

# **Appendix 1: Land Use Recommendations for Areas Not Immediately on the BeltLine**

## Land Use Recommendations

The following land use recommendations apply to those portions of Subarea 1 within the BeltLine tax allocation district but not along the BeltLine itself. While these areas are not immediately connected to the BeltLine, proposed multi-use trails and other improvements will link them to the corridor. In addition, the health and redevelopment of these areas will have an impact on the BeltLine because of their inclusion in the tax allocation district.

### West End Station Area

*Please note that recommendations in West End reflect several previous planning efforts, including the West End LCI Study and Special Public Interest District (SPI) zoning.*

A proposed high-density mixed-use node centers on the West End MARTA station. This would allow new convenient options for residences and shops within steps of existing transit service.

In addition, during the long term, much of the automobile-oriented development on both sides of the railroad tracks, including the West End mall, is envisioned as redeveloping with 5-9 story mixed-use buildings. A new public plaza is to be provided at the northeast corner of RDA Boulevard and Lee Street. A number of new privately constructed street connections would help reduce the traffic impacts of new development.

### Oakland City Node

*Please note that recommendations in Oakland City reflect the 2004 Oakland City LCI study.*

The block south of Oakland Lane and immediately adjacent to the MARTA station is envisioned as a 5-9 story mixed-use transit-oriented development. New buildings should step down to 1-4 stories when facing existing single-family residences.

Medium-density residential redevelopment is proposed north of Oakland Lane, including a new street connection. Redevelopment in this area, assuming willing property owners, could significantly increase the amount of housing within walking distance of services and transit.



The West End commercial district is reenvisioned as a mixed use, urban district



New mixed-use infill development is envisioned around the West End MARTA station



Medium-density mixed-use development in Oakland City will provide neighborhood retail and form a node around the existing MARTA station

## **Mechanicsville / Metropolitan Parkway**

The historically industrial area east of Metropolitan Parkway and in the western portion of the Mechanicsville neighborhood is appropriate for some redevelopment, but existing industrial land uses and associated jobs should be preserved where shown on the plan.

The area could ultimately be transformed into a distinct district, with expanded residential and commercial areas near the McDaniel Glenn housing, all within walking distance of a small industrial district.

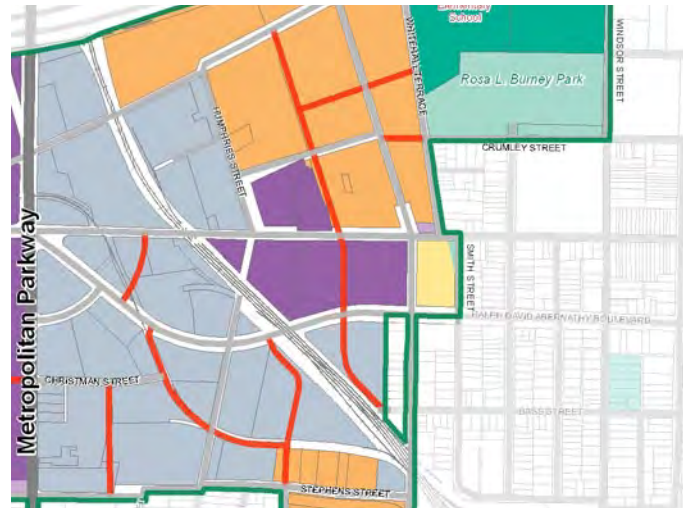
## **Ralph David Abernathy Boulevard Corridor**

While only the properties along the portion of RDA Boulevard east of Cascade Avenue are included in the BeltLine tax allocation district, the health of the entire corridor is important for the success of subarea 1.

RDA Boulevard, between Lee Street and Cascade Avenue, could become in the long term a street defined by continuous pedestrian-oriented buildings. Preserved historic buildings would be complimented by new low-rise infill buildings appropriate for housing, offices, or retail. Existing zoning already encourages this in the eastern portion of the corridor, but Appendix 3 recommends zoning changes west of Lawton Street to help the vision become a reality.

## **Cascade Circle**

On this short residential street adjacent to the Greenwood Cemetery and John A. White Park, land uses are proposed to remain constant, but with appropriate infill development. Proposed multi-use trail connections will enhance the desirability of this area.



The West End commercial district is reenvisioned as a mixed use, urban district



Pedestrian-oriented infill development along RDA Boulevard could transform the corridor

## Appendix 2: Recommended Future Land Use Changes



# Recommended Future Land Use Changes

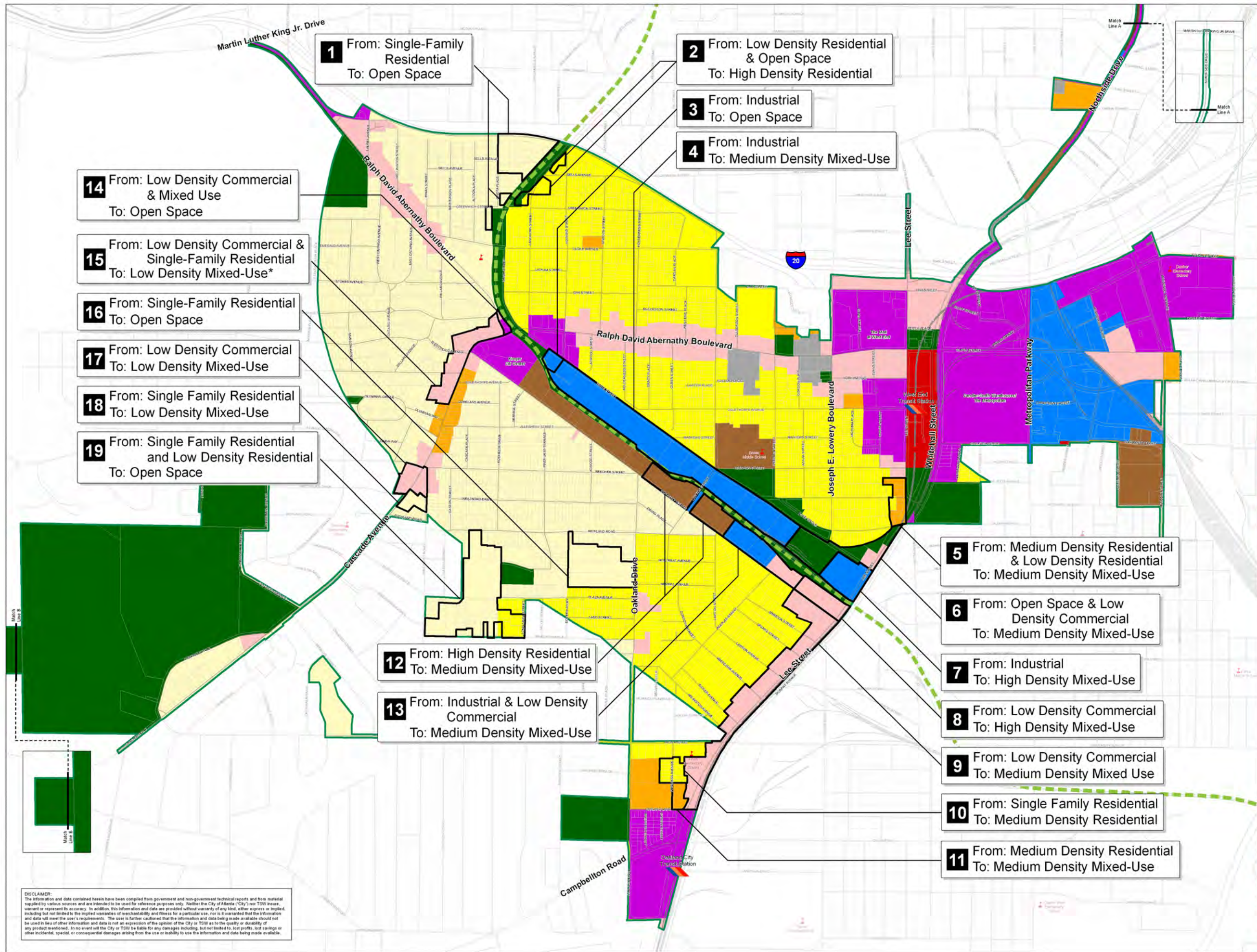
The following table summarizes land use changes recommended by this master plan. Approval of this plan does not amend the City's official future land use map in the Atlanta Comprehensive Development Plan (CDP). Amendments to the future land use map in the CDP can be pursued over time as redevelopment 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 CDP should be pursued for these changes immediately.

