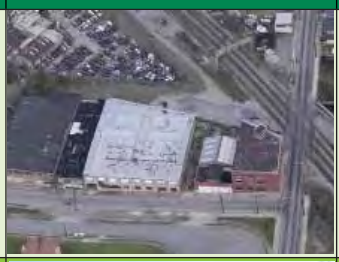
BeltLine Survey	Photo	Resource Name (Other Name)	Street Address / Location	Historic Verification	Re-use Comments
382		American Mills	451-457 Stephens Street	Not Verified: Pending	Current Employment
428		Bailey Burrus Factory	1116 Murphy Avenue	Verified: Historically Significant	PTC - structure to be rehabilitated
361		Candler-Smith Warehouse	650, 660, 680 Metropolitan Parkway	Verified: Historically Significant	Current Employment
476		Capitol View Neighborhood	West side of Metropolitan, South of BeltLine	Verified: Community Significant	Preservation of neighborhood
475		Capitol View Manor Neighborhood	East side of Metropolitan, South of BeltLine	Verified: Historically Significant	Well-maintained neighborhood with cohesive / coherent street network
472		Capitol View Masonic Hall	1331 Metropolitan Parkway	Verified: Historically Significant	Corner has potential for additional community commercial investment
473		Capitol View United Baptist Church	Metropolitan Parkway	Verified: Historically Significant	Corner has potential for additional community commercial investment

Table 19: Historic Resource Verification continued

BeltLine Survey	Photo	Resource Name (Other Name)	Street Address / Location	Historic Verification	Re-use Comments
485		Crogman School	103 West Avenue	Verified: Historically Significant	Occupied, redeveloped previously
426, 427		Cut Rate Box Co	1080 & 1100 Murphy Avenue	Verified: Historically Significant	1080 and 1100 active use
491		Leete Hall (Carver High School)	1965 Lewis Road	Verified: Community Significant	Currently in use
502		Peoplestown Neighborhood (partial)	North of BeltLine, East of Ridge Avenue, West of Hill Street	Verified: Community Significant	Preservation of neighborhood. Infill redevelopment to be appropriate to scale of existing conditions.
524		Recycling Center	218 McDonough Boulevard	Verified: Partial Building Preservation	Redevelopment zone with selective building rehabilitation.
433		Roebling Factory	934 Avon Avenue	Verified: Historically Significant	Redevelopment zone with selective building rehabilitation.

Table 19: Historic Resource Verification continued

BeltLine Survey	Photo	Resource Name (Other Name)	Street Address / Location	Historic Verification	Re-use Comments
419 - 425		State Farmers' Market (Georgia Farmers' Market)	1040 Sylvan Rd	Verified: Partial Building preservation	Redevelopment zone with selective building rehabilitation.
		Stewart Avenue Methodist Episcopal Church, South	867 Stewart Avenue, SW	Verified	Two Commercial buildings South of this need to be added 908 and 911 Stewart Ave.
505		Tunnel	McDonough Boulevard	Verified: Historically Significant	

Table 20: Proposed Historic Structures Resource Verification

Proposed Addition		Four Square Home; Phoenix House	1296 Murphy Avenue, SW	Verified: Historically Significant	
Proposed Addition		Commercial Buildings	908 and 911 Metropolitan Parkway	Verified: Historically Significant	
Proposed Addition		Bridges	Hill Street, Pryor Road, and Metropolitan Parkway	Verified: Historically Significant	Hill Street bridges is most notable, but all could be used for trails if not wide or strong enough to support transit.
Proposed Addition		Natural Feature: Historic Tree Line	Carver Schools	Verified: Historically Significant	Any nearby redevelopment plans should accommodate and protect historic tree line

Natural Features & Environment

Subarea 2 contains natural and man-made features that the BeltLine and accompanying redevelopment should respect. Proactive planning that minimizes the need for grading, takes advantage of existing natural resources, and minimizes environmental liabilities is a key part of the BeltLine vision.

Topography

The uneven topography of subarea 2 is typical of much of the City of Atlanta. Generally speaking, the land forms a slight valley, with high land to the east and west and low land in the middle, along the South River Tributary.

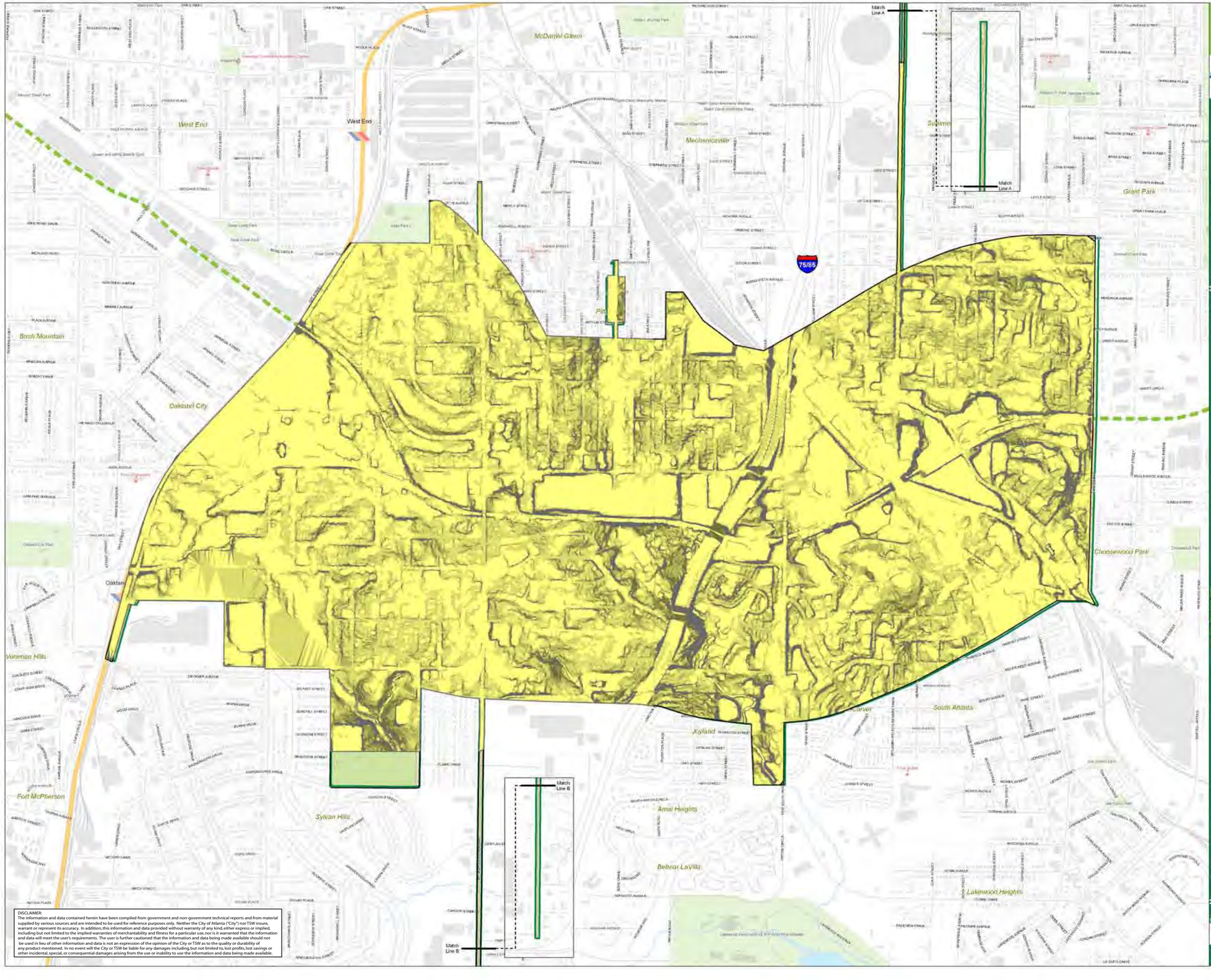
There are no naturally-occurring flat sites in the subarea. The flat sites that exist are large properties adjoining the BeltLine that were graded to provide a level site for the industrial or commercial needs of their time. This left steep banks separating adjacent properties and presents a challenge to future redevelopment and connectivity. Steep slopes are also found between Milton Avenue and the BeltLine, University Avenue and the BeltLine, and in the Villages at Carver. Aside from these, the remainder of the subarea is dominated by rolling topography and few sloping sites.

Elevations above mean sea level range from 896 to 1,060 feet. The subarea's highest spot is bounded by Beatie, Athens, Erin, and Dill Avenues while its two lowest spots lie in the southwest corner of the Tuskegee and Hill Streets intersection, and west of Pryor Road in the Joyland neighborhood.

Areas along the rail corridors were once thriving, but now are covered in vegetation

Neighborhoods north and south of the BeltLine are gently rolling and covered in a mature tree canopy

Parts of the subarea have unsurpassed views of Downtown Atlanta



BeltLine
AtlantaConnected

BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA

Slope Analysis Map

LEGEND
- 0-5%
- 5-10%
- 10-15%
- 15-20%
- 20-25%
- 25% and above

Prepared by:
TSW
With:
Grice & Associates, Inc., Smith Dalia Architects, and Long Engineering

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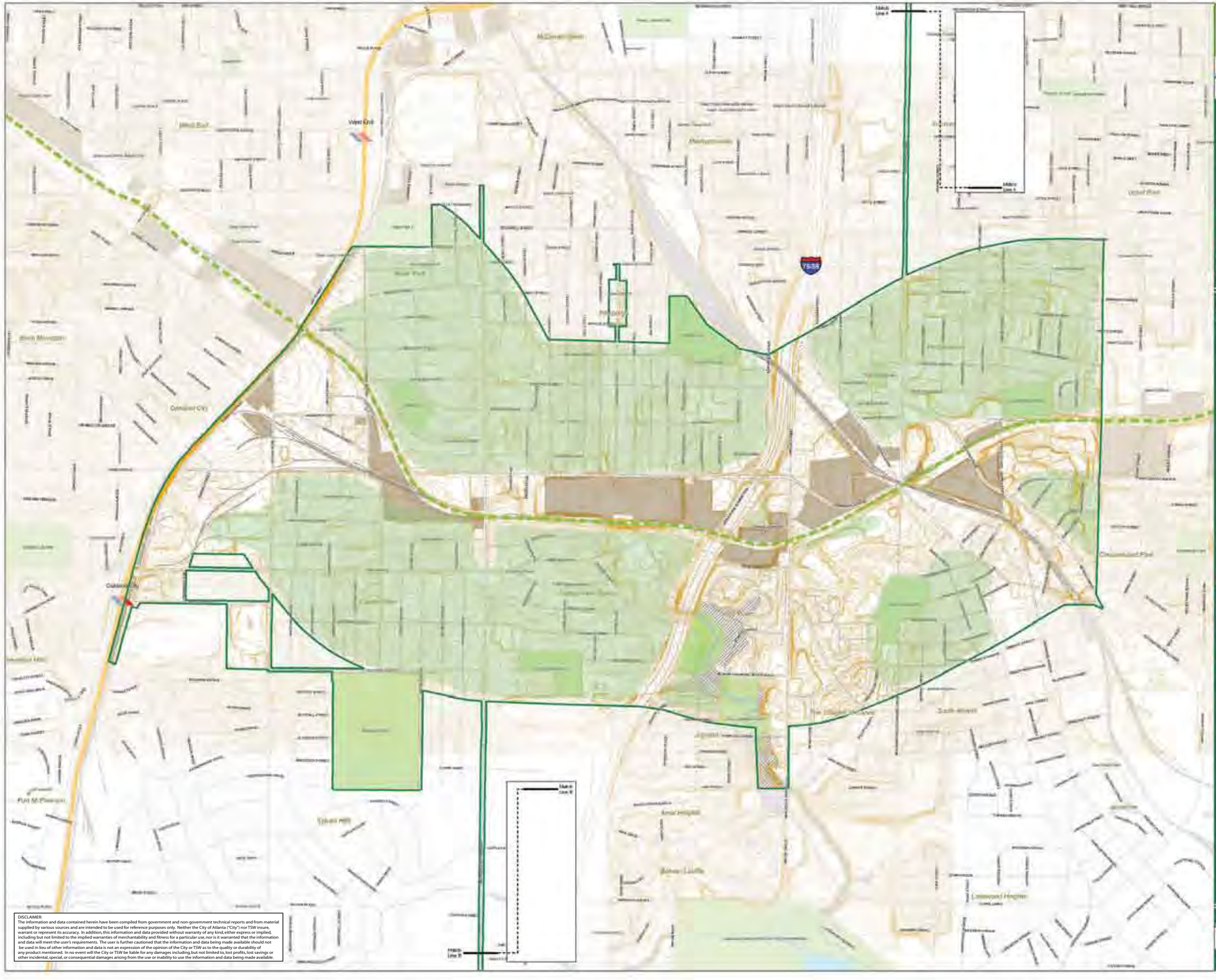
August 28, 2007

SCALE IN FEET
0 250 500 750 1000 1500


BeltLine
BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
Environmental Conditions
LEGEND
BeltLine
MARTA Rail
Parks
Potential Brownfields
Greenway Acquisition
2 Feet Contours
100 Year Floodplain
Parks
General Tree Cover
Prepared by
TSW
August 31, 2017
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Issues

- Steep banks along the BeltLine, especially between Metropolitan Parkway and Pryor Road, make it difficult to establish a strong relationship to potential adjacent redevelopment.
- Steep banks between adjacent flat sites make comprehensive redevelopment challenging.
- Properties that slope up from the street are expensive to develop into multifamily, commercial, or mixed-use buildings in a way that fronts the street with active uses.

Opportunities

- The Murhpy Triangle area is largely flat, making it suited for park space or redevelopment into other uses.
- Modest slopes between the Adair Park neighborhood and Murphy Triangle make connectivity viable, especially between University and Murphy Avenues.
- Views from Milton Terrace to Downtown are among the best in Atlanta.
- Properties that slope down from the street are ideal to develop into multifamily, commercial, or mixed-use buildings in a way that fronts the street with active uses.
- Steep slopes can be easily built on with townhouses, which can step with the land.

Townhouses and other narrow buildings can easily step up the street within topography

Existing Tree Canopy

The subarea's neighborhoods are blessed with a mature tree canopy. Most enjoy mature trees that tower over the neighborhoods' modest homes and provide shade. As expected, however, the tree canopy breaks down at existing and former industrial areas along the BeltLine. Many of these are completely paved, or covered in kudzu.

There is also concern for the area lack of generational tree plantings. Many canopy trees are reaching maturity and threaten to die back in a similar time frame. If new planting efforts are not soon undertaken to counteract this threat, the landscape in the area could be much different in the future.

Issues

- Existing and former industrial sites along the BeltLine lack a continuous tree canopy.
- The lack of generational tree plantings (trees of different ages) means that the neighborhoods' tree canopies could be lost in a relatively short time as similarly-aged trees die-off at once.

Opportunities

- A proposed BeltLine arboretum could raise awareness of trees and "re-green" the corridor.
- A neighborhood tree planting program could ensure that the tree canopy is sustainable.
- Redevelopment along the BeltLine could create tree-lined streets and re-establish an urban tree canopy in these barren areas.

Parks

There are several parks in the subarea and most are easily accessible from the neighborhoods. These include: Perkerson Park, Emma Millican Park, South Atlanta Park, Arthur Langford Park, Adair Park I, Four Corners/Stanton Park, and Pittman Park. These range from 1.47 to 48.65 acres, and offer a variety of amenities. Current efforts are underway to make improvements and connections between Four Corners Park and D.L. Stanton Park, strongly based on previous and current community input.

Issues

- Some existing parks are inaccessible due to their mid-block locations. These include Emma Milican Park, South Atlanta Park, and Daniel Stanton Park.

Opportunities

- New parks could be created along the BeltLine from former industrial land.
- New developments could provide pocket parks.
- The forested tract bounded by the BeltLine, I-75/85, and Hillside Drive, and used by the Atlanta Department of Watershed Management could be improved to provide open space.
- The expansion/connection of Four Corners and DL Stanton Parks could benefit the subarea.

Table 7: Sub-are 2 Parks

EXISTING PARKS	ACRES
Adair Park I	6.27
Arthur Langford Jr. Park	9.90
Daniel Stanton Park	8.13
Emma Millican Park	9.73
Four Corners Park	1.47
Perkerson Park	48.65
Pittman Park	13.78
South Atlanta Park	11.05
TOTAL	**108.98**

Perkerson Park is the largest park in the subarea, on the southern edge of the Capitol View neighborhood

Brownfield Sites

A large number of historically industrial uses in the subarea have potential for contamination. The United States Environmental Protection Agency refers to these properties as "brownfield sites," or properties in which the redevelopment or reuse of may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

The clean up and resulting re-use of these properties could take development pressure off of undeveloped land and could also strengthen neighborhoods. It also improves and protects the environment by removing contaminants that might further seep into the soil over time.

According to data provided by the City of Atlanta Bureau of Planning, there are currently 27 potential brownfield sites noted in the subarea, totaling 105 acres of land directly accessible to the BeltLine. Many local, regional, national, and worldwide examples exist of successful redevelopment on brownfield sites with varying levels of contamination.

Parcels with possible contamination will need to be properly cleaned before redevelopment occurs

Issues

- Potentially contaminated properties could be expensive to clean up and slow redevelopment.
- If unremediated, brownfields could continue to pose a threat to public health and safety.

Opportunities

- The clean-up and reuse of brownfields could remove development pressure from neighborhoods.

SYNTHESIS MAPS

This report has provided an overview of key existing conditions within the Heritage Communities of South Atlanta. Elements have been divided into discrete functional areas for the planning purposes, yet the reality is that demographics, land use, urban design, and environmental considerations all interact to define an urban environment.

The maps contained on the following pages are intended to synthesize and summarize the findings of this report.

Urban Design Analysis Map

The Urban Design Analysis map shows those physical and cultural elements that are critical to consider in planning for subarea 2. These include historic resources, excessive slopes, unique views, and neighborhood structure.

Public Space Analysis Map

The Public Space Analysis map highlights those features defining the public realm. These include a review of existing parks, locations of pedestrian-hostile streetscapes, and public art opportunities.

Development Opportunities Map

This map summarizes factors affecting redevelopment in subarea 2. These include a review of vacant sites, recent rezoning activity, historic structures, and potentially contaminated sites. It also identifies lands that may present opportunities for new development or adaptive re-use.

Recent rezoning activities shown on the map include:

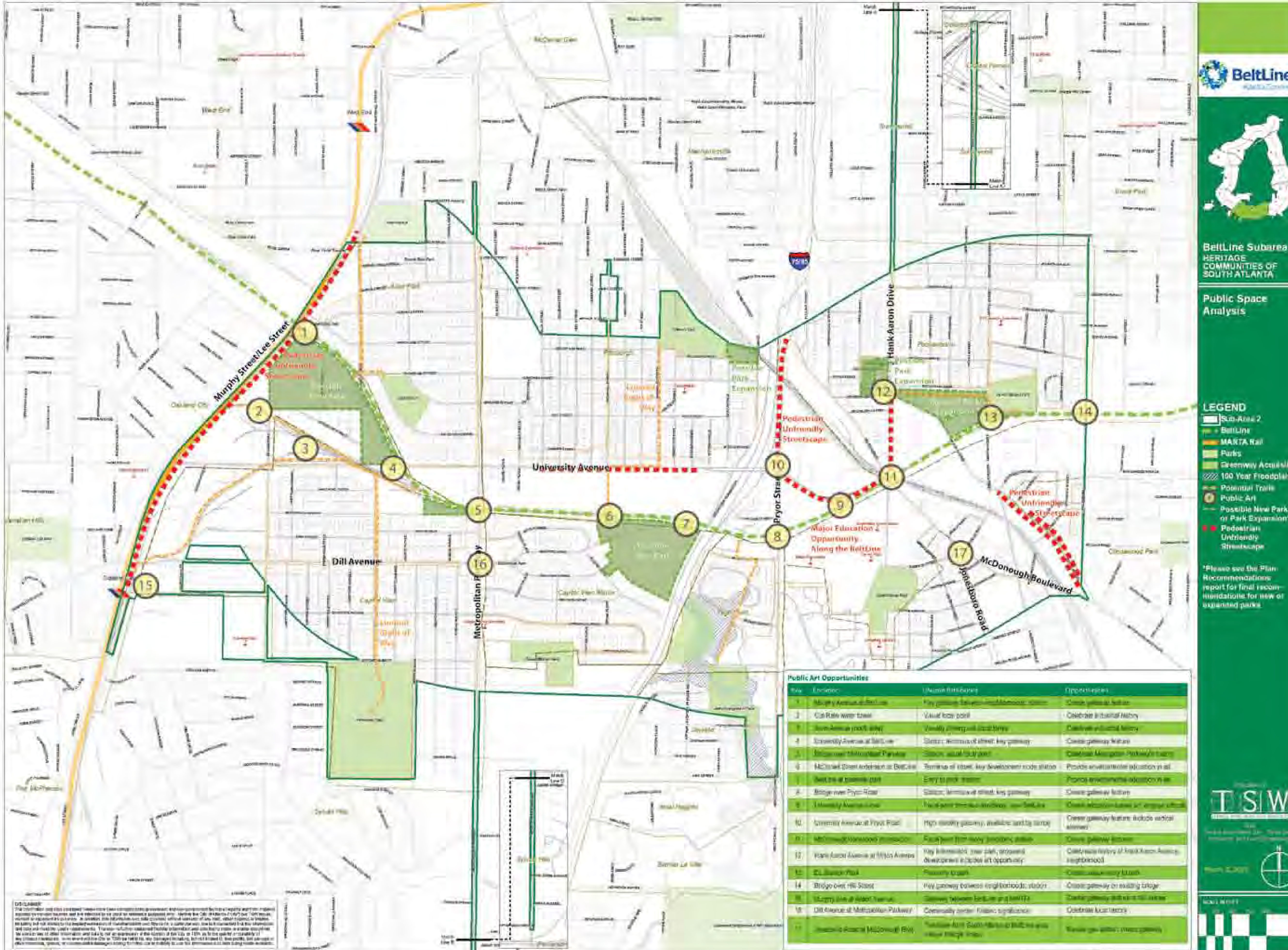
- **1184 Hank Aaron Avenue** (Z-05-142) from I-1 and I-2C to MRC-3 zoning for the purpose of constructing 772 housing units, 97,400 sf of retail, and 90,700 sf of office space. The project is known as "East Medinah Village."

East Medinah Village is a mixed-use project that received rezoning nearly three years ago, but has yet to break ground

- **1374 Murphy Avenue** (Z-06-100) from I-2 to MR-4A zoning for the purpose of sf of constructing 244 housing units.
- **1246 Allene Avenue** (Z-06-86) from I-2 to MR-4A for the purpose of constructing 240 multifamily units. This site now appears to be planned for redevelopment to townhouses.

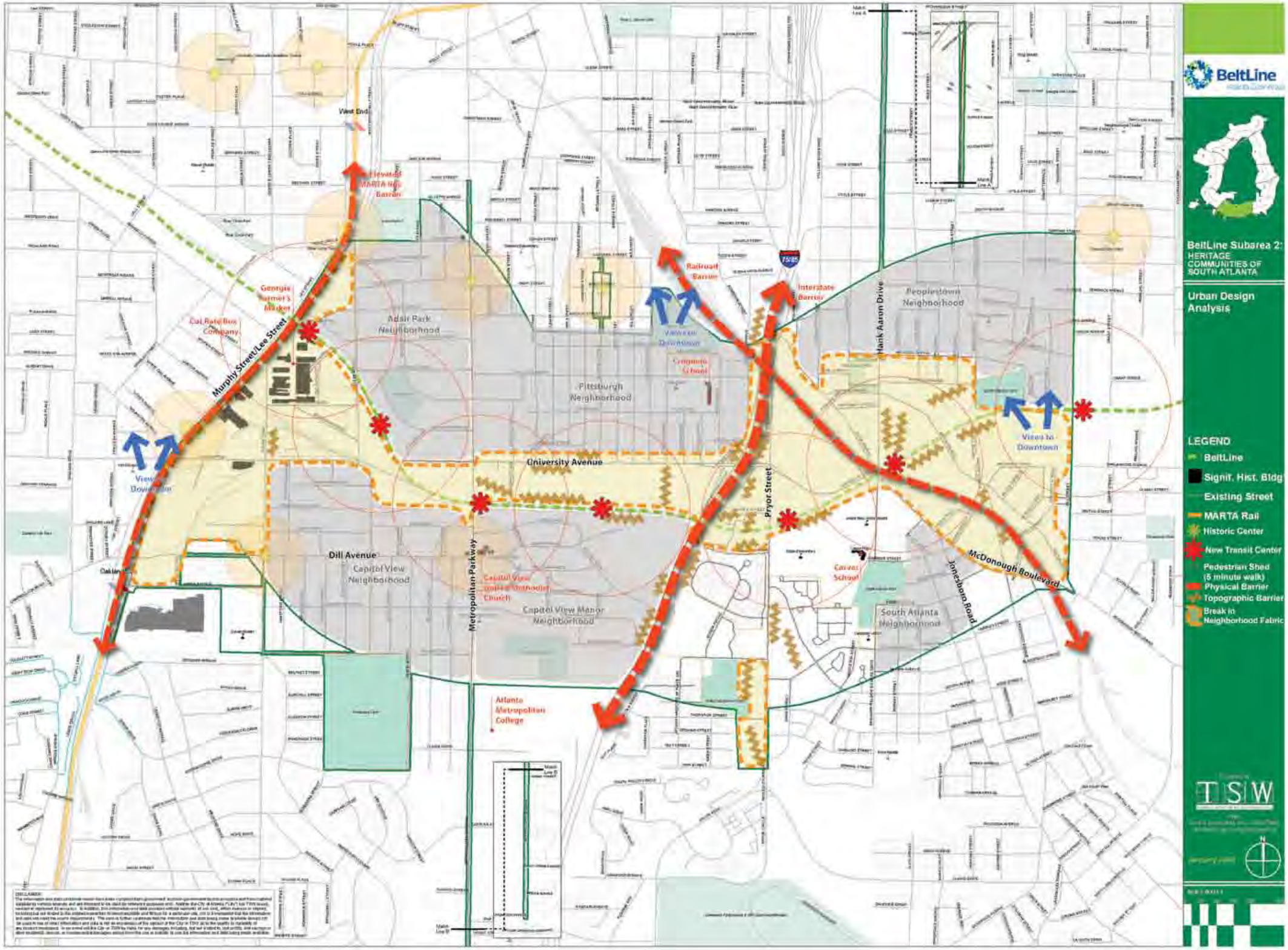
During the course of this planning effort, one other rezoning request was filed in subarea 2, but withdrawn before being heard by the Zoning Review Board:

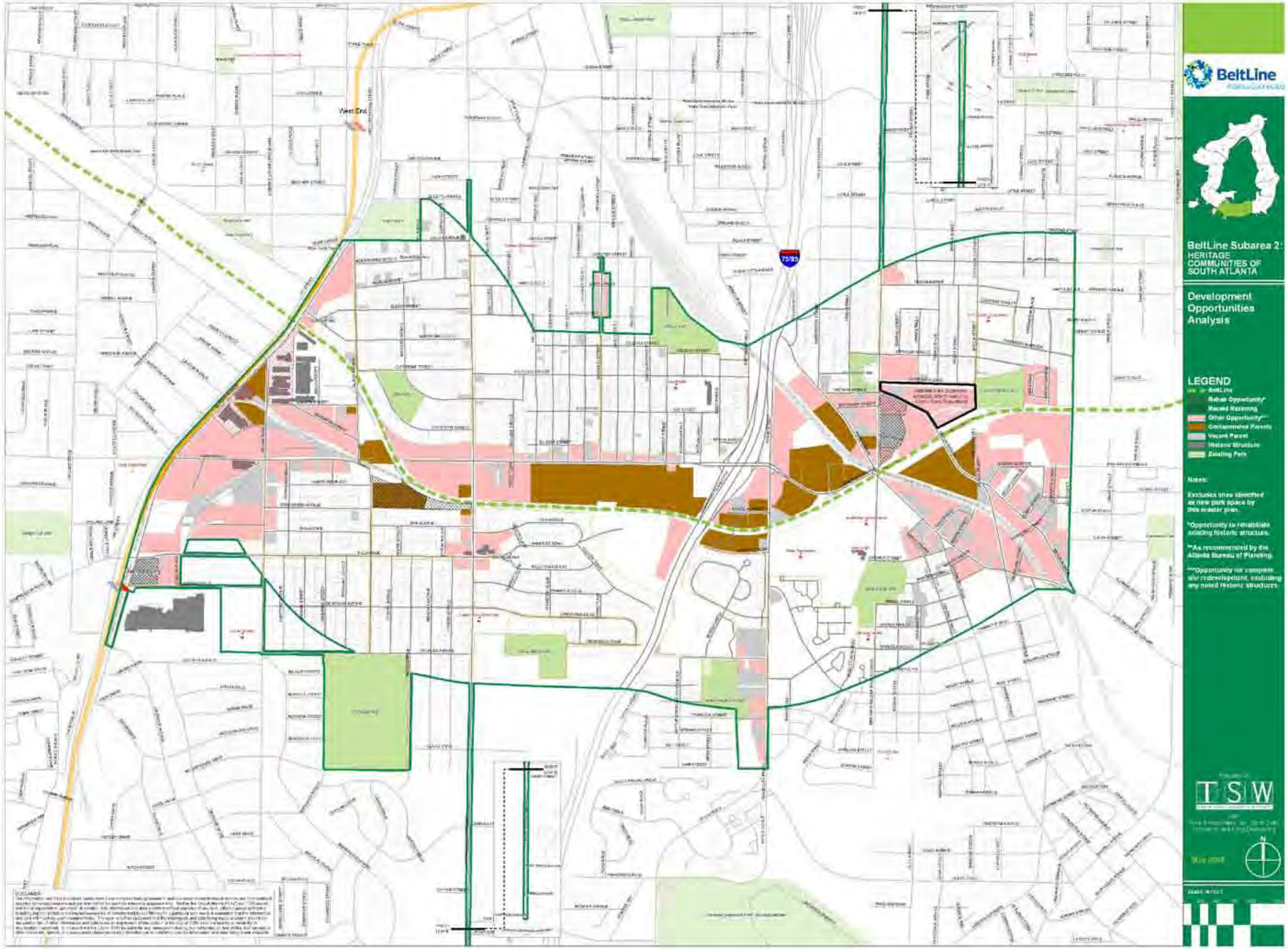
- **1116 Murphy Avenue** (Z-07-48) from I-2 to LW for the purpose of converting an existing historic industrial building into 55 housing units and 6,000 sf of commercial space.



Public Art Opportunities

Key	Location	Unique Attributes	Opportunities
1	Murphy Avenue at BeltLine	Key gateway between neighborhoods; station	Create gateway feature
2	[illegible] water tower	Visual focal point	Celebrate industrial history
3	[illegible] Avenue (north side)	Visually [illegible]	Celebrate industrial history
4	University Avenue at BeltLine	Station; terminus of street; key gateway	Create gateway feature
5	Bridge over Metropolitan Parkway	Station; visual focal point	Celebrate Metropolitan Parkway's history
6	McDaniel Street extension at BeltLine	Terminus of street; key development node station	Provide environmental education in art
7	BeltLine at possible park	Entry to park; station	Provide environmental education in art
8	Bridge over Pryor Road	Station; terminus of street; key gateway	Create gateway feature
9	University Avenue [illegible]	[illegible] BeltLine	Create [illegible]
10	University Avenue at Pryor Road	High visibility gateway; [illegible]	Create gateway feature; include vertical element
11	[illegible] intersection	[illegible]; station	Create gateway feature
12	Hank Aaron Avenue at Milton Avenue	Key intersection; near park; proposed development includes art opportunity	Celebrate history of Hank Aaron Avenue neighborhood
13	D.L. Stanton Park	Proximity to park	Create [illegible]
14	Bridge over Hill Street	Key gateway between neighborhoods; station	Create gateway on existing bridge
15	Murphy Ave at [illegible] Avenue	Gateway between BeltLine and MARTA	Create gateway [illegible]
16	Dill Avenue at Metropolitan Parkway	Community center; historic significance	Celebrate local history
17	Jonesboro Road at McDonough Blvd	[illegible]	[illegible]


BeltLine
BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
Urban Design Analysis
LEGEND
BeltLine
Signif. Hist. Bldg
Existing Street
MARTA Rail
Historic Center
New Transit Center
Pedestrian Shed (5 minute walk)
Physical Barrier
Topographic Barrier
Break in Neighborhood Fabric
West End
Elevated MARTA rail Barrier
Georgia Farmer's Market
Cut Rate Box Company
Murphy Street/Lee Street
Adair Park Neighborhood
Railroad Barrier
Interstate Barrier
Peoplestown Neighborhood
Hank Aaron Drive
Views to Downtown
Pittsburgh Neighborhood
University Avenue
Pryor Street
Dill Avenue
Capitol View Neighborhood
Metropolitan Parkway
Capitol View Seventh-day Adventist Church
Capitol View Manor Neighborhood
Carver School
South Atlanta Neighborhood
Jonesboro Road
McDonough Boulevard
Atlanta Metropolitan College
TSW


West End
75/85
BeltLine
BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
Development Opportunities Analysis
LEGEND
Notes:
Excludes sites identified as new park space by this master plan.
*Opportunity to rehabilitate existing historic structure.
**As recommended by the Atlanta Bureau of Planning.
***Opportunity for complete redevelopment, excluding any noted historic structure.
TSW
N

1.0 Introduction

The Atlanta BeltLine is a large-scale public infrastructure project to redevelop 22 miles of abandoned and/or underutilized rail lines around Atlanta's urban core to a street car/light rail facility. In addition, this project proposes to rezone/redevelop properties within approximately one-half mile of rail line right-of-way. When complete, the project will encompass greenspace, trails, transit, and economic development. The conceptual layout of the BeltLine is shown in Figure 1-1.

