



# AtlantaBeltLine

## Development Guidelines

PREPARED FOR  
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Exhibit C

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# BeltLine Vision

The purpose of this document is to describe guidelines that are consistent with the City-wide vision for development of the BeltLine as expressed in the Redevelopment Plan.

As private properties redevelop, they should reinforce the character and quality of the BeltLine. The goals and performance standards that follow will assist planners, developers, and residents in evaluating development proposals within the context of this overall vision.

The guidelines illustrate site planning, circulation, greenspace, land use, density, and design elements that allow for flexible, creative development approaches throughout the diverse 22-mile corridor.

Compatibility with the guidelines is intended to promote a more unified identity, a more functional environment, and a greater economic impact in the years ahead than would otherwise be realized through a series of individual projects.

This document also contains standards to develop a consistent and high-quality public realm, including trails, sidewalks, and greenspace.



**Figure 1.1** Portland, Oregon. Transit, development and open space combine to create a vibrant urban setting.

*Photo courtesy of Tri-Met*

The Vision

The vision of the BeltLine is to create a continuous network of high quality public spaces and transit that will organize people and economic activity around the city core in the years ahead. The BeltLine seeks to link development, transit and trails, and greenspace in ways that transform existing intown areas into vibrant, mixed use, and pedestrian-friendly urban environments.

By linking these three key elements, the BeltLine becomes a sustainable new framework for growth that:

- Encourages a range of convenient and continuous mobility choices, including walking, biking, and transit;
- Emphasizes distinctive districts along the corridor marked by identifiable community gateways;
- Creates economically and socially vibrant hubs of mixed use activity;

- Expands housing options, including workforce housing;
- Promotes access to new and existing recreational and cultural amenities;
- Protects greenspaces and natural resources;
- Reflects the unique industrial, rail, and community history of the corridor and its adjacent neighborhoods either through the preservation of existing historic structures or the design of complementary new building forms;
- Integrates buildings and spaces that are geared toward pedestrians and reinforces street-level activity; and
- Accommodates a significant portion of the population growth expected in the City.

The guidelines contained in this document are designed to assist the City and the many stakeholders partici-

pating in the Redevelopment Plan process to achieve their shared vision of the BeltLine.

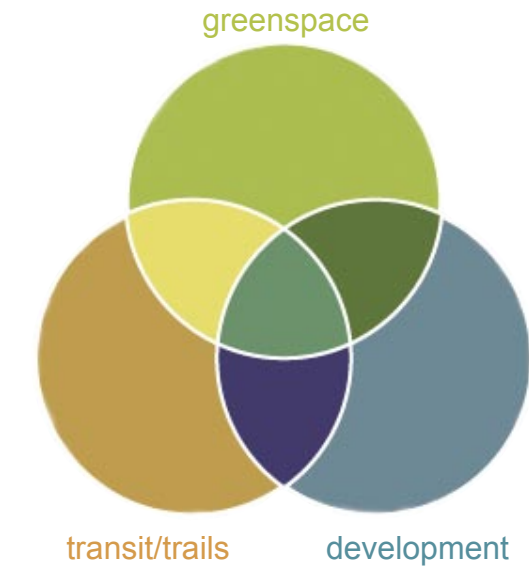


Figure 1.2 Interrelated Elements of the BeltLine



Figure 1.3-1.4 Glenwood Avenue and Bill Kennedy Way - Before & After The BeltLine vision adds development, transit and greenspace.



# Overall Purpose

## Intent of BeltLine Development Guidelines

The guidelines set forth in this document can be used in a possible BeltLine Development Overlay District applicable to properties within the BeltLine redevelopment area as shown in Figure 2.1. These standards would supplement existing zoning district regulations and promote development that is compatible with the City-wide vision of the BeltLine. The purpose of a BeltLine Development Overlay District would be to:

- Implement provisions of the Comprehensive Development Plan by incorporating recommendations of the BeltLine Redevelopment Plan;
- Preserve the minimum right-of-way necessary to accommodate a continuous system of transit, trails/ greenways, and pedestrian-oriented amenities along the BeltLine corridor;
- Encourage physical connections and safe pedestrian access among individual development sites and the proposed network of transit and trails;
- Support transit use through diverse land use patterns and pedestrian-oriented building and site design;
- Encourage higher density and diversity of land uses in appropriate areas adjacent to the transit corridor and especially at proposed transit stops;
- Provide for the suitable transition from more intense, transit-supportive development along the corridor and near transit stops to less intense and lower scale uses adjacent to single-family areas;
- Provide sufficient, safe, and accessible parks, plazas and greenways for active and passive recreation; and
- Preserve and celebrate the historic industrial and rail identity of the BeltLine corridor.