## List of Recommended Future Land Use Amendments

Key	Area on Current Future Land Use Map	Existing Designation	Proposed Designation
1*	All parcels east of Enota Place, south of I-20, north of Greenwich Street, and west of the BeltLine, except for even numbered addresses between 362 & 388 Enota Place	Single-Family Residential	Open Space
2*	All vacant parcels along Langhorn Street west of the BeltLine, except for the parcel at the northeast corner of Langhorn and Greenwich (includes some city right-of-way)	Low Density Residential and Open Space	High Density Residential
3	1320 White Street and the parcel immediately to its NW	Industrial	Open Space
4*	All parcels southwest of White Street and northeast of the BeltLine from (but not including) 1320 White Street to a portion of 929 Lee Street	Industrial	Medium Density Mixed-Use
5	All parcels along the west side of Lee St. from 809 Lee Street south to Rose Circle, as well as 822 and 826 White Street	Medium Density Residential and Low Density Residential	Medium Density Mixed-Use
6*	Three parcels at the northern corner of Lee Street and White Street Extension, a portion of 929 Lee Street	Open Space and Low Density Commercial	Medium Density Mixed-Use
7*	The portion of 929 Lee Street fronting Lee Street, to a depth of approximately 600 feet	Industrial	High Density Mixed-Use
8*	999 Lee Street and 953 Donnelly Avenue	Low Density Commercial	High Density Mixed-Use
9	All parcels along the west side of Lee Street from Oakland Lane north to Donnelly Avenue, and all adjacent parcels currently designated Low-Density Commercial	Low Density Commercial	Medium Density Mixed-Use
10	1221-1254 Princess Avenue, including parcels on both sides of the street	Single-Family Residential	Medium Density Residential
11	1135 Oakland Lane	Medium Density Residential	Medium Density Mixed-Use
12*	845 Lawton Street and 1101 Donnelly Avenue	High Density Residential	Medium Density Mixed-Use
13*	1065, 1035, 1003, and 979 Donnelly Avenue	Industrial and Low Density Commercial	Medium Density Mixed-Use
14	1371, 1375, and 1385 Ralph David Abernathy Boulevard	Low Density Commercial and Mixed Use	Open Space
15	All parcels east of Cascade Avenue and south of Ralph David Abernathy Boulevard that are designated Low Density Commercial, including the rear of 658 Cascade Avenue†	Low Density Commercial and Single-Family Residential	Low Density Mixed-Use
16	Four large vacant parcels west of Oakland Drive and south of Richland Road, beginning north of Merrill Avenue	Single-Family Residential	Open Space
17	Parcels on both sides of Cascade Avenue south of Beecher Street and north of Westhaven Drive, including some parcels to the rear of those west of Cascade Avenue	Low Density Commercial	Low Density Mixed-Use
18	838 and 850 Cascade Road, as well as the parcel to the rear of 834 Cascade Road	Single-Family Residential	Low Density Mixed-Use
19	Various parcels south of Richland Road and east of Westmont Road, incorporating the existing Outdoor Activity Center and proposed expansion	Single-Family Residential and Low Density Residential	Open Space

†The rear of this property is part of the same parcel of land, but is not within the BeltLine Tax Allocation District.







**BeltLine Subarea 1**

**Proposed Changes to 15-Year Land Use Plan**

**LEGEND**

- SubArea 1 Boundary
- BeltLine
- Railroad
- Parcel
- Single Family Residential
- Low Density Residential
- Med. Density Residential
- High Density Residential
- Very High Density Res.
- Low Density Commercial
- High Density Commercial
- Office/Institution
- Office/Inst./Residential
- Open Space
- Industrial
- Mixed Use

\*A small portion of this proposed change lies outside the BeltLine Tax Allocation District.

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December 6, 2010



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## Appendix 3: 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
Mixed 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

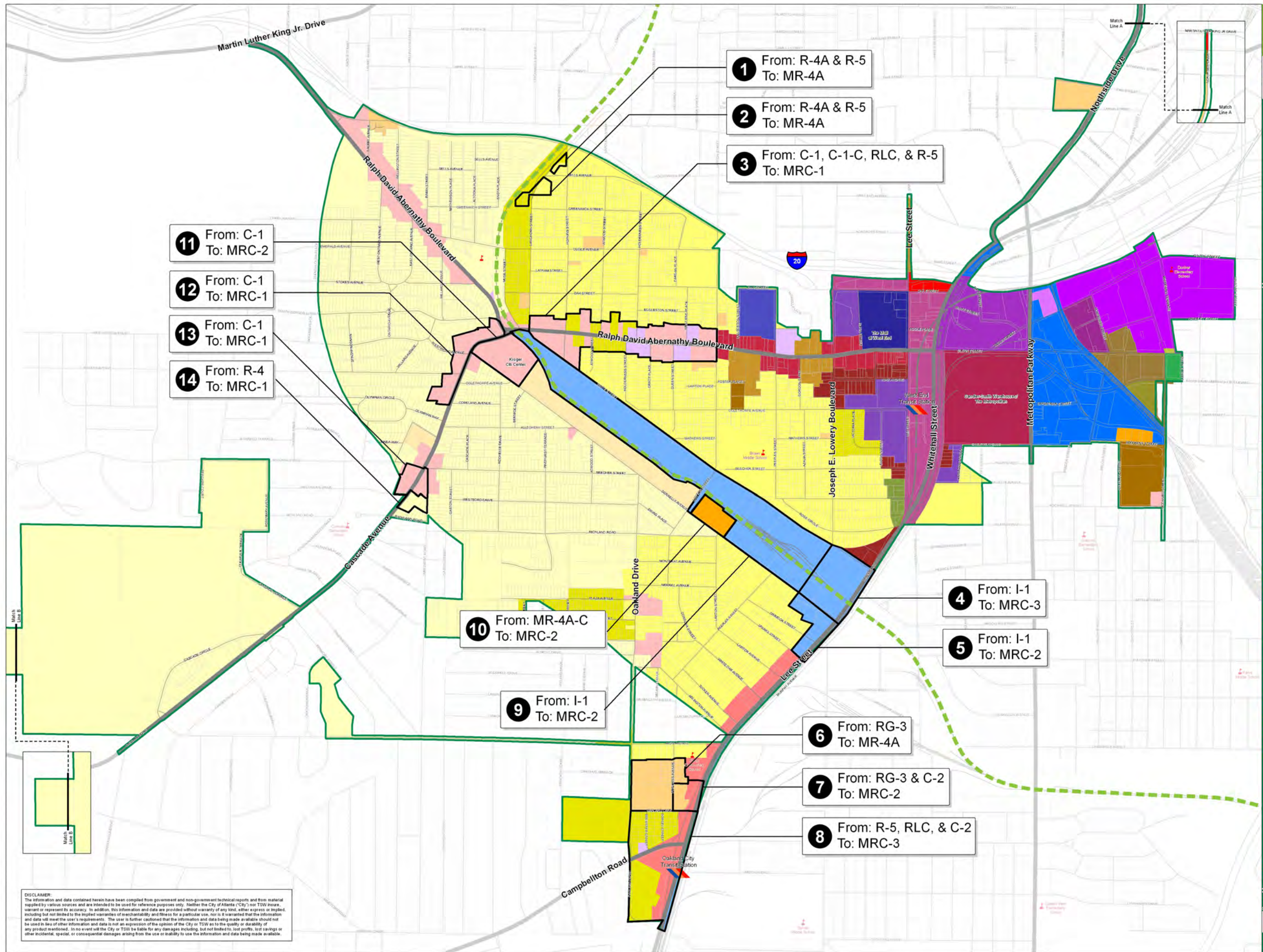
*Note: This chart reflects zoning districts that could support the use and scale of the BeltLine land use categories, but is not an endorsement of specific zoning designations for said categories. C, PD, R, and RG districts are not to be used unless specifically noted.*



## List of Recommended Zoning Map Changes

Key	Area on Current Zoning Map	Existing Zoning Classification	Proposed Zoning Classification
<b>1 &amp; 2</b>	Land along Langhorn Street adjacent to Enota Park, including some public right-of-way	R-4A & R-5	MR-4A
<b>3</b>	All properties along RDA Boulevard east of Cascade Avenue and west of Lawton Street	C-1, C-1-C, RLC, & R-5	MRC-1
<b>4</b>	Three properties east of Lee Street between Donnelly Avenue and White Street	I-1	MRC-3
<b>5</b>	Properties at the southwest corner of Lee Street and Donnelly Avenue	I-1	MRC-2
<b>6</b>	Properties north of Oakland Lane along both sides of Princess Avenue, not including Finch Elementary School or properties along Avon Avenue	RG-3	MR-4A
<b>7</b>	Property at the northwest corner of Lee Street and Oakland Lane	RG-3 & C-2	MRC-2
<b>8</b>	All properties south of Oakland Lane, east and north of Oakland Drive, and west of Lee Street, including the Oakland City MARTA parking lot	R-5, RLC, & C-2	MRC-3
<b>9</b>	All industrially-zoned property immediately adjacent to the BeltLine not described elsewhere	I-1	MRC-2
<b>10</b>	Currently vacant warehouse at the northeast corner of Lawton Street and Donnelly Avenue	MR-4A-C	MRC-2
<b>11</b>	Kroger Citi Center site and outparcels	C-1	MRC-2
<b>12</b>	All commercially zoned properties along the east side of Cascade Avenue south of RDA Boulevard and north of Olympian Way	C-1	MRC-1
<b>13</b>	Properties along both sides of Cascade Avenue south of Beecher Street	C-1	MRC-1
<b>14</b>	Commercially-used properties east of Cascade Avenue, west of Westmont Road, north of Richland Road, and south of zoning change 13	R-4	MRC-1