Figure 1-1 - Concept Map of Overall BeltLine Area

Purpose of the Report

As a component of the City of Atlanta's BeltLine redevelopment master planning effort, Atlanta BeltLine, Inc. identified the need to evaluate existing and future traffic operations and safety. For the purposes of planning and implementation, the BeltLine has been divided into ten subareas as shown in Figure 1-2. This report documents the traffic analysis for Subarea 2, also referred to as Heritage Communities of South Atlanta.

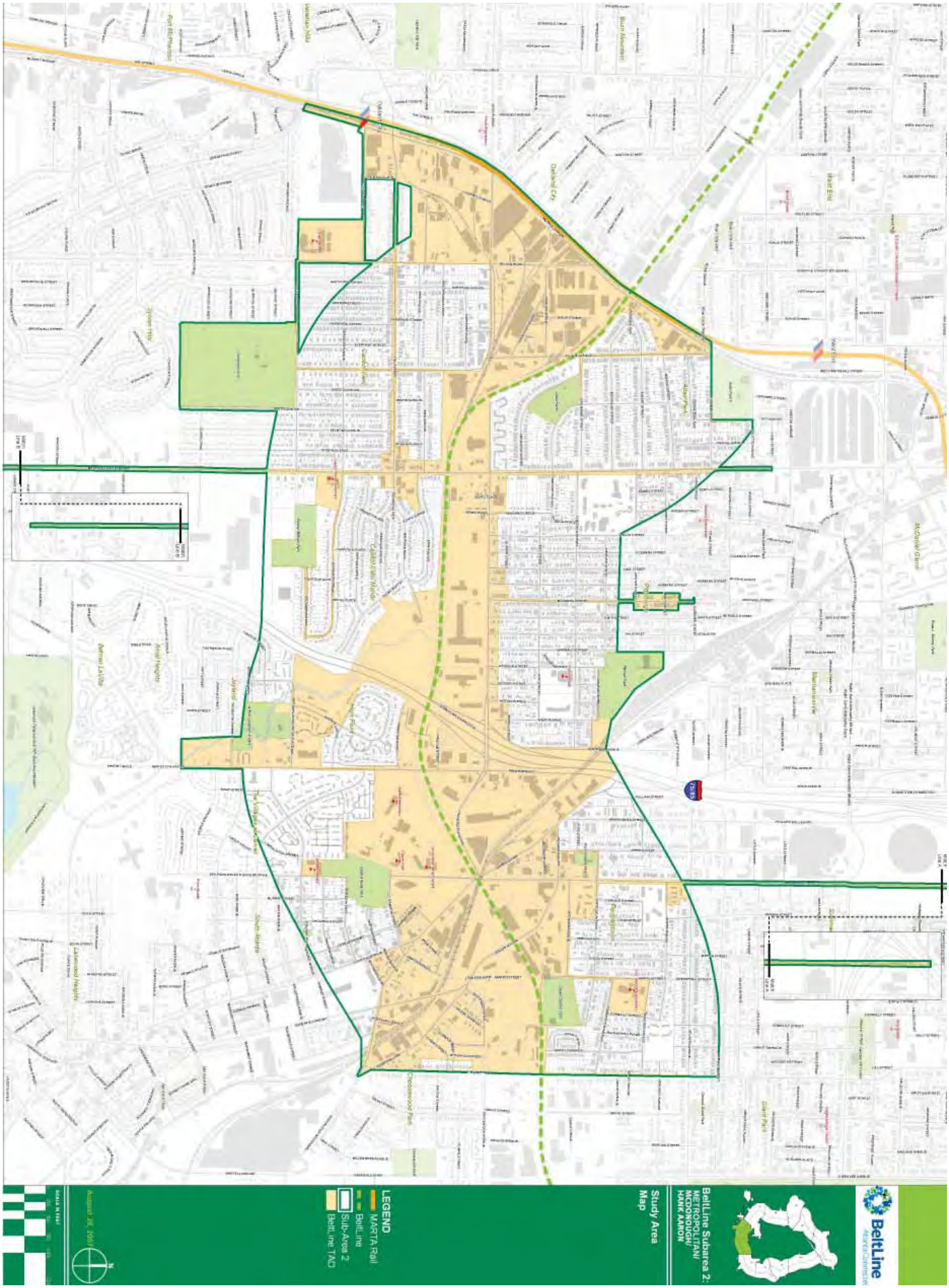
Figure 1-2 - Concept Map of Subarea 2

The traffic impacts of proposed BeltLine redevelopment within the subarea needed to be evaluated to determine what, if any, improvements are necessary to allow the transportation infrastructure to efficiently and safely serve future demand. Future conditions were evaluated both with and without BeltLine redevelopment so that the effects of site-generated traffic and proposed changes in land use can be known. Based on the findings of the traffic analysis, recommendations were made on mitigations needed to improve overall safety and traffic operations.

BeltLine Subarea Overview

Subarea 2 is comprised of the geographical area south of I-20 that is bordered by Hill Street to the east and Lee Street to the west. The BeltLine Tax Allocation District (TAD) boundaries are located throughout this geographical area. (Please refer to Figure 1-3, the Site Location Map, on the following page.)

The proposed BeltLine redevelopment within this subarea will consist of 13,094 residential units; 1,472,000 sq. ft. of industrial development, 606,000 sq. ft. of office/Institutional properties; 450,000 sq.


LEGEND
MARTA Rail
BeltLine
Sub-Area 2
BeltLine TAD
Study Area Map
BeltLine Subarea 2: METROPOLITAN/ MCDONOUGH/ HANK AARON
BeltLine
August 30, 2004

ft. of high turnover restaurants; 375,000 sq. ft. of quality restaurants; and 675,000 sq. ft. of specialty retail.

For the purposes of traffic analysis, the subarea is organized into two focus areas. Focus Area One includes University Avenue between I-75/85 and Hank Aaron Drive, while Focus Area Two encompasses the remainder of the study area.

Mobility Policies

Over-arching principles for mobility and circulation developed for the subarea plan are integrated throughout this document.

These principles are in keeping with the community's vision for its transportation system. Several sustainable action strategies for plan implementation have also been established. Highlights of those strategies relevant to traffic impacts include:

Policy: Utilize complete streets principles to ensure network for all users of all ages and abilities.

New streets such be designed and existing streets should be retrofitted where appropriate to serve as complete streets. These streets would not merely serve as thoroughfares for moving vehicles, but would allow cyclists, pedestrians, the handicapped, and others to take full advantage of the street.

Policy: Promote shared parking, reduced street widths, and maximized sidewalks

Shared parking, in which land uses with parking needs at different times of the day and week share some spaces, should be encouraged to make more efficient use of land. This will allow a more compact urban form. Wider sidewalks and narrower streets will make the urban environment more enjoyable and safe for pedestrians.

Incorporate recommended streetscape standards.

Summary of Report Contents

This report defines the existing transportation network and the anticipated impacts of the BeltLine project, including parks, transit, trails, and economic development, on the system in the future.

Section 2, Existing Roadway Facilities, describes the existing transportation system in the Heritage Communities of South Atlanta Subarea. It details information on key roadways including roadway classification, geometry, traffic control composition, and vehicular traffic volumes.

Section 3, Study Methodology, describes the methodology used to determine the level of service (LOS) of key intersections.

Section 4, Existing Traffic Operations, details the results of the 2007 LOS analysis and provides information on traffic operational and safety characteristics of the roadway network in each focus area. This section identifies current operational deficiencies.

Section 5, Baseline Traffic Operations, details the evaluation of traffic operations at key intersections for the build year of 2020 and the design year of 2030, if the BeltLine is not constructed. This component of the analysis will provide a basis for quantifying the impacts of the BeltLine. Projected traffic volumes in this scenario account for future growth and development that would occur in the subarea other than BeltLine-specific development. Section 5 also provides the LOS results with and without projects recommended to improve future year traffic operations.

Section 6, BeltLine Traffic Operations, evaluates future traffic operations at key intersections with the proposed BeltLine facilities and economic development in place for years 2020 and 2030. The same methodology used in Section 5 was used for the BeltLine traffic operations analysis, allowing operational problems to be identified and remedies proposed.

Section 7, Conclusions and Recommendations, describes recommendations identified to make the focus area's transportation network operate more efficiently and safely in future years under both baseline and BeltLine conditions.

Appendices containing supporting documentation can be found at the end of the report.

2.0 Existing Roadway Facilities

A detailed understanding of the existing roadway network, including its operational and geometric characteristics, connectivity, and traffic patterns, is an important element of the planning process for future transportation projects. A detailed inventory and assessment of the Subarea 2 transportation system is included in the study's Inventory and Analysis report. This section of the Transportation Analysis Report contains a brief overview of the subarea's roadway network as it relates to the evaluation of existing and future year traffic operations.

An important characteristic of the transportation system is the intended purpose of its major facilities. The relationship between roadway functional classification, mobility, and access is depicted in Figure 2-1. The figure shows that as access increases, mobility decreases, and vice-versa. The functional classification of the roadways in Subarea 2 are shown in Figure 2-2. McDonough Boulevard, Ridge Avenue, Metropolitan Parkway, Sylvan Road and Lee Street are classified as Minor Arterials. University Avenue, Lakewood Avenue, and Murphy Avenue are classified as Collector Streets. The remaining facilities in this subarea are classified as Local Streets.

The key facilities in Sub-Area 2 include:

Lee Street is a minor arterial street that runs along the western border of Subarea 2, parallel to Murphy Avenue and the MARTA rail line. Within the subarea, this roadway maintains a five-lane cross-section, with left and right turn lanes. The roadway's terrain is level in some segments and rolling in others. The speed limit varies from 35 mph to 40 mph. The development adjacent to the roadway is primarily commercial, but also includes multi-family residential and military facilities.

Murphy Avenue runs parallel to Lee Street along the western border of the subarea. This roadway has a two-lane cross-section with a speed limit of 30 mph. Murphy Avenue has relatively wide through lanes and narrow left and right turn lanes

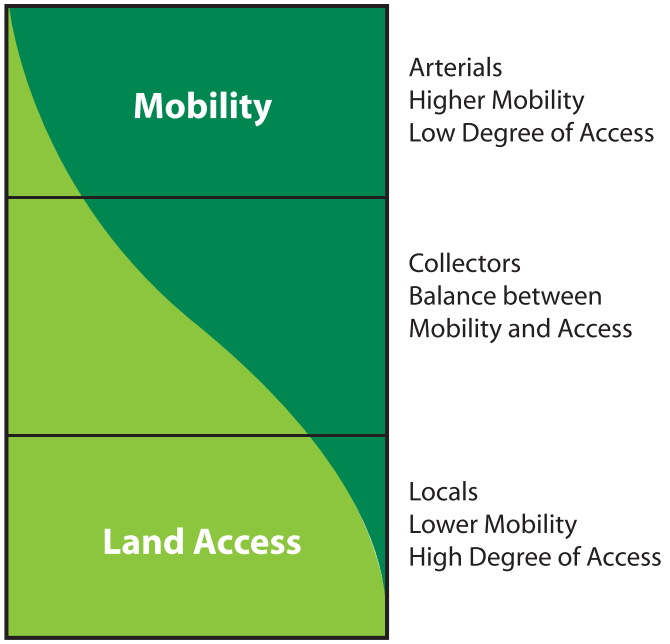


Figure 2-1 - Relationship of Functional Classification Highway Systems in Serving Traffic Mobility and Land Access. (Source: Safety Effectiveness of Roadway Design Features, Vol. 1, Access Control, FHWA, 1992)

(9'-10'). The adjacent development is commercial and industrial with a low driveway concentration. The terrain along this roadway is primarily rolling.

Dill Avenue is an east-west local street with a two-lane cross-section which opens to four lanes between Murphy Avenue and Lee Street. The speed limit along Dill Avenue varies from 30 mph to 35 mph. The adjacent land use consists of residential and development, with driveway concentrations that vary from low to high. The lane widths are relatively wide and accommodate on-street parking between Division Place and Murphy Avenue. Dill Avenue's terrain is generally rolling.

Sylvan Road is a two-lane minor arterial with a speed limit of 35 mph. Between Genessee Avenue and Dill Avenue, Sylvan Road is part of a school zone. The adjacent land use also includes industrial and commercial development. Between Dill Avenue and Warner Street, this roadway has on-street parking. Sylvan Road has a mixture of rolling and level terrain.

University Avenue is an east-west collector street that extends through a primarily commercial area. The roadway's cross-section transitions from three to four lanes, and subsequently to five lanes in the

vicinity of I-75/I-85. There are raised medians of various widths in certain segments of the roadway. This roadway has primarily a rolling terrain with a speed limit of 35 mph.

Avon Avenue is a local two-lane street, with a speed limit of 30 mph. This roadway has a relatively wide cross-section that accommodates unrestricted parking. Avon Avenue is among the shortest of the streets in the subarea, extending between Allene Avenue and Murphy Avenue.

Metropolitan Parkway is a north-south roadway with a four-lane cross-section. The facility has residential, retail, educational, and commercial developments. Metropolitan Parkway has a speed limit of 35 mph and a consistent rolling terrain. The lanes along this roadway are relatively narrow, with an average width of 10 feet. This roadway is classified as a Minor Arterial.

McDonough Boulevard is a minor arterial with a level terrain. Within the subarea, McDonough Boulevard has a consistent cross-section of two lanes that run through a commercial area. There is also a portion of the roadway that runs adjacent to a school. McDonough Boulevard has a speed limit of 35 mph.

Ridge Avenue is a minor arterial north of University Avenue. For a short segment of Ridge Avenue, the cross-section opens from two lanes to three lanes. Ridge Avenue runs through a commercial area with a speed limit of 35 mph.

A summary of the geometric and operational characteristics of the key facilities in Subarea 2 can be found in Table 2-1.

Figure 2-3 shows Annual Average Daily Traffic (AADT) on these key facilities. AADT was estimated by applying monthly seasonal and axle factors to the 24-hour tube counts collected as part of the project.

Figure 2-4 shows intersection traffic control at key intersections and posted speed limits on major roadway segments.

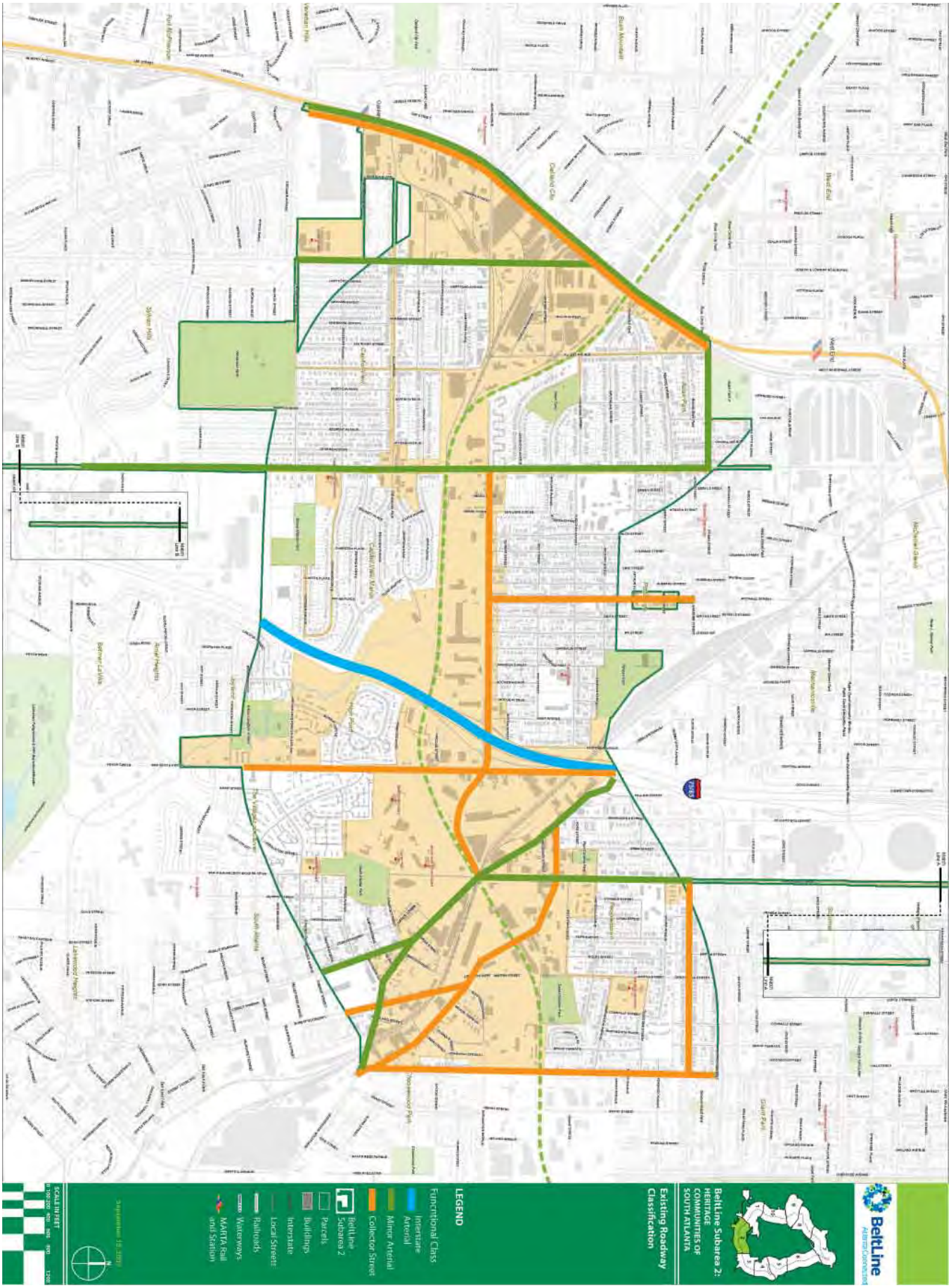


Figure 2-2 Existing Functional Classification

Table 2-1 Key Facility Characteristics

Roadway	From	To	Functional Classification	AADT	No. of Lanes	Bike Lanes	Posted Speed (mph)
Lakewood Avenue	McDonough Boulevard	Milton Avenue	Collector Street	Not available	2	Y	Not available
McDonough Boulevard	Lakewood Avenue	University Avenue	Minor Arterial	1,889	2	N	35
Ridge Avenue	University Avenue	Washington Street	Minor Arterial	Not available	2	N	35
Ridge Avenue	Washington Street	Pryor Street	Minor Arterial	Not available	3	N	35
University Avenue	Metropolitan Parkway	Moton Avenue	Collector Street	13,410	3	N	35
University Avenue	Moton Avenue	I-75/85 SB Ramp	Collector Street	16,716	4	N	35
University Avenue	I-75/85 SB Ramp	I-75/85 NB Ramp	Collector Street	13,481	5	N	35
University Avenue	I-75/85 NB Ramp	Pryor Street	Collector Street	13,481	4	N	35
University Avenue	Pryor Street	McDonough Boulevard	Collector Street	13,481	4	N	35
Metropolitan Parkway	Arthur Street	University Avenue	Minor Arterial	12,831	4	N	35
Metropolitan Parkway	University Avenue	Deckner Avenue	Minor Arterial	13,437	4	N	35
Manford Road	Mellview Avenue	Metropolitan Parkway	Local Street	Not available	2	N	30
Dill Avenue	Metropolitan Parkway	Murphy Avenue	Local Street	8,161	2	N	30 / 35
Dill Avenue	Murphy Avenue	Lee Street	Local Street	Not available	4	N	30
Sylvan Road	Genessee Avenue	Murphy Avenue	Minor Arterial	6,098	2	N	35
Avon Avenue	Murphy Avenue	Sylvan Road	Local Street	347	2	N	30
Murphy Avenue	Arden Avenue	Brookline Street	Collector Street	3,424	2	N	30
Lee Street	Edge of Study Area	Campbellton Road	Minor Arterial	14,055	5	N	40
Lee Street	Campbellton Road	Dimmock Street	Minor Arterial	16,301	5	N	40
Lee Street	Dimmock Street	Beecher Street	Minor Arterial	16,301	5	N	35

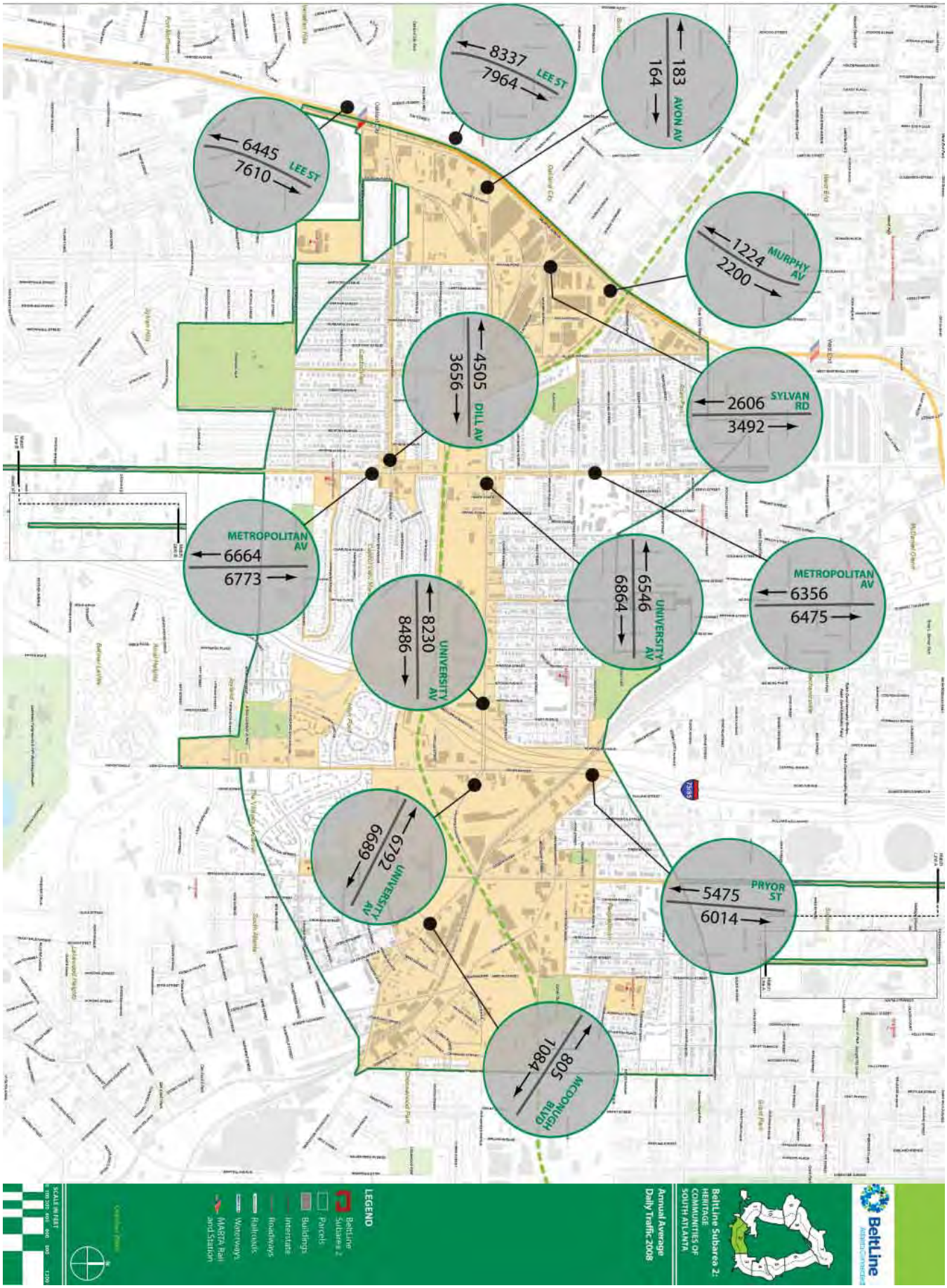


Figure 2-3 Annual Average Daily Traffic

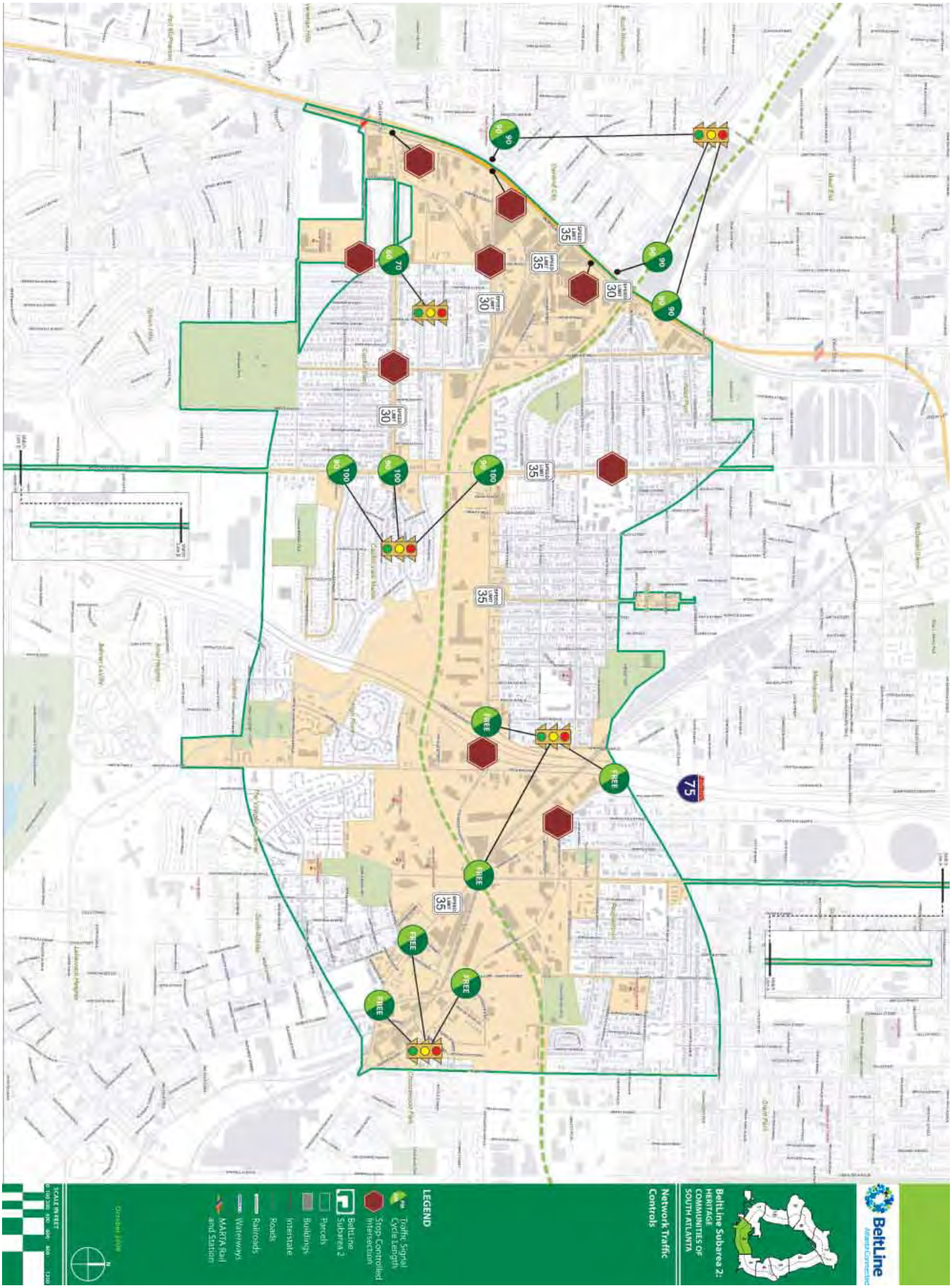


Figure 2-4 Intersection Traffic Control

3.0 Study Methodology

Relevant information on the subarea was obtained from numerous data sources, including the City of Atlanta, the Georgia Department of Transportation (GDOT), the Master Planning Team, and engineering field observation, measurement, and assessment. The collected information was reviewed, summarized and analyzed to ascertain the current condition of transportation within the subarea, and any anticipated future conditions resulting from the implementation of the BeltLine. The methodologies used in these analyses are described in this section.

The transportation analysis for this study was concentrated on intersection operations since the capacity of a facility is often dictated by its intersections. Two key indicators of operational efficiency at an intersection were determined – level of service (LOS) and volume to capacity ratio (v/c). These indicators, also known as measures of effectiveness (MOEs), are important elements of the transportation planning and design processes to ensure the provision of acceptable traffic operations.

Level of service is defined in the Transportation Research Board's (TRB's) Highway Capacity Manual (HCM), 2000 edition, as "a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience." LOS is categorized using letters A through F, with LOS A designating the best operating conditions, and LOS F signifying the worst. LOS designations are not based on safety factors.

Volume to capacity ratio (v/c) is defined as the ratio of flow rate to capacity of a facility, and is sometimes referred to as the degree of saturation. This measure ranges from 0 to 1.0 for conditions in which demand is less than the capacity of an intersection, to more than 1.0 for oversaturated conditions. In general, these two parameters are good indicators of an intersection's performance, but should be evaluated carefully as they are complex variables with several factors influencing them.

Capacity and level of service analyses were conducted using SYNCHRO traffic analysis software and the companion SimTraffic traffic simulation software. SYNCHRO implements the HCM's analytical procedures. SimTraffic demonstrates potential impacts of congestion and spillback on network traffic operations, and provides validation for testing of operational improvements. These features were useful in assessing the performance of existing and future intersection configurations, as well as improvement alternatives recommended for this project.

Level of service and capacity for signalized and unsignalized intersections are determined differently, and are described below.

Signalized intersections

For signalized intersections, LOS is a factor of a combination of traffic, geometric, and traffic signal conditions, and is a measure of the average control delay per vehicle. For signalized intersections, LOS is obtained at the approach and lane group levels, and is then aggregated to the intersection level. Table 3-1 shows the LOS criteria for signalized intersections.

Table 3-1. LOS Criteria for Signalized Intersections

LOS	AVERAGE STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual, 2000

When the intersection as a whole performs at an acceptable level of service, but individual lane groups or approaches do not, then changes in signal timing splits should be considered to improve operations for disadvantaged movements.

A v/c ratio of less than 1.0 indicates that the travel demand is less than the intersection's capacity.

When there is more demand than capacity, the v/c ratio is greater than 1.0, which corresponds to oversaturated, congested conditions. In this condition, there is more approach demand than the intersection can handle, resulting in queues at the intersection approach(es). It is possible for delay to decrease with increasing capacity if it occurs in lane groups with excess capacity.

It is also possible to have unacceptable LOS with v/c ratios of less than 1.0. Motorists in a particular lane group can experience unacceptable delays when the v/c ratio for the intersection as a whole is less than 1.0. This is likely caused by inefficiencies in the traffic signal timing plan being used, versus any specific traffic or geometric deficiencies.