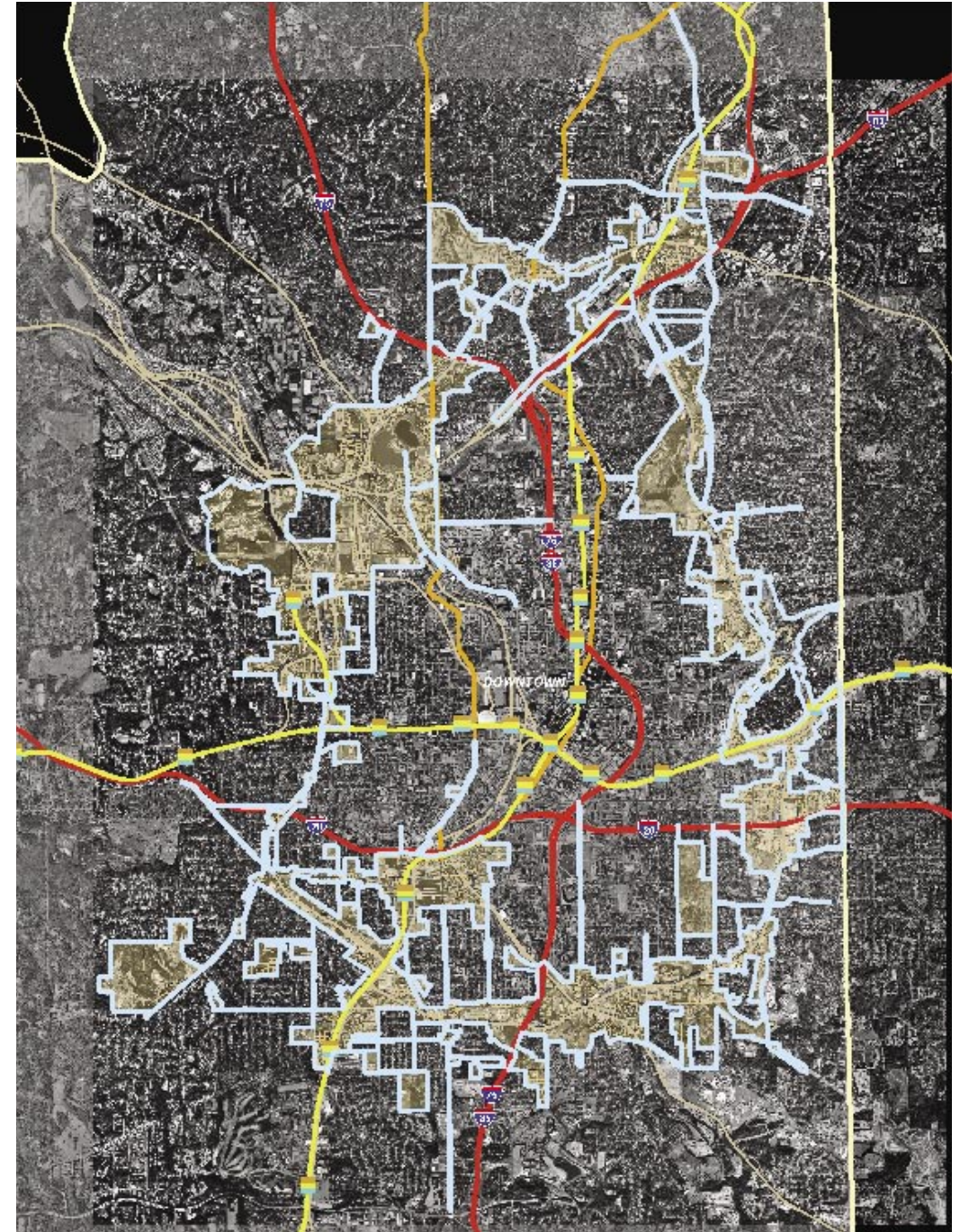


Figure 2.1 BeltLine Redevelopment Area and TAD Boundary



# Trails and Greenways

### Introduction

The vision of the BeltLine is to create a single, continuous multi-use trail that serves both recreational and mobility functions. The trail will be a critical transportation network for pedestrians and cyclists, linking greenspaces, neighborhoods, developments, cultural and entertainment amenities, and transit. The network of trails proposed for the BeltLine also includes a variety of secondary links to City-wide and regional greenway systems throughout the area.

This chapter illustrates optimal and minimum dimensions and design, planning, and construction concepts for the BeltLine trail. As shown in Figures 3.1 to 3.5, the trail will require various treatments along the corridor, reflecting adjacency to development, parks, or transit. The optimal BeltLine trail section as illustrated in

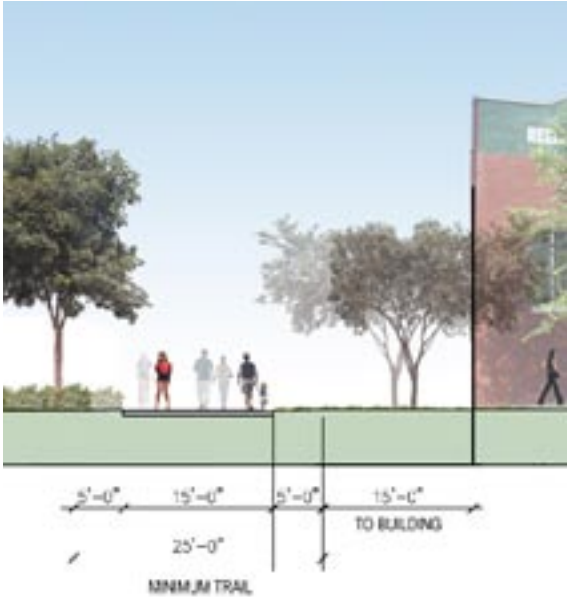


Figure 3.1 BeltLine trail (minimum width) adjacent to development.



Figure 3.2 BeltLine trail (optimal width) adjacent to development.

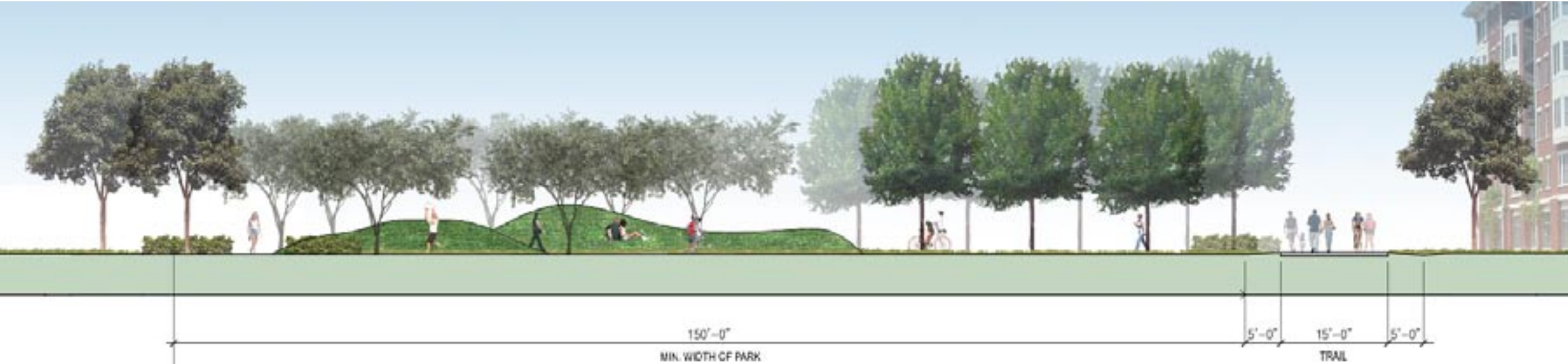


Figure 3.3 BeltLine trail adjacent to park.



Figure 3.5 would include 20-foot wide shade tree strips that create a green buffer along the trail and transit corridors.

In general, the BeltLine trail will share right-of-way with the transit corridor. In some locations, grade change or spatial limitations will require either separation of the trail and transit or the enlargement of the existing right-of-way to accommodate both functions. In such cases, the Redevelopment Plan identifies short-term opportunities for the trail to use physically constrained segments of the right-of-way until the introduction of transit. If the eventual construction of a new parallel trail remains necessary, the intent of the BeltLine is to minimize the physical separation between the path and transit.

### Width and Accessibility

The BeltLine concept envisions the trail component as a heavily used multi-use path with sufficient width to accommodate multiple walkers and cyclists. To ensure functionality as a transportation and recreation element, the trail should include a minimum 15-foot paved path (20 feet is optimal - see Figure 3.2) with minimum five-foot grassed or landscaped shoulders on both sides. Clear zones should be created along both edges of the trail to provide a buffer/recovery area of at least two feet.

The Americans with Disabilities Act (ADA) is a federal statute that specifies design standards for disabled access. Representative sections of the BeltLine should meet applicable disability access standards.

### Pavement

Trail construction should emphasize a smooth, paved, all-weather surface such as concrete.