BeltLine Subarea 1

Proposed Zoning Changes

- LEGEND**
- BeltLine
  - C-1
  - C-2
  - C-3
  - I-1
  - I-2
  - LW
  - R-4
  - R-4A
  - R-5
  - RG-2
  - RG-3
  - MR-4A
  - RG-4
  - RLC
  - SPI 18; SA 10
  - SPI 18; SA 3
  - SPI 18; SA 6
  - SPI 18; SA 7
  - SPI 18; SA 8
  - SPI 18; SA 9
  - SPI 21; SA1
  - SPI 21; SA10
  - SPI 21; SA2
  - SPI 21; SA 3
  - SPI 21; SA 4
  - SPI 21; SA 5
  - SPI 21; SA 6
  - SPI 21; SA 7
  - SPI 21; SA 8
  - SPI 21; SA 9

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December 6, 2010



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# Appendix 4: Inventory and Assessment Report





## Appendix 4

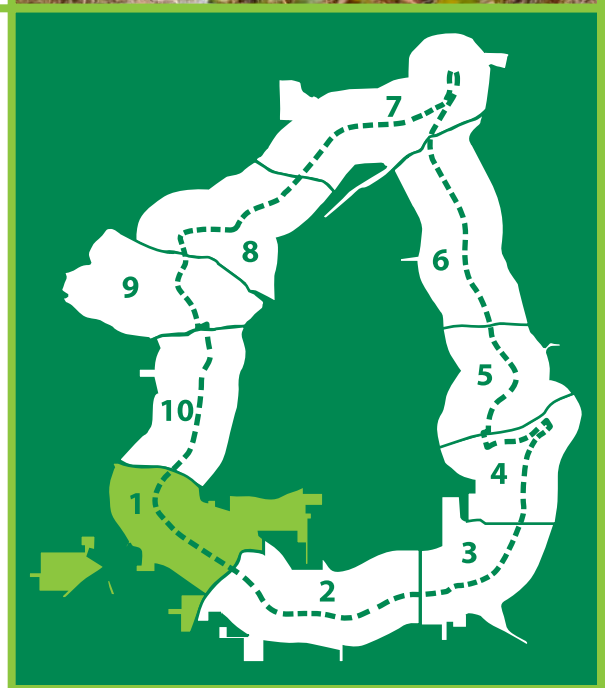
# Atlanta BeltLine Master Plan

## SUBAREA 1

### INVENTORY & ASSESSMENT REPORT

Prepared for  
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Adopted by the Atlanta City Council on December 6, 2010





# ACKNOWLEDGEMENTS



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# Introduction

## Purpose

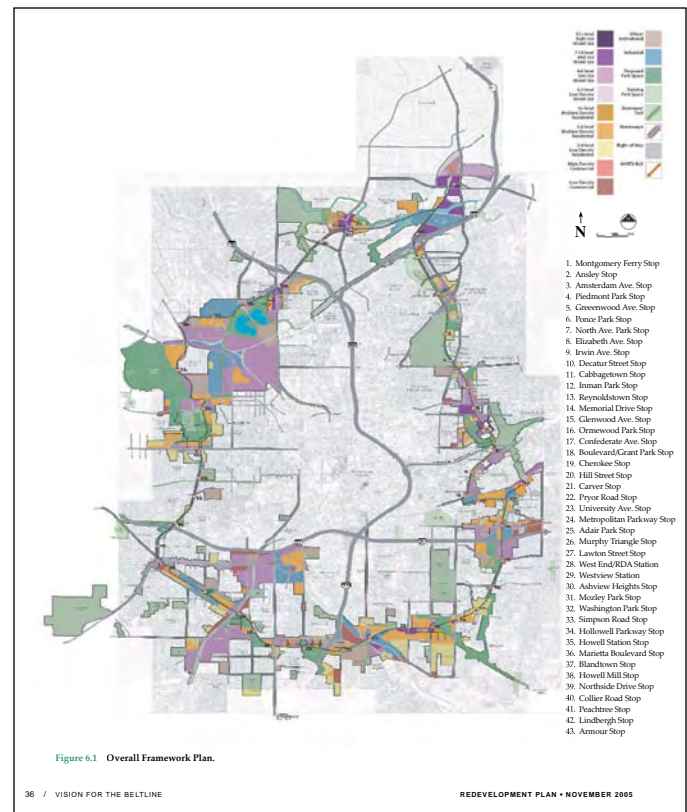
The Atlanta BeltLine is a multi-faceted, multi-decade effort to integrate parks, mobility, land use, and circulation along a 22-mile loop of historic railroads that encircle downtown and midtown Atlanta. At completion, it will connect 45 of the city's neighborhoods, as well as more than 100,000 people 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 Atlanta BeltLine Subarea 1 as they existed in early 2010. The conditions have been compiled and analyzed to serve as a baseline against which subarea master planning efforts will be reviewed. They 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 Enota Park Master Plan and a Transportation Impact Report, serve as the analytical basis for the Subarea 1 Master Plan.

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



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

## Organization

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

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

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

# Overview

Subarea 1 is located along the southwest portion of the Atlanta BeltLine, which is within two to three miles of Downtown Atlanta. As with all BeltLine subareas, it incorporates several Neighborhood Planning Units (NPU), City Council Districts, and neighborhoods, including portions of:

- NPUs I, S, T, and V;
- City Council Districts 4, 10, and 11; and
- Neighborhoods of Adair Park, Bush Mountain, Cascade Avenue/Road, Mechanicsville, Oakland City, Pittsburgh, West End, and Westview.

The subarea centers on the BeltLine right-of-way between I-20 and Lee Street. Generally, the Atlanta BeltLine runs south from I-20 parallel to Langhorn Street, crosses under Ralph David Abernathy (RDA) Boulevard, and runs between and parallel to White Street and Donnelly Avenue southeast to Lee Street.

Subarea 1 incorporates 1,856 acres of land, including 1,050 acres of land within the BeltLine Tax Allocation District (TAD). It includes most of the West End and Westview neighborhoods and a large industrial and mixed-use area around Metropolitan Parkway. Subarea boundaries also extend to include part of the Oakland City neighborhood, Johnson Park on Northside Drive, McCoy Park on Avon Avenue, and John A. White Park and the Greenwood Cemetery. Please see the map opposite for details.

The West End and Oakland City MARTA stations lie within Subarea 1, along with a number of major streets. Among these are Ralph David Abernathy Boulevard (which runs east to west through the subarea) and Lee Street, Cascade Avenue, and Langhorn Street (which run north to south). Portions of Metropolitan Parkway, Joseph E. Lowery Boulevard, Oakland Drive, and Northside Drive are also within the subarea.