Unsignalized intersections

Methodologies for analyzing unsignalized intersections depend on the nature of the traffic control – whether the intersection is two-way stop-controlled (TWSC), or all-way stop-controlled (AWSC). For TWSC intersections, specific conditions such as channelization, number and use of lanes, and the approach conditions of the minor streets are considered. Capacity cannot be explicitly calculated as it can for signalized intersections, as it is based on factors such as the distribution of gaps in the major street traffic stream, driver judgment in selecting gaps, and the follow-up time required by each driver in a queue. For AWSC intersections, it is also important to include the manner in which right of way is alternated between approaches and the departure headways between conflicting movements in the analysis.

For unsignalized intersections, LOS can only be generated at the approach level, and is a measure of the computed control delay. Traffic and geometric conditions are key factors in determining delay at these intersections. Table 3-2 shows the LOS criteria for unsignalized intersections.

LOS criteria for signalized and unsignalized intersection types are different because driver perception typically varies between them. A driver expects heavier traffic volumes at signalized intersections, and therefore may expect and thus tolerate longer delays. Conversely, an intersection is perceived to be unsignalized because it has lower volumes and shorter delays. Thus a driver's idea of an acceptable delay is somewhat shorter than the same time spent delayed at a signalized intersection.

Table 3-2 - LOS Criteria for Unsignalized Intersections

LOS	AVERAGE STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: Highway Capacity Manual, 2000

Scenarios to be Analyzed

In order to evaluate existing traffic operations, data from the sources listed previously were supplemented by traffic volume counts collected in September of 2007. These counts consisted of both turning movement counts (TMCs) collected at key intersections, as well as 24-hour approach and classification counts collected along major facilities. Using the intersection TMCs, detailed capacity analyses were performed for the AM peak period from 7:00 a.m. – 9:00 a.m., and the PM peak period from 4:00 p.m. to 6:00 p.m. The results of the existing conditions capacity and LOS analysis can be found in Section 4.0.

Once the existing conditions analyses were completed, they were used as a basis to project future traffic operations under Baseline and BeltLine scenarios. This allowed for an accurate assessment of the impacts of future development on the system. For the purpose of future conditions analysis, future traffic volumes were projected using the following equation:

$$V_f = V_c \times (1 + r)^n$$

Where:

V_f – Future year base traffic volume

V_c – Existing year (2007) traffic volume obtained from field traffic counts

r – Average annual growth rate

n - Future year – existing year (2007). n = 13 for the year 2020, and n = 23 for the year 2030

For this project, it was determined that an average annual growth rate of 2.2% for Baseline scenarios and 2.0% for BeltLine scenarios would be used to account for normal background traffic growth and migration into and out of the subarea over time. These growth rates are deemed to be conservative values, and are slightly higher than the growth rate forecast by the regional travel demand model for this area.

Level of service and capacity analysis methodologies used for existing conditions were repeated for projected future conditions under the following scenarios:

Baseline Year 2020 - Projected future traffic operations in Year 2020 with development projects already underway or planned to be completed by that time, which are consistent with the current 15-year land use plan. These conditions were analyzed on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2020.

Baseline Year 2020 with projects - Projected future traffic operations in Year 2020 as described for Baseline Year 2020 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis.

Baseline Year 2030 - Projected future traffic operations in Year 2030 with development projects already underway or planned to be completed by that time, which are consistent with the current 15-year land use plan. These conditions were analyzed on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2030.

Baseline Year 2030 with projects - Projected future traffic operations in Year 2030 as described for Baseline Year 2030 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis.

BeltLine Year 2020 - Projected future traffic operations in Year 2020 with anticipated BeltLine-specific land uses in place, and with all development that is projected for build-out by that time. These conditions were analyzed on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2020.

BeltLine Year 2020 with projects - Projected future traffic operations in Year 2020 as described for BeltLine Year 2020 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis resulting from BeltLine traffic.

BeltLine Year 2030 - Projected future traffic operations in Year 2030 with anticipated BeltLine-specific land uses in place, and with all development projected for build-out by that time. These conditions were analyzed on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2030.

BeltLine Year 2030 with projects - Projected future traffic operations in Year 2030 as described for BeltLine Year 2030 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis resulting from BeltLine traffic.

The results of the level of service and capacity analyses for each of these scenarios were reviewed to evaluate the traffic conditions at each of the study intersections. The results were categorized by Focus Area. The findings and any scenario-specific recommendation are discussed in each section, and are summarized in Section 7, Conclusion and Recommendations.

4.0 Existing Traffic Operations

The primary objective of this study is to evaluate the impact of BeltLine-generated traffic on nearby roadways and intersections in identified Focus Areas within the subarea. For the purposes of traffic analysis, Subarea 2 is organized into two Focus Areas. Focus Area One includes the key intersections along University Avenue. Focus Area Two includes the remaining intersections in the subarea. Twenty-two key intersections (study intersections) were identified for analysis and potential improvements. They include:

Focus Area One

Signalized intersections

- University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue / Capitol Avenue
- University Avenue at I-75/85 Southbound Ramps
- University Avenue at Metropolitan Parkway

Unsignalized intersections

- University Avenue at I-75/85 Northbound Ramps

Focus Area Two

Signalized intersections

- Dill Avenue at Sylvan Road
- Lakewood Avenue at Milton Avenue
- Lee Street at Donnelly Avenue
- Lee Street at White Street
- Lee Street at Avon Avenue
- McDonough Boulevard at Lakewood Ave.
- McDonough Boulevard at Jonesboro
- Metropolitan Parkway at Dill Avenue
- Metropolitan Parkway at Lynnhaven Drive
- Ridge Avenue at Pryor Street
- Weyman Street / Milton Avenue at Ridge Avenue

Unsignalized intersections

- Avon Avenue at Murphy Avenue
- Avon Avenue at Sylvan Road
- Dill Avenue at Murphy Avenue
- Dill Avenue at Allene Avenue
- Sylvan Road at Murphy Avenue
- Sylvan Road at Arden Avenue
- Metropolitan Parkway at Brookline Street

The location of the study intersections, and their existing lane geometries can be found in Figure 4-1. The existing conditions analysis is based on turning movement counts collected in 2007. These counts are shown in Figure 4-2.

Intersection level of service analysis results for Subarea 2 are shown in Figure 4-3. Results indicate that the majority of the intersections are currently operating at an acceptable level of service.

Focus Area One

Focus Area One results are summarized in Table 4-1. Results indicate that there are operational deficiencies in this Focus Area. The intersection of University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue / Capitol Avenue is a very complex intersection, which is further complicated by the presence of an active railroad track that bisects it. The traffic signal is timed for a 160 second cycle length with several overlaps in place to concurrently serve non-conflicting movements.

Table 4-1. Focus Area One - Existing Intersection Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
University Avenue at Metropolitan Parkway	C	0.77	C	0.81
University Avenue at I-75 SB Ramp	B	0.41	B	0.72
University Avenue at Hank Aaron Drive/McDonough Boulevard/Ridge Avenue/Capitol Avenue	D	0.86	E	1.11
University Avenue at I-75 NB Ramp				
EB Left (yield)	A	N/A	A	N/A
NB Left (stop)	F	N/A	F	N/A
NB Right (yield)	B	N/A	B	N/A

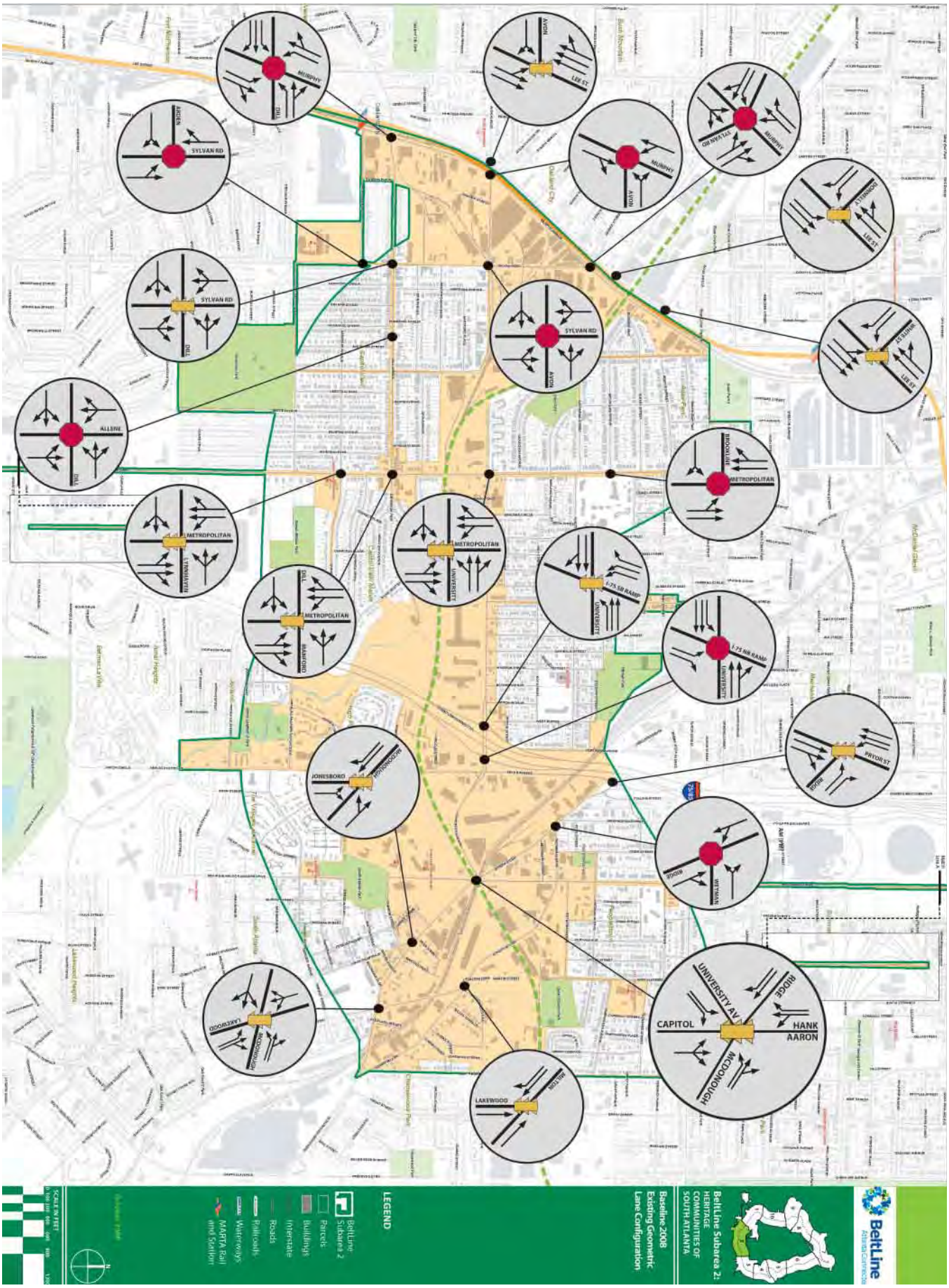


Figure 4-1. 2008 Existing Lane Geometries

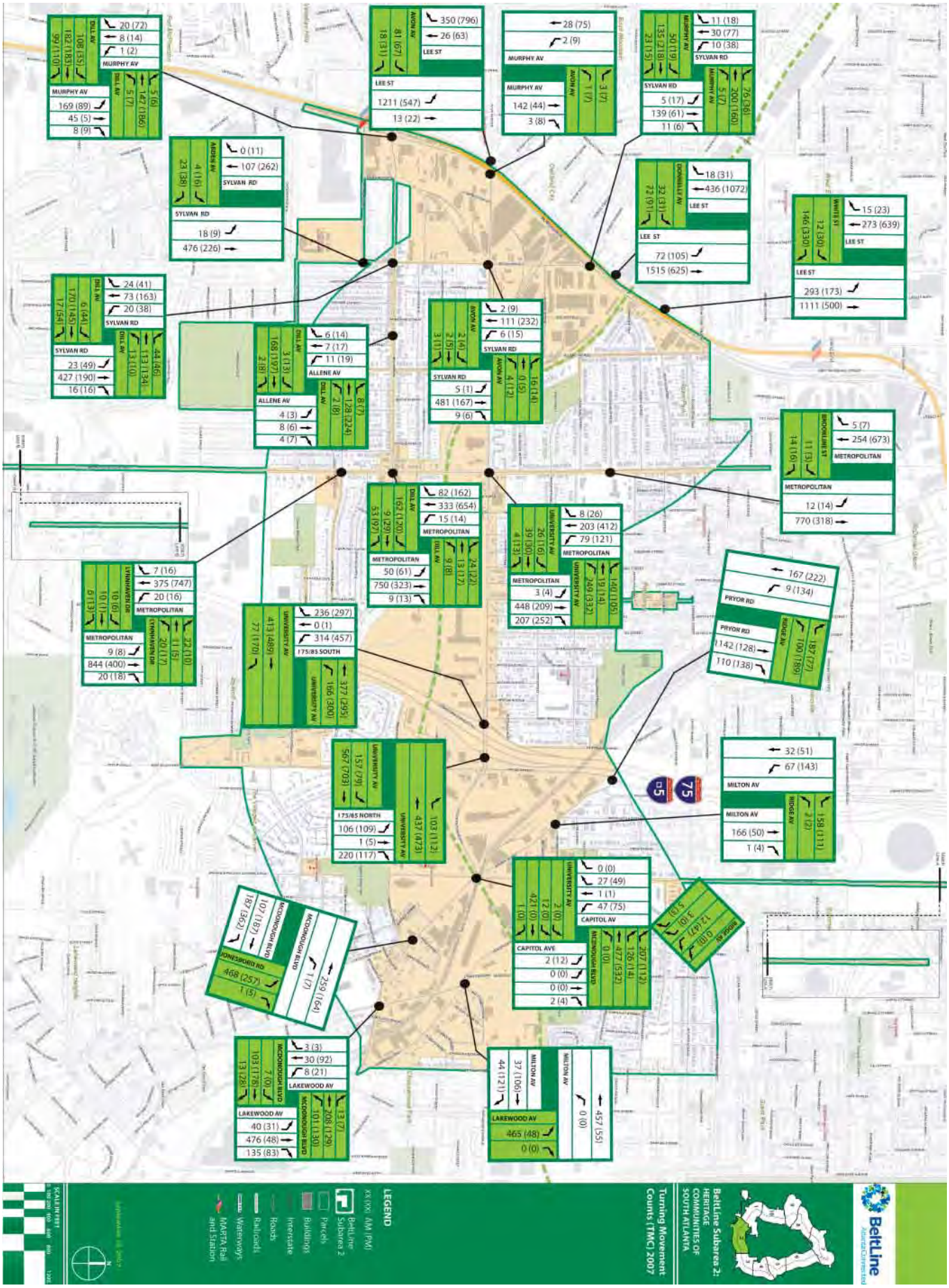


Figure 4-2. 2008 Turning Movement Counts

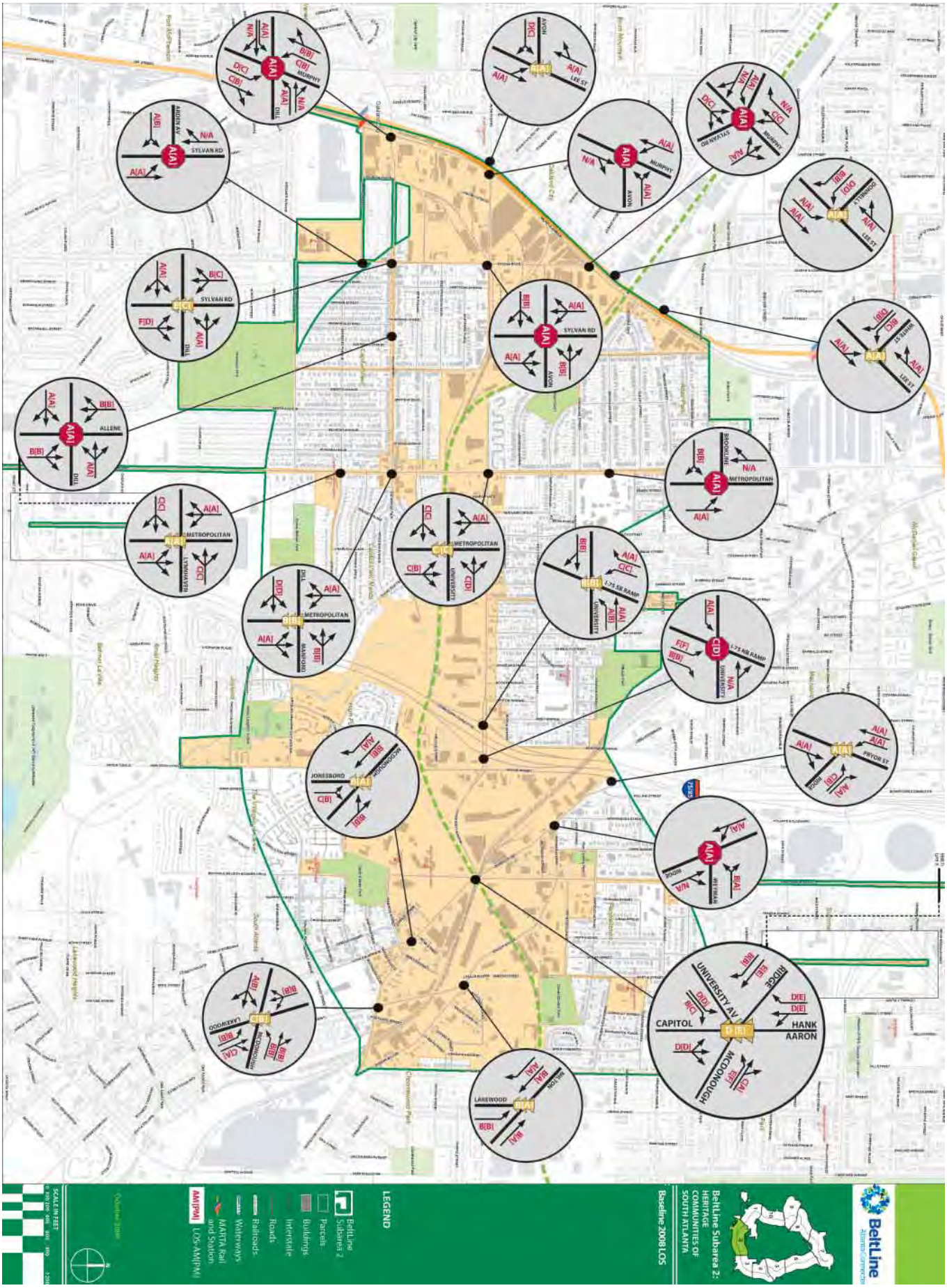


Figure 4-3. 2008 Level of Service

This intersection is currently operating at LOS D in the AM peak period, and LOS E in the PM peak period. Although the intersection is operating below capacity in the morning, afternoon peak traffic volumes exceed the intersection's capacity, with a v/c ratio of 1.11.

While overall the unsignalized intersection of University Avenue and the I-75/85 NB ramps operates well, there is a breakdown in efficiency for the NB off ramp's left turn lane. This approach operates at LOS F for both peak periods.

The remaining two study intersections in this focus area, the University Avenue intersections with the I-75/85 southbound ramps and with Metropolitan Parkway, both operate acceptably during both peak periods.

Focus Area Two

The majority of Focus Area Two intersections perform well during both peak periods, with few operational inefficiencies. Results for these intersections are summarized in Table 4-2. Not only do these intersections operate without undue delay - most operate at LOS A or B - but many are well under capacity. This will allow the intersections to accommodate future growth without the need for substantial transportation improvements.

Study intersections along Sylvan Road operate well except for the intersection of Dill Avenue at Sylvan Road. This signalized intersection operates at LOS E in the AM peak period, though it operates acceptably in the afternoon peak. Three of the approaches perform well, however heavy northbound traffic volumes cause the shared NB approach to fail, resulting in overall significant delays for the intersection during the morning period.

Another of the Sylvan Road intersections demonstrated operational issues in the northerly direction in the AM peak analysis period. Sylvan Road at Murphy Avenue, though exhibiting overall acceptable operations, showed delays on the minor street stop controlled approaches. This NE-bound approach experienced the greatest delay with LOS D in the morning.

As a whole, the subarea intersections studied operate effectively under current conditions. Although there are a few operational deficiencies, these are limited to only a few locations and do not appear to cause systemic congestion.

Table 4-2. Focus Area Two - Existing Intersection Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Lee Street at White Street	A	0.51	A	0.74
Lee Street at Donnely Street	A	0.55	A	0.51
Lee Street at Avon Street	B	0.56	A	0.52
Dill Avenue at Sylvan Road	E	1.19	C	0.78
Dill Avenue at Metro-politan Parkway	B	0.76	B	0.79
Metropolitan Parkway at Lynnhaven Avenue	A	0.38	A	0.32
Pryor Street at Ridge Avenue	A	0.58	A	0.56
McDonough Boulevard at Jonesboro Road	B	0.69	A	0.44
McDonough Boulevard at Lakewood Avenue	C	0.85	B	0.34
Milton Avenue at Lake-wood Avenue	B	0.68	A	0.19
Sylvan Road at Murphy Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NE Approach (Stop)	D	N/A	C	N/A
SW Approach (Stop)	C	N/A	C	N/A
Sylvan Road at Avon Street				
EB Approach (Stop)	B	N/A	B	N/A
WB Approach (Stop)	B	N/A	B	N/A
NB Approach (Free)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Avon Street at Murphy Avenue				
WB Left (Stop)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Murphy Avenue				
EB Left	A	N/A	A	N/A
WB Left	A	N/A	A	N/A
NB Left	D	N/A	C	N/A
NB Approach (Stop)	C	N/A	B	N/A
SB Left	C	N/A	B	N/A
SB Approach (Stop)	B	N/A	B	N/A
Sylvan Road at Arden Street				
EB Left (Stop)	A	N/A	B	N/A
NB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Allene Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NB Approach (Stop)	B	N/A	B	N/A
SB Approach (Stop)	B	N/A	B	N/A
Metropolitan Parkway at Brookline Street				
EB Left (Stop)	B	N/A	B	N/A
NB Approach (Free)	A	N/A	A	N/A
Weyman Street/Milton Avenue at Ridge Av-enue				
WB Approach (Stop)	B	N/A	A	N/A
SE Approach (Free)	A	N/A	A	N/A

5.0 Baseline Traffic Operations

Just as it is important to evaluate existing traffic operations, future traffic conditions must also be analyzed to determine how the transportation system would perform in the absence of BeltLine redevelopment and new transportation improvements. This section of the report details the findings from this analysis. This baseline traffic operations analysis was conducted by projecting existing traffic volumes to future years using conservative growth rates, considering impacts of any new developments, and with any planned and programmed transportation improvement projects, including traffic signal optimization, in place.

5.1 Planned Road Improvements

In Subarea 2, there are no major capacity improvement projects programmed in the ARC Envision6 Regional Transportation Plan and FY 2008-2013 Transportation Improvement Program, except project AT-175. This project description states the widening of University Avenue from US 19/41 (Metropolitan Avenue) to SR 54 (McDonough Boulevard) from a three lane configuration to a four lane configuration.

The section of University Avenue from Metropolitan Avenue to just west of I-75/85 Ramps is a three-lane section and from just west of I-75/85 Ramps to McDonough Boulevard is already a four-lane section. In addition, the intersection of University Avenue and Metropolitan Avenue has two westbound approach lanes. Based on this information, it was assumed that the proposed improvement will alter University Avenue roadway segment, but the lane geometry for study intersections on University Avenue will not change as the intersection approaches are already four lanes. Therefore, Baseline intersection traffic operations were analyzed on a model of the transportation network as it exists today.

5.2 Current Trends Development

The Baseline traffic operations analysis were to be based on the 15-year land use plan; and associated development projects, which are being planned or are already underway, and are not a part of the BeltLine redevelopment. Currently there are no significant planned development projects in the permitting or rezoning phase in Subarea 2 which will affect future year traffic operations. Therefore, no new development trips were included for this scenario. It was assumed that any new developments that may occur in the future in the subarea by years 2020 and 2030 will be accounted for in the conservative background traffic growth.

The existing Land Use Plan for Subarea 2 is depicted on the map in Figure 5-1.

5.3 Year 2020 Traffic Operations

The 22 study intersections in the subarea were considered the areas of principal concern because they are the locations of highest traffic conflict and delay. Since there are no capacity improvement projects planned for this subarea, baseline traffic conditions were analyzed with the same roadway and intersection geometry used for the existing conditions analysis. In this scenario, traffic volumes were forecasted to 2020 based on a conservative annual growth rate of 2.2%. The resulting total 2020 peak hour traffic volumes at the 22 study intersections are illustrated in Figure 5-2.

Capacity Analysis

Level of service and capacity analyses were conducted using the methodologies described in Section 3.0 for the two focus areas. Results of these analyses by focus area are described below, and are summarized in Tables 5-1 for Focus Area One and Table 5-2 for Focus Area Two. Level of service results are further illustrated in Figure 5-3.

Focus Area One

Results for Focus Area One indicate that traffic conditions along University Avenue will remain substantially unchanged into the future years with the projected background traffic growth in the area. The two locations which experienced operational issues under existing conditions will continue to do so in year 2020. Delay results for the three signalized intersections in this focus area are more favor-

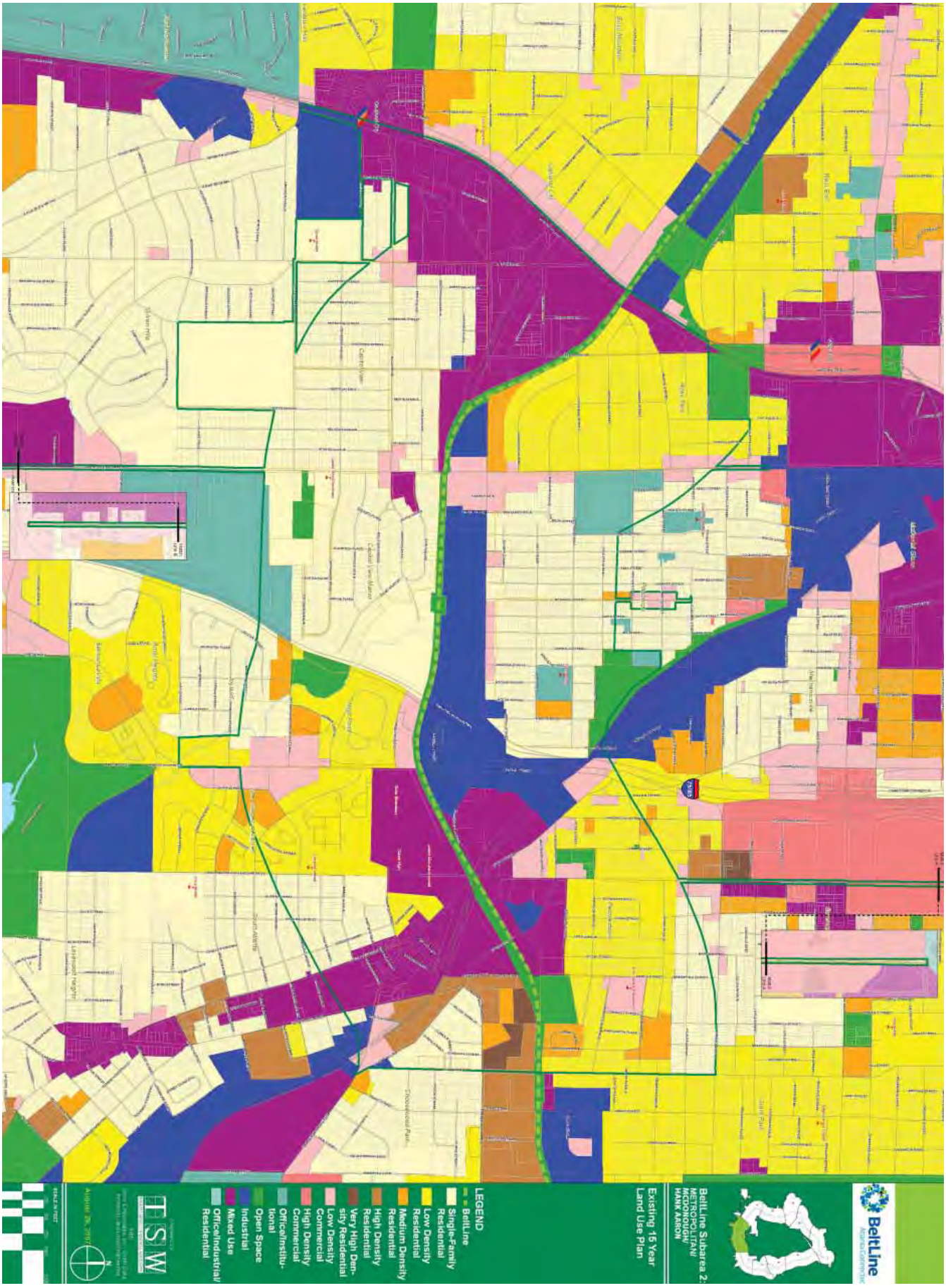


Figure 5-1. 15-Year Land Use

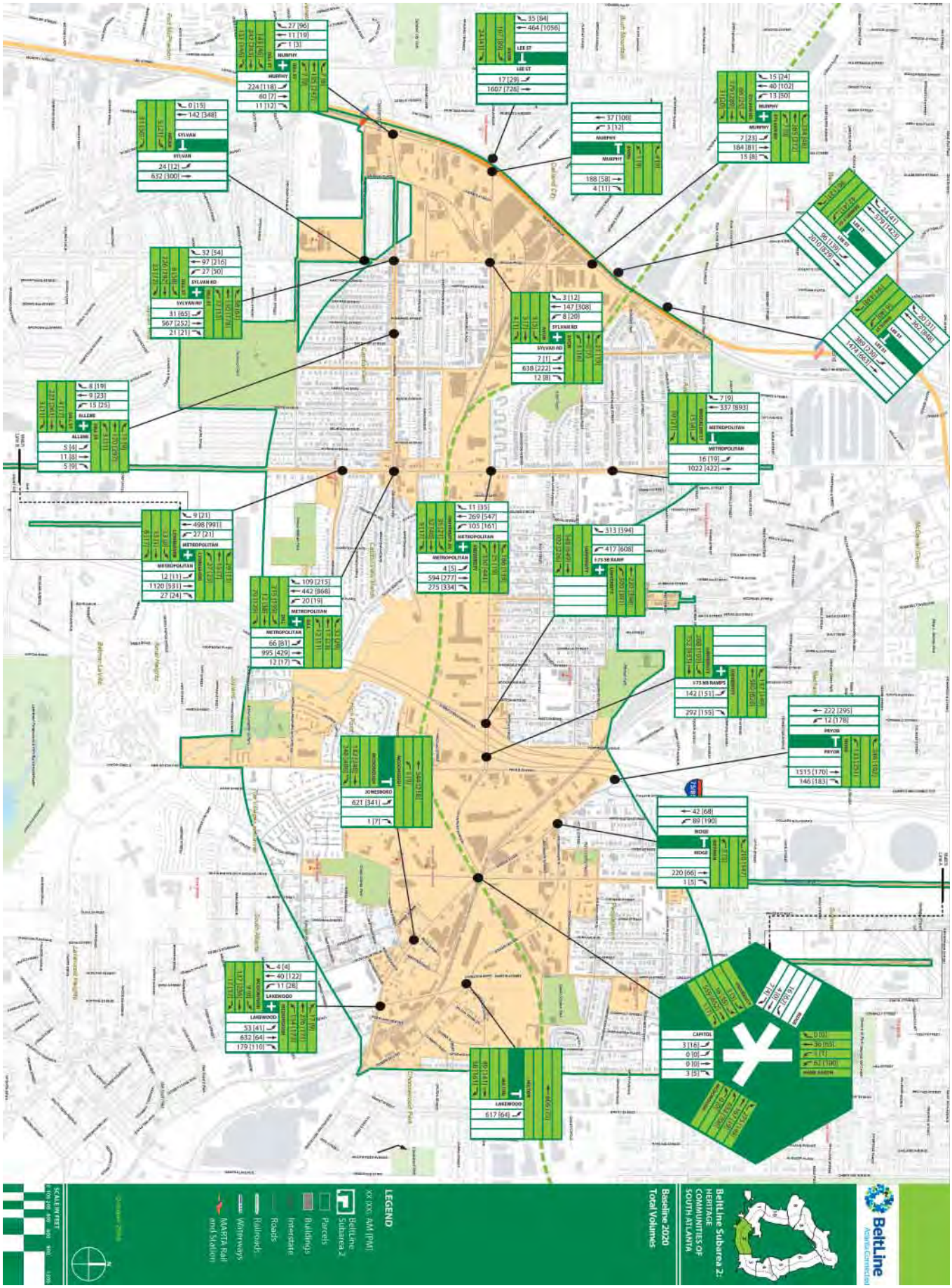


Figure 5-2. 2020 Peak Hour Traffic Volumes

Table 5-1. Focus Area One - Year 2020 Baseline Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
University Avenue at Metropolitan Avenue	B	0.79	B	0.82
University Avenue at I-75 SB Ramp	B	0.54	C	0.95
University Avenue at Hank Aaron Drive/McDonough Boulevard/Ridge Avenue/Capitol Avenue	D	0.97	D	1.01
University Avenue at I-75 NB Ramp				
EB Left (yield)	B	N/A	B	N/A
NB Left (stop)	F	N/A	F	N/A
NB Right (yield)	C	N/A	C	N/A

able in some cases in this analysis than in the existing conditions analysis because of the optimization of the traffic signal timing included in the model simulation. The existing conditions analysis was based on the actual AM and PM peak timing plans currently being run. The timing parameters used for baseline conditions were optimized with the assumption that there will be traffic signal timing improvements made in the area to serve changing traffic conditions by year 2020.