### Grading

The trail should generally be flat to accommodate the widest variety of users with grade changes in excess of five percent limited to short segments of less than 500 feet. A recommended cross slope of 2 percent in

one direction (rather than crowning) should provide adequate drainage.

### Visibility

Trail design can increase physical safety by maximizing opportunities for natural surveillance (“eyes-on-the-street”). Safety strategies include placing paths near areas of park activity, adjacent to housing or commercial uses, or along active streets. The trail design should also clearly delineate the path and other public areas from surrounding private property.

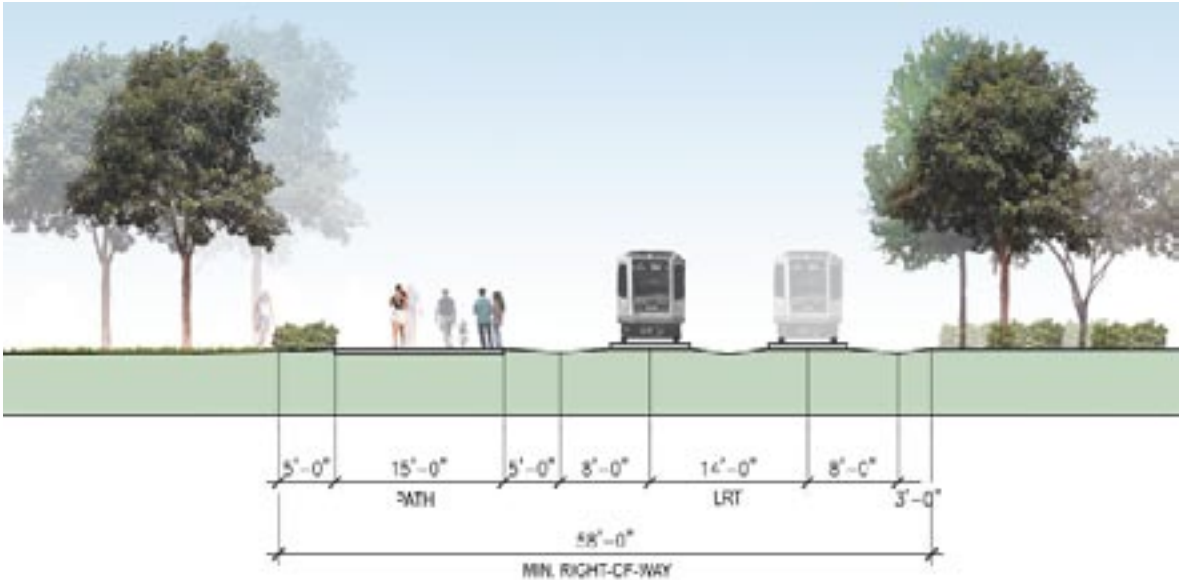


Figure 3.4 BeltLine trail adjacent to transit.

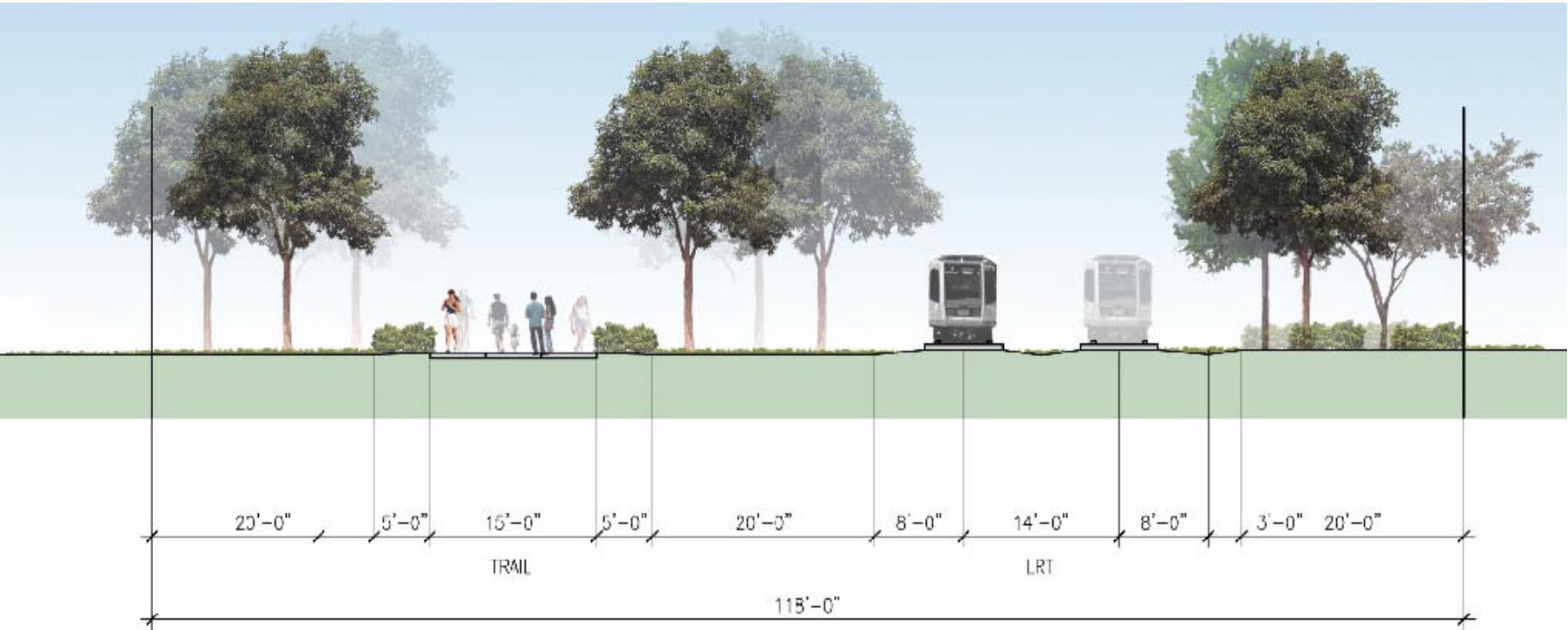


Figure 3.5 Optimal BeltLine trail section

Lighting and Signage

Regularly spaced, pedestrian-scale lighting is especially critical for maintaining the safety of trail users at night. Light fixtures should be 12 to 14 feet in height and reflect a minimalist industrial style that complements the character of the BeltLine. Lights should be set approximately 150 feet apart on the trail and designed to minimize undesirable light emission. The trail should also have a system of signs that alerts users to potential conflicts with transit or vehicles, indicates directions and distance to transit stops and other points of activity, identifies street or transit crossings, and interprets cultural and historical context where appropriate.

Secondary Access

Development sites that adjoin the BeltLine should incorporate direct pedestrian links to the trail, and other adjacent development sites along the corridor. All secondary pathways should be a minimum of 10 feet in width, paved, and clearly marked and lighted.