The subarea contains a wealth of historic residential and commercial buildings

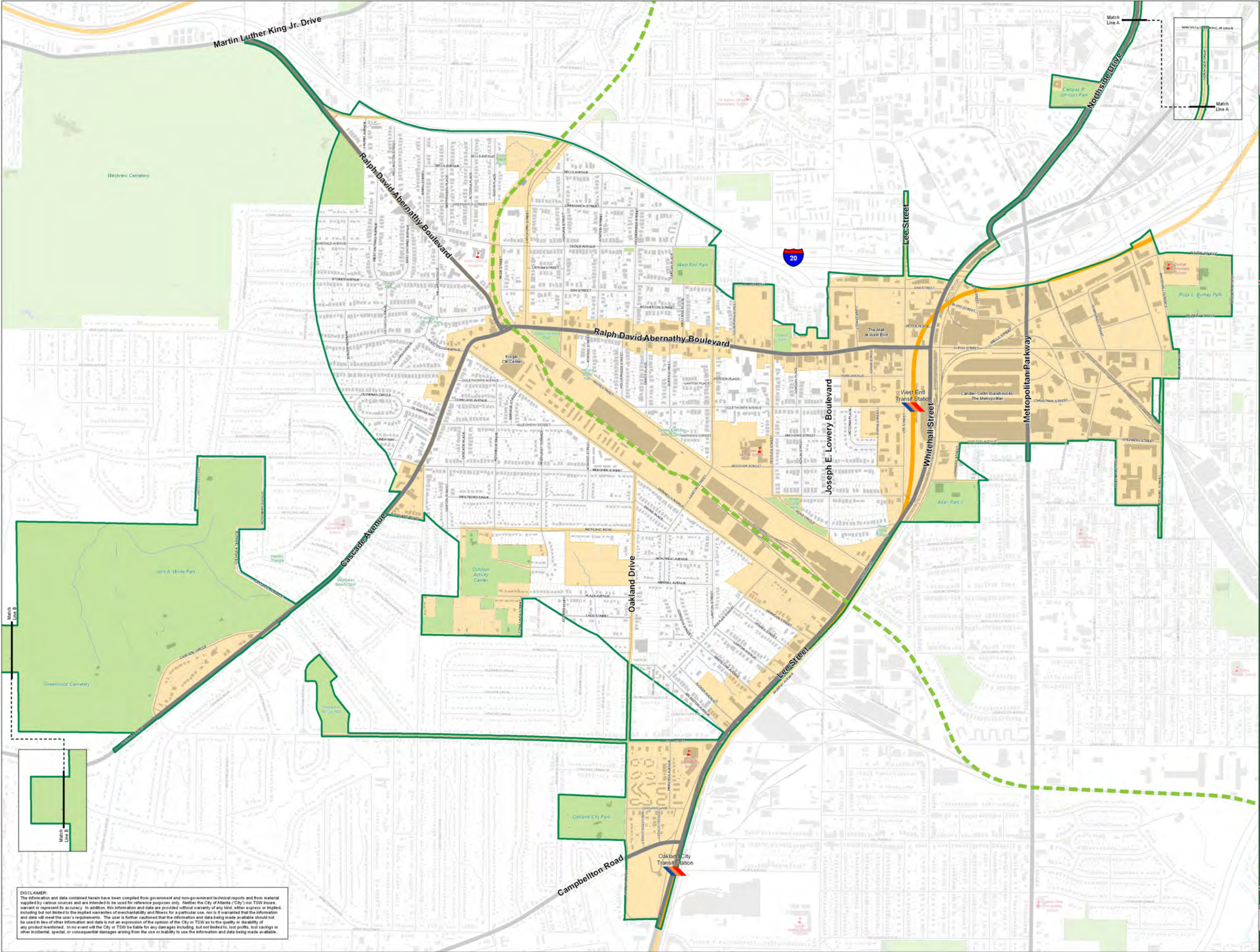


Active and abandoned industrial buildings line much of the Atlanta BeltLine corridor



A variety of high-capacity streets cross the subarea





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**Atlanta BeltLine**

**BeltLine Subarea 1**

**Study Area Map**

**LEGEND**

- School
- BeltLine
- Stream
- Railroad
- MARTA Rail
- Subarea Boundary
- Existing Park
- BeltLine TAD

Prepared by

with Grice & Associates, Inc., and Smith Dalia Architects

December 6, 2010

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## Subarea History

The wealth of history in Subarea 1 is reflected in its community institutions, its stately residential streets, and its neighborhood commercial districts. Before the arrival of European settlers, the area was inhabited by the Cherokee and Creek peoples, whose principle link to the region was a trail that would become Whitehall Street, and connected to what is today Decatur Street. No significant artifacts from this era remain.

The White Hall Inn and Tavern was constructed in the 1830s as a stagecoach stop, inn, and gathering place near the current location of the West End MARTA station. The construction of publicly-funded railroads to what is now Downtown Atlanta in the 1840s began to spur development of farmland in the area.

After the Civil War, land in the West End began to be subdivided, and the area experienced a surge of development aided by the construction of a streetcar link to Downtown Atlanta. During this era the population was evenly divided between whites and blacks.

After surviving significant downturns in the 1870s and 1890s, the area became one of the most fashionable districts of Atlanta and many of the now-popular Victorian homes were constructed.

Westview Cemetery dates from 1884 and remains one of the largest cemeteries in the South. Dozens of famous Atlantans are buried in this cemetery, which is also home to the historic Westview Abbey, one of the most remarkable buildings in the city.

Development in the western half of the subarea did not gain significant momentum until the twentieth century, but the Westview neighborhood became an attractive residential area served by several commercial nodes at streetcar stops.

Late nineteenth and early twentieth century development filled out the subarea with a number of landmark buildings and hundreds of houses. Specific historic landmarks, including industrial buildings, are described below in the Urban Design & Historic Resources section of this report.



The 2005 BeltLine Redevelopment Plan proposed an activity center at Abernathy Boulevard and Cascade Avenue

## Previous Planning Efforts

The City of Atlanta has a long-standing tradition of supporting neighborhood planning. Several portions of the subarea have completed community-based plans in recent years in an effort to proactively define a vision for the future. This current planning effort is intended to review and refine these visions and synthesize them into an implementation strategy.

The 2005 **BeltLine Redevelopment 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 Subarea 1, the plan identified two activity centers: one at the intersection of RDA Boulevard and Cascade Avenue, and another in Murphy Triangle at Lee Street. Tying these activity centers together, a series of parks, greenways, and transit was envisioned to unify the subarea and connect neighborhoods.



The Connect Atlanta Plan proposes a southward extension of Joseph E. Lowery Boulevard to meet Sylvan Road



The Oakland City LCI study recommends transit-oriented, mixed-use development at the MARTA station

The **West Lake Livable Centers Initiative (LCI) Study** included the Westview commercial district and recommended a series of improvements to Ralph David Abernathy Boulevard. The study recommended new commercial buildings in keeping with historic character, a gateway feature at Ralph David Abernathy Boulevard and Cascade Avenue, and the implementation of bicycle routes.

The 2008 **Connect Atlanta Plan** is the city's first comprehensive transportation plan. It recommends primary bike routes along Ralph David Abernathy Boulevard, Cascade Avenue, Joseph E. Lowery Boulevard, Whitehall Street, Campbellton Road, and Murphy Street, as well as secondary bike routes along other streets. Additional projects include

the widening of Cascade Avenue, a Langhorn Street road diet, improvements of the interchange between Langhorn and I-20, streetcar service along several routes, and a variety of new streets, including a southward extension of Joseph E. Lowery Boulevard to meet Sylvan Road.