The University Avenue at I-75/85 NB ramps intersection continues to experience delays for the NB left turn lane in both peak periods, with LOS F continuing for this movement.

Focus Area Two

With the exception of the minor street approaches at the intersection of Sylvan Road with Murphy Avenue, and the NB left turn lane at the intersection of Dill Avenue with Murphy Avenue, all of the other study intersections in this focus area are expected to perform well into 2020 under baseline conditions. The NE-bound approach at the intersection of Sylvan Road with Murphy Avenue fails in the morning, while the SW-bound approach operates at LOS D in both peak periods. The NB left turn lane at the intersection of Dill Avenue with Murphy Avenue fails in both peak periods. The mainline free movements experience only minor delays, and the overall operations at both of these locations remain acceptable.

Even with the increases in traffic volumes projected, some of the intersections In Focus Area One perform almost as well, or in some cases better, than under existing conditions because of the optimized traffic signal timing evaluated.

5.4 Year 2020, with Transportation Improvements

Based on the results of year 2020 Baseline analysis, no transportation improvement projects are proposed for Subarea 2. Inefficient operations at the

Table 5-2. Focus Area Two - Year 2020 Baseline Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Lee Street at White Street	A	0.68	B	0.85
Lee Street at Donnelly Street	B	0.73	A	0.76
Lee Street at Avon Street	B	0.72	A	0.61
Dill Avenue at Sylvan Road	B	0.71	B	0.59
Dill Avenue at Metropolitan Avenue	B	0.81	B	0.83
Metropolitan Avenue at Lynnhaven Avenue	A	0.53	A	0.42
Pryor Street at Ridge Avenue	B	0.75	A	0.61
McDonough Boulevard at Jonesboro Road	C	0.91	B	0.57
McDonough Boulevard at Lakewood Avenue	C	0.92	B	0.52
Milton Avenue at Lakewood Avenue	C	0.81	A	0.23
Sylvan Road at Murphy Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NE Approach (Stop)	F	N/A	C	N/A
SW Approach (Stop)	D	N/A	D	N/A
Sylvan Road at Avon Street				
EB Approach (Stop)	C	N/A	C	N/A
WB Approach (Stop)	C	N/A	B	N/A
NB Approach (Free)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Avon Street at Murphy Avenue				
WB Left (Stop)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Murphy Avenue				
EB Left	A	N/A	A	N/A
WB Left	A	N/A	A	N/A
NB Left	F	N/A	F	N/A
NB Approach (Stop)	C	N/A	B	N/A
SB Left	C	N/A	C	N/A
SB Approach (Stop)	B	N/A	B	N/A
Sylvan Road at Arden Street				
EB Left (Stop)	B	N/A	B	N/A
NB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Allene Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NB Approach (Stop)	B	N/A	B	N/A
SB Approach (Stop)	B	N/A	C	N/A
Metropolitan Avenue at Brookline Street				
EB Left (Stop)	C	N/A	C	N/A
NB Approach (Free)	A	N/A	A	N/A
Weyman Street/Milton Avenue at Ridge Avenue				
WB Left (Stop)	B	N/A	A	N/A
SE Approach (Free)	A	N/A	A	N/A

unsignalized intersections noted previously were carefully considered during this analysis. Typically, with increased volumes, minor streets and main street left-turns at unsignalized intersections experience delays. More than a capacity deficiency, it is because of long wait times for acceptable gaps. Even though side street approaches and main street left-turns experience delays during peak hours, the intersections may not warrant signalization or other improvements. Turn volumes should be monitored at these intersections in the future to determine if and when a traffic signal is warranted.

5.5 Year 2030 Traffic Operations

Capacity and LOS analysis processes were repeated for Baseline year 2030 Traffic Operations. This two-phased approach allowed operational deficiencies to be identified in a manner such that improvement projects can be planned and programmed when needed. Based on the Baseline year 2020 analysis, no improvements were recommended by that year.

Table 5-3. Focus Area One - Year 2030 Baseline Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
University Avenue at Metropolitan Avenue	C	0.90	C	0.90
University Avenue at I-75 SB Ramp	B	0.77	D	1.03
University Avenue at Hank Aaron Drive/McDonough Boulevard/Ridge Avenue/Capitol Avenue	D	1.10	E	1.09
University Avenue at I-75 NB Ramp				
EB Left (yield)	B	N/A	B	N/A
NB Left (stop)	F	N/A	F	N/A
NB Right (yield)	C	N/A	C	N/A

For the Baseline year 2030 analysis, traffic volumes were adjusted to reflect the growth expected over the 23 year period from the existing conditions analysis. There were no additional development trips added, and no changes to the transportation network included. The total intersection volumes used for this analysis are depicted in Figure 5-4.

Results for the Baseline year 2030 analysis are described below, and are summarized in Table 5-3 for Focus Area One and Table 5-4 for Focus Area Two. Level of service results are further illustrated in Figure 5-5.

Focus Area One

Traffic conditions in Focus Area One will worsen by year 2030. There are the expected increases in delay and degree of saturation at each of the four locations. The intersection of University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue will continue to operate at LOS D, but the v/c ratio will deteriorate to 1.10 in the AM peak period. The PM peak period results indicate that conditions will worsen to

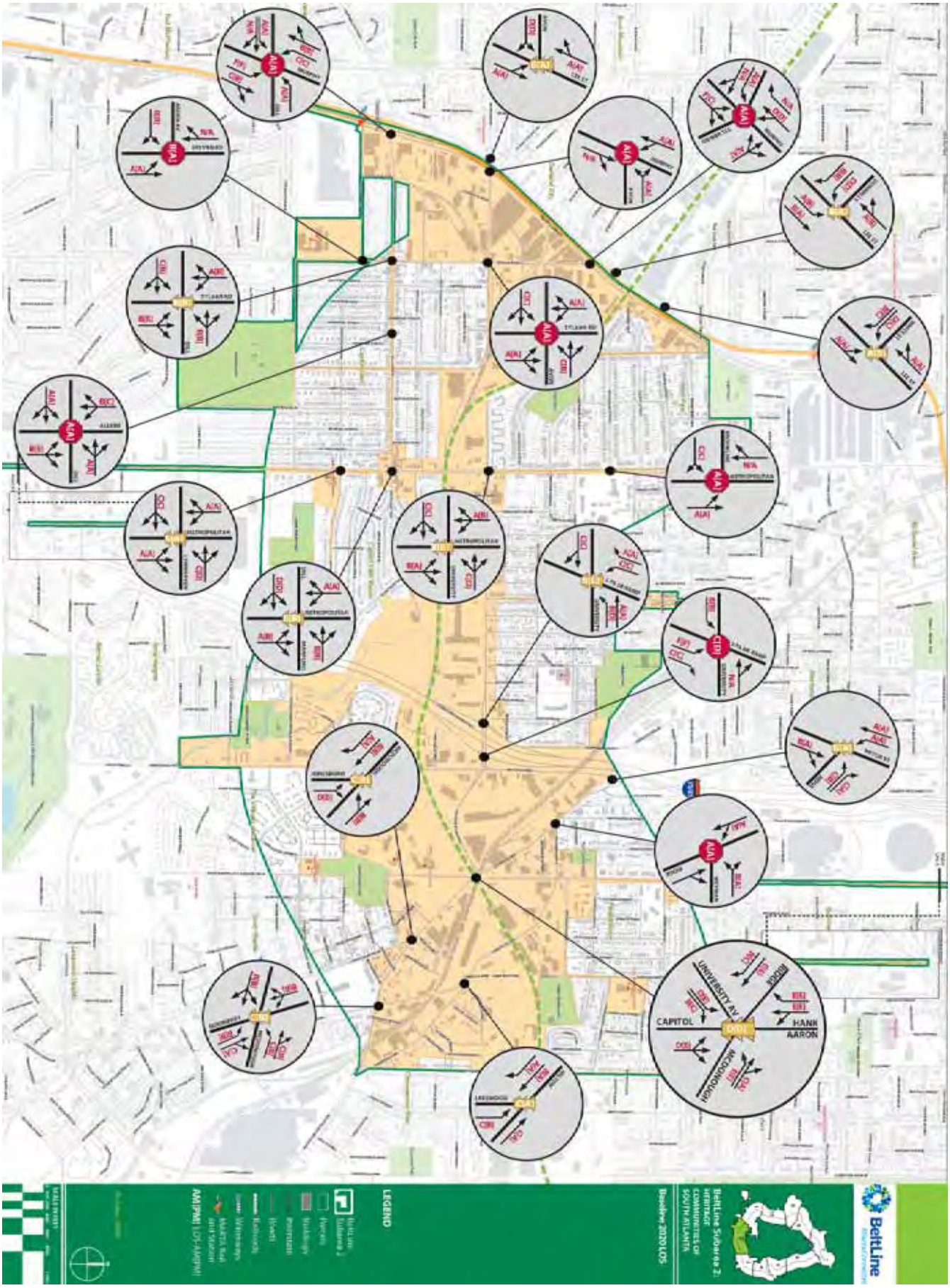


Figure 5-3. Baseline 2020 Level of Service

LOS E, with a v/c ratio of 1.09 in the afternoon peak. The greatest delay at this location is experienced for the NW-bound left turn from McDonough Boulevard, which fails in both peak periods, though all movements at each approach demonstrate notable delays in one or both peak periods.

The intersection of University Avenue at the I-75/85 SB ramps becomes over-saturated in the PM peak period, with a v/c ratio of 1.03. This is accompanied by increasing delay which deteriorates overall operations to a LOS D in that period. The greatest delays are experience by SB and WB left turners. It can be expected that heavier SB traffic volumes in the PM peak from commuters, both from and to I-75/85, will affect this intersection in future years. The NB left turn from the NB ramp continues to operation poorly, but the intersection as a whole performs acceptably.

Focus Area Two

The increase in traffic volumes by year 2030, even in the absence of substantial development, will also affect Focus Area Two. While the majority of intersections operate well, the intersections which currently experience operational issues, or those which are expected to do so by year 2020, will become more problematic. Sylvan Road at Murphy Avenue and Dill Avenue at Murphy Avenue will have increasing delays during both peak periods for minor street approaches and mainline left turns. As a whole, however, these intersections perform acceptably.

5.6 Year 2030, with Transportation Improvements

Based on the results of year 2030 Baseline analysis, no transportation improvement projects are proposed for Subarea 2. The intersection of University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue operates at acceptable LOS in 2030, however, since some of the approaches experience significant delays, improvements such as intersection realignment may be considered to convert the intersection to a four legged intersection. This will provide more green time to approaches with delays and improve intersection operations overall.

Table 5-4. Focus Area Two - Year 2030 Baseline Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Lee Street at White Street	A	0.82	C	0.92
Lee Street at Donnelly Street	D	0.91	B	0.93
Lee Street at Avon Street	B	0.87	A	0.72
Dill Avenue at Sylvan Road	C	0.83	B	0.75
Dill Avenue at Metropolitan Avenue	B	0.89	C	0.91
Metropolitan Avenue at Lynnhaven Avenue	A	0.63	A	0.54
Pryor Street at Ridge Avenue	C	0.94	B	0.66
McDonough Boulevard at Jonesboro Road	C	0.87	B	0.70
McDonough Boulevard at Lakewood Avenue	D	1.00	B	0.75
Milton Avenue at Lakewood Avenue	D	0.88	A	0.27
Sylvan Road at Murphy Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NE Approach (Stop)	F	N/A	F	N/A
SW Approach (Stop)	E	N/A	F	N/A
Sylvan Road at Avon Street				
EB Approach (Stop)	C	N/A	C	N/A
WB Approach (Stop)	C	N/A	C	N/A
NB Approach (Free)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Avon Street at Murphy Avenue				
WB Left (Stop)	B	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Murphy Avenue				
EB Left	A	N/A	A	N/A
WB Left	A	N/A	A	N/A
NB Left	F	N/A	F	N/A
NB Approach (Stop)	D	N/A	B	N/A
SB Left	E	N/A	C	N/A
SB Approach (Stop)	C	N/A	C	N/A
Sylvan Road at Arden Street				
EB Left (Stop)	B	N/A	C	N/A
NB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Allene Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NB Approach (Stop)	B	N/A	C	N/A
SB Approach (Stop)	B	N/A	D	N/A
Metropolitan Avenue at Brookline Street				
EB Left (Stop)	C	N/A	C	N/A
NB Approach (Free)	A	N/A	A	N/A
Weyman Street/Milton Avenue at Ridge Avenue				
WB Left (Stop)	B	N/A	B	N/A
SE Approach (Free)	A	N/A	A	N/A

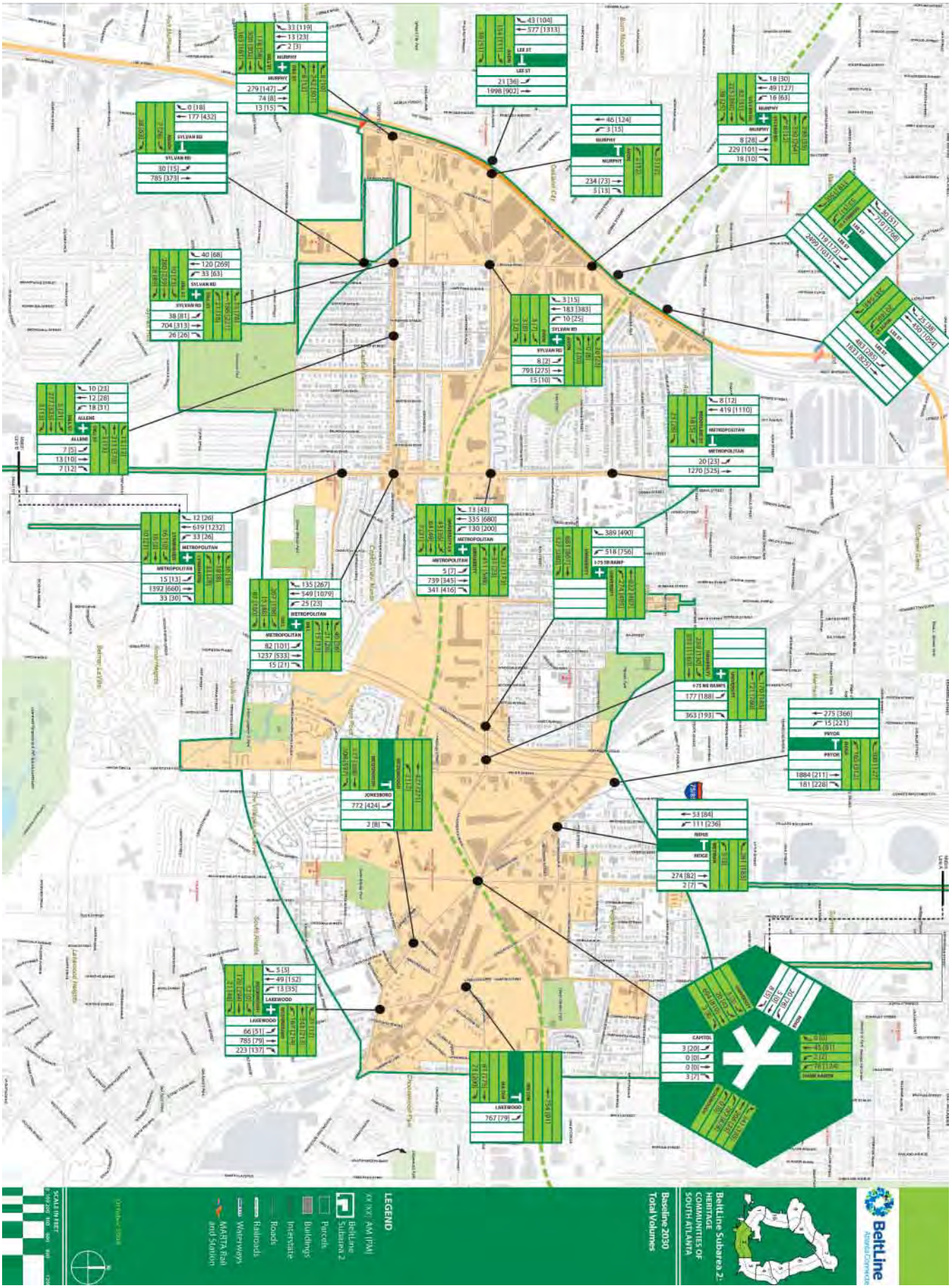


Figure 5-4. Baseline 2030 Peak Hour Traffic Volumes

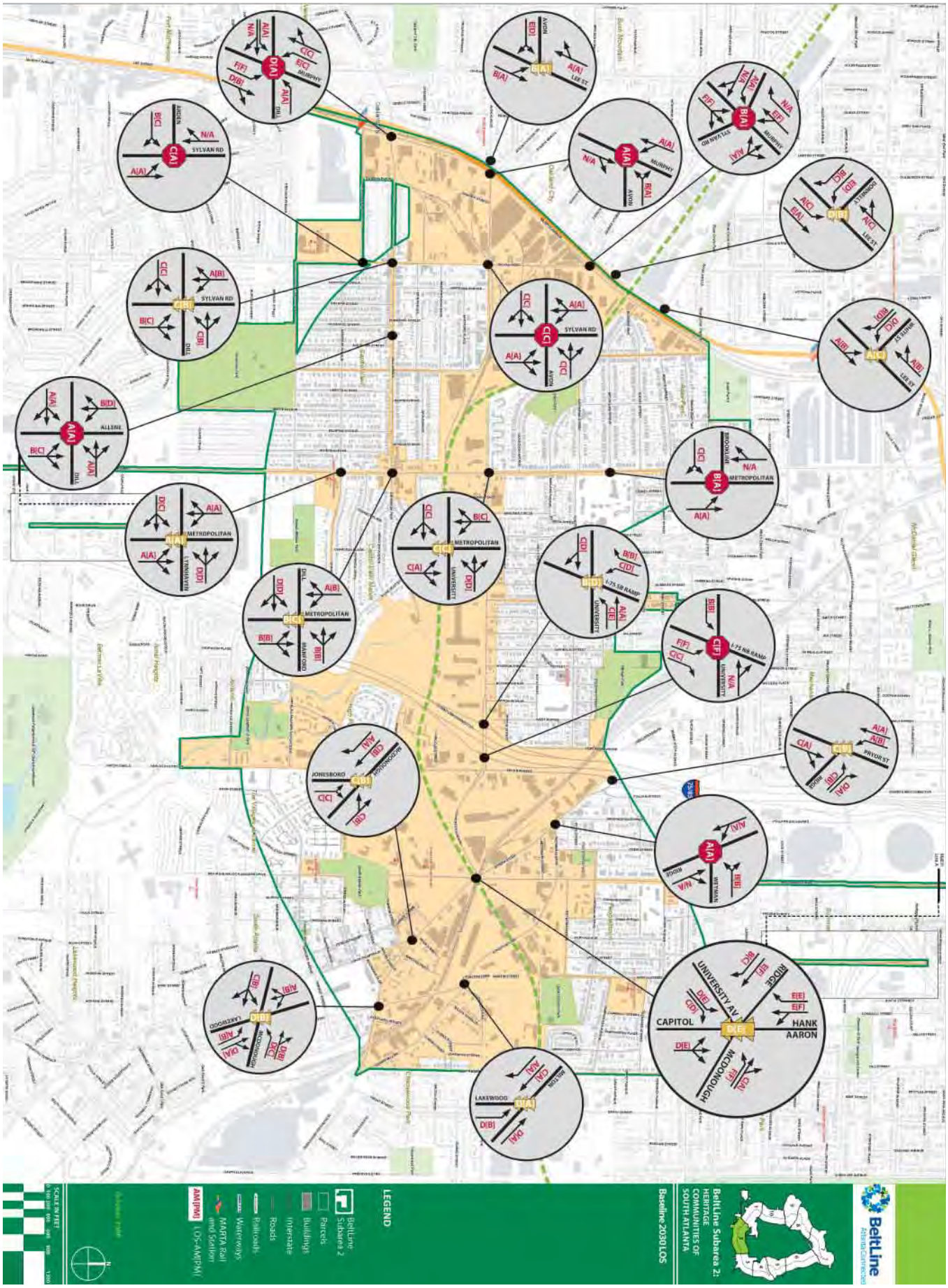


Figure 5-5. Baseline 2030 Level of Service

6.0 BeltLine Traffic Operations

The primary objective of this report is to quantify the transportation impacts of BeltLine implementation and its associated redevelopment. Using the existing and Baseline traffic operations conditions described in the previous two sections as a basis for comparison, this section of the report details the results of the BeltLine traffic operations analysis.

6.1 Proposed BeltLine Development

Subarea 2 transportation analysis was based on development forecasts from the Atlanta BeltLine Market Study conducted by Robert Charles Lesser & Co. Based on this market study, the development parameters for year 2020 are approximately 1,664 residential units, 23,000 square feet of office/institutional, 23,000 square feet of high turnover sit down restaurant, 19,000 square feet of quality restaurant, and 34,000 square feet of specialty retail. The corresponding development parameters for year 2030 are approximately 5,135 residential units, 407,000 square feet of office/institutional, 141,000 square feet of high turnover sit down restaurant, 117,000 square feet of quality restaurant, and 211,000 square feet of specialty retail.

Future traffic conditions will be affected by the proposed BeltLine redevelopment. It is essential to capture all changes in traffic volumes that are imminent while conducting capacity analysis. In order to assess the traffic implications of the proposed BeltLine redevelopment, the same Build Year of 2020 and Design Year of 2030 used in the Baseline traffic operations analysis were evaluated.

The transportation system supporting this development will be consistent with the community's goals for circulation as detailed previously - namely, to ensure multimodal "connectivity, continuity, and redundancy." There will be a strategically designed complement of arterials, collectors and locals streets, some with medians and trails, as well as the BeltLine light rail system.

Some of the major street enhancements under consideration are the connection of University Avenue and Avon Avenue across the BeltLine; realignment of Ridge Avenue to connect to Hank Aaron via Weyman Avenue and cul-de-sac the existing section of Ridge Avenue between Weyman Avenue and the intersection of University Avenue and McDonough Boulevard/ Hank Aaron; and reconfigure the five-legged intersection of University Avenue and McDonough Boulevard/Hank Aaron to a four-legged intersection. It was assumed that these three improvements will be implemented for the BeltLine redevelopment. Therefore, these improvements were programmed in the SYNCHRO model for traffic analysis.

6.2 Year 2020 Traffic Operations

A similar methodology used for the Baseline traffic operations analysis was performed to quantify the specific impacts of projected BeltLine development based on the proposed land uses described above. In this scenario, however, BeltLine-specific trips were added to the traffic volumes resulting from normal background traffic growth. The annual growth rate used for the BeltLine scenarios was 2.0%. The analysis was conducted with the assumption that proposed BeltLine 2020 land uses would be fully built out and occupied by year 2020. BeltLine specific development trips were calculated as follows.

Trip Generation

Determining the site generated traffic that is considered to be contributed by BeltLine development was a major element of the analysis process. Detailed trip generation procedures were used to compute traffic generated from the proposed developments. The ITE Trip Generation Manual, 7th edition, was used to develop entering and exiting trips from the planned developments during AM and PM peak periods based on anticipated land use. Since the proposed projects are primarily mixed-use development, midday trips are perceived to be minimal compared with AM and PM peak periods, and were not included for capacity analysis purposes.

The total trips generated by the BeltLine development projects can be found in Table 6-1. During the trip generation process, scientific analysis and engineering judgment were required for derivation of the net trips generated, considering such factors as internal capture, pass-by capture, and transit trip reduction, all of which are further described below.

Internal Capture — For multi-use developments, once the total build out of proposed land use occurs, there will be interaction among the uses within the development. Internal capture is accounted for by reducing the expected number of trips by an internal capture rate, i.e., a percentage, which reflects expected multi-use trip-making among different types of land uses which are in close proximity. Internal capture rate depends on the type and quantity of land uses. The standard procedure for calculating internal capture rate established in the ITE Trip Generation Manual was followed in this study. The internal capture rate used for these calculations was a conservative 5%. Internal capture rates for the BeltLine Year 2020 development land uses are described in Table 6-2.

Transit Reduction — Transit reduction accounts for the number of vehicle trips which are removed because of the use of transit as an alternative. The implementation of the BeltLine is anticipated to greatly reduce vehicle trips due to increased transit usage. For the purpose of this analysis, it was determined that the BeltLine will provide a meaningful alternative mode of travel for users within the immediate area of the redevelopment sites. The BeltLine is expected to provide a total of seven transit stops within the Subarea. This equates to greater opportunity for transit service that is safe, convenient and accessible, and therefore more attractive as a travel alternative.

In addition, the Project Team researched other redevelopment projects near transit stops in other cities to evaluate the ridership and mode split for comparison. From this research, it was determined that the mode split varied between 25 and 38%. For the BeltLine transit reduction, it was determined that 28% would be appropriate for planning purposes. However, it is conceivable that the mode split will increase as patrons realize the value of utilizing the improved transit service.

Pass-by trips account for those motorists already travelling on the network adjacent to the new development sites, who choose to visit the site enroute to their final destination. These trips are deducted from the calculation of new trips generated by the site since they are already accounted for in background traffic volumes. Pass-by trips were calculated for commercial land uses. A pass-by reduction rate of 34% was used for this analysis. Table 6-3 provides a summary of net trips generated for the planned development projects given the transit reduction and pass-by capture reductions discussed previously.

Trip Distribution

Once site generated trips were determined, the next step involved distribution of those trips to appropriate geographic directions and logical connecting roadways. Trip distribution is defined as the process of estimating movement of trips between zones. This methodology was used to produce the traffic volumes on roadways, and especially at study intersections, by site-generated entering and exiting trips. Traffic counts collected for the existing conditions analysis, combined with field observations, provided the basis for the overall directional distribution of traffic approaching and departing the project sites. As explained earlier in this section, the BeltLine scenario assumed the connection of University Avenue and Avon Avenue across the BeltLine; realignment of Ridge Avenue to connect to Hank Aaron via Weyman Avenue and cul-de-sac the existing section of Ridge Avenue between Weyman Avenue and the intersection of University Avenue and McDonough Boulevard/Hank Aaron; and reconfigure the five-legged intersection of University Avenue and McDonough Boulevard/ Hank Aaron to a four-legged intersection.

The major roadways that have a direct bearing on the accessibility of the BeltLine development projects have been previously identified in the Inventory and Analysis report and the BeltLine Redevelopment Plan. Entering and exiting trips for the BeltLine developments were distributed to University Avenue, Lee Street, Sylvan Road, Metropolitan Parkway, I-75/85, Pryor Street, Hank Aaron, Jonesboro Road, and McDonough Boulevard based on an analytical evaluation of the location of the

Table 6-1. Summary of Year 2020 BeltLine Trips Generated

Land Use	Amount	Unit	AM Peak of Adjacent Street			PM Peak of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential								
Residential 1-4 (LDR)	316	Dwelling Unit	211	53	159	246	143	103
Mixed Use 1-4 (LMU)								
Residential 5-9 (MDR)	1308	Dwelling Unit	392	122	271	510	296	214
Mixed Use 5-9 (MMU)								
Residential 10+ (HDR)	41	Dwelling Unit	14	3	11	16	10	6
Mixed Use 10+ (HMU)								
Subtotal	1664		618	177	440	772	448	323
Retail								
Office/Institutional	23	1000 Sq/Ft GLA	35	31	4	34	6	28
High Turnover Rest.	23	1000 Sq/Ft GLA	261	136	125	247	151	96
Quality Restaurant	19	1000 Sq/Ft GLA	105	86	19	170	106	65
Specialty Retail	34	1000 Sq/Ft GLA	232	111	121	170	95	75
Subtotal	98		633	364	269	622	357	264
		Gross Total	1251	541	710	1393	806	588

Table 6-2. Summary of Year 2020 BeltLine Internal Capture Reductions

Land Use	Amount	Unit	Trip Type	AM Peak of Adjacent Street			PM Peak of Adjacent Street		
				Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	1664	Dwelling Unit	Gross Trips	618	177	440	772	448	323
			Internal Capture	31	9	22	39	22	16
			Net Trips	587	168	418	733	426	307
Retail	98	1000 Sq/Ft GLA	Gross Trips	633	364	269	622	357	264
			Internal Capture	32	18	16	31	18	13
			Net Trips	602	346	256	590	340	251
			Total Net Trips	1188	514	674	1324	765	558

new sites, Year 2007 TMCs, and AM and PM traffic patterns. BeltLine volume distributions are shown in Figure 6-1.

Given the total site generated traffic and the directional distribution, the next step in the process was to assign the traffic destined to and from the proposed developments to the most likely travel paths, especially to the study intersections as additional turning movement volumes. This step was performed by investigating a number of alternative travel patterns, as well as the proportion of different lane group volumes. The BeltLine development-generated turning movement volumes are shown in Figure 6-2. These volumes were then added to the forecasted 2020 turning movement volumes. The total AM and PM peak traffic volumes analyzed for the BeltLine year 2020 scenario are illustrated in Figure 6-3.

Table 6-3. Summary of Year 2020 BeltLine Pass-by and Transit Trip Reductions

Land Use	Amount	Unit	Trip Type	AM Peak of Adjacent Street			PM Peak of Adjacent Street		
				Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	1664	Dwelling Unit	External Trips	587	168	418	733	426	307
			Transit Trips	164	47	117	205	119	86
			Passerby Trips (1)	0	0	0	0	0	0
			Net External Trips	422	120	301	528	307	221
Retail	98	1000 Sq/Ft GLA	External Trips	602	346	256	590	340	251
			Transit Trips	168	97	72	165	95	70
			Passerby Trips (1)	205	118	87	201	115	85
			Net External Trips	229	131	97	224	129	95
Total New External Trips				651	253	398	752	436	317

Capacity Analysis

A capacity analysis of the study intersections indicates that in year 2020, with the phased components of BeltLine redevelopment implemented, traffic conditions at most of the intersections will be similar to that of year 2020 baseline conditions. Analysis results are summarized in Tables 6-4 and 6-5, for Focus Areas One and Two, respectively.