Figure 3.8a-b Pedestrian lighting

Trail Crossings

The design of the BeltLine trail should minimize the number of at-grade transit and roadway crossings. Trail crossings may be separated through the use of existing bridges or tunnels or the construction of new bridges or tunnels. When structural separation is not feasible, crossings should be carefully designed to ensure adequate sight distance and proper markings.

Concurrency

The construction of required trails and greenspace on property in the BeltLine area should be completed before the issuance of the Certificate of Occupancy. Exceptions may be granted for the planting of trees in season.



Figure 3.9 Signage  
Blackpool, UK



Figure 3.6 Public access to trail from developments & parks  
Inner City Bypass-York’s Hollow, Brisbane, QLD



Figure 3.7 Pedestrian crossing at grade  
Parramatta Rail Link Urban Design, Chatswood, NSW



Figure 3.10 Concept for the BeltLine trail along the BeltLine at Montgomery Ferry



# Other Greenspace and Public Space Requirements

### Pedestrian Circulation

The layout of development sites should accommodate clear and comfortable pedestrian movements between transit, trails, greenspace and surrounding areas of activity. Development should enhance existing public access to the BeltLine through a system of circulation that is continuous, barrier-free, and forms direct links between the transit stop, trail and major pedestrian destinations in the surrounding community.

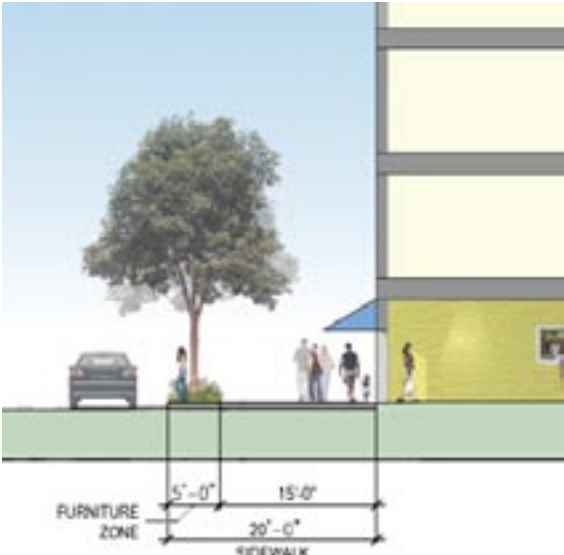
Pedestrian routes should include wide sidewalks, pedestrian-scale lighting, convenient mid-block crossings, shade trees, and rest/waiting areas with seating and weather protection elements.



**Figure 4.1 Bridges, lighting, & fencing**  
*Inner City Bypass-York's Hollow, Brisbane, QLD*



**Figure 4.2 Structures**  
*Stapleton, CO*



**Figure 4.3 Typical Streetscape section**



**Figure 4.4 Streetscape Treatment**  
*Louisville, West Main Street, Louisville, KY*



**Figure 4.5 Planting**  
*King Street Station, Alexandria, VA*



**Figure 4.6 Paving**  
*Millennium Park, Suzhou, China*



**Greenspace Requirements**

Common spaces make urban environments pleasant, accessible, and interesting to pedestrians. Greenspaces strengthen sense of place and promote community interaction, particularly in denser, mixed use settings. Developments should reinforce the organizing role of

the public realm along the BeltLine by setting aside a minimum of 1.5 acres of trail and/or greenspace on site for every 100 residential units.



Figure 4.7 Development frames a new greenspace opportunity at the proposed North Avenue Park.



Figure 4.8 The linear BeltLine Trail should be interspersed with greenspace nodes.



Figure 4.9 The BeltLine vision is to place active recreation opportunities within walking distance of transit and development.

**Spacing and Minimum Size of Greenspace Nodes**

Though primarily a linear feature, the BeltLine concept also envisions a series of distinct greenspace nodes dispersed throughout the corridor to create convenient recreational and gathering opportunities. Greenspaces should consist of a minimum usable, contiguous lawn area of 150 feet. Nodes should be set a maximum of ¼ mile apart along the corridor to promote resident access and placed to complement public points of interest, such as transit stops and major areas of mixed use activity.



Public Art/Gateways

The BeltLine development guidelines encourage the use of public art throughout open spaces to capture the distinct character of the corridor and the surrounding communities. Artwork should be sited to complement the surrounding environment and should typically be human in scale to invite public interaction. Larger, iconic pieces of art may be more appropriate at specific sites along the corridor such as transit stops or major parks to define the public space and orient trail/transit users. Signs or artwork can also serve as community gateways that identify the diverse neighborhoods unified by the BeltLine.

In addition to discrete pieces of art, such as sculptures or murals, the infrastructure components of the BeltLine--streets, sidewalks, lighting, paths, transit stops--should reflect a high quality design aesthetic that reinforces a unifying sense of place throughout the corridor.



Figure 4.10 Land Art  
International Friendship Park, Cincinnati, OH



Figure 4.11 Sculpture  
Louisville West Main Street, Louisville, KY



Figure 4.12 Embedded tile paintings  
Thousand Oaks Civic Center, Thousand Oaks, CA



Figure 4.13 Night lighting  
Blackpool, UK



Figure 4.14 Sculpture Garden  
Alexandria African-American Heritage Park, Alexandria, VA



Figure 4.15 Site furniture as Art  
Little Stanley Street, Brisbane, QLD



# Transit Access

## Transit Right-of-Way

The protection of adequate rights-of-way along the BeltLine corridor allows for the implementation of an effective and continuous system of transit. The required right-of-way conditions vary throughout corridor as shown in Figures 5.1 to 5.2.

Development should preserve: a minimum envelop of 33 feet for transit-only segments; a minimum width of 47 feet at transit stops; and a minimum envelop of 58 feet to accommodate transit with a parallel greenway. As cited earlier, the optimal treatment along the corridor (conditions permitting) would preserve a 118-foot section for trail, transit, and adjacent green buffers.