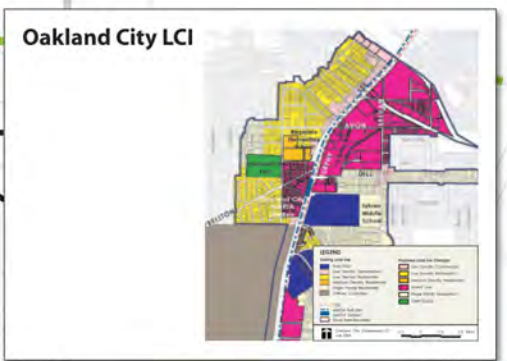
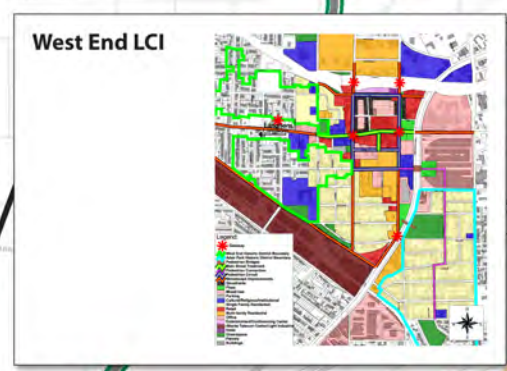
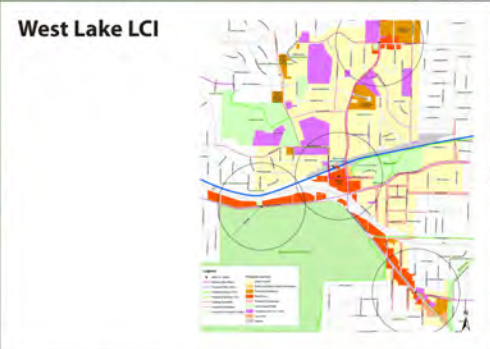
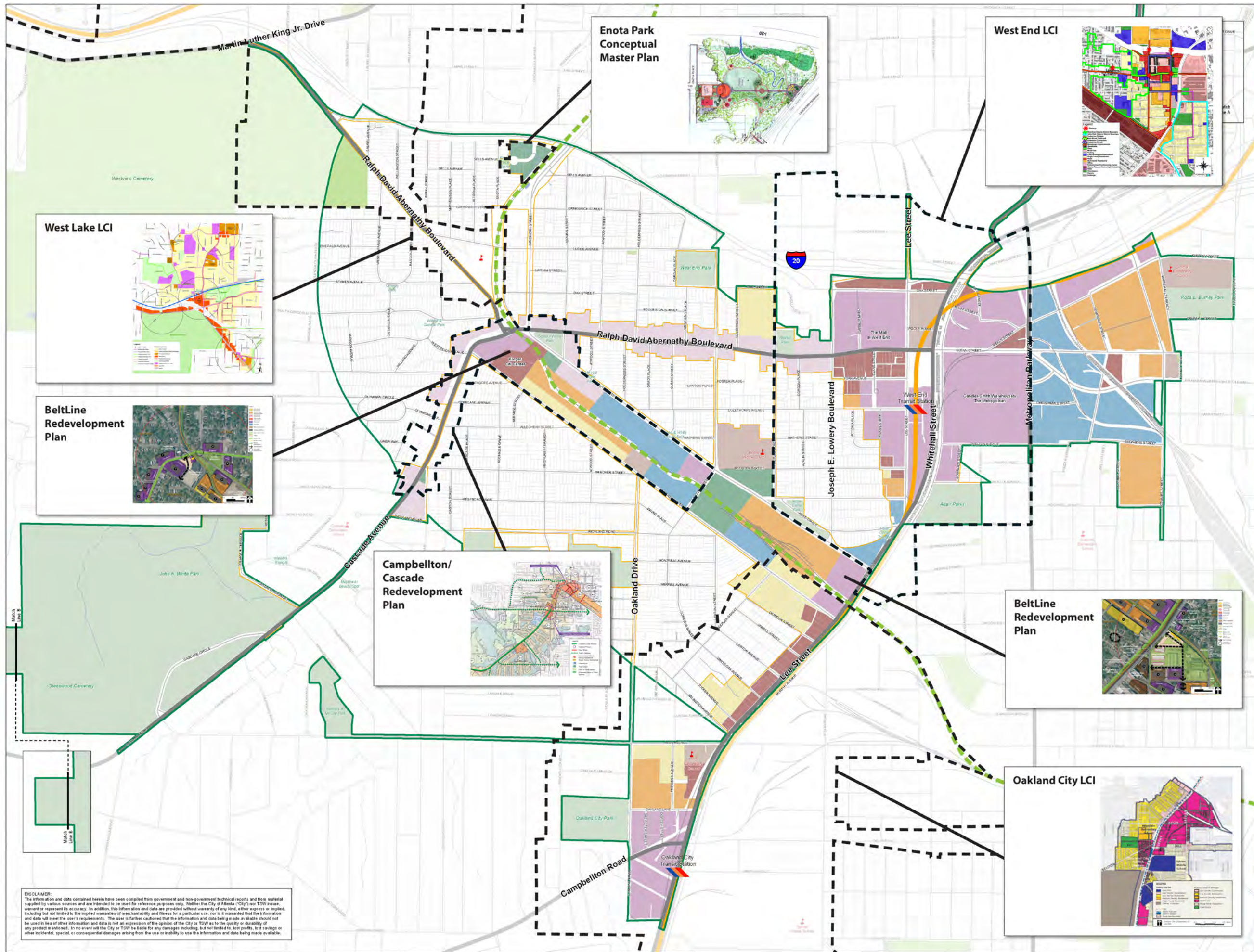
In the summer of 2004 the City of Atlanta, in collaboration with MARTA, completed a long-range plan for developing the Oakland City and Lakewood-Fort McPherson MARTA stations. The **Oakland City Lakewood LCI** study gave comprehensive recommendations for future land uses, transportation and circulation options, and implementation strategies for the portion of Subarea 1 near Oakland City station. A community input effort generated recommendations to improve the streetscape along Campbellton Road and secondary streets, improve the transit station plaza and bus bay, create a pedestrian crossing of Lee Street at White Street and of the railroad at Avon Street, and redevelop the MARTA parking lot with dense transit-oriented development.

The 2005 **NPUS Comprehensive Plan** recommends a variety of improvements in the area south of Donnelly Avenue, including the Oakland City area. Recommendations include major streetscapes along Lee Street and Avon Avenue and sidewalk construction and repair on numerous streets. Redevelopment nodes and improvements are proposed along Lee Street, at the Oakland City MARTA station, and at commercial nodes along Cascade Avenue and Oakland Drive.

The 2006 **Campbellton/Cascade Redevelopment Study** recommended traffic calming on Beecher Street and Gordon Street, a Cascade Avenue road diet, upgrades of the intersection of RDA Boulevard and Cascade Avenue, and new streets on the Kroger Citi Center site with redevelopment.

The 2001 **West End LCI** study took a comprehensive look at the central portion of Subarea 1. Recommendations include streetscape Improvements on Joseph E. Lowery Boulevard, Lee Street, and RDA Boulevard. The plan also recommends sidewalk improvements and the addition of bicycle lanes and paths. A proposed





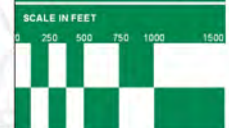
BeltLine Subarea 1

Previously  
Proposed  
Land Uses

- LEGEND**
- Subarea 1 Boundary
  - BeltLine
  - Stream
  - Railroad
  - Parcel
  - Tax Allocation District
  - 1-3 Story Mixed-Use
  - 4-6 Story Mixed-Use
  - 7-14 Story Mixed-Use
  - 15+ Story Mixed-Use
  - 2-4 Story Residential
  - 5-8 Story Residential
  - 9+ Story Residential
  - Low Density Commercial
  - Office / Institutional
  - Industrial
  - Proposed Park
  - Existing Park

Prepared by  
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December 6, 2010



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pedestrian bridge would connect the MARTA station with the Candler-Smith Warehouses.

Atlanta's **Project Greenspace** report from 2009 took a comprehensive look at existing and potential greenspace in the city. Specific opportunities identified in Subarea 1 include a greenway from Lee Street to Greenwood Cemetery along the creek bed that runs through the Outdoor Activity Center, a priority multi-use trail from John A. White Park to Westview Cemetery, and opportunities for new greenspace along Oakland Drive, around the Outdoor Activity Center, and elsewhere.

The following additional studies include Subarea 1, but their scope does not specifically address this planning effort:

- Mayor's Economic Development Plan
- Department of Watershed Management plans

## Relation to Previous Studies: Land Use

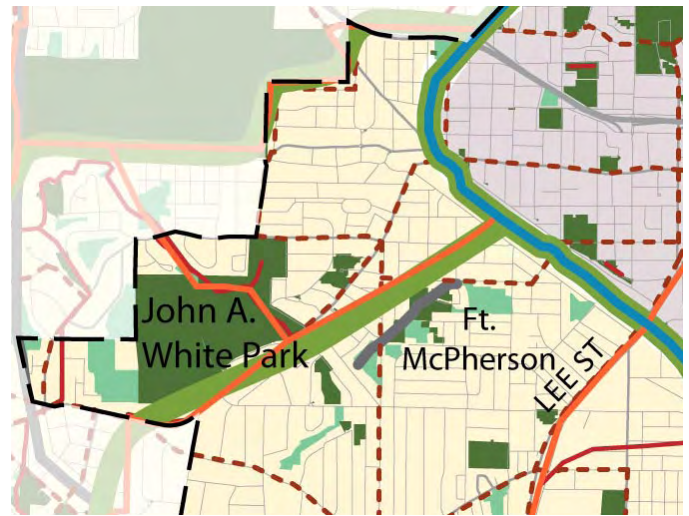
One goal of this subarea master plan is to establish a lasting land use framework plan that synthesizes previous planning efforts into a unified vision. Differences between the land use recommendations of the BeltLine Redevelopment Plan and other previous plans are described as follows. In areas not discussed below, land use recommendations do not differ significantly between plans.

### 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, residential over retail and office space, and a transit plaza.

### West End

Significant differences exist between the West End LCI and BeltLine Redevelopment Plan for the MARTA station area. The latter plan recommends mid-rise mixed-use throughout much of the area, while the LCI study recommends mixed-use only north of the mall and on the Candler-Smith Warehouse site.



Atlanta's Project Greenspace recommends a proposed greenway and potential greenspace in the subarea

## White/Donnelly Corridor

The land between White Street and Donnelly Avenue adjacent to the BeltLine and northwest of Langhorn Street is designated as primarily residential by the Campbellton-Cascade Corridors Redevelopment Plan, but is shown as a more fine-grained mix of industrial, mixed-use, and residential in the BeltLine Redevelopment Plan.