Focus Area One

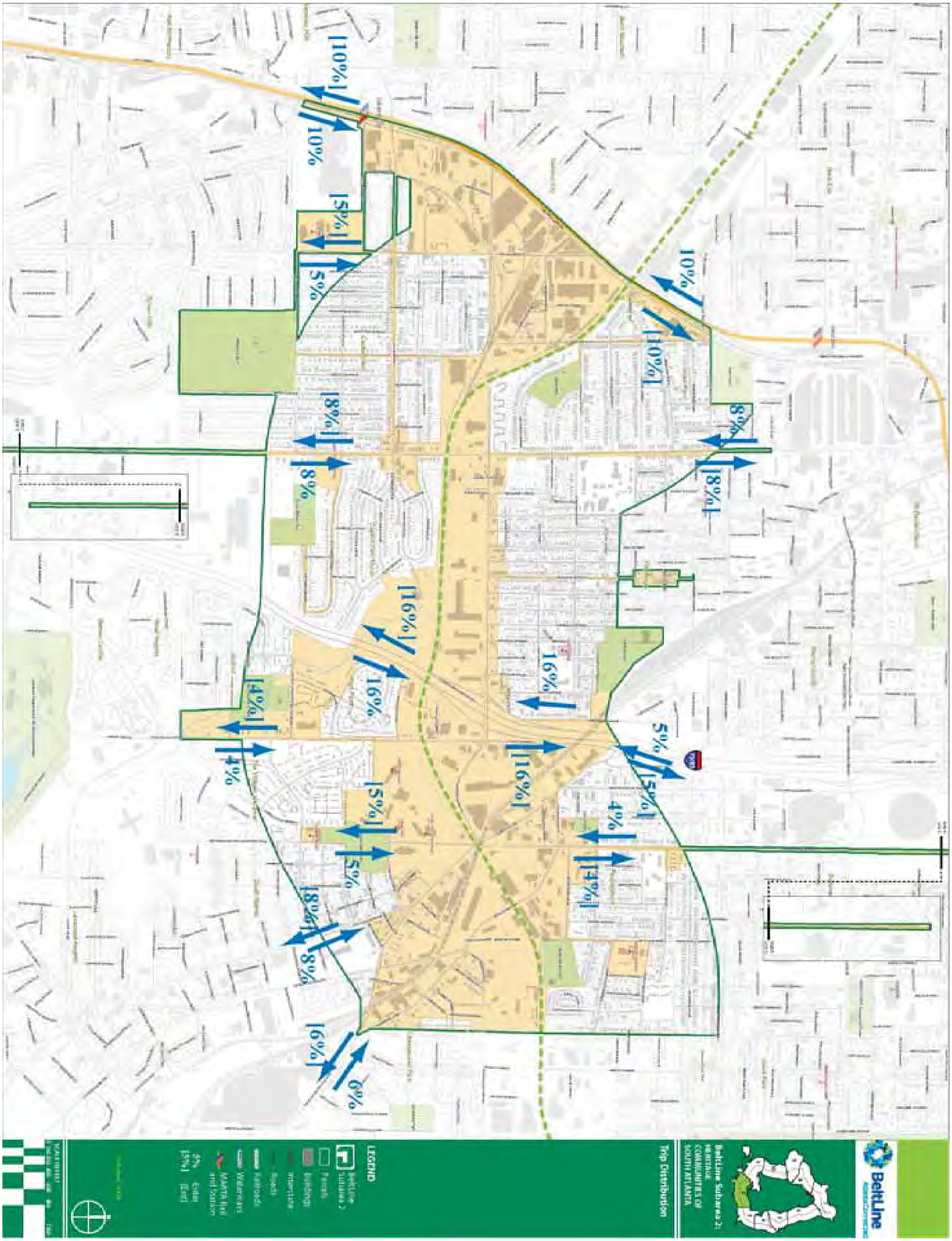
Delay at the intersection of University Avenue and Metropolitan Avenue slightly increases when compared to year 2020 baseline conditions, but, operates at an acceptable LOS C in both the AM and PM peak hours. The intersection of University Avenue and I-75 SB Ramps operates at an LOS B in the AM peak hour and LOS C in the PM peak hour, which are consistent with year 2020 baseline conditions.

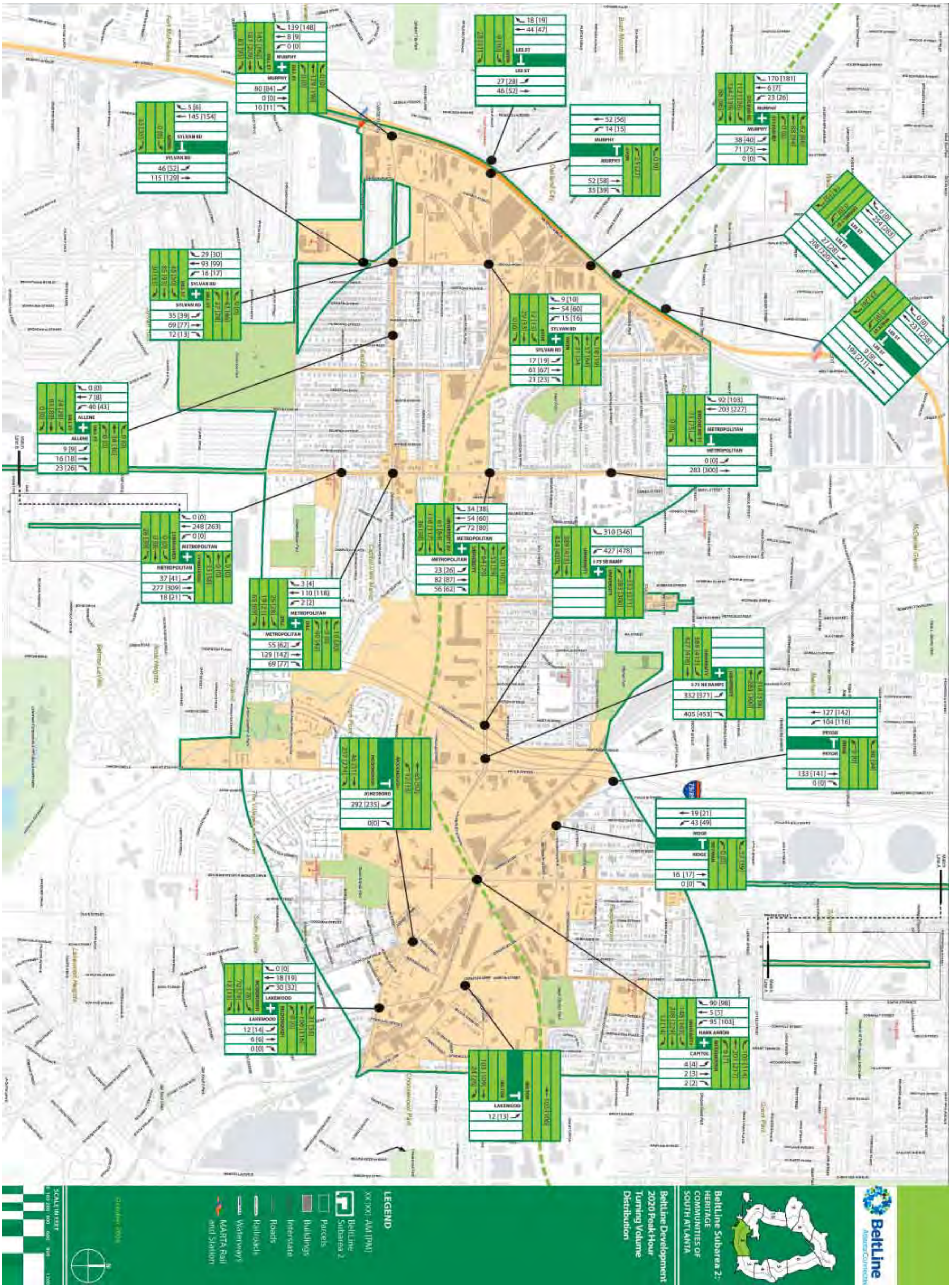
With the assumed improvement of reconfiguring the five-legged intersection of University Avenue and McDonough Boulevard/Hank Aaron Drive to a four-legged intersection with turn lane improvements, this intersection operates at LOS B during the AM peak hour and LOS C during the PM peak hour.

Table 6-4. Focus Area One - Year 2020 BeltLine Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
University Avenue at Metropolitan Avenue	C	0.83	C	0.86
University Avenue at I-75 SB Ramp	B	0.62	C	0.86
University Avenue at Hank Aaron Drive/ McDonough Boulevard/ Ridge Avenue/Capitol Avenue	B	0.38	C	0.67
University Avenue at I-75 NB Ramp				
EB Left (yield)	B	N/A	B	N/A
NB Left (stop)	F	N/A	F	N/A
NB Right (yield)	C	N/A	C	N/A

Traffic conditions at the unsignalized intersection of University Avenue and I-75 NB Ramps are similar to year 2020 baseline conditions. Eastbound left-turn and northbound right-turn movements operate at an acceptable LOS of B and C, respectively, during both the AM and PM peak hours. Northbound left-turn movements operate at failing conditions


BeltLine Subarea 2: Heritage Communities of South Atlanta
Trip Distribution
LEGEND
10%
8%
5%
16%
4%
6%


BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA
BeltLine Development 2020 Peak Hour Turning Volume Distribution
LEGEND
XX [XX]: AM [PM]
BeltLine Subarea 2
Parcels
Buildings
Interstate
Roads
Railroads
Waterways
MARTA Rail and Station
SCALE IN FEET

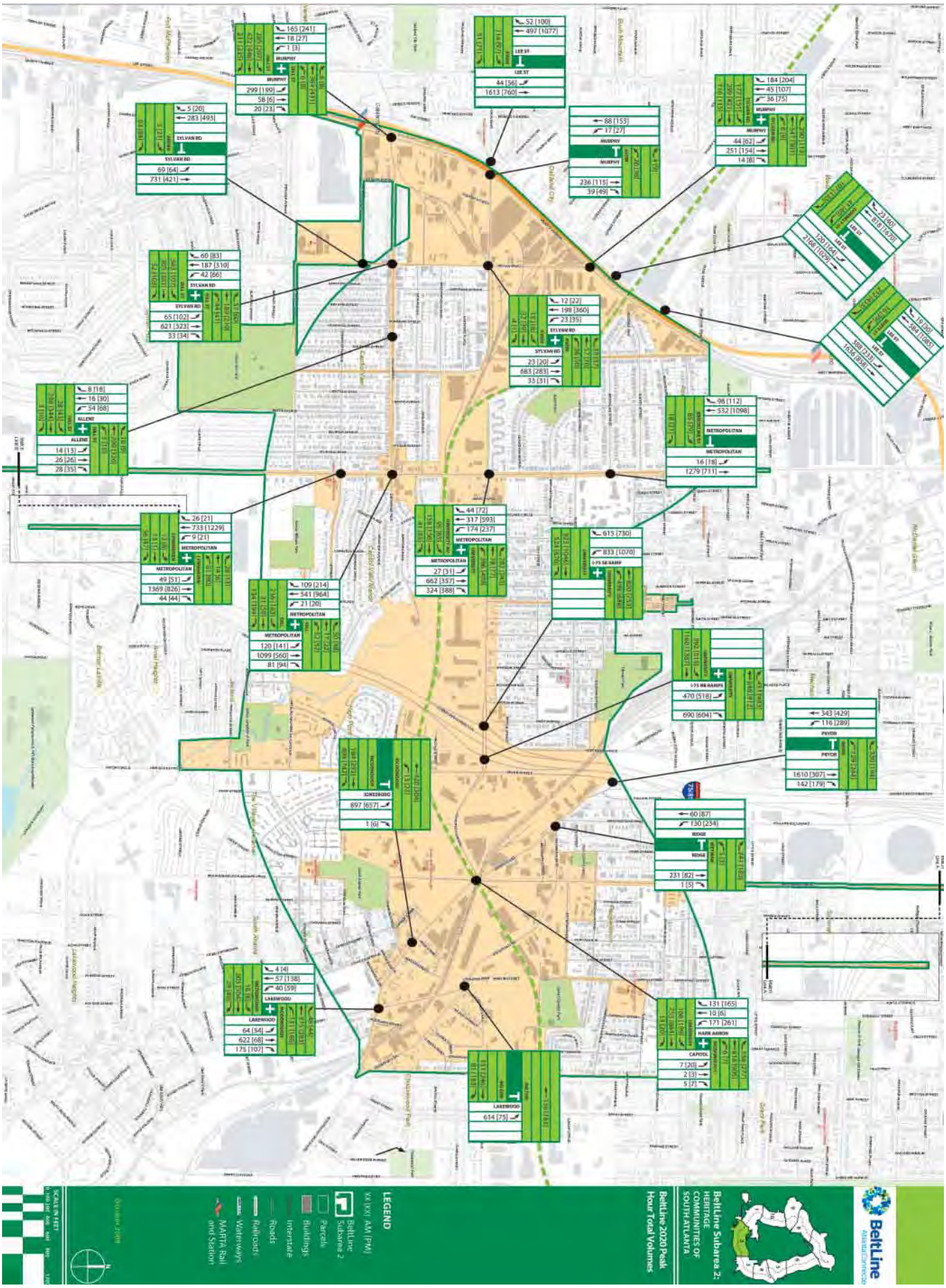

BeltLine 2020 Peak Hour Total Volumes
BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA
LEGEND
BeltLine Subarea 2
Parcels
Buildings
Interstate
Roads
Railroads
Waterways
MARTA Rail and Station
SCALE IN FEET

Table 6-5. Focus Area Two - Year 2020 BeltLine Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Lee Street at White Street	A	0.66	B	0.87
Lee Street at Donnely Street	A	0.71	A	0.67
Lee Street at Avon Street	B	0.69	A	0.67
Dill Avenue at Sylvan Road	B	0.67	B	0.56
Dill Avenue at Metro-politan Parkway	B	0.84	B	0.83
Metropolitan Parkway at Lynnhaven Avenue	A	0.50	A	0.48
Pryor Street at Ridge Avenue	B	0.76	A	0.59
McDonough Boulevard at Jonesboro Road	C	0.91	B	0.55
McDonough Boulevard at Lakewood Avenue	C	0.94	B	0.50
Milton Avenue at Lake-wood Avenue	C	0.81	A	0.19
Sylvan Road at Murphy Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NE Approach (Stop)	F	N/A	D	N/A
SW Approach (Stop)	C	N/A	D	N/A
Sylvan Road at Avon Street				
EB Approach (Stop)	C	N/A	C	N/A
WB Approach (Stop)	C	N/A	B	N/A
NB Approach (Free)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Avon Street at Murphy Avenue				
WB Left (Stop)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Murphy Avenue				
EB Left	A	N/A	A	N/A
WB Left	A	N/A	A	N/A
NB Left	F	N/A	F	N/A
NB Approach (Stop)	C	N/A	B	N/A
SB Left	C	N/A	C	N/A
SB Approach (Stop)	B	N/A	C	N/A
Sylvan Road at Arden Street				
EB Left (Stop)	B	N/A	B	N/A
NB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Allene Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NB Approach (Stop)	B	N/A	C	N/A
SB Approach (Stop)	B	N/A	C	N/A
Metropolitan Parkway at Brookline Street				
EB Left (Stop)	C	N/A	C	N/A
NB Approach (Free)	A	N/A	A	N/A
Weyman Street/Milton Avenue at Ridge Av-enue				
WB Approach (Stop)	B	N/A	A	N/A
SE Approach (Free)	A	N/A	A	N/A

during both the AM and PM peak hours. However, no improvements are recommended in Year 2020 anticipating that the traffic operations at the signalized intersections in the close proximity east and west of the intersection will allow sufficient gaps on the main-street to allow northbound traffic to make a left-turn. It is recommended to monitor traffic volumes at this intersection.

Focus Area Two

All the intersections in this focus area operate similar to Year 2030 Baseline conditions. In addition, except for the couple intersections of Sylvan Road and Dill Avenue with Murphy Avenue, all other intersections in this Focus Area operate at an acceptable LOS. Northbound approach at the intersection of Sylvan Road and Murphy Avenue operates at failing LOS in the AM peak hour, and northbound approach at the intersection of Dill Avenue and Murphy Avenue operates at failing LOS during both the AM and PM peak hours. Since only one approach is experiencing delays at these two intersections, no improvements are recommended in Year 2020. It is recommended to monitor traffic volumes at these two intersections. Lane group and intersection LOS is presented in Figure 6-4.

6.3 Year 2030 Traffic Operations

The traffic operations for BeltLine Year 2030 were analyzed in the same manner as BeltLine Year 2020. Additional background traffic volumes were added to the network at the rate of 2.0% per year, and the BeltLine–generated trips were included. The trips were different from those used in Year 2020 analysis because of the additional development anticipated from year 2020 to2030.

The total trips generated by the Year 2030 BeltLine development projects can be found in Table 6-6. Internal capture rates for the BeltLine Year 2030 development land uses are described in Table 6-7. Table 6-8 provides a summary of net trips generated for the planned development projects given the transit reduction and pass-by capture reductions discussed previously.

The total AM and PM peak traffic volumes generated by the Year 2030 BeltLine development, and the total peak hour traffic volumes analyzed for this scenario are illustrated in Figures 6-5. and 6-6 respectively.

Capacity Analysis

The results of capacity analysis for the study intersections, both with and without recommended improvements, are summarized in Table 6-9 for Focus Area One and Table 6-10 for Focus Area Two.

Focus Area One

The intersection of University Avenue and Metropolitan Avenue operates at acceptable LOS during both the AM and PM peak hour. The intersection of University Avenue and I-75 SB Ramps operate at LOS C during the AM peak hour, but fails during the PM peak hour. Geometric improvements will be necessary at this intersection in the Year 2030.

With the assumed improvement of reconfiguring the five-legged intersection of University Avenue and McDonough Boulevard/Hank Aaron Drive to a four-legged intersection with turn lane improvements, this intersection continue to operate at acceptable LOS during both the AM and PM peak hours. Northbound approach at the unsignalized intersection of University Avenue and I-75 NB ramps continue to fail. A traffic signal may be required at this intersection by Year 2030.

Focus Area Two

Except for the intersection of Metropolitan Parkway and Brookline Parkway, all other intersections in this Focus Area operate similar to Year 2030 Baseline conditions. In addition, except for the intersections of Sylvan Road and Dill Avenue with Murphy Avenue, and Metropolitan Avenue and Brookline Street, all other intersections operate at an acceptable LOS during both the AM and PM peak hours.

At the unsignalized intersection of Metropolitan Avenue and Brookline Street, minor-street (eastbound) left-turn movement operates at LOS E during the AM peak hour and fails during the PM peak hour. A review of turn volumes indicates that the eastbound left-turn volumes are low, 41 during the AM peak hour and 27 during the PM peak hour. Based on turn volumes, it was concluded

Table 6-6. Summary of Year 2030 BeltLine Trips Generated

Land Use	Amount	Unit	AM Peak of Adjacent Street			PM Peak of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential								
Residential 1-4 (LDR)		Dwelling Unit	565	141	424	658	382	276
Mixed Use 1-4 (LMU)								
Residential 5-9 (MDR)		Dwelling Unit	1255	389	866	1631	946	685
Mixed Use 5-9 (MMU)								
Residential 10+ (HDR)		Dwelling Unit	37	7	30	41	26	16
Mixed Use 10+ (HMU)								
Subtotal			1857	537	1320	2331	1353	977
Retail								
Office/Institutional		1000 Sq/Ft GLA	631	555	76	606	103	503
High Turnover Rest.		1000 Sq/Ft GLA	1624	844	779	1539	939	600
Quality Restaurant		1000 Sq/Ft GLA	654	537	118	1060	657	403
Specialty Retail		1000 Sq/Ft GLA	1446	694	752	1061	594	467
Subtotal			4355	2630	1725	4267	2293	1973
Gross Total			6212	3168	3045	6597	3647	2950

Table 6-7. Summary of Year 2030 BeltLine Internal Capture Reductions

Land Use	Amount	Unit	Trip Type	AM Peak of Adjacent Street			PM Peak of Adjacent Street		
				Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	5135	Dwelling Unit	Gross Trips	1857	537	1320	2331	1353	977
			Internal Capture	93	27	66	117	68	49
			Net Trips	1764	510	1254	2214	1286	928
Retail	877	1000 Sq/Ft GLA	Gross Trips	4355	2630	1725	4267	2293	1973
			Internal Capture	218	132	86	213	115	99
			Net Trips	4137	2499	1638	4053	2179	1875
Total Net Trips				5902	3009	2893	6267	3464	2803

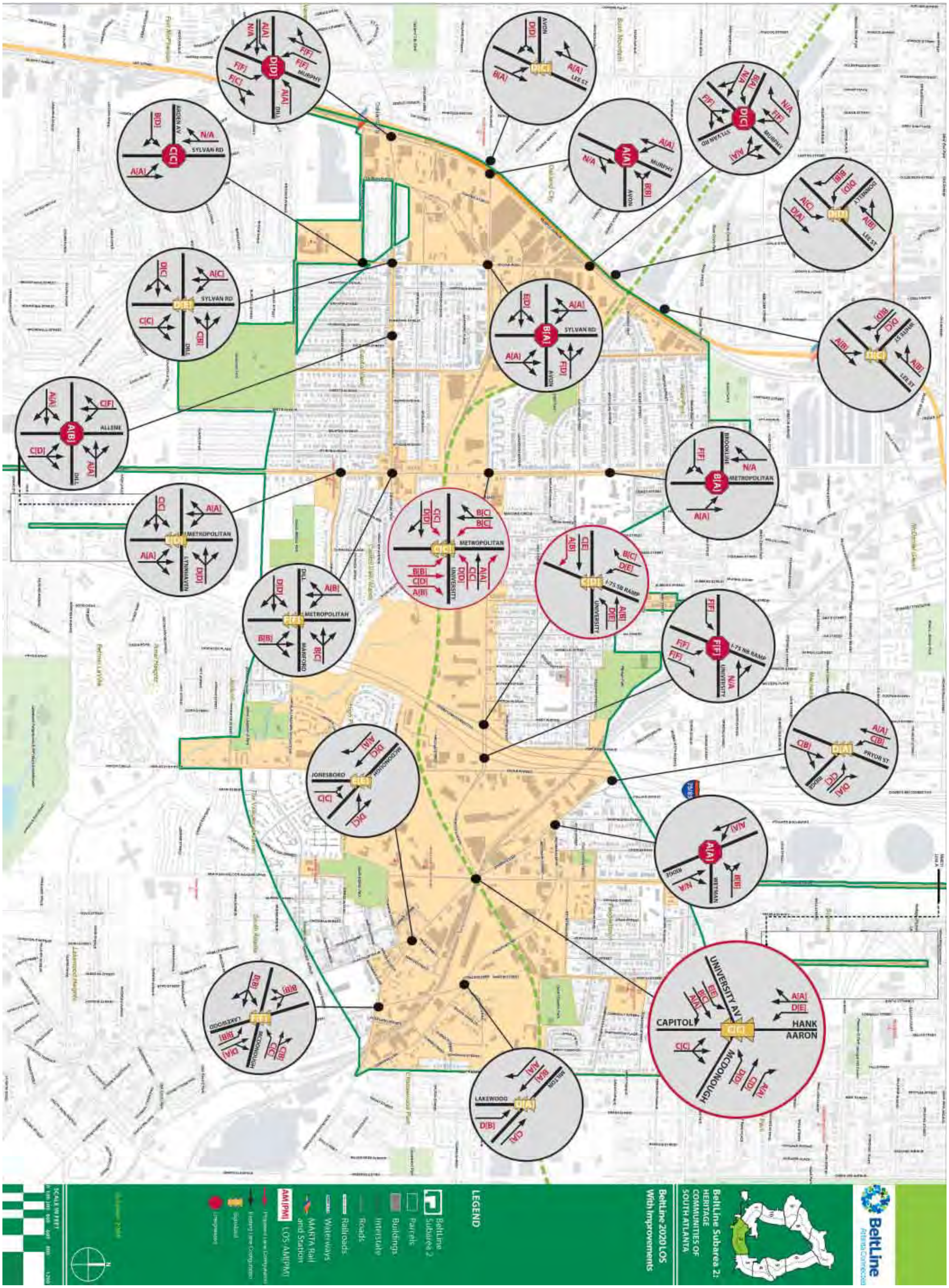

BeltLine Subarea 2:
HERITAGE COMMUNITIES OF SOUTH ATLANTA
BeltLine 2020 LOS
With Improvements
LEGEND
BeltLine Subarea 2
Parcels
Buildings
Interstate
Roads
Railroads
Waterways
MARTA Rail and Station
AM [PM] LOS-AM [PM]
BeltLine
Atlanta Connected

Table 6-8. Summary of Year 2030 BeltLine Pass-by and Transit Trip Reductions

Land Use	Amount	Unit	Trip Type	AM Peak of Adjacent Street			PM Peak of Adjacent Street		
				Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	5135	Dwelling Unit	External Trips	1764	510	1254	2214	1286	928
			Transit Trips	494	143	351	620	360	260
			Passerby Trips (1)	0	0	0	0	0	0
			Net External Trips	1270	368	903	1594	926	668
Retail	877	1000 Sq/Ft GLA	External Trips	4137	2499	1639	4053	2179	1875
			Transit Trips	1158	700	459	1135	510	525
			Passerby Trips (1)	1407	850	557	1378	741	637
			Net External Trips	1572	950	623	1540	828	712
Total New External Trips				2842	1317	1525	3134	1754	1381

that the delays experienced on the eastbound approach are due to heavy through volumes on the main-street. Since only a low volume minor-street left-turn movement during the PM peak hour fails, geometric improvements or a traffic signal are not recommended. It is recommended to monitor traffic volumes at this intersection.

At the unsignalized intersection of Sylvan Road and Murphy Avenue, northbound and southbound approaches fail during both the AM and PM peak hours. Similarly, at the unsignalized intersection of Dill Avenue and Murphy Avenue, northbound approach fails during the AM peak hour and both the northbound and southbound approach fail during the PM peak hour. A traffic signal may be warranted at these two intersections by year 2030.

6.4 Year 2030, with Transportation Improvements

To improve traffic operations, improvements were recommended at the study intersections that experience excessive delays or fails. BeltLine year 2030 recommended improvements are listed below.

1. University Avenue at I-75 SB Ramps
   a. Add an eastbound right-turn lane.

2. University Avenue at I-75 NB Ramps
   a. Install a signal, if and when warranted based on a traffic study.

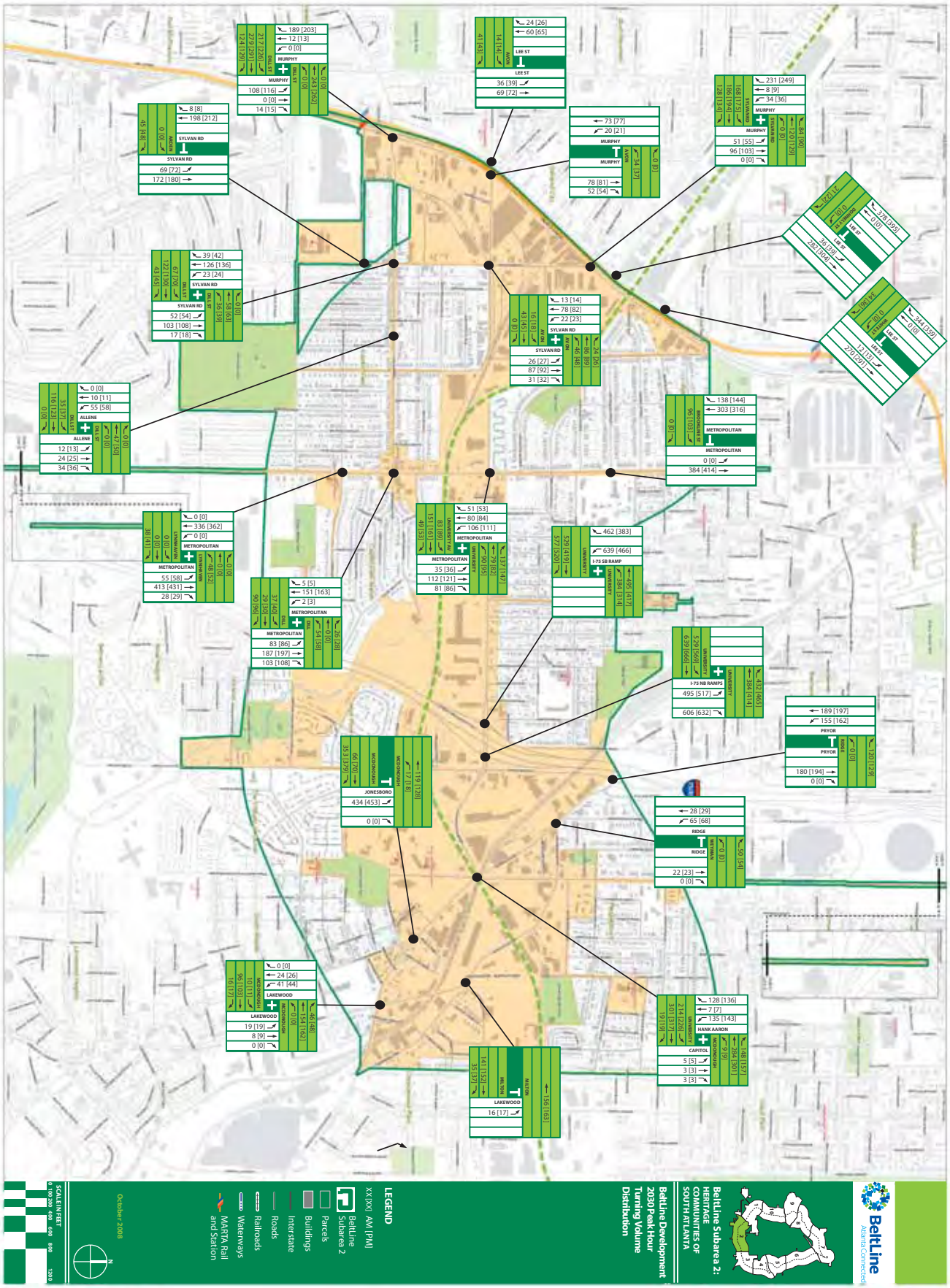
3. Sylvan Road at Murphy Avenue
   a. Install a signal, if and when warranted based on a traffic study.

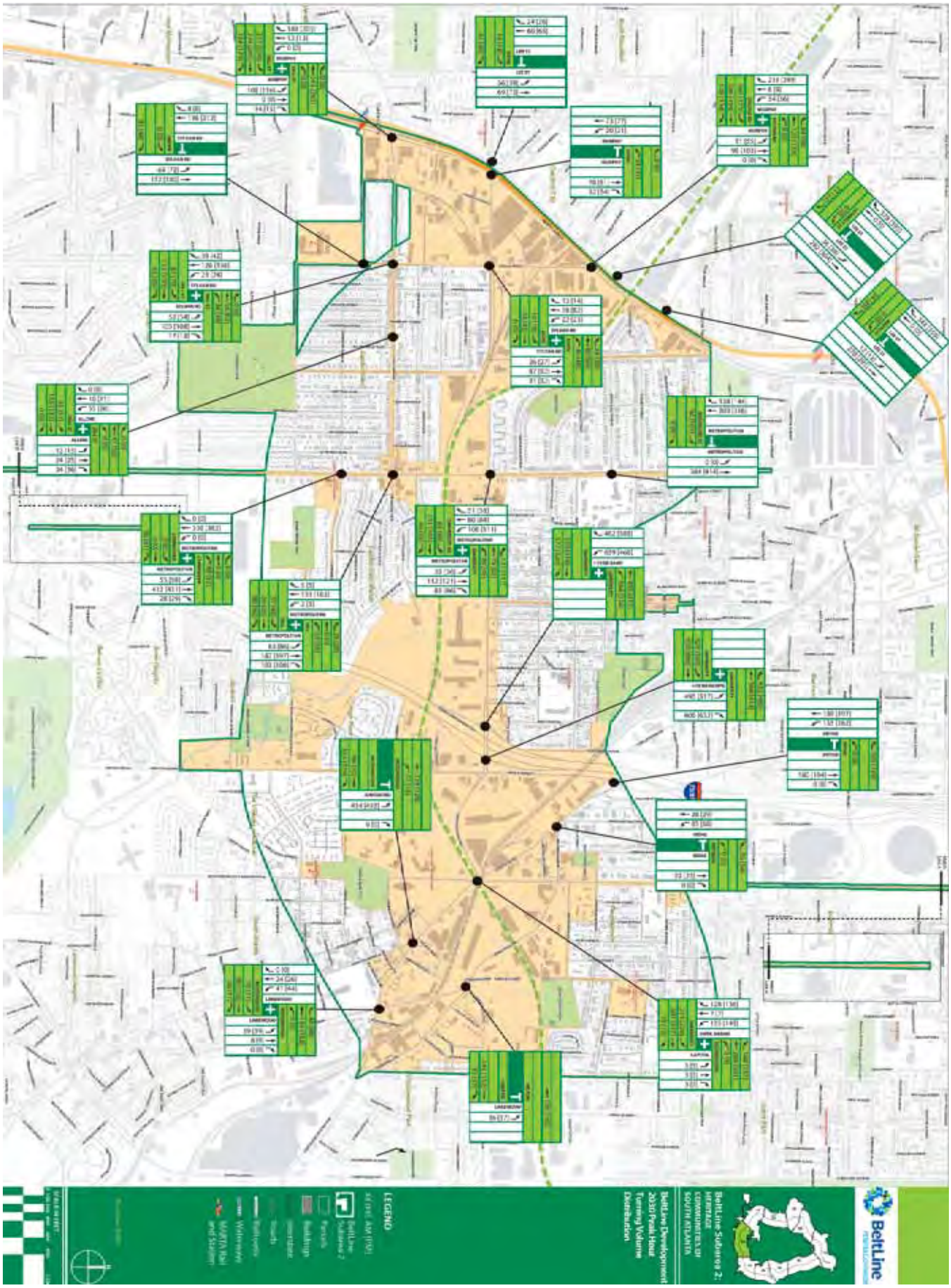
4. Dill Avenue at Murphy Avenue
   a. Install a signal, if and when warranted based on a traffic study.