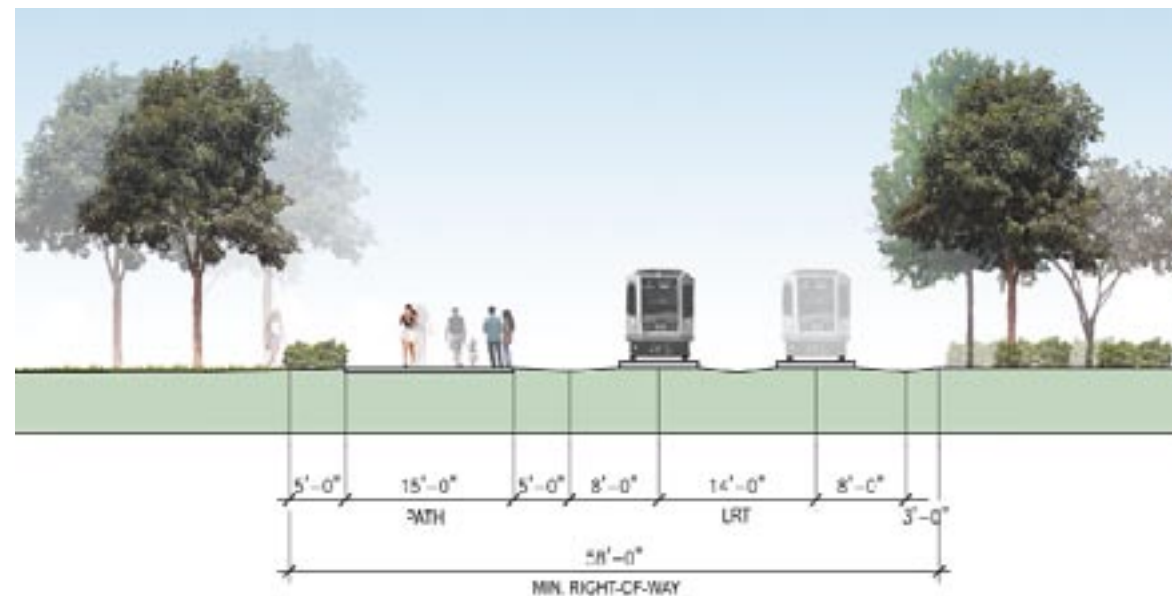


Figure 5.1 Minimum right-of-way section with transit.

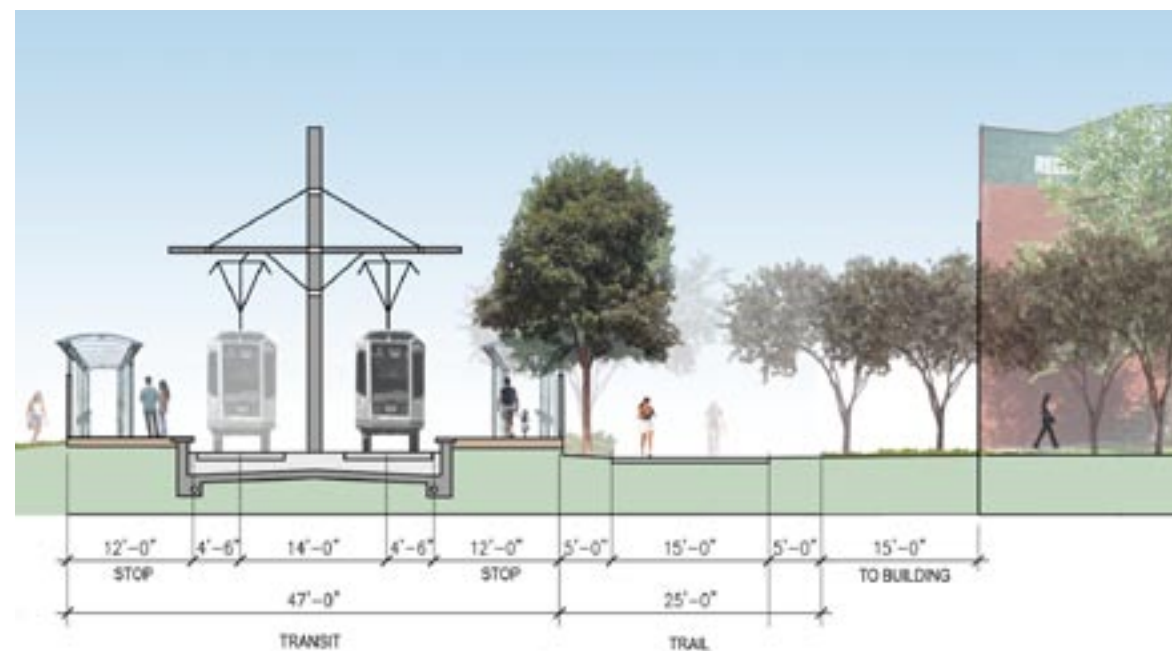


Figure 5.2 Minimum right-of-way section with transit stop.

Proximity to Transit

The density and diversity of land uses generates the people and activity necessary to support a viable transit system. Development should organize around the existing and proposed transit network with a maximum distance of ¼ mile from a BeltLine transit stop or a maximum ¼ mile from a MARTA rail station or MARTA bus route. Developments that are not within comfortable walking distance of transit should support increased pedestrian access by providing shuttle access to the BeltLine or MARTA systems.

Transit Crossings

To ensure pedestrian access to the transit system, development should connect to transit crossings (either at-grade or grade separated) that link sites and greenspaces on both sides of the BeltLine corridor.



Figure 5.3 Transit stop  
Blackpool, UK



Figure 5.4 Transit stop  
Blackpool, UK



Figure 5.5 Light rail stop  
Portland, Oregon  
photo courtesy of Tri-Met



Figure 5.6 Pedestrian rail link  
Chatswood, NSW



Figure 5.7 Transit stop  
Liverpool, UK



Figure 5.8 Transit stop  
Chester, PA



# Site Limitations

## Building Setbacks and Transitions

As shown in Figure 6.1, development adjacent to the BeltLine should be set back a minimum of 15 feet from the trail or transit corridor to create a continuous and unobstructed linear greenspace that reinforces the pedestrian experience. Buildings should not physically encroach on the minimum transit/greenway corridor.

Buildings should also defer to the scale of adjacent single-family neighborhoods by decreasing in height and mass as the proximity increases. A transitional height plane is recommended for all places where new development on the BeltLine approaches existing neighborhoods. In major redevelopment nodes, large sites should be subdivided to harmonize with local neighborhood street patterns, and should maintain a horizontal scale that promotes pedestrian use and comfort. New buildings should solidify street edges and refer to the existing context as a guide for compatible site design. Specific recommendations on building position and subdivision characteristics include:

- Block frontages should be no greater than 500 feet; and
- New buildings should be aligned with existing buildings along street frontages where applicable



Figure 6.1 New development should be setback to preserve the transit and trail right-of-way.



Building Access

Direct and visible access to new development is essential to promoting transit use, just as an interconnected street network is vital to encouraging walking to replace short vehicle trips. Transit relies on proximity to destinations, and clear pathways to get to them. BeltLine redevelopment should capitalize on all opportunities to increase access to individual buildings, building complexes and open spaces. In addition, visible building entries contribute to the street environment and imply activity, while concealed entries often confuse visitors and appear unsafe. New development should orient all principal entries to the public right-of-way, while locating service access to the rear.

- Primary pedestrian entries to buildings should be visible and accessible from the public way; and
- Service entries should be located to the rear of buildings wherever possible.