**For more details on transportation recommendations from previous plans, please refer to page 35.**

## Relation to Previous Studies: Transportation

There are a number of transportation projects currently planned or under construction in the subarea, as shown in the map on page 37. All major corridors have some form of proposed improvements to roadways, sidewalks, or intersections. Coordination between currently proposed projects and those recommended in this master plan is key to ensuring connectivity and making efficient use of funds, particularly with regard to bicycle and pedestrian connections to the Atlanta BeltLine.



# Existing Roadway Network

The diverse roadway infrastructure in subarea 1 is comprised of local streets, collectors, minor arterials, and principal arterials. These facilities must serve the multimodal travel needs of those with trips originating and/or ending within the subarea, as well as those who travel through it. In order to plan for future demand resulting from the implementation of the Atlanta 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.

The first step in evaluating transportation facilities is to accurately characterize their intended function. The location and functional classifications of key facilities are shown in Table 1 and Figure 2.

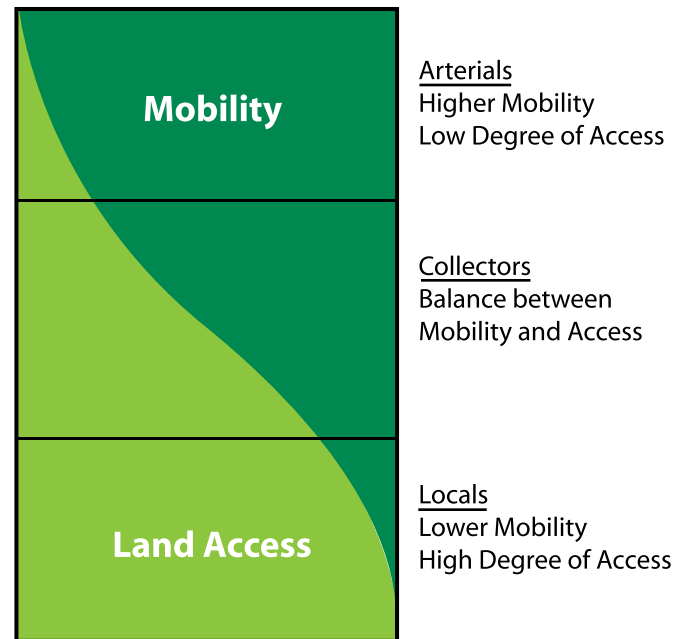
## Traffic Controls

An assessment of the traffic signal controls for key intersections in the subarea was conducted to determine the area network traffic operations. Signal timing and phasing data for each study intersection were ascertained and reviewed.

Traffic controls at critical study locations consist of seven signalized and two unsignalized intersections. At the unsignalized intersections, the I-20 westbound off-ramp at Langhorn Street is stop-controlled, and Langhorn Street at Sells Avenue is uncontrolled.

Signalized intersections vary in operational parameters such as cycle lengths and modes. Cycle length is the time required for the traffic signal to complete a full sequence of serving all traffic movements, prior to returning to its starting point. Study intersections without assigned cycle lengths operate in “free” mode. Traffic signals in free mode have variable cycle lengths and are not coordinated with surrounding traffic signals.

**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)



Ralph David Abernathy Boulevard is the main east-west route in subarea 1

**Table 1: Key Roadway Facilities**

Street	State Route	Functional Classification	Lanes	Speed Limit
Ralph David Abernathy Boulevard	SR 139 west of West Whitehall Street only	principal arterial east of Metropolitan Pkwy; minor arterial west of Metropolitan Pkwy	4	30-35 mph
Cascade Road	n/a	minor arterial	4	35 mph
Donnelly Avenue	n/a	collector	2	35 mph
White Street (western section)	n/a	collector	2	30 mph
White Street (eastern section)	n/a	local	2	30 mph
White Street Extension	n/a	collector	2	30 mph
South Ashby Street	n/a	collector	2	30 mph
Langhorn Street	n/a	collector	varies	35 mph
Richland Road	n/a	local; collector from Oakland Dr to Hall St	2	25-30 mph
Avon Avenue	n/a	collector	2	35 mph
Oakland Drive	n/a	collector north of Campbellton Rd; local south of Campbellton Rd	2	35 mph
Lee Street (northern section)	n/a	local	varies	35 mph
Lee Street (southern section)	SR 14/SR 139/SR 154/US 29	minor arterial	varies	35-40 mph
West Whitehall Street	SR 14/SR 139*/SR 154/US 29 *south of Abernathy Blvd only	minor arterial	varies	35 mph
Chapel Street	US 29	minor arterial	4	35 mph
Northside Drive	SR 3/US 19/US 29/US 41	principal arterial	6	35 mph
Metropolitan Parkway	SR 3/US 19/US 41	minor arterial south of Abernathy Blvd; principal arterial north of Abernathy Blvd	varies	35 mph
Lawton Street (northern section)	n/a	collector	varies	30 mph
Lawton Street (southern section)	n/a	local	2	30 mph
Hall Street	n/a	local south of Richland Rd; collector north of Richland Rd	2	25 mph
Joseph E. Lowery Boulevard	n/a	collector south of Abernathy Blvd; minor arterial north of Abernathy Blvd	varies	35 mph
Peeples Street (northern section)	n/a	local	2	25 mph
Peeples Street (southern section)	n/a	local	2	30 mph
Glenn Street	n/a	local	2	30 mph

Among the signalized intersections studied, the following locations operate in free mode:

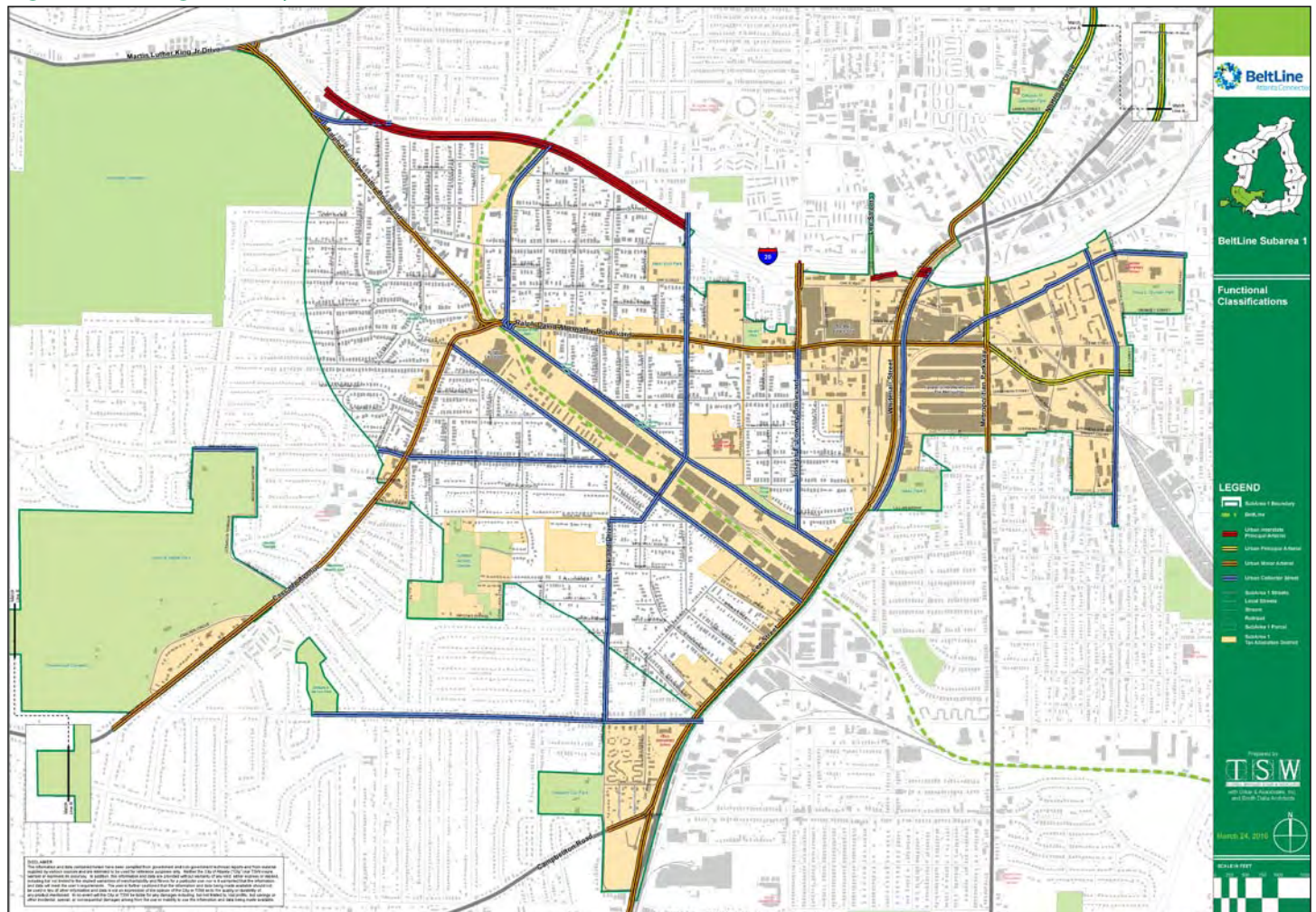
- RDA Boulevard/Glenn Street at Metropolitan Parkway
- RDA Boulevard at Langhorn Street/White Street
- RDA Boulevard at Cascade Road
- Cascade Road at Donnelly Avenue/Westwood Avenue

The remaining three signalized intersections use fixed cycle lengths for both the AM and PM peak periods. The two along Lee Street at Donnelly Avenue and White Street Extension have identical AM and PM peak period cycle lengths of 90 seconds. The third intersection at RDA Boulevard and Joseph E. Lowery Boulevard has AM cycle length of 90 seconds and PM cycle length of 100 seconds.