Focus Area One

At the intersection of University Avenue and I-75 SB Ramps, eastbound and southbound approaches fail during the PM peak hour without geometric improvements. Eastbound right-turn volumes at this intersection are relatively high (401) during the PM peak hour. The addition of an eastbound right-turn lane at this intersection allows more efficient operations for eastbound through movements thereby increasing the capacity of the intersection. With the addition of eastbound right-turn lane, signal green time saved from the eastbound approach can be more efficiently distributed to all approaches and the intersection operations improve from LOS F to D.

A traffic signal is recommended at the intersection of University Avenue and I-75 NB Ramps if and when warranted based on a signal warrant study. With a traffic signal, this intersection operates at LOS C during both the AM and PM peak hours.


BeltLine Development
2030 Peak Hour
Turning Volume
Distribution
BeltLine Subareas 2:
HERITAGE
COMMUNITIES OF
SOUTH ATLANTA
LEGEND
XX [XX] AM [PM]
BeltLine
Subarea 2
Parcels
Buildings
Interstate
Roads
Railroads
Waterways
MARTA Rail
and Station
SCALE IN FEET
0 100 200 400 600 800 1200
October 2008
BeltLine
Atlanta Connected


BeltLine Development
2030 Peak Hour
Turning Volume
Distribution
BeltLine Subarea 2:
HERITAGE
COMMUNITIES OF
SOUTH ATLANTA
LEGEND
BeltLine Subarea 2
Parcels
Buildings
Interstate
Roads
Railroads
Waterways
MARTA Rail
and Station

Focus Area Two

Traffic signals are recommended at the intersections of Sylvan Road and Dill Avenue with Murphy Avenue if and when warranted by a traffic study. It is anticipated that a signal will improve traffic operations on the stop controlled approaches at these two intersections. With a traffic signal, the intersection of Sylvan Road and Murphy Avenue operates at LOS A during the AM peak hour and LOS B during the PM peak hour. With a traffic signal, the intersection of Dill Avenue and Murphy Avenue operates at LOS B during both the AM and PM peak hours.

The new lane geometries for the BeltLine year 2030 recommended improvements are shown on Figure 6-7. The level of service achieved with these improvements is shown on Figure 6-8.

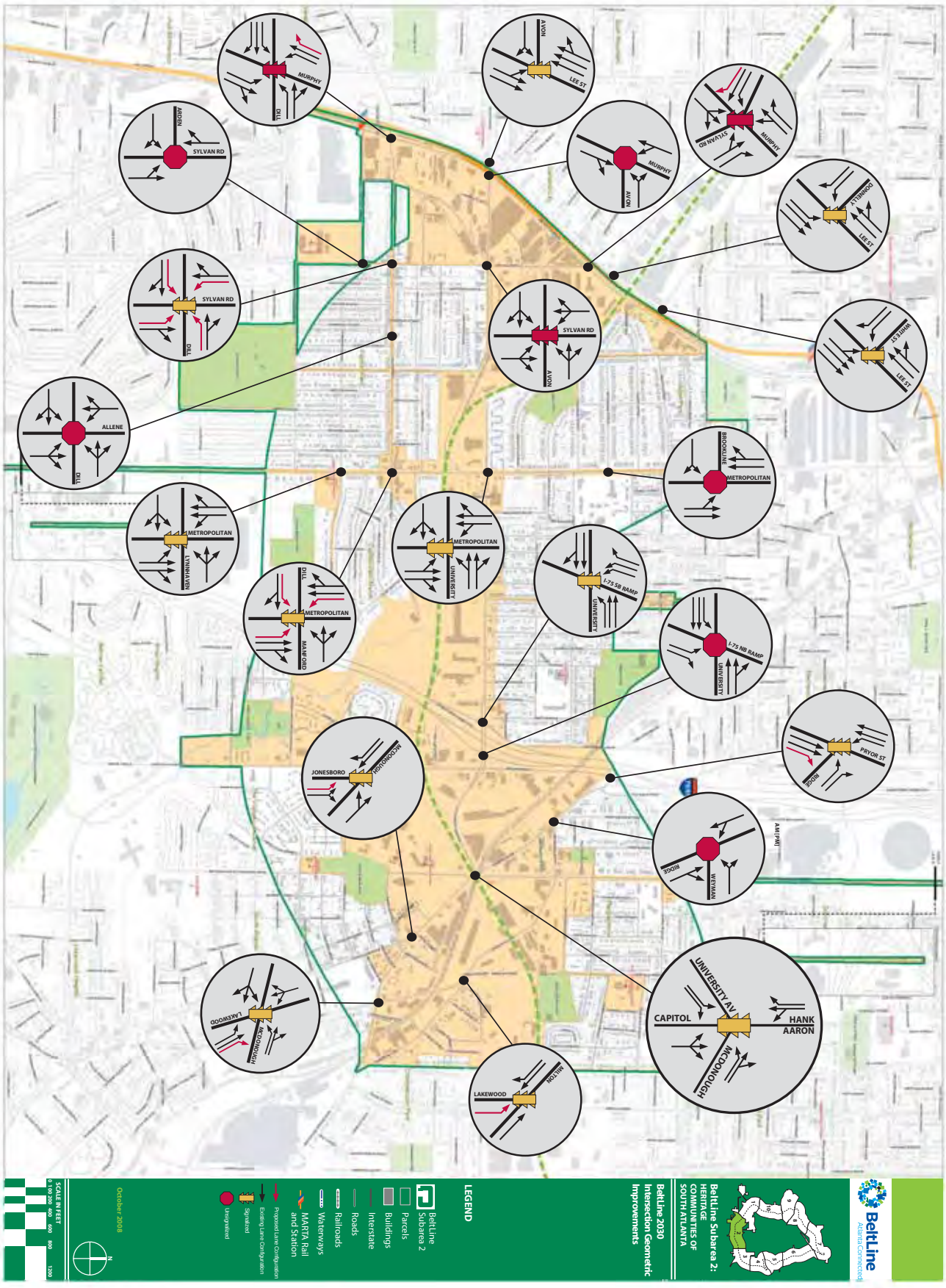
Table 6-9. Focus Area One - Year 2030 BeltLine Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
University Avenue at Metropolitan Avenue	C	0.95	D	1.00
University Avenue at I-75 SB Ramp	C[C]	0.90 [0.86]	F[D]	1.20 [1.05]
University Avenue at Hank Aaron Drive/ McDonough Boulevard/ Ridge Avenue/Capitol Avenue	B	0.55	C	0.75
University Avenue at I-75 NB Ramp	(C)*	0.91	(C)*	0.80
EB Left	C	N/A	C	N/A
NB Left	F	N/A	F	N/A
NB Right	F	N/A	F	N/A
* With Signalization				

Table 6-10. Focus Area Two - Year 2030 BeltLine Traffic Operations

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Lee Street at White Street	A	0.82	C	0.92
Lee Street at Donnely Street	D	0.89	B	0.86
Lee Street at Avon Street	B	0.85	B	0.75
Dill Avenue at Sylvan Road	C	0.85	C	0.80
Dill Avenue at Metro-politan Parkway	C	0.97	C	0.92
Metropolitan Parkway at Lynnhaven Avenue	A	0.67	A	0.60
Pryor Street at Ridge Avenue	C	0.95	B	0.65
McDonough Boulevard at Jonesboro Road	C	0.86	B	0.77
McDonough Boulevard at Lakewood Avenue	D	0.96	B	0.71
Milton Avenue at Lake-wood Avenue	D	0.95	A	0.22
Sylvan Road at Murphy Avenue	(A)*	(0.55)*	(B)*	(0.68)*
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NE Approach (Stop)	F	N/A	F	N/A
SW Approach (Stop)	F	N/A	F	N/A
Sylvan Road at Avon Street				
EB Approach (Stop)	D	N/A	C	N/A
WB Approach (Stop)	D	N/A	C	N/A
NB Approach (Free)	A	N/A	A	N/A
SB Approach (Free)	A	N/A	A	N/A
*With Signalization				

INTERSECTION	AM Peak		PM Peak	
	LOS	v/c	LOS	v/c
Avon Street at Murphy Avenue				
WB Left (Stop)	B	N/A	B	N/A
SB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Murphy Avenue	(B)*	(0.79)*	(B)*	(0.66)*
EB Left	A	N/A	A	N/A
WB Left	A	N/A	A	N/A
NB Left	F	N/A	F	N/A
NB Approach (Stop)	F	N/A	C	N/A
SB Left	F	N/A	D	N/A
SB Approach (Stop)	D	N/A	F	N/A
Sylvan Road at Arden Street				
EB Left (Stop)	B	N/A	C	N/A
NB Approach (Free)	A	N/A	A	N/A
Dill Avenue at Allene Avenue				
EB Approach (Free)	A	N/A	A	N/A
WB Approach (Free)	A	N/A	A	N/A
NB Approach (Stop)	C	N/A	C	N/A
SB Approach (Stop)	C	N/A	E	N/A
Metropolitan Parkway at Brookline Street				
EB Left (Stop)	E	N/A	F	N/A
NB Approach (Free)	A	N/A	A	N/A
Weyman Street/Milton Avenue at Ridge Av-enue				
WB Approach (Stop)	B	N/A	B	N/A
SE Approach (Free)	A	N/A	A	N/A
*With Signalization				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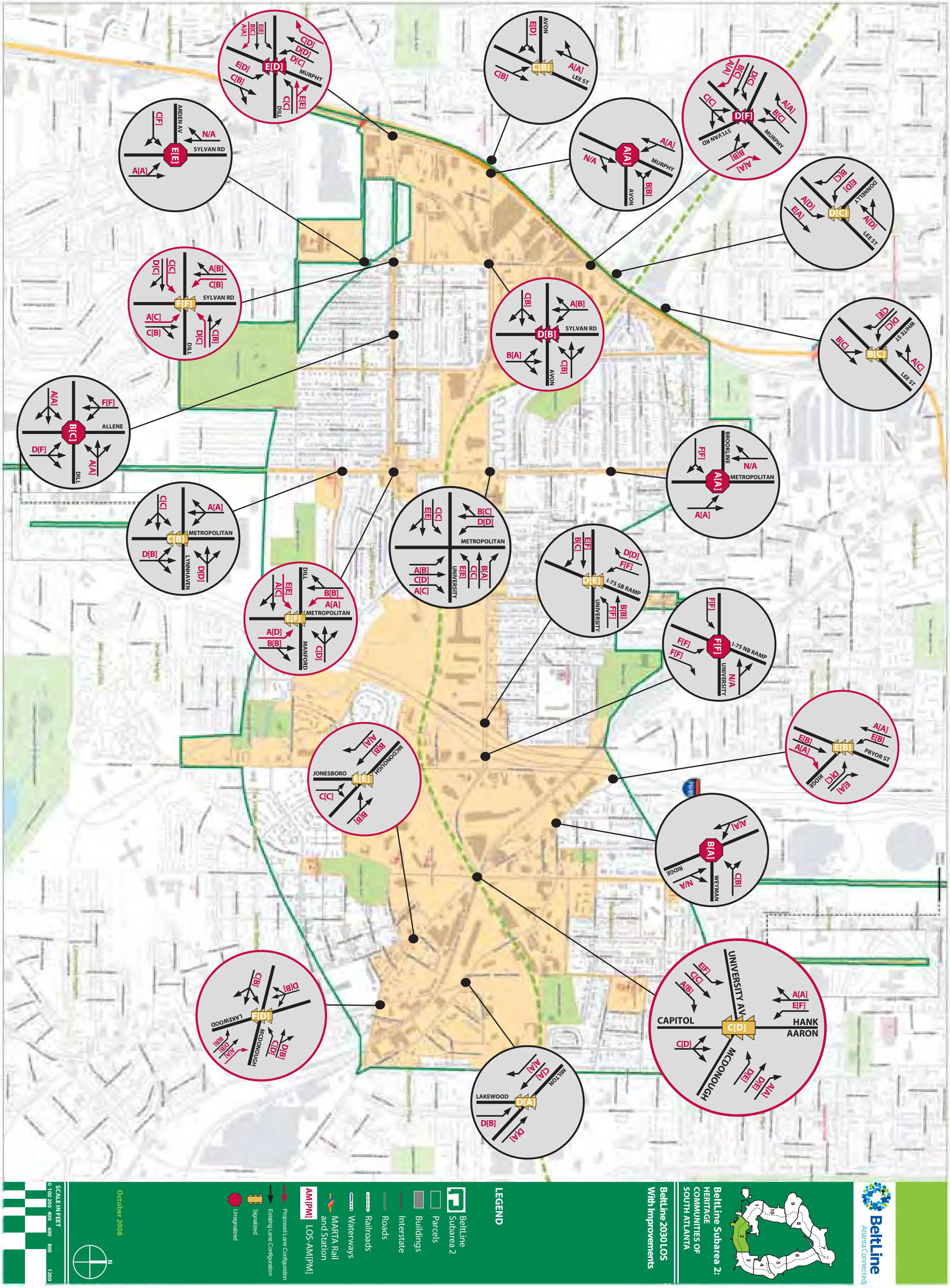
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6.5 Other Recommended System Improvements

Several transportation improvements were evaluated for Subarea 2 to determine the most appropriate and cost effective solutions for ensuring efficient operations in future years. In addition to engineering judgment, public input was also used to ascertain the community's vision for their transportation system. Although many of the improvements were explicitly modeled, some were evaluated qualitatively. These include the addition of improved pedestrian and bicycle facilities throughout the subarea.

Recommended Pedestrian Facility Improvements

System-wide sidewalk improvements are recommended for Subarea 2. For a list of recommended projects, please see the Subarea 2 Plan Recommendations Report. Within the subarea, there are locations with partial and no sidewalk coverage. The lack of sidewalks and proper walkways has major impacts on pedestrians' safety and the pedestrian level of service.

As with vehicular LOS, pedestrian LOS is also designated with letters A through F. Pedestrian LOS is based on available space, flow rate, ability to maintain desired speed, and degree of saturation. An increase in the number of pedestrians per area at any given time will reduce the pedestrian walkway LOS. As the walking space gets smaller, the LOS declines; and as the flow rate increases, the LOS approaches F. The introduction of the BeltLine and its associated mixed-use development will generate additional pedestrian trips, hence, increasing the flow rate and reducing the LOS.

The average pedestrian walking speed is about 4 feet per second. Travelers with mobility impairments all move slower (about 3.5 feet per second) than the average pedestrian. The different types of impaired users, described in the FHWA report by Kirschbaum, include the following:

- Stroller users
- Wheelchair users
- Individuals with limited balance
- Individuals with a vision impairment
- Older adults
- Children
- Individuals who are obese
- Crutch or support cane users
- Individuals with low fitness levels
- Individuals with cognitive impairments
- Individuals with emotional impairments

The lack of adequate walkway or paved pedestrian paths can increase the time it takes a traveler to move from one point to another. If there is little or no sidewalk, the level of service will be F in these areas. Among the key facilities, McDonough Boulevard, Murphy Avenue, University Avenue, Sylvan Road, Avon Avenue, Pryor Street, Ridge Avenue, Capitol Avenue (south of University Avenue) and the western portion Dill Avenue, all have LOS of F along the majority of their length. The walkway LOS for other areas varies form A to E.

One of the main goals for many pedestrians is to reduce travel time and distance by selecting the most direct route. However, pedestrians will sometimes select other longer courses to get to their destination if the shortest route does not provide a sidewalk. Pedestrians may also select longer routes if the desired path is not convenient or desirable. This can be disadvantageous because an increase in travel time may deter walking.

If the sidewalks are partially blocked (encroachment of overgrown trees, shrubs, utility poles, hydrants, etc.) or too narrow, there will be a reduction in pedestrian walking time when slowing down to maneuver around an obstacle (including stopping to check for oncoming vehicles). If the sidewalk is completely blocked, forcing pedestrians to walk in the roadway, conflicts between motorists, cyclists and pedestrians may occur. This not only raises safety concerns but also reduces travel time for all parties. Uneven surfaces can also reduce the travel time of pedestrians, particularly those with mobility issues and those who have limited visibility. Sidewalk widths may also be insufficient in accommodating pedestrians walking in opposite directions. This can cause conflicts between pedestrians, further increasing delay.

In addition to LOS, there is an additional measure of pedestrian accommodation performance, called

the Quality of Service (QOS), that should be considered in providing attractive pedestrian facilities. QOS of pedestrian flow, as defined by Milazzo, includes the following measures:

- Freedom to choose desired speeds
- Freedom to pass slower pedestrians
- Ability to cross a stream of pedestrian
- Ability to walk in the reverse direction of a stream of pedestrians
- Ability to maneuver without conflicts
- Delay at signalized intersections
- Delay at unsignalized intersections

To reduce pedestrian travel time and improve the overall walking experience, sidewalks that are wide enough to accommodate travel in both directions without conflicts, that provide proper connectivity and continuity, and that are well maintained is recommended. Provision of acceptable LOS and QOS should be considered for all Subarea 2 sidewalk improvement projects. The improvement of sidewalks will encourage walking and transit use, which will reduce traffic congestion overall.

Recommended Bicycle Facility Improvements

Bicycling is a form of transportation that provides many travel advantages. In most instances a traveler can get to their destination considerably faster by cycling than walking. In some congested areas, a cyclist can cover ground much faster than automobiles by maneuvering around gridlocks. With the proper bicycle facilities in place, travelers may choose to commute to BeltLine stations by cycling. This will encourage ridership from people who live a little further away from the BeltLine. It takes a bicyclist about 6 minutes to travel one mile.

Although the benefits of cycling are numerous, without the proper infrastructure and level of service (LOS), there may be safety issues as well as poor mobility. Below are some of the factors which influence decisions to choose bicycling as a travel alternative.

- Safe bicycle area
- Ease of biking
- Driver behavior
- Roadway share issues with motor vehicles
- Street intersection conditions (such as delays due to traffic signal or pedestrian crossing)
- Conflict with pedestrians and other bicyclists
- Steep slope/grade
- Poor lighting
- Proper bike parking facilities
- Transit accommodation
- Improper or missing signing and marking
- Speeds impediments
- Ability to maneuver without conflicts with objects (such as overgrown trees, poorly lo cated poles, mail boxes, trash and debris)
- Surface quality / conditions (potholes, drain grates, pullbox covers, uneven surfaces, railroad tracks, debris and encroachment of overgrown vegetation)

Some of the factors that influence bicycle LOS include:

- Roadway width and number of through lanes
- Bike lane widths and striping combinations
- Traffic volumes
- Pavement surface condition
- Motor vehicle speed
- Type of motor vehicle
- Percentage of heavy vehicles
- On-street parking

With the introduction of the Beltline project, the type of bicycle facility will be dependent on the available space and proposed development. There are three major classes of bicycle facilities identified by AASHTO:

- Shared Use Path - a separate multi-use bike trail (typically 12 feet wide or more) that is located separate from automobile traffic.
- Bike Lane Facility - a striped bike lane on a street, typically 4 feet wide
- Signed Shared Roadway Facility - an on-street bike route that is designated by signage alone.

There is a lack of dedicated bicycle facilities within the subarea. Lakewood Avenue (from McDonough Boulevard to Milton Avenue) is the only roadway

among the studied segments with a designated bike lane facility. Bike lanes are present on both sides of the roadway. The aerial view below shows the existing bike lane along Lakewood Avenue.

Figure 6-10. Subarea 2 Existing Bicycle Facilities

As described in the AASHTO manual, appropriate treatment of railroad crossings in the subarea will be required to ensure smooth and safe passage for bicyclists and pedestrians. In addition, on-street bicycle facilities should include curb inlet grates. Proper signage, pavement markings and adequate furniture for parking bikes, should be provided.

The improvement of Subarea 2 bicycling facilities will benefit overall traffic operations for bicyclists and motorists. For a list of specific recommended bicycle projects, please see the Subarea 2 Plan Recommendations Report.

7.0 Conclusions and Recommendations

The following conclusions are based on the collected data, intersection capacity analyses, field observations, and the community's goals as expressed during the extensive public involvement process employed for this project:

7.1 Baseline Recommended Improvements

There were no improvements recommended for Baseline conditions.

7.2 BeltLine Recommended Improvements

With BeltLine redevelopment in place, transportation enhancements are essential in the future years. Failing operations at key intersections would be detrimental to the area as a whole. The following recommendations are a combination of those achieved by modeling of key intersections, and those deemed to be appropriate through engineering judgment, field observation, and from discussion with the Project Team, area citizens and stakeholders throughout the study process.

Recommended intersection improvements include:

1. University Avenue at I-75 SB Ramps
   a. Add an eastbound right-turn lane.

2. University Avenue at I-75 NB Ramps
   a. Install a signal, if and when warranted based on a traffic study.

3. Sylvan Road at Murphy Avenue
   a. Install a signal, if and when warranted based on a traffic study.

4. Dill Avenue at Murphy Avenue
   a. Install a signal, if and when warranted based on a traffic study.

Recommended roadway extensions include:

1. University Avenue to be connected to Avon Avenue.

2. University Avenue and McDonough Boulevard/Ridge Avenue/Hank Aaron/Capitol Avenue to be reconfigured to form a four-legged intersection.

3. Ridge Avenue to be realigned to connect to Hank Aaron via Weyman Avenue and the existing section of Ridge Avenue will cul-de-sac between Weyman Avenue and the intersection of University Avenue and McDonough Boulevard/Hank Aaron/Capitol Avenue.

Recommended system-wide improvements include:

- Traffic signal system upgrade and retiming

It is expected that with these transportation improvements in place supporting the greenspace, residential, and commercial development, enhanced transit services and overall pedestrian-friendly transit-oriented environment, Subarea 2 of the BeltLine Redevelopment Project will fully realize its potential of becoming a successful live, work, and play destination for southeast Atlanta.

Appendix 5

Atlanta BeltLine Master Plan

SUBAREA 2

Heritage Communities of South Atlanta

PEOPLESTOWN PARKS MASTER PLAN

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Smith Dalia Architects

Adopted by the Atlanta City Council on March 16, 2009

BeltLine
Atlanta Connected

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The Honorable Mayor **Shirley Franklin**

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George Dusenbury, Park Pride

LaShawn M. Hoffman, NPU V

Shauna Mettee, Capitol View Manor Neighborhood

Mtamanika Youngblood, Annie E. Casey Foundation

Donna Tyler, CAMP CDC

Tiffany Thrasher, Resident

Steve Holland, Capitol View

Helen Jenkins, Pittsburgh Community Improvement Association

John Armour, Peoplestown

Rosa Harden-Green, SW Study Group Coordinator

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Mike Wirsching, Adair Park Neighborhood

Greg Burson, Peoplestown

Carl Towns, Pittsburgh Civic League

Chrishette Carter, Chosewood Park Neighborhood Association

Sam Sparlin, Sparlin Clinic

William Teasley, NPU V

Ruben Burney, NPU X

ACKNOWLEDGEMENTS

ATLANTA BELTLINE INC. STAFF

James Alexander, Project Manager

Tina Arbes, Chief Operating Officer

Nathan Conable, Senior Project Manager

Rukiya S. Eaddy, Community Engagement Advocate

Terri Montague, President and CEO

E. Fred Yalouris, Director of Design

CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Planner

Matthew Dickison, Senior Planner

Paul Taylor, Deputy Director of Park Design

CONSULTANT TEAM

Tunnell-Spangler-Walsh and Associates

Caleb Racicot, Principal

Jeff Owen, Community Planner

Woody Giles, Community Planner

Ryan Jenkins, Landscape Architect

Alex Nagel, Landscape Architect

Grice and Associates

John Funny, Principal

Carla Holmes, Principal

William Haynes, Senior Associate

James Cheeks, Senior Transportation Engineer

W.F. He, Senior Traffic Engineer

Dain Pallard, ITS Engineer

Smith Dalia Architects

Markham Smith, Principal

Ed Atkins, Architect

Beth Grashof, Historic Consultant

Long Engineering

Shepherd Long, Vice President

Michael VanBriggle, Associate

CONTENTS

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1.0 Preface

1.1 Purpose

The Peoplestown Parks Master Plan is a long-term vision and strategy for enhancing DL Stanton and Four Corners parks in a manner that responds to community desires and capitalizes on proximity to the proposed BeltLine - a multi-decade effort to integrate parks, land use, and mobility along a 22-mile loop of historic railroads that ring Atlanta's core. The plan provides a framework for short and long-term park improvements, and suggests responses to adjacent existing and future land uses.

The Peoplestown Park Master Plan is one of several park planning efforts along the BeltLine. At completion, the BeltLine will connect the two parks to 45 of the city's neighborhoods and the more than 100,000 people that currently live within half a mile of the corridor. By improving existing parks and creating new ones, a seamless system of public open spaces will be created that establishes a high quality of life in Atlanta for centuries to come.

"There are no world class cities without world class parks."
- Leon S. Eplan

1.2 BeltLine Planning Efforts

The Parks Master Plan has been developed concurrent with and integrated into a larger land use and transportation planning effort for BeltLine subarea 2: Heritage Communities of South Atlanta. Subarea 2 consists of the portion of the BeltLine south of Downtown Atlanta, between Hill Street and Murphy Avenue.

A key element of BeltLine area planning is creating a beneficial relationship between parks, transportation, and land use. Parks cannot be properly designed without considering access from surrounding land uses, while land uses and transportation facilities cannot achieve their highest potential without proximity to parks.

Parks can have a long-term positive impact on surrounding neighborhoods. This photo shows Brooklyn, New York's Prospect Park, which was built before the city grew around it. It continues to influence surrounding development.

As a result of these coordinated efforts, this master plan describes and plans for both internal and external factors impacting the parks. It considers surrounding existing land uses and transportation facilities, as well as potential future ones. By doing this, a parks vision is established that can meet the needs of the surrounding neighborhood both today and many years in the future.

1.3 Master Planning Process

The planning process used to develop the Peoplestown Park Master Plan involved several steps. These included a review of previous park planning efforts, an inventory and analysis of existing conditions, stakeholder and community interviews, draft concept creation and testing, and the development of final recommendations and implementation plans.

Guiding this process was a Steering Committee made up of representatives of key area organizations, as well as a Study Group made up of members of the general public. A series of meetings was held throughout the process to allow both groups review and comment opportunities.

2.0 Site Inventory

2.1 Overview

This section contains an inventory and analysis of existing conditions in the Peoplestown Parks as they existed in early 2008. These conditions have been compiled from site visits, previous plans, community comments, and existing data sources and services. They were then analyzed to understand existing conditions and provide a baseline for park improvement efforts.

2.2 Peoplestown Parks

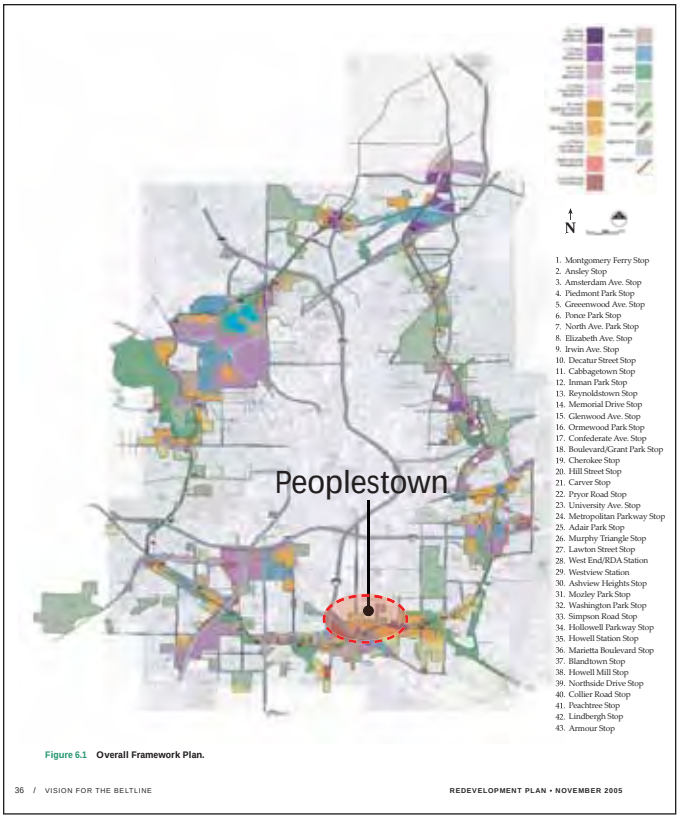
The Peoplestown Parks consist of two existing City of Atlanta Parks: DL Stanton Park and Four Corners Park. Both neighborhood parks are located at the southern end of Atlanta's Peoplestown neighborhood, where they occupy a strategic transition between the existing historic neighborhood and the redevelopment opportunities near the BeltLine. Users of both parks tend to be neighborhood residents.

With just over a quarter-mile of primarily undeveloped land separating them, their proximity offers an opportunity to plan for both parks in a unified manner.

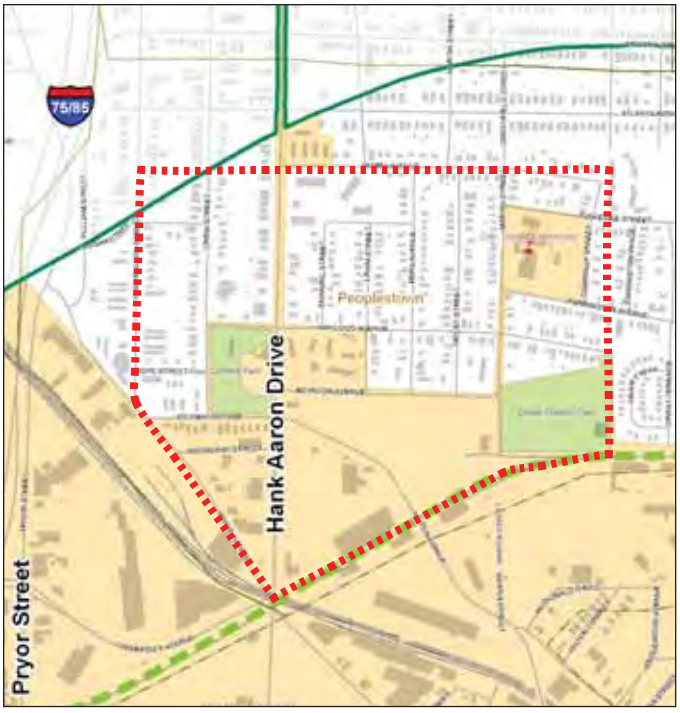
2.3 Neighborhood History

DL Stanton and Four Corners Parks are key focal points of the Peoplestown neighborhood - a historic in-town Atlanta community located one mile south of Downtown. It lies south of I-20, east of I-75/85, and north of the BeltLine.

The diverse neighborhood grew up around a Victorian-era trolley that ran along Capitol Avenue (now Hank Aaron Drive). It was built primarily as housing for lower, middle, and upper income residents. Wealthier families were concentrated along the major paved, tree-lined streets, while poorer ones lived in dwellings at the rear of the lots accessed via alleys. The neighborhood was originally largely white, but there were segregated African American communities within it. These were



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan and is produced in conjunction with current BeltLine planning efforts



The Peoplestown neighborhood includes both Four Corners Park and DL Stanton Park, both within the BeltLine Tax Allocation District redevelopment area (shaded in orange)

characterized by smaller lots and houses, unpaved roads and a lack of utilities until around 1930.

Like many Atlanta neighborhoods, Peoplestown has changed over the years. As wealthier residents moved north, they were replaced by a substantial Jewish community, and then a predominately African American one. Peoplestown is significant as the only neighborhood along the Beltline to have had a substantial Jewish community, including Sephardic and Ashkenazi Jews (from Germany and Eastern Europe). It contained a cultural market, Kosher stores, and several synagogues.

Over time, the residents of Peoplestown have become an active, outspoken group devoted to strengthening their community by offering more amenities and by developing their strong neighborhood character. The residents are led by community leaders who are actively engaged and informed, and who are successfully working together toward a common vision of improving and expanding the parks in their community.

2.4 Previous Park Plans

This plan builds upon the work of Friends of Peoplestown Parks (FoPP). In 2006, FoPP was selected by Park Pride to develop a vision and strategy which improved the parks and connected Four Corners and DL Stanton Parks.