Relationship to the Public Realm

The vision of the BeltLine is to create a series of connected public and private spaces. To reinforce this link, site design should orient buildings to allow for convenient pedestrian access among uses and to frame the common spaces. Buildings adjacent to a park, trail or transit area should interact simultaneously with these public spaces by maintaining a direct, visible pedestrian entrance along the transit/greenspace and the street front or through the use of windows or

balconies oriented to the public realm. Buildings should maintain an attractive public front by:

- Screening service areas from view from any public way;
- Screening parking areas from view from any public way; and
- Placing all new utilities below ground unless physically prohibitive.

Structures should also be sited so as to preserve views of the cityscape and trail. For example, where the trail crosses a street with development sites on all four corners of an intersection, buildings should be angled to allow views of the trail from the street.



Figure 6.2 Transition of scale adjacent to single-family residential.



Figure 6.3 Orientation of the buildings adjacent to the BeltLine.

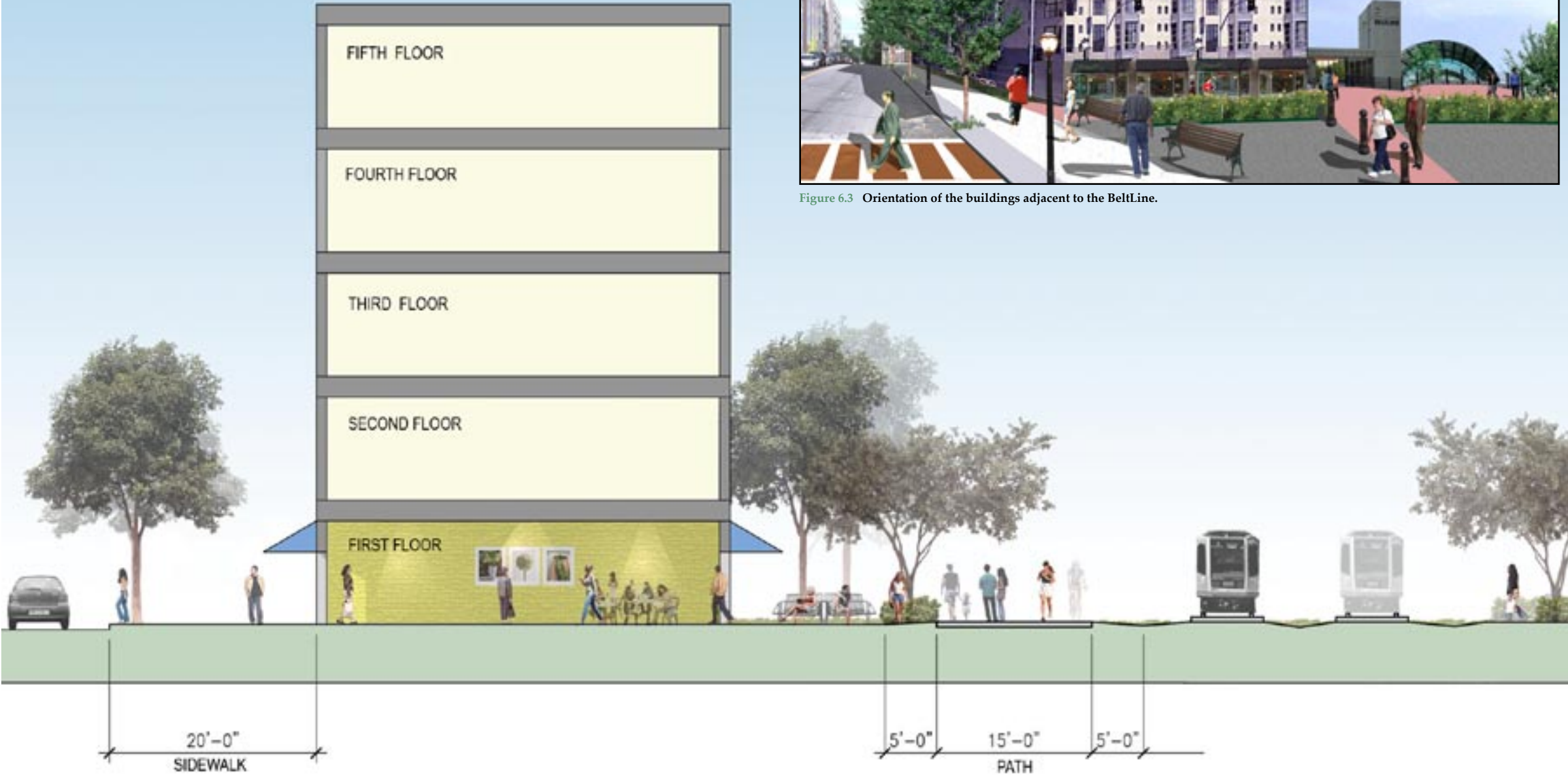


Figure 6.4 New development along the corridor should have two “front faces,” creating permeability through visble entries, balconies or windows.



# Building Form and Expressions

## Scale and Articulation

The BeltLine provides the unique opportunity to build an extensive new transit system through some of the oldest neighborhoods in the City, without damaging their historic fabric. It also has many places where new development can become centers for housing and local retail that could link these neighborhoods in ways previously unimagined. It is important, then, that new buildings provide for the proper transition of scale when sited adjacent to existing single-family neighborhoods, and that internal spaces adjacent to public rights-of-way be visible and contain active uses. Site and building design should also incorporate other elements, such as tiered building heights, internalized parking, landscaping, and new public spaces to minimize the physical impacts of development on adjacent communities. Specific recommendations include:

- Buildings should not exceed 52 feet in height within 150 feet of single-family neighborhoods, and should step down in height corresponding to a 45-degree plane extending from 15 feet above the adjacent property line;
- The ground floor of any building adjacent to any pedestrian space should be a minimum of 50 percent clear fenestration; and
- The ground floor of any building adjacent to any pedestrian space should have a minimum floor-to-ceiling height of 14 feet.

## Forms and Materials

One of the most unique and rich urban environments in Atlanta, the BeltLine derives its character from the diversity of building forms and materials, bridging the spectrum between the industrial and the domestic. New development along the BeltLine should take formal cues from the immediate context, appropriate to the type of development being proposed. Where the context has largely been erased, new development should reference forms and materials that support the rail heritage of the corridors - such as flat or shed roofs with clerestory glazing, or exposed concrete framing with brick infill, or corrugated metal siding. Specific recommendations include:

- Materials and forms should respect the existing context wherever possible;
- In new construction where a strong built context is not present, forms reflective of historical industrial architecture along the BeltLine should be used, such as exposed loft framing with infill glazing, flat or shed roof forms, monitor or clerestory skylights, roof access, penthouses or ‘doghouses’ etc.; and
- In new construction where a strong built context is not present, materials reflective of historical industrial architecture along the BeltLine should be used, such as exposed steel or heavy timber framing, exposed rubbed-finish concrete, rough stone, utility brick, corrugated galvanized metal, etc...