Langhorn Street's six lanes connect to Interstate 20 through a residential area

**Figure 2: Existing Roadway Classifications**





## Existing Rail and Bridge Infrastructure

Field observations were conducted of the existing rail and bridge infrastructure in Subarea 1 to ascertain how these elements are integrated into the overall transportation framework.

There is evidence of abandoned railroad on RDA Boulevard between Humphries Street and Bronner Brothers Drive. There is a Norfolk Southern railroad overpass with a clearance height of 13'-2". The existing cross-section provides adequate passage for eastbound and westbound traffic. This overpass appears to be good condition and is maintained.

Glenn Street passes under a Norfolk Southern railroad bridge with a clearance height of 9'-10". The existing cross-section provides a somewhat narrow cross-section. The bridge is currently being used and is in poor condition.

As White Street passes under Lawton Street, the clearance height, bridge name, and weight limits are not posted. This bridge is maintained and is in good condition.

The Lawton Street bridge passes over White Street. This bridge is currently in use, maintained, and is in good condition.

As Langhorn Street passes under I-20's east and westbound overpass, the cross-section is a five-lane median with adequate passage. The overpasses are in good condition and are maintained. No clearance height is posted.

There is a CSX railroad on Murphy Avenue that overpasses RDA Boulevard with a clearance height of 13'-7". The existing cross-section on RDA Boulevard provides a somewhat narrow passage for eastbound and westbound traffic traveling on RDA Boulevard. This overpass appears to be good condition and is maintained.

There is an elevated MARTA rail line that runs parallel to Lee Street from the West End MARTA Station south to the boundary of Subarea 1. This elevated rail line is currently in use and is maintained well.



A number of bridges and overpasses exist within the sub-area

As Lee Street crosses I-20, the cross-section is four lanes with adequate passage. The Lee Street Bridge connects the West End shopping district to the Atlanta University Center.

There is a CSX railroad that runs parallel to West Whitehall Street. The railroad begins at Van Buren Street and continues northeast to beyond the boundary of Subarea 1. The clearance height of 13'-7" is posted at RDA Boulevard.

There is evidence of abandoned railroad that runs parallel to and in between White Street and Donnelly Avenue, where the Atlanta BeltLine is located.



Walkability

One of the most important aspects of the Atlanta BeltLine is creating a multimodal transportation network that provides balanced capacity and safety for all travel modes, including pedestrians, bicycles, vehicles, and transit. However, because every trip starts and ends on foot, the quality of the walking experience is central to achieving this. As such, things that encourage people to walk, especially those that would otherwise drive, can benefit both their personal health and the overall health of communities. In doing so, trips made primarily by walking can increase from their current capture of 6 to 16 percent of all trips, according to 2001 National Household Transportation Survey data.

To better understand walking conditions in Subarea 1 a survey of pedestrian facilities was conducted and facilities were mapped as shown on the foldout map on the following page. From this survey, it was found that sidewalks in fair condition exist in much of the subarea, with exceptions identified herein.

Yet the presence of sidewalks alone is not enough to truly assess the walkability of an area. Other factors, including shade, the relationship of adjacent buildings to the sidewalk, and the form of a community can profoundly impact the propensity to walk. Many of these contextual factors are detailed in the Public Space Analysis on page 93, while the quality of the facilities themselves is emphasized here. The map on the following page shows the condition of sidewalks along all major streets in the subarea.

Table 2: Walkability Survey Topics & Subtopics

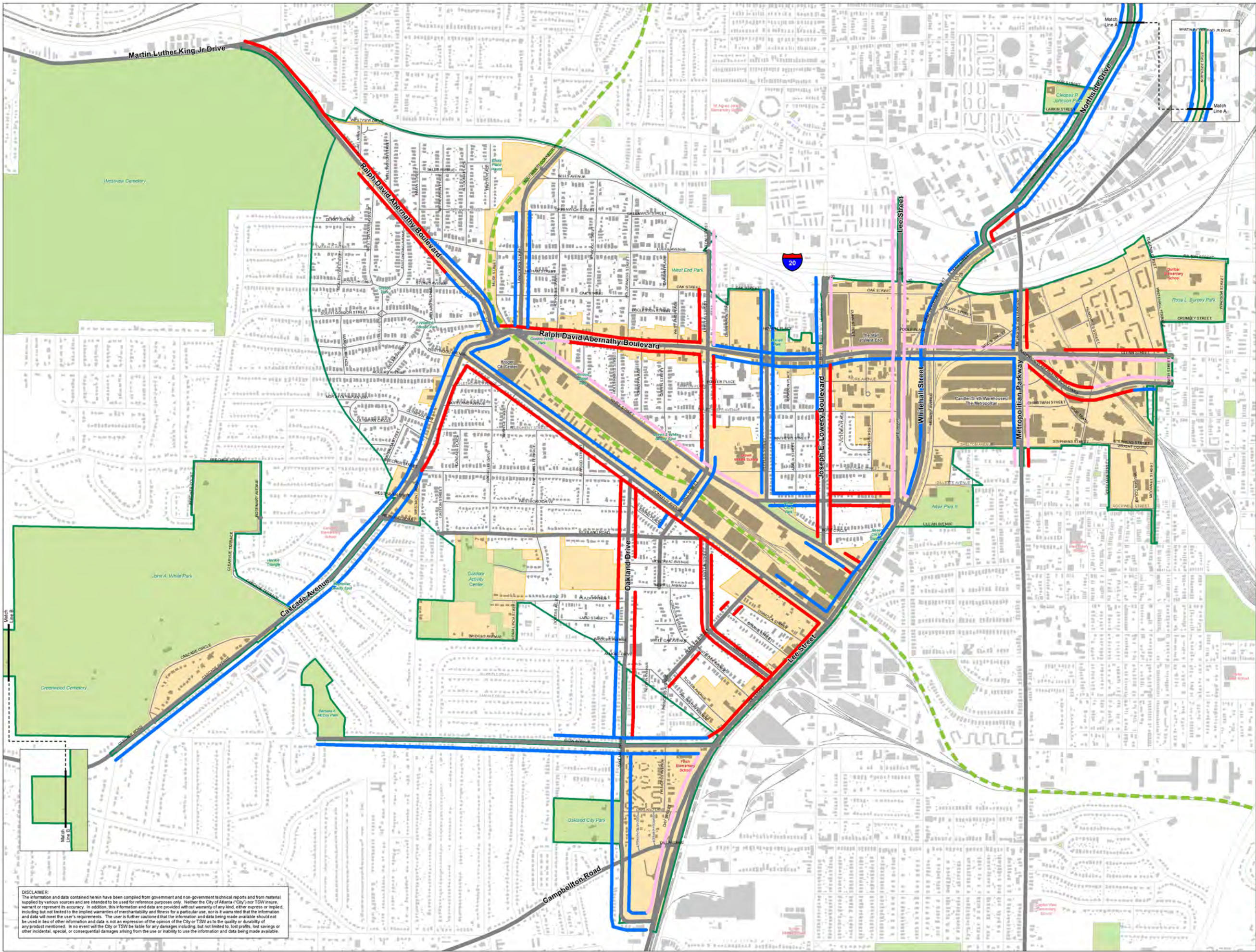
Walkability Survey Topics and Subtopics	
Topic	Subtopic
Pedestrian Facilities	1. Presence, Design, and Placement
	2. Quality, Condition, and Obstructions
	3. Continuity and Connectivity
	4. Lighting
	5. Visibility
Traffic	6. Access Management
	7. Traffic
Traffic Control Devices	8. Signs and Pavement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