Over 80 residents and supporters participated in 7 public meetings, starting in January 2007, to develop the Vision which was completed in the summer of 2007. The Vision improves upon current park amenities and facilities and connects the two parks. The Vision was created to be implemented over a 25 year period with near term goals focusing on expansion and improvements of the current parks and long term goals focused on connecting the parks and placing amenities in the expansion area. The Beltline has utilized the community's Vision as the vision for the Peoplestown Parks Master Plan included in the Sub-Area 2 Master Plan.

From the beginning, the community insisted on incorporating environmentally friendly elements and development principles into the future vision

The urban form of the Peoplestown Neighborhood shows a street grid that has allowed development and change to happen over time

Four Corners Park offers both active and passive uses

Recent land was acquired to expand Four Corners Park to the southwest at Weyman Avenue and Crew Street

of the park, consistent with the City of Atlanta's commitment to have all new facilities meet Leadership in Energy and Environmental Design (LEED) Silver certification standards. The LEED program has been successful in promoting green building principles, and is a widely recognized and nationally accepted benchmark for the design, construction, and operation of high performance green buildings. The program is sponsored by the U.S. Green Building Council and is currently making strides in accrediting neighborhoods and communities as well as individual buildings.

FoPP adopted five goals for the future design and development of the park and its facilities:

- Sustainable design and reduced environmental impact
- Energy and water efficiency, including greywater recycling
- Use of recycled materials in construction whenever possible
- Use of modern technology and construction approaches
- Use of renewable energy technologies
- Continued FoPP involvement in design and development

The resultant plan incorporated these goals into the following vision elements:

- Connecting the two parks by acquiring land south of Boynton Avenue for park expansion that could encourage passive recreation
- Creating a LEED certified aquatic and recreation center
- Establishing new tennis courts, a ball field, and play areas

The recently completed Peoplestown Parks Vision illustrates the community's Vision and full park expansion possibilities

- Connecting the parks to the BeltLine

The conceptual master plan below shows these and other components.

2.5 Four Corners Park

Four Corners Park is a neighborhood park bounded by Hank Aaron Drive, Weyman Avenue, Crew Street, and Haygood Avenue. It lies just north of the BeltLine's intersection with University Avenue, Ridge Avenue, Hank Aaron Drive, and McDonough Boulevard. The park is a small, vibrant facility where neighbors gather in the community center, frequent the basketball courts, and meet under the small pavilion for picnics.

The 3.4 acre park was recently expanded along its southern border. These new acquisitions have allowed the park to begin to fill the block and also suggest possibilities for the entire block.

Rick McDevitt Youth Center

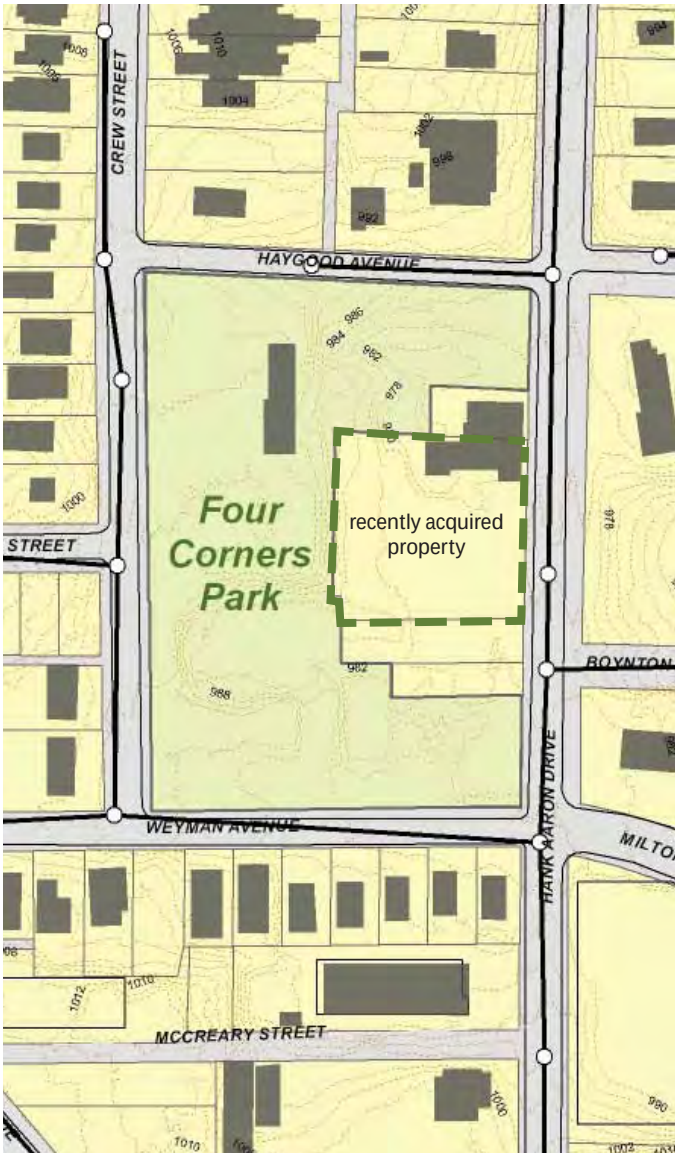
Four Corners Park is home to the Rick McDevitt Youth Center. The center is housed in a formerly abandoned building and park that was prone to illegal activity before it was renovated at the urging of Rick McDevitt and Columbus Ward, founders of Atlanta Help Our Youth and Community Care, Inc.

Today the youth center has become a successful example of collaboration between the City of Atlanta and the community, which obtains support from donors and partner organizations. Its use stands as a symbol of community pride. Until the construction of a new recreation center in Stanton Park, the McDevitt Center is the only public space for community and youth activity in the neighborhood.

Park Context

The park's layout is typical of urban parks in Atlanta. It is fronted by streets and sidewalks on most sides, which allows adjacent homes to keep an eye on activity in the park and to define the street. This visibility promotes safety and helps the park feel like a truly public space. With the exception of Hank Aaron Drive, traffic on bordering streets is slow.

Main entrance to Four Corners Park at the northwest corner of the block, facing the Community Center and Playground



Graphic showing contours (brown lines) and utilities (black lines) around Four Corners Park

Adjacent land uses include single-family and multifamily housing to the north, west, and south. To the east are two single-family homes, a church, and vacant land. A large apartment complex lies across Hank Aaron Drive.

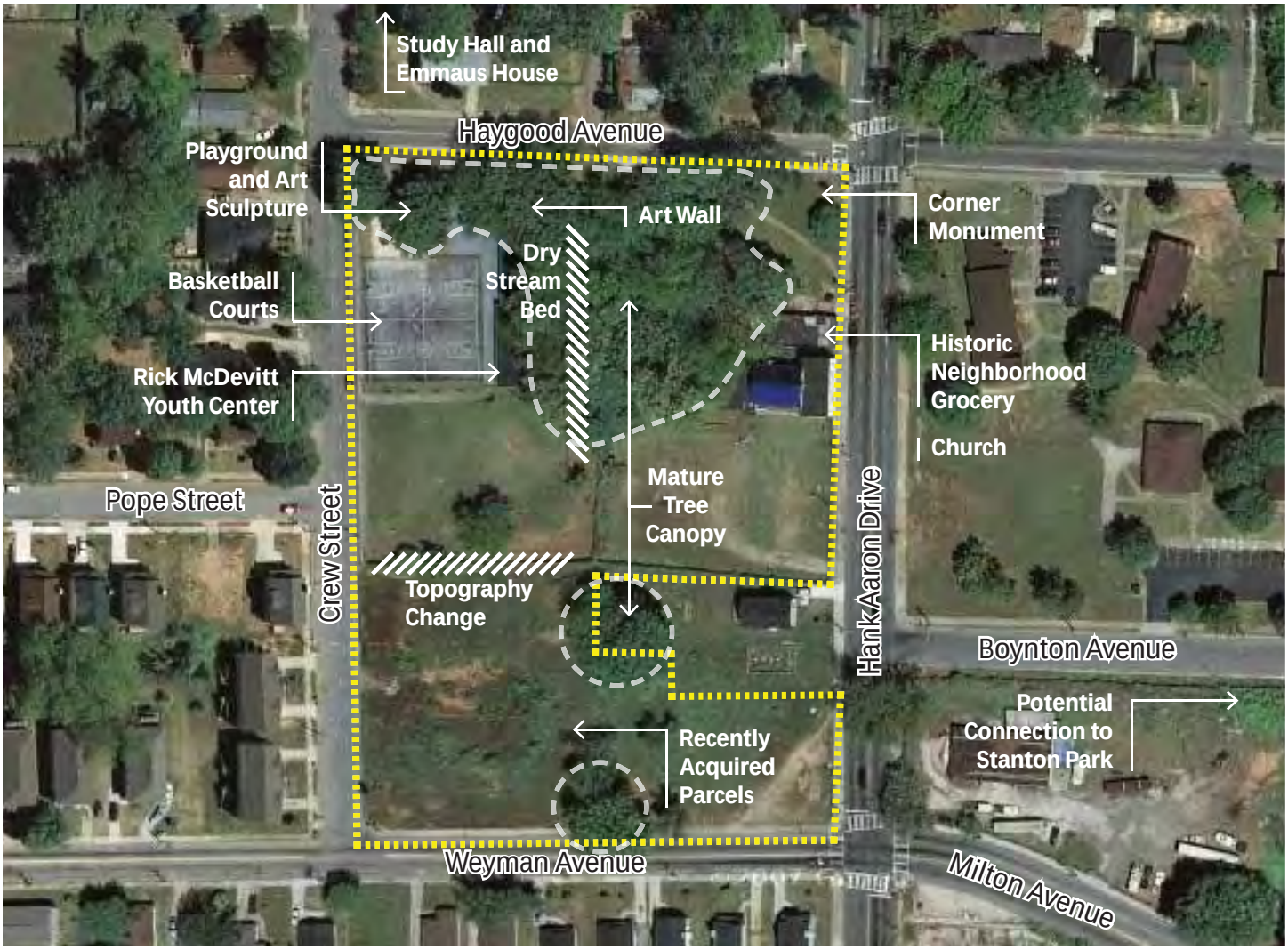
Existing Infrastructure

Four Corners Park's bounding streets contain sewer and water facilities. Fortunately, the park does not appear to include easements in its boundaries.

Existing Natural Factors

Four Corners Park is mostly level, with a few key exceptions. Its flat west side provides an ideal site for a playground, basketball courts, and a small grassy area south of the youth center. The steepest part of the park is behind the youth center, where the land falls to a vegetated property line. Another

Several areas of existing vegetation are found in Four Corners Park



Four Corners Park overview, showing park boundaries in yellow, existing amenities, and nearby points of interest

steep area lies at its south end, where holes mark the location of demolished buildings.

The park has both wooded and open areas. Large, mature trees grow along its northern side and are ideal candidates for preservation. The newly acquired properties to the south have sporadic vegetation. There are no streams or floodplains in the park.

Existing Public Art

The park features two public art displays as well as an art wall along the northern portion of the Rick McDevitt Youth Center. The northern art wall has significant community meaning and could be retained and creatively incorporated into a new design.

Existing art mural on the north wall of the Rick McDevitt Youth Center

Existing Facilities

As a small neighborhood park, the facilities in Four Corners Park are limited. In addition to the youth center, the park houses two basketball courts and a picnic area. These facilities serve the needs of the community and young residents. However, the recently acquired southern area presents an opportunity to provide further amenities.

In the Peoplestown Parks Vision, the community identified elements to be added to the park. Among them are tennis courts, improved basketball courts, formal lawn gathering areas, an improved playground, an expanded picnic area, and public art.

Existing sculptural artwork and playground in the northern portion of the park

Safety is also a concern for residents. In light of a troubled past of drug activity, litter, dysfunctional basketball courts, and graffiti covered walls, visibility and safety for the park's users are of primary concern. Design and placement of the amenities focused on accessibility, existing infrastructure, safety, and visibility.

Good parks can provide both open space and programmed spaces, such as basketball courts and playgrounds

2.6 DL Stanton Park

DL Stanton Park is a 7.6-acre neighborhood park located mid-block at the corner of Boynton Avenue and Martin Street. Today the park remains a largely under-utilized barren field adjacent to the proposed BeltLine. It has a less than glamorous past as an informal waste disposal site.

Park Context

DL Stanton Park was developed on a reclaimed former dumping ground when the area was a no-man's land between Peoplestown and the rail corridor now known as the BeltLine.

Given this history, the park does not have a strong relationship to adjacent properties. It is largely hidden in the end of the block, with only a small amount of frontage on Martin Street. Surrounding homes back up to it with walls and fences, which precludes any possible security benefits associated with good visibility into the park.

Adjacent land uses include single-family homes to the north and east, vacant land to the west, and the BeltLine to the south. These are a challenge today, but some may provide opportunities for redevelopment that capitalizes on the park.

Existing Infrastructure

DL Stanton Park is impacted by a sewer line running east-west in its north end. To ensure that the City's Department of Watershed Management can access this line for potential maintenance, no buildings or other major permanent structures can be built on top of it. However, facilities such as walking paths, landscaping, and parking are permitted. In fact, the existing playground ring sits atop the line.

Existing Natural Factors

As noted earlier, DL Stanton Park is a grassy area with a small amount of vegetation at its edges. Trees are found only along the perimeter, abutting fences and defining residential back yards.

There are steep changes in topography along the southern edge of the property, as the vegetated banks rise to meet the BeltLine tracks.

The current entrance to the park is less than ideal, requiring a long path to reach the interior playground

Graphic showing contours (brown lines) and utilities (black lines) around DL Stanton Park

There are no streams or floodplains in or near the park. However, water has a tendency to gather in a low lying area in the northeastern part of the site.

Although the park was once an illegal dump, most of the soil has been remediated. However, contaminated soil may still exist underneath the demolished recreation center.

Existing Public Art

There is no public art in DL Stanton Park. However, the BeltLine subarea 2 master planning effort has

identified an opportunity to create new public art at the park's entry to the BeltLine.

Existing Facilities

DL Stanton Park currently lacks any facilities other than a playground. In the recent past, an oversized play ring was installed in the middle of the site, along with supporting infrastructure below. The ring physically dominates the site, but is located far from the entrance to the park. As such, there is poor visibility to it from public streets.

Recent playground improvements have been completed, replacing damaged equipment with new equipment in the existing playground ring. The old recreation center stood vacant and was recently demolished.

2.7 Boynton Avenue Site

As noted earlier, the Peoplestown Parks Vision

Recent playground improvements at Stanton Park include new equipment in the original central location

identified an opportunity to connect DL Stanton and Four Corners Parks by acquiring an approximately 10 acre tract between the two, along Boynton Avenue.

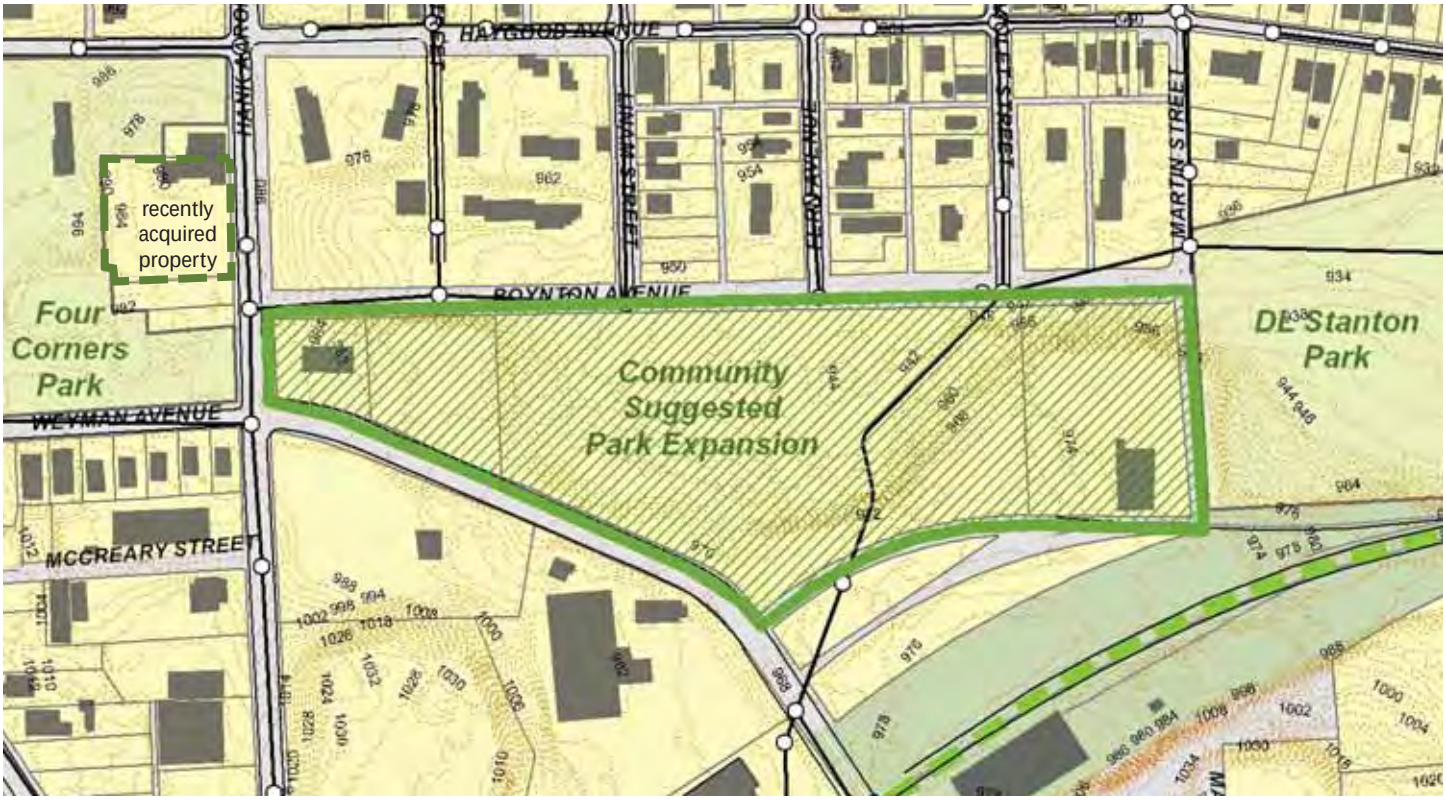
The expansion area identified in the Vision is a

DL Stanton Park overview map, showing park boundaries in yellow, existing amenities, and the BeltLine

partially treed site with significant topographic change. It is divided into higher and lower terraces, with the former following the BeltLine and the latter along Boynton Avenue.

This topography naturally breaks the site into two separate zones. Depending on future funding or development activity, the topography suggests that it may be easy to develop one or both of the zones into parks or development sites. If developed, the site's depth would allow for a linear park to be provided along the south side of Boynton Avenue.

The abandoned recreation center has recently been demolished



Graphic showing the community suggested park expansion area

3.0 Needs Analysis

3.1 Successful Urban Parks

Successful urban parks share the common features of accessibility, visibility, and management. Together, these features activate a park and directly improve safety in and around it.

- ***Accessibility:*** An ideal park is fronted on all or most sides by streets. These encourage access from multiple points and offer routes in and out of the park. The park entrance should also be welcoming to attract responsible users.
- ***Visibility:*** Streets and buildings around a park increase visibility into and out of the park, effectively promoting safety through design.
- ***Management:*** Credible park management ensures long term use and maintenance, promoting a healthy and attractive atmosphere. Management can also deter loiterers.

These are important to consider in planning for the Peoplestown Parks because of their urban setting.

3.2 Opportunities and Constraints

The inventory provides the basis for the analysis of opportunities and issues that drive the conceptual master plan design. This section analyzes those elements to determine park needs.

Opportunities

- Very little of DL Stanton Park has been utilized, providing a blank slate of opportunity.
- The parks are adjacent to the BeltLine, providing direct future access to a large, multi-use trail.
- The surrounding neighborhood faces potential growth, providing potential weekday and weekend park users.
- Several schools are located near the parks and represent potential users.
- The relatively flat terrain of DL Stanton Park allows it to accommodate large fields and multi-use spaces.

Ideally, urban parks of all sizes are surrounded by streets and buildings that face into them
(Photo courtesy of Alex S. MacLean)

- The DL Stanton Park playground and Rick McDevitt Youth Center demonstrate strong community support for their facilities.
- DL Stanton Park can have a pedestrian and emergency entrance at its northeast corner in order to increase safety and visibility into the park.
- Increased public art could benefit both parks.
- Vacant and marginal lands by both parks could be acquired to expand the parks or be redeveloped into park-supportive uses.
- Topography in DL Stanton Park allows buildings to tuck into the hill and offer rooftop gardens.

Constraints

- Both parks have seen incidents of crime and suspicious activity.
- DL Stanton Park has only one entrance from Boynton Avenue and Martin Street, creating a disconnect between the neighborhood and the old recreation center.

3.3 Summary of Community Input

Community members guided the planning process and ensured that neighborhood needs were reflected in it. Major summary points include:

- There is strong desire to build a new recreation center, anticipated to be between 20,000 and

30,000 square feet.

- A baseball field is desired in DL Stanton Park. Funding is currently in place for construction in 2009.
- A linear greenway to connect the two parks along the south side of Boynton Avenue is a desirable option if larger park expansion is not immediately feasible. However, if additional right of way is needed to accommodate the greenway, it would be dependent on future acquisition and development.
- A walking trail is needed within DL Stanton Park. This could connect to the future BeltLine trail.
- Basketball courts are suggested to be relocated to the southeast corner of Four Corners Park for increased visibility along Hank Aaron Drive.
- The William McDevitt Youth Center could be replaced by a new improved recreation center.
- Flexible park spaces are preferred to more specific programmed elements.
- The community would like park improvements to focus on environmental excellence, including striving for LEED certification.
- An aquatic center is also desired, but due to the anticipated cost of $15 to $20 million dollars, it is not in the City's funding plans and would need to be funded through other means. The community would bear the responsibility for obtaining resources for construction and operation.

DL Stanton Park will soon house a community-supported baseball field

The community would like to see gardens provided if the community supported park expansion is acquired

Flexible spaces that can serve a variety of uses are desired

4.0 Concept Development

4.1 Concept Process

A range of concepts was developed to assist designers and the community in understanding potential park elements and their physical needs. These concepts were also important in gaining feedback and determining which elements to include in the Master Plan.

Summaries of the various options are presented below. The comments from the most preferred option for each park were carried forward for refinement in the Master Plan phase.

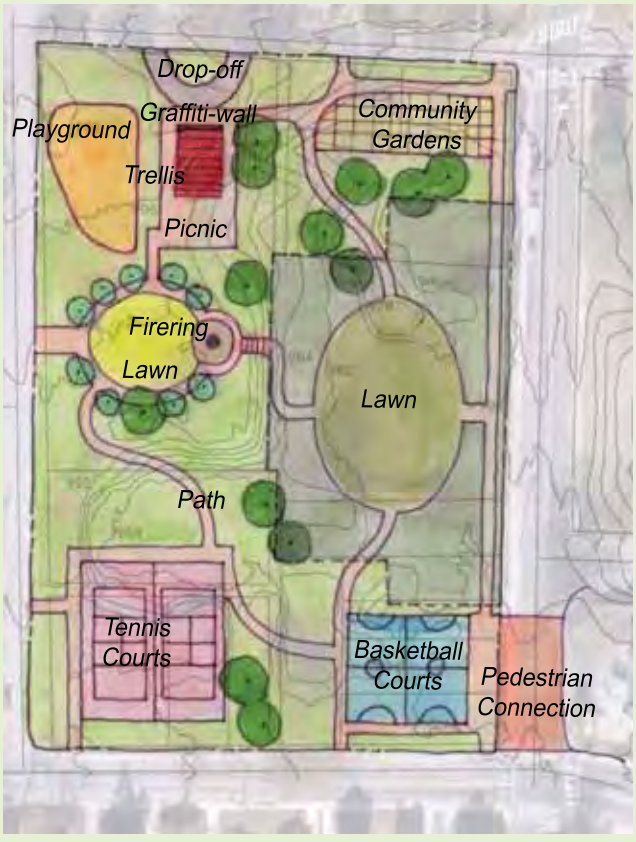
Community members discuss park planning at a community open house

4.2 Four Corners Park Options

Three options were developed for Four Corners Park. Based on public feedback, Option B was the most preferred option, and also the most closely aligned with the previous park visioning effort.

Four Corners Park Option A

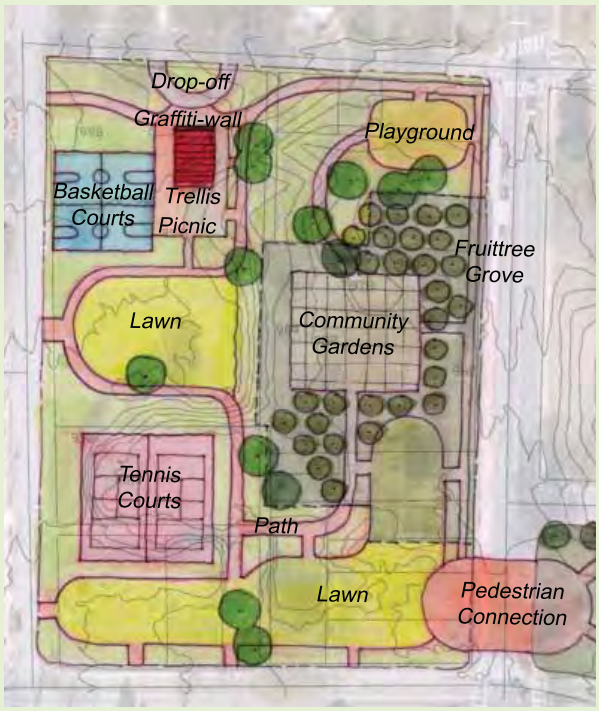
- A wall/trellis/picnic area integrates the graffiti art wall with active uses.
- The playground stays in its current location.
- Basketball courts move to the southeast for visibility.
- Tennis courts are a new amenity.
- A fire ring serves as a community gathering place.
- Community gardens include a corner sculpture.
- A lawn is shown in the potential expansion area.



Four Corners Park Option B

- A plaza incorporates a corner sculpture.
- A picnic area with trellis incorporates the graffiti art wall.
- The playground remains in its current location.
- Basketball courts are moved to the southeast corner for visibility.
- Tennis courts are added.
- A lawn area serves as a community gathering place.
- Community gardens are shown in the park expansion area.
- A fruit tree grove is also included in the park expansion area.

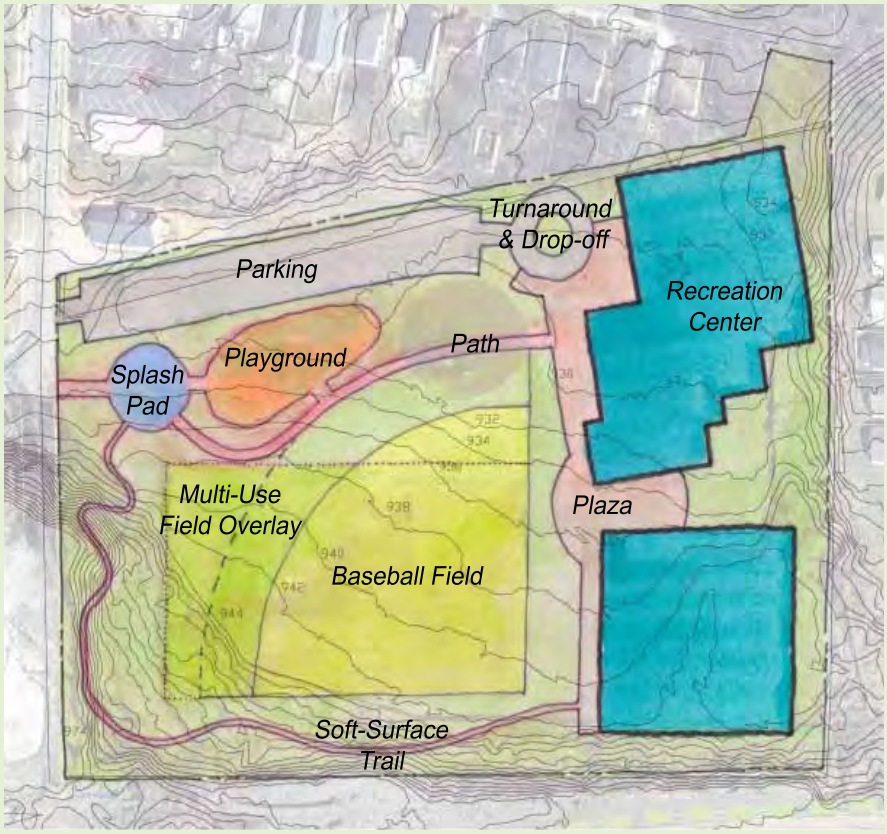
Four Corners Park Option C



- A wall/trellis/picnic area integrates the graffiti art wall with active uses.
- A playground incorporates a corner sculpture in the northeast.
- Basketball courts remain in their current location.
- Tennis courts are added as a new amenity.
- A formal lawn serves as a gathering place.
- Community gardens are located in the park expansion area.
- A fruit tree grove is also included in the park expansion area.
- Parking is located along the southern edge of Boynton Avenue.

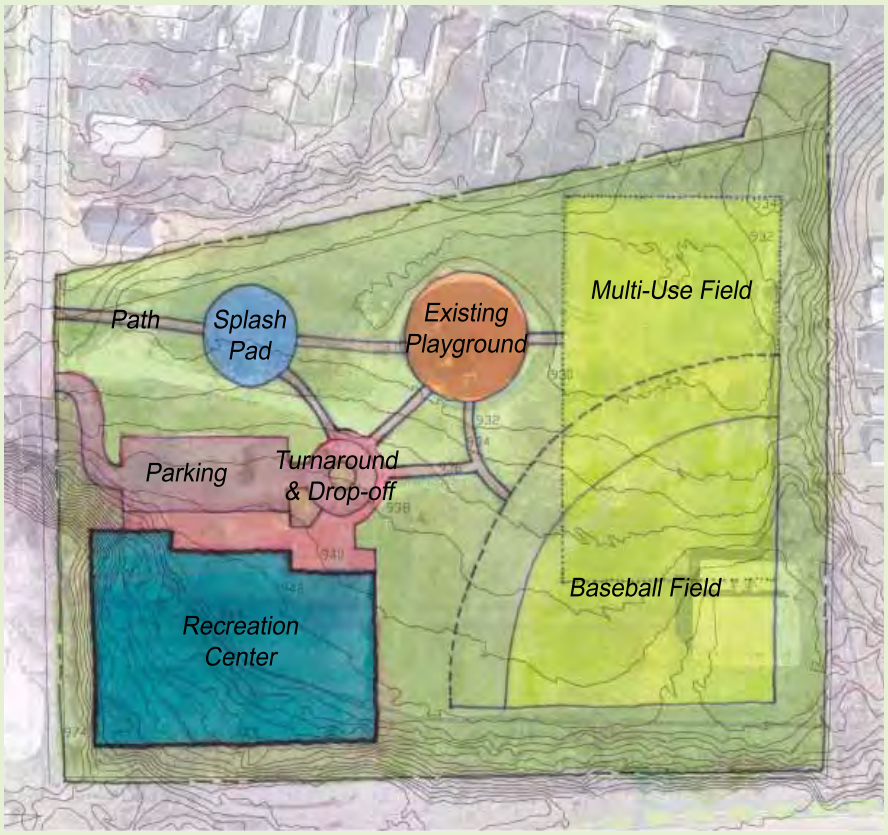
DL Stanton Park Option A

- A baseball field is oriented to the northwest and would require minimal grading.
- A multi-use field is overlaid on the baseball field in order to save space.
- A new recreation center is the focal point from Boynton Avenue and an aquatic center is located where the recreation center now sits.
- A splash pad and playground are located near the entry for ease of use.
- Parking is located inside the park, but is kept at the northern edge. It includes a turnaround and drop-off area.



DL Stanton Park Option B

- A baseball field is oriented to the northwest and would require minimal grading.
- A multi-use field is the focal point from Boynton Avenue, and a new Recreation Center is shown built into the hillside in southwest corner.
- A splash pad and playground are located beyond the baseball trajectory.
- Parking is located inside the park, but is kept at the western edge and includes a turnaround and drop-off area.



4.3 DL Stanton Park Options

Three options were also developed for DL Stanton Park. In each concept the playground was shown oversized, allowing ample room to accommodate earthwork and land sculpting.