**Figure 7.1 Forms and materials**  
*Exposed framing and brickwork, Atlanta, GA*



**Figure 7.2 Forms and materials**  
*Flat Roof, Atlanta, GA*



**Figure 7.4 Forms and materials**  
*Brick industrial building, Atlanta, GA*



**Figure 7.3 Forms and materials**  
*Metal support beams, Atlanta, GA*



**Figure 7.5 Forms and materials**  
*Metal siding, Atlanta, GA*



**Industrial Character**

The strong industrial aesthetic that still exists in many parts of the BeltLine should be preserved and adapted for the entire corridor to unify the disparate pieces into one comprehensive public space. New development should reference this character in forms and materials, and through the continuity of design details that link the furniture of the trails and transit to the architecture of the buildings. The industrial detailing can be manifested in different ways, from exposing the sculptural forms of mechanical equipment, to the use of appropriate doors and windows, to the shape and mounting of exterior signage and the typeface featured. Specific recommendations include:

- In new construction where a strong built context is not present, details reflective of historical industrial architecture along the BeltLine should be used, for example; exposed building systems such as water tanks or piping, metal sash windows, steel pipe hand-rails, sliding warehouse-type doors, etc.; and
- Signage should be designed to complement and extend the industrial character of the BeltLine.



**Figure 7.6 Industrial character**  
*Mattress Factory Lofts, Atlanta, GA*



**Figure 7.7 Reuse of industrial structures**  
*Northern Ireland Science Park, Belfast, North Ireland*



**Figure 7.8 Industrial character**  
*Louisville West main Street, Louisville, KY*



**Figure 7.9 Reuse of industrial structures**  
*Mattress Factory Lofts, Atlanta, GA*



**Figure 7.10 Reuse of industrial structures**  
*Butlers Wharf, Longdon, UK*

# Parking Requirements

### Maximum Parking Space

The BeltLine vision promotes compact and mixed use development patterns that reduce reliance on automobile trips and improve walking, biking and transit access. Development should support alternative mobility options by incorporating reduced parking standards that set a maximum of 1.5 spaces per dwelling unit up to 64 dwelling units per acre and no more than 1.0 spaces per dwelling unit at a density greater than 64 dwelling units per acre. The pattern of mixed land uses along the BeltLine also increases opportunities for shared parking among developments.

The significant areas of surface parking that often accompany development interfere with a highly accessible pedestrian-based urban environment. Developments should minimize the impact of parking by incorporating internal, structured parking when feasible; placing surface parking to the side or rear of buildings and dividing surface lots with landscaping and pedestrian walkways; and designing parking structures to maintain an active street-level presence through commercial uses and/or pedestrian-oriented building features and public spaces.

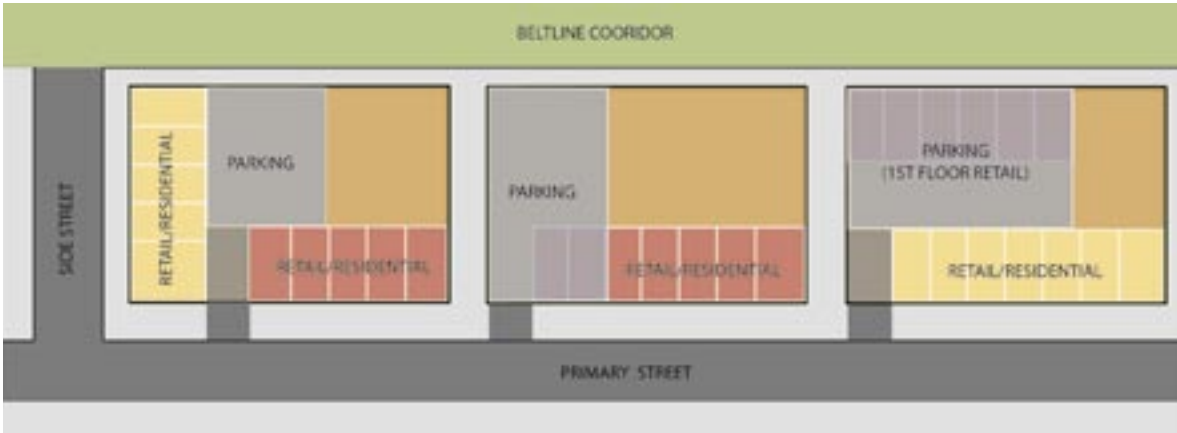


Figure 8.1 Internalized parking structures



Figure 8.2 Parking with greenspace  
Omaha Northeast Downtown Redevelopment, Omaha, NB



Figure 8.3 Internalized parking structure  
Collins Avenue, Miami Beach, FL



# Workforce Housing and Mixed Use Requirements

### Mixed-use

Land use patterns support alternative mobility by creating higher employee and/or residential densities along the transit corridor and near transit stops; encouraging extended hours of activity throughout the day and week; and generating pedestrian traffic.

Developments should seek a complementary mix of activities within ¼ mile of the BeltLine corridor and transit stops. Land uses may be combined either vertically within a single building or spread horizontally among adjacent buildings.

The ground floor of buildings along the BeltLine corridor, parks, and street front should emphasize active uses that are appealing to pedestrians, such as retail, personal services, restaurants, outdoor cafes, and residences.

Transit-supportive residential densities should generally be between 10 and 15 dwelling units per acre within ¼ mile of the transit corridor.



**Figure 9.1** Transit-oriented development  
*Lindbergh Center, Atlanta, GA*



**Figure 9.2** Mixed-use  
*North Avenue Lofts, Atlanta, GA*



**Figure 9.3** Live-work units  
*Dallas Street Office Lofts, Atlanta, GA*



**Figure 9.4** Mixed use adjacent to the tranist line  
*King Street, Toronto, ON*



**Figure 9.5** Mixed-use  
*M West (under construction), Atlanta, GA*

**Workforce Housing**

The vision of the BeltLine is to create inclusive communities through housing options that appeal to a broad segment of the City’s current residents and workforce. Development along the BeltLine should provide expanded residential opportunities within a mixed-income setting that seamlessly integrates market rate dwelling units with below market rate dwelling units. Development should set aside a minimum 20 percent of all dwelling units for workforce housing.



**Figure 9.6 Mixed-income housing**  
*The Villages at Carver, Atlanta, GA*



**Figure 9.7 Common greenspace**  
*West Highlands, Atlanta, GA*



**Figure 9.8 Mixed-income housing**  
*West Highlands, Atlanta, GA*



# Historic Preservation

## Use of Historic Structures

The physical character of the BeltLine is firmly rooted in the 19th and early 20th century railroad architecture and utilitarian industrial building forms that exist along the corridor. The rails also travel through many of Atlanta's most historic communities built in the pre-automobile era of narrow streets, small-scale neighborhood retail, and traditional residential architecture.