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



Many sidewalks are in good repair, but do not feel safe or pleasant for walking





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**BeltLine Subarea 1**

**Sidewalk Inventory**

**LEGEND**

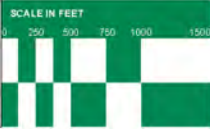
**Sidewalk Condition**

-  Poor
-  Fair
-  Good

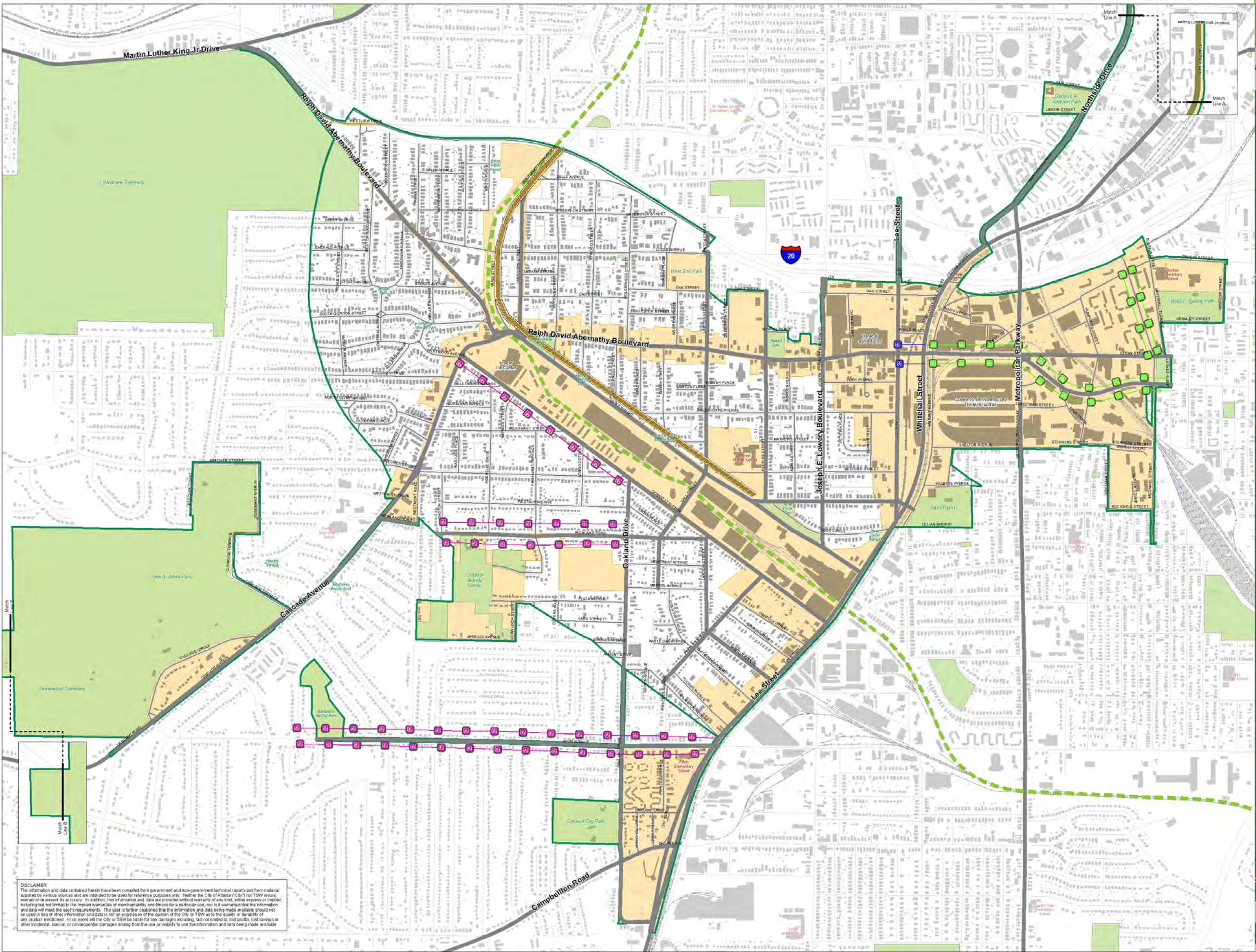
-  SubArea 1 Boundary
-  BeltLine
-  SubArea 1 Streets
-  Existing Street
-  Stream
-  Railroad
-  SubArea 1 Parcel
-  SubArea 1 Tax Allocation District

Prepared by  
  
with Grice & Associates, Inc.,  
and Smith Dalia Architects

December 6, 2010







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**BeltLine Subarea 1**

**Bikeability**

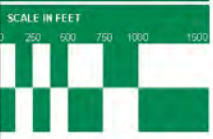
**LEGEND**

- Bike Facilities**
- Existing Bike Lane
  - Share The Road Signs Present
  - 'Suitable For Bikes'
  - Multi-Use Trail
  - SubArea 1 Boundary
  - BeltLine
  - SubArea 1 Streets
  - Existing Street
  - Stream
  - Railroad
  - SubArea 1 Parcel
  - SubArea 1 Tax Allocation District

\*Many streets throughout Subarea 1 are suitable for bikes, but these are more important connections on wider streets.

Prepared by  
**TSW**  
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December 6, 2010





## Bicycle Facilities

Bicycles are a quiet, clean, healthy, and enjoyable means of transportation and recreation during most of the year in Atlanta. Facilities for bicycles can take two major forms:

- **Bicycle trails** are generally 10-15 foot wide paved areas that permit travel in two directions. Lanes may or may not be striped.
- **Bicycle lanes** are striped, one-way on-street facilities. They are located next to the curb so cyclists move in the same direction as traffic and should be at least five feet wide. Lanes are necessary only on streets with vehicular speeds greater than 25 miles per hour, because cyclists on slower streets can ride safely with traffic.

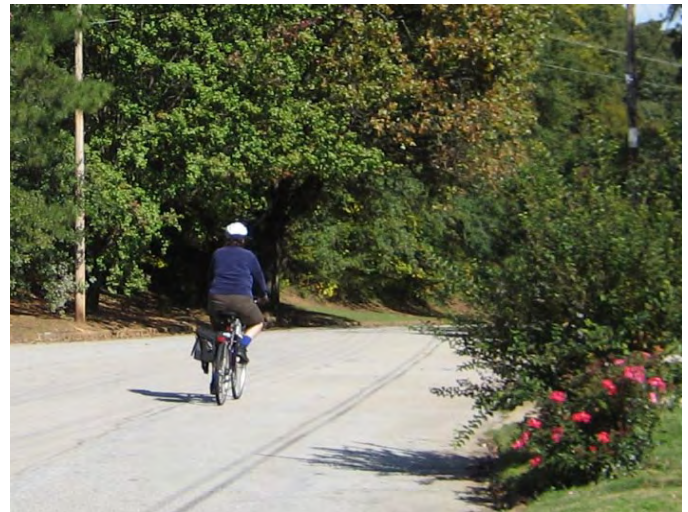
Additionally, **Bicycle Routes** are locations designated for bicycling. They may be trails, lanes, or simply locations where bicyclists share the road with vehicle traffic.

Subarea 1 currently has two on-street bicycle lanes and one multi-use trail. Those that do bicycle typically use vehicular lanes. In certain areas, lane widths and speeds are sufficient to safely accommodate bicycles, but in other areas, roadway width may be occupied by parked vehicles or vehicle speeds may be too high.

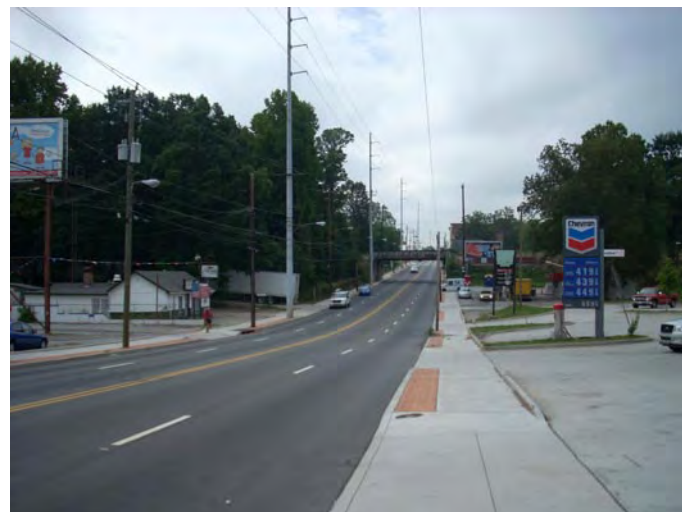
Bicycle lanes are found along McDaniel Street north of Ralph David Abernathy Boulevard, and along Ralph David Abernathy Boulevard from Smith Street to Murphy Avenue, with “Share the Road” signs between West Whitehall and Lee Streets. Where bike lanes do not exist, bicycling conditions vary, as shown in the preceding foldout map.

### Issues

- A number of high-speed roads create a dangerous cycling environment.
- Lack of connectivity