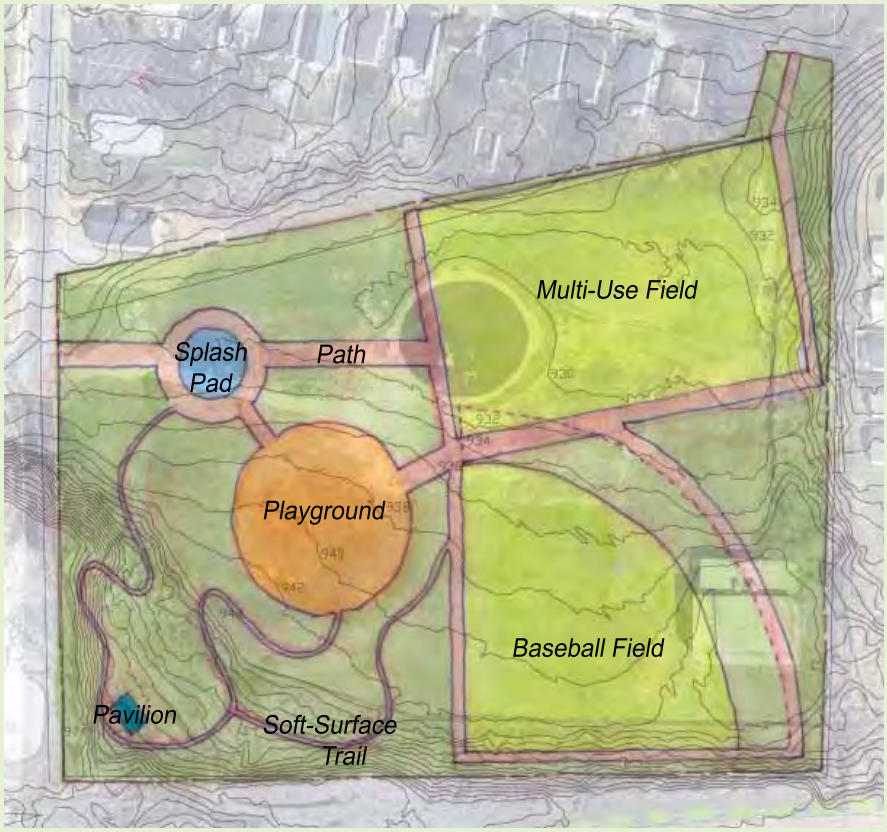
The Steering Committee preferred Option B because it tucked the Recreation Center into the southwest hillside and allowed the eastern portion of the park to be used for field sports. This arrangement also allows for the active, programmed space to be located closest to the park entrance, with more open areas located in the eastern portion of the park.

DL Stanton Park awaits a new master plan in order to showcase many new amenities for the community

DL Stanton Park Option C

- A baseball field is oriented to the northeast (this is ideal), but grading is required.
- A multi-use field is the focal point from Boynton Avenue.
- The splash pad and playground arrangement allows ample room for earthwork and interaction.
- A soft-surface trail meanders and encourages exploration into all areas of the park.

Note: In this concept, the Recreation Center is located on future park expansion land, allowing the current park area to be used largely for greenspace.



Playground

Art Plaza

Lawn

Pavilion

Tennis Courts

Basketball Courts

Boynton Avenue Linear Park

Before

After

Haygood Avenue

Fern Avenue

Violet Street

Martin Street

Pedestrian Promenade

Playground

Natural Play Area

Entry Plaza

Splash Pad Pavilion

Baseball

Community Envisioned Park Expansion

Future Parking

Future Recreation Ctr.
(20,000-30,000 sf)

Hank Aaron Drive

Milton Avenue

Potential Development Option

BeltLine

Note: Future recreation center and associated parking area to serve as a multi-use field prior to their construction

BeltLine

BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Peoplestown Parks Master Plan

For:
City of Atlanta
Department of Parks, Recreation & Cultural Affairs

Atlanta BeltLine Inc.

Prepared by:
Tunnell, Spangler, Walsh
1389 Peachtree Street, NE
Suite 200
Atlanta, GA 30309
404-873-6730

TSW

January 12, 2009

SCALE IN FEET
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5.0 Master Plan

5.1 Overview

This master plan is intended to guide the long term development of Peoplestown Parks and to be a catalyst for related projects such as street connections, multi-use trails, and nearby land use planning. The foldout on the previous page illustrates what amenities could be developed and phased into the development of the parks over time. The guidelines and overall principles illustrated within this master plan should be followed to ensure a cohesive, comprehensive result.

The Peoplestown Parks Master Plan creates an improved community park directly adjoining the BeltLine by linking two existing neighborhood parks with a new linear park and multi-use trail. This combined park system creates a model for how adjacent parks can be integrated into the BeltLine corridor. It also serves as a an example for the City of Atlanta by realizing a successful community planning process and locating new and improved recreational amenities in deserving neighborhoods. Environmental responsibility and leadership are fundamental to the new master plan, through site design and location as well as building construction.

This proactive master plan will help define boundaries for new growth that occurs adjacent to the BeltLine and preserve needed park space for all to enjoy. Community support for a park system is crucial to its success and development, and maintains safety and security through active participation. The Peoplestown community has actively participated through the planning and design processes, and the resulting plan is one that the community can be proud of and enjoy for generations to come.

Playgrounds play an important role in the Master Plan

In Valencia Spain the *Jardines del Rea*l enhance the *Jardín del Turia* - a linear park similar to the Beltline vision; the Peoplestown Parks could do the same (courtesy multimap.com)

This aerial shows the relationship between the *Jardines del Rea*l (top right) and the *Jardín del Turia* (bottom); both are models for Atlanta (courtesy multimap.com)

5.2 Four Corners Park Master Plan

The improved Four Corners Park incorporates elements originating from public input received during the planning process. It builds upon the park's role as a community gathering space by offering better defined areas for gathering, active uses, and passive uses. The design preserves the existing tree canopy in the north-central portion of the site, as well as a specimen tree in the south-central part of the site. Formal and informal planting areas are introduced.

Park Elements and Amenities

Key elements of the park design include those described below. A small portion of the larger multi-use field and the gazebo/entry feature are located on private rather than city land. These areas would be part of the long-term implementation plan.

Materials throughout the park should be chosen with low maintenance in mind. Concrete paths, standard City of Atlanta park furnishings and fixtures, and native plantings are encouraged. Where present, walls should match the existing granite common in most Atlanta parks.

- ***Unified Site Grading.*** Because the park was once made up of smaller lots, it contains grade changes corresponding to them. These prevent the park from functioning as a single space, and will be removed by regrading in key areas.
- ***Public Art Areas.*** Currently there are sculptures in the playground at the northwest corner of the park and in the plaza at the northeast corner. These pieces are preserved and enhanced by introducing artwork sites at the two southern corners as well. This activates all corners of the park and defines its edges. It also improves aesthetics and promotes safety.
- ***Expanded Playground Area.*** The current playground and equipment is preserved and reconfigured. Creative earthwork and berms for natural, interactive play are added, along with a sandbox, slide, and a water feature.
- ***William McDevitt Youth Center.*** Prior to the potential construction of a new recreation center in Stanton Park, the McDevitt Center building currently provides one of the few spaces for youth activity in the neighborhood. With the proposed addition of a state-of-the-art center in Stanton Park, the continuous maintenance of the existing Youth Center will no longer remain ideal from a public cost perspective.

  However, it may be possible to obtain city support to retain and convert the building to a community center. The community first would need to raise outside capital and maintenance funds. They would then need to identify a stable entity capable of running the center. Both would need to be secured by the time the Youth Center is scheduled for removal.
- ***Restored Woodland.*** The area of existing hardwood trees in the north-central area of the park is preserved and restored by removing invasive species and introducing walking paths.
- ***Multi-Use Fields.*** A small lawn provides an entrance to the park from Crew Street. It serves as a gathering space and, because it is adjacent to the playground, can also be used for play. To the east, a larger lawn is reached by a series of steps or terraces from the smaller multi-use field. It provides a larger area for more significant active uses, such as organized sports.
- ***Tennis Courts.*** The introduction of tennis courts to the park offers a new amenity to the Peoplestown neighborhood. These are located at the southwestern corner of the park. The courts are framed by an entrance at Crew Street and Weyman Avenue, with a small plaza for viewing artwork or watching tennis matches.
- ***Relocation of Basketball Courts.*** The new location of the basketball courts is at the southeastern corner of the park. This relocation increases visibility and ensures that active "eyes on the street" and car traffic along Hank Aaron Drive can informally supervise recreational activities at the basketball courts.
- ***Gazebo and Entry Feature.*** The entrance to the park from Hank Aaron Drive and the proposed Boynton Avenue multi-use trail is highlighted by a row of benches and tree plantings that

Four Corners Park Master Plan

terminate on a new gazebo.

Although outside of the park property, it is also recommended that the abutting sidewalks be widened to incorporate a minimum 2-foot landscape strip adjacent to the street.

Potential Park Expansion Area

Due to the small size of Four Corners Park and the two small parcels of privately-held land remaining on the block, any long-term park planning effort should contemplate inclusion of these properties into the park. They are too small for viable development and would create a superior park experience if incorporated into the whole.

Potential options for the expansion areas include in the master plan are:

- ***Expanded Gazebo and Entry Plaza.*** The southern private property along Hank Aaron Drive could be the site of the main entrance into the park from Boynton Avenue
- ***Expanded Multi-Use Field.*** The multi-use field that constitutes most of the eastern half of the park could be expanded and more cohesively linked with the wooded area if the northern property along Hank Aaron Drive were acquired.

Given the positives and negatives of any expansion alternative, they will need to be carefully considered if and when future lands are acquired.

5.3 DL Stanton Park Master Plan

The master plan for DL Stanton Park calls for leaving behind the site's less-than-ideal past to create an engaging amenity that meets the needs of adjacent neighborhoods and capitalizes on adjacency to the BeltLine. The plan proposes to enhance the park with a variety of new active and passive spaces including a future recreation center. Materials throughout should focus on low maintenance, as discussed above for Four Corners Park.

Key elements of the plan include:

- **Stanton Recreation Center.** As part of the park's long-term development, a new recreation center is envisioned nestled into the hill in the southwest corner of the park. The new center would incorporate best practices in environmental stewardship and sustainability, as requested and envisioned by the Friends of Peoplestown Park. It could boast an external green roof and strive for LEED certification. With an internal space of 20,000 to 30,000 square feet (depending on funding availability and refinement of the building's program), the new recreation center would be sized to accommodate various community venues, potentially including youth activities currently housed in the McDevitt Center.

  Given current financial challenges to staffing and operating existing community centers around the city, a new recreation center is a long-term development opportunity. In the near term, the grading and creation of a multi-use field in the southwest corner of the park can prepare the site for a future recreation center.

- ***Parking.*** A significant amount of on-street parking is available immediately adjacent to the park, and more parallel spaces will be constructed as a part of the Boynton Avenue Linear Park. To further support the proposed Recreation Center, a small pervious parking area to its west is proposed.

  The parking lot's location does not separate the street from the park, which is able to extend all the way to Martin Street. This makes green space visible from the street and directly accessible for pedestrians without the need to cross any internal streets or parking lots. It also allows a continuous pedestrian flow between sidewalk and park and to integrate the green space with the neighborhood.

Greenroofs offer interactive public space and enhance environmental sustainability

- ***Baseball Field.*** A new baseball field is located in the southeast corner of the park, with northwest orientation. The field's size accommodate Little League play and contains space for dugouts, bleachers, and a concessions, restroom, and storage building. The slope of this area and the adjacent lawn is relatively flat and requires only modest grading.

  Due to topographic constraints in the southwest corner of the park and the future recreation center, as well as the existing playground in the northern part of the park, the southeast corner is the best location for the baseball field. Its northwest orientation is most appropriate to allow the best use of the multi-use fields.

- ***Lawn/Multi-Use Fields.*** Beyond the outfield and north of the proposed Recreation Center, multi-use fields provide flexible space for sports such as football, frisbee, and soccer. The shared field arrangement makes efficient use of park space and maximizes usable space for field sports as well as other more passive uses.

- ***Walking/Multi-use Trails.*** Walking and multi-use trails connect all major features of the park,

creating a network for internal park users and those passing through it. There are four points of connection to adjacent pedestrian systems, including the BeltLine, Martin Street, the Boynton Avenue connection to Four Corners Park, and Haygood Avenue.

Trails are constructed of concrete and situated to avoid intersecting with vehicular traffic, avoid potential conflicts, and create an enjoyable pedestrian experience. The main pedestrian entryway to the park is at Martin Street via an entry plaza and generous pedestrian boulevard. The greenway from Four Corners Park extends into Stanton Park and skirts the recreation center as it makes its way up the steep grade along the southern edge of the park to connect to the BeltLine.

- ***Playground Area.*** The existing playground equipment is incorporated into the master plan design, preserving the hard work of community volunteers and the generous contributions of corporate partners. There is space for placement of additional equipment that could even enhance this park feature.
- ***Playground gazebo.*** The existing playground space is enhanced by a new gazebo structure that lends parents and guardians a shaded place to oversee the activities on the playground. This structure also serves as a focal point from the main park entrance along the extension of Boynton Avenue into the park.

The existing Kaboom! playground is incorporated into the DL Stanton Park master plan

- ***Natural Play Area.*** Children are increasingly separated from nature, which some refer to as "nature-deficit disorder." Especially in cities, access to natural areas that are safe for play is limited. The natural play area will provide an opportunity for children to interact with natural features in a playful way. Materials and forms are chosen to be safe and engaging for children. They include turf mounds of variable heights, low-branching trees, sand, rocks, and native plants. This area will complement the playground and splash pad to provide a range of attractive play opportunities for children.
- ***Entry Plaza.*** A welcoming and flexible plaza space is located near the entrance to the park to serve as a pedestrian gateway to the natural

Water features in parks can be a great generator of activity

The pedestrian way recommended from the natural play area to the recreation center will give priority to pedestrians

DL Stanton Park Master Plan

play and picnic area as well as a gathering place. Its location at the end of Boyton Avenue enhances the park's visibility and symbolically connects it to a similar facility planned at Four Corners Park.

- ***Splash Pad.*** This formal linear plaza is bordered by the walking trail and serves as an interactive play area during non-drought periods, or as additional active space adjacent to the playground when the fountains are inactive.

5.4 Connecting the Parks

A key recommendation of the Park Pride Master Plan for Peoplestown Parks was to connect DL Stanton and Four Corners Parks by acquiring approximately 10 acres between the two for a park expansion. This effort envisioned a variety of uses for this area, including an aquatic center.

The long-term acquisition of this strip of land remains an important element of the community's Vision.

Boynton Avenue Linear Park

The spirit of connecting DL Stanton Park and Four Corners Park is central to the master plan. However, because of limited funds, the plan recommends

connecting them by a more modest means in the short-term that do not restrict the long-term vision. To achieve this, a streetscape/linear park is recommended along Boynton Avenue.

Elements of the Boynton Avenue linear park include:

- Fourteen small bulbouts on the north side of Boynton Avenue planted with street trees to create a green streetscape and cool parked cars.
- Relocated curbs and 5 larger bulbouts along the south side of Boynton Avenue.
- Street trees within a new 5 foot wide tree zone on the avenue's south side.
- New on-street parallel parking for cars.
- Highly-visible crosswalks.
- A 15 foot wide multi-use trail on the south side (10-15 feet would be located outside the right-of-way on private land via easement or zoning condition).
- A 5 foot landscaping strip adjacent to the trail (outside the right-of-way; also achievable via easement or zoning condition).

Except as noted, this concept can be accomplished in the existing right-of-way, which varies from 45 to 55 feet.

As a transportation project, this project can also be funded from the city's Capital Improvement Program rather than park-related funding.

Potential Future Park Expansion

The proposed streetscape could be the first component of a larger park along Boynton Avenue. All proposed elements except the trail can be accommodated in the existing right-of-way, yet future park space could be expanded even further, particularly if the neighborhood-desired aquatic center is to become a reality.

The City of Atlanta and the community should continue to explore open space acquisition south of Boynton Avenue, which could be achieved by

View along Boynton Avenue looking towards Stanton Park

Proposed Boynton Avenue Streetscape


The proposed streetscape could resemble the Westside Trail adjacent to Washington Park in Atlanta

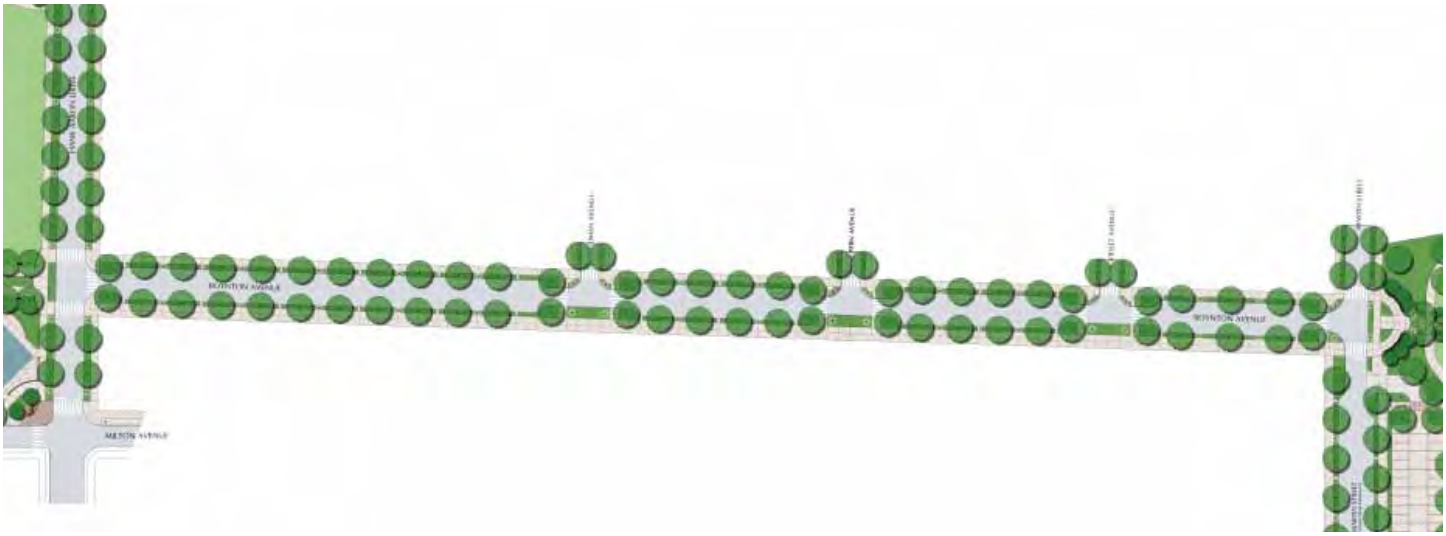
the following means:

- **Outside Funding Sources**: Friends of Peoplestown Park should continue to explore funding sources for future park expansion, including options for acquiring the approximately 10-acre site as well as more incremental solutions.
- **Zoning-Required Open Space:** City of Atlanta zoning requires many residential developments to provide usable open space and non-residential developments to provide public space. If land south of Boynton Avenue cannot be purchased for park space, it is highly recommended that private developers provide a minimum 30 foot wide (as measured from the existing right-of-way) linear park adjacent to said trail as part of meeting their on-site public and open space requirements. Said space should be fronted by active uses and buildings. Depending on the projects specifics, a greater amount may also be achievable.

Both options will require diligence on the part of community residents and the City of Atlanta. Outside funding would require grant writing and outreach for donations, while the zoning option would require carefully written conditions negotiated with the a developer through the rezoning review process. It will not be an easy effort, but diligence is necessary in times of high land costs and limited public funds.

It may be possible for private development to provide a linear park along the proposed Boynton Avenue streetscape

Any new linear park, no matter how small, must be fronted by buildings that engage it with stoops, porches, or storefronts



The linear park streetscape connects Four Corners Park to Stanton Park along the southern edge of Boynton Avenue

6.0 Implementation

6.1 Phasing

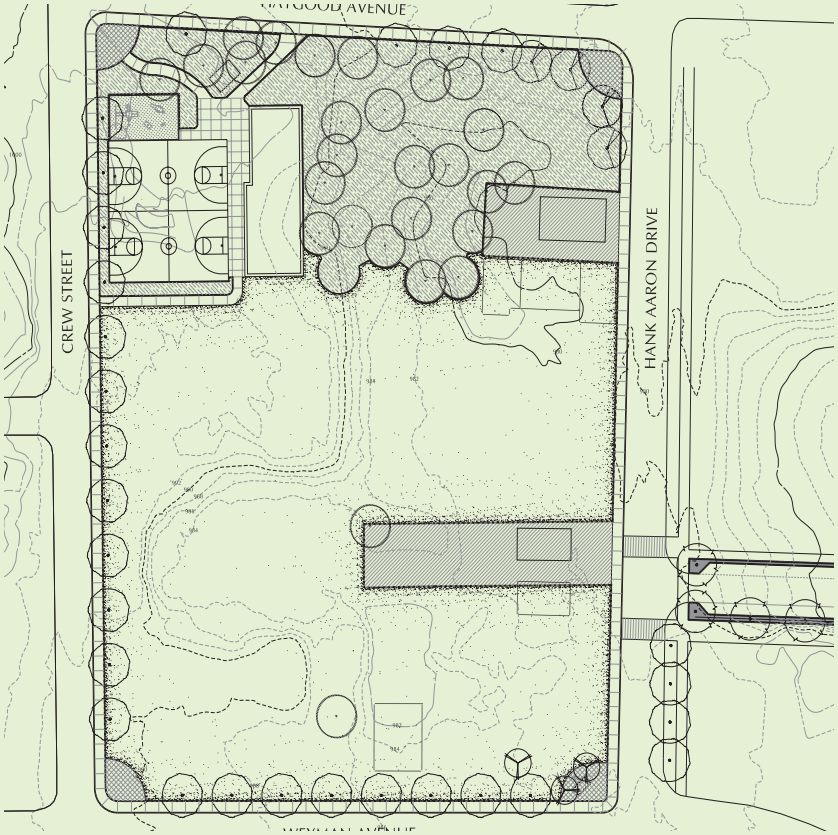
The Master Plan described here is a vision for upgrading and expanding Peoplestown parks to better serve the needs of current and future users. To achieve this vision, recommended improvements in each park have been divided into phases to guide the transformation of the parks as funding is available.

The following pages summarize each project and lay out their proposed phasing.

Four Corners Park - Phase 1:

Clean-Up, Grading, and Planting

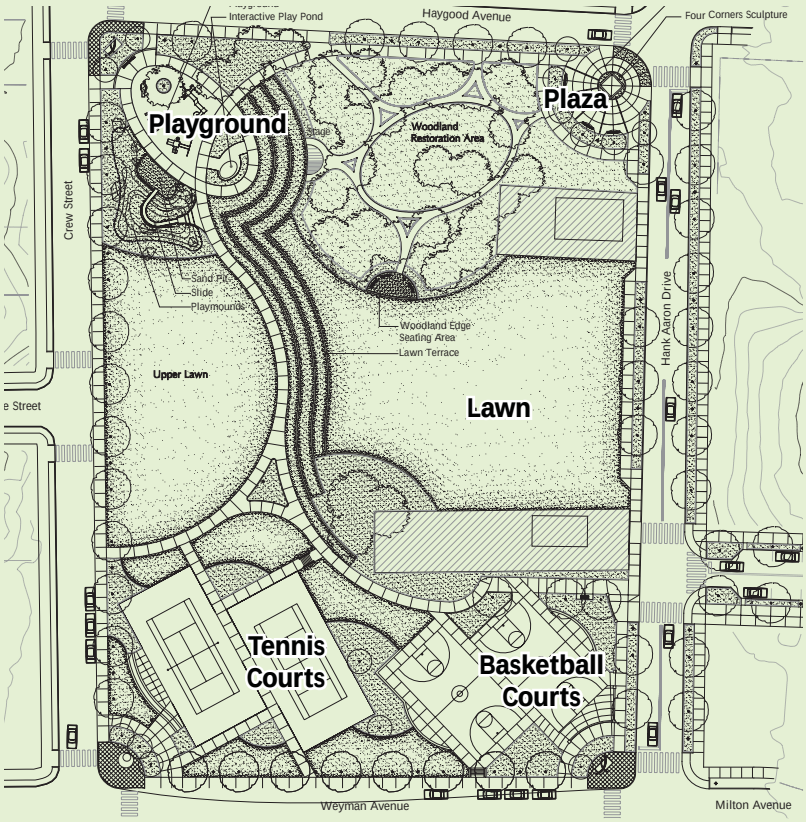
- Site grading to remove old basement holes, retaining walls, etc.
- Remove back-filled soil around existing trees to restore original grade
- Clean up stream bed/drainage area
- Keep basketball courts and McDevitt Youth Center in current location
- Plant new perimeter trees



Four Corners Park - Phase 2:

Tennis Courts, Playground, and Lawns

- Add art opportunities to all corners of the park
- Move existing industrial artifact along Crew Street to southwest corner.
- After the construction of the recreation center in DL Stanton Park, examine feasibility of adaptive reuse of the McDevitt Center using community generated funds.
- Construct new tennis courts In the southwest corner of the park to offer a new amenity for the neighborhood
- Expand existing playground

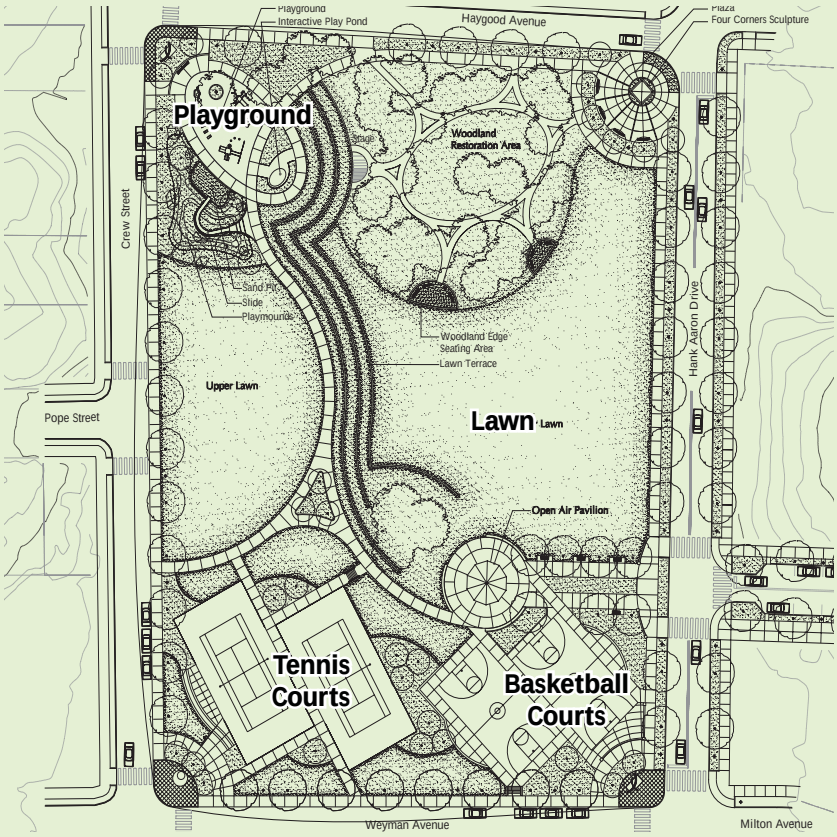


Four Corners Park - Phase 3:

Expansion Area*

- Gazebo, entry plaza, and connection to Boynton Avenue multi-use trail
- Multi-use field expansion to connect with wooded area

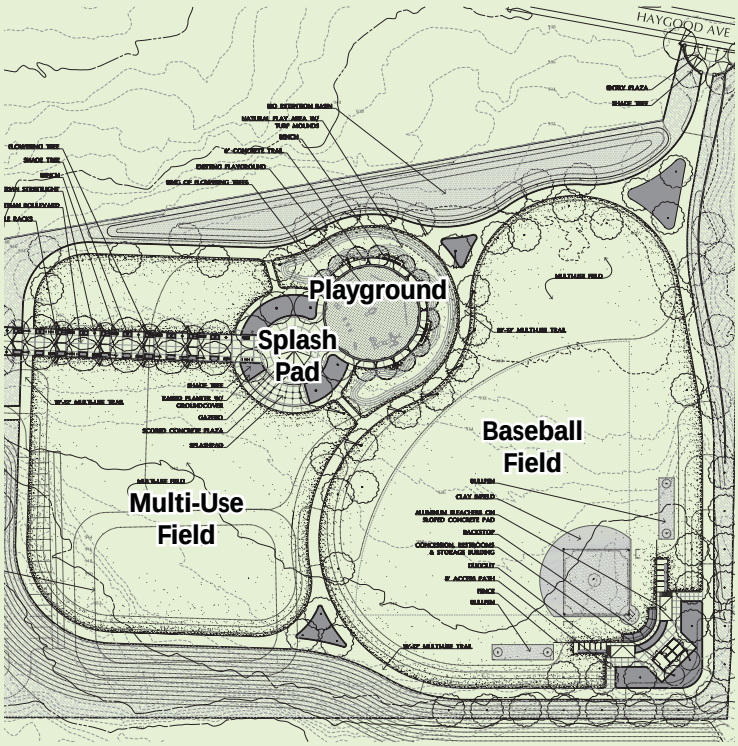
*Requires additional land acquisition.



Stanton Park - Phase 1:

Fields, Playground, Entry, and Trails

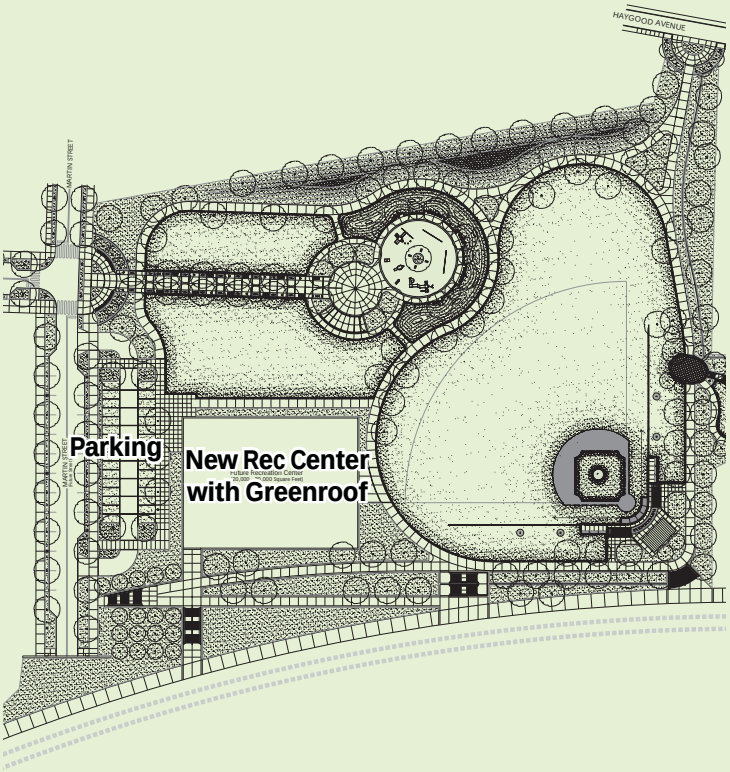
- Retain the existing playground equipment and enhance it with the provision of a natural play area and splash pad
- Construct a gazebo adjacent to the playground to allow adults to supervise play and to provide a terminus to the pedestrian boulevard and Boynton Avenue
- Provide a new baseball field with aluminum stands and a dugout
- Create two multi-use fields
- Remove existing recreation center building
- Implement soft-surface trails, plantings, and bike racks to complete the phase



Stanton Park - Phase 2:

Recreation Center, Parking, & Trail Connection

- The main element of this phase will be a new environmentally-friendly recreation center, adjacent to the BeltLine and accessed by a new entrance at Martin Drive/Boynton Avenue
- A parking area with bioswales will accent the greenroof and new interior trees
- A trail connection to the BeltLine multi-use trail will be included with the construction of the Recreation Center
- A potential eastern connection to Grant Way
- New concession stands, restrooms, and a storage area for the baseball field



Boynton Avenue Streetscape:

- The improved streetscape and multi-use trail will serve as a critical link between Four Corners and Stanton Park
- All proposed elements of the Boynton Avenue Streetscape, except the multi-use trail, can be accommodated within the existing right-of-way. An additional 20' of right-of-way is needed for the multi-use trail
- In the future, a possible expansion area could extend southward

Streetscape and Multi-Use Trail