The BeltLine concept urges the incorporation of existing railroad era structures, such as trestles, bridges, and depot buildings where possible. The vision also promotes the adaptive reuse of the current industrial building stock for new residential, retail, and entertainment opportunities. New structures within developments should complement the existing character of surrounding areas with a special emphasis on interpreting the early rail and historic neighborhood influences of the City. Specific recommendations include:

- Historic structures should be preserved as much as possible and be reused or incorporated into new development;
- Historic rail infrastructure should be preserved and incorporated into the greenway/transit landscape design;
- New development should refer to the Atlanta Urban Design Commission historic resources survey and report for identification of preservation targets; and
- Any preservation of historic resources that may qualify for TAD support should meet the Secretary of the Interior standards for historic preservation.

## Historic Character

The following sections illustrate existing historic character around the BeltLine corridor.



Figure 10.1 Rail depot building on Cascade Road.



Figure 10.2 Rail depot building on Memorial Drive.



Figure 10.3 Concept for reuse of existing rail structure.

*Pryor Street - After*



# Historic Character - Northeast



Figure 10.4 Excelsior Mill



Figure 10.5 Drewry Street Office Lofts



Figure 10.6 Water Tower

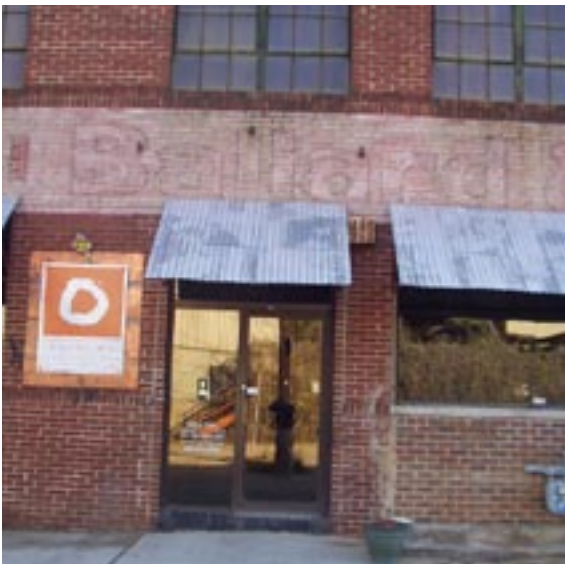


Figure 10.7 Elizabeth Street Adaptive Reuse



Figure 10.8 Old Fourth Ward Neighborhood



Figure 10.9 Southern Dairies Office Lofts



Figure 10.10 Stoveworks



Figure 10.11 Highland Avenue Adaptive Reuse



# Historic Character - Southeast



Figure 10.12 Memorial Drive



Figure 10.13 Fulton Cotton Mill Lofts



Figure 10.14 Glenwood



Figure 10.15 Grant Park Neighborhood



Figure 10.16 Hill Street Trestle



# Historic Character - Southwest



Figure 10.17 587 Cascade Road



Figure 10.18 Cut Rate Box Company



Figure 10.19 619 W. Whitehall



Figure 10.20 Washington Park Residential Neighborhood



Figure 10.21 Booker T. Washington High School



Figure 10.22 Fountain Park Residential Neighborhood



Figure 10.23 Lucille Avenue Rail Road Overpass



# Historic Character - Northwest



Figure 10.24 Hemphill Waterworks



Figure 10.25 Underwood Church



Figure 10.26 Cotton Seed Oil Mill



Figure 10.27 Near Brady Avenue and 8th Street



Figure 10.28 North Avenue Railroad



Figure 10.29 Marker near Bankhead and Chapelle Road



Figure 10.30 Howell Station Neighborhood

# Environmental Protection

## Underground Stormwater Detention

One of the consequences of development is additional impervious surfaces in the form of new roads, pavement and roofs. Impervious surfaces increase the amount of stormwater runoff produced and accelerate its movement to streams, risking flooding, erosion, water pollution, and damage to the natural environment and physical infrastructure.

Developments along the BeltLine should incorporate underground stormwater detention facilities wherever possible.

## LEED: Leadership in Energy and Environmental Design

The LEED (Leadership in Energy and Environmental Design) Green Building Rating System is a set of guidelines established by the U.S. Green Building Council to promote eco-friendly and sustainable building practices on a voluntary basis for the design world. The LEED System is intended to:

- Create a common standard of measurement for “green design;”
- Encourage a “big picture” mentality towards design;
- Promote environmental leadership in the industry; and
- Educate the public on the benefits of sustainable design.

LEED provides a multi-step framework for designers to follow which focuses on eco-friendly practices in all stages, from construction to long-term effects. A point-based system evaluates the sustainability of a particular building site. There are six categories in which points are awarded:

## Sustainable Sites

- An effective site selection process to promote the redevelopment of brownfield or urban sites, rather than the destruction of greenfield sites and habitat zones
- Provision for alternative forms of transportation, rather than a heavy dependency on motor vehicle use
- Reduction of the impact on natural areas
- Management of stormwater to decrease the amount of runoff to the public system, as well as possible treatment on site
- Reduction of the amount of ambient heat released from built surfaces through landscaping
- Reduction of the amount of unnecessary light directed into the night sky

## Water Efficiency

- Creation of a landscape scheme which uses a minimum amount of potable water and instead uses alternative water sources, or dry-tolerant plants
- Reduction of the generation of wastewater
- Maximization of water efficiency

## Energy and Atmosphere

- Maximization of energy efficiency
- Reduction of ozone depletion
- Creation of renewable energy sources on site

## Materials and Resources

- Promotion of recycling, not only in daily operations, but during construction
- Use of alternative means of construction waste disposal, rather than the standard landfill practices
- Selection of building materials that minimize depletion of natural resources
- Selection of materials that are manufactured locally, thereby reducing the impact of long-distance transport
- Promotion of responsible forest management in the wood selection process

## Indoor Environmental Quality

- Use and monitoring of Indoor Air Quality Standards to provide for a healthy work environment, both during the construction process as well as long-term
- Creation of a smoke-free work area
- Provision for as much individual control of heating, cooling, ventilation and lighting as possible
- Provision of daylight and views for occupants general well-being

## Innovation and Design Process

- Provision for creative design processes not listed above

A development achieving maximum compliance in all categories receives a total of 69 points. Any project that accumulates more than 26 points is eligible for LEED certification. Projects that exceed the minimum point total for certification can receive a Silver, Gold or Platinum rating. Sustainable design is quickly



becoming the standard in the industry with a focus on more conscientious planning, site design, and construction practices.

Given its proximity to the urban core of Atlanta and the presence of underused buildings and sites, the BeltLine presents a unique opportunity to promote LEED-compliant development.

For more information on environmentally-friendly best practices, visit the U.S. Green Building Council at <http://www.usgbc.org/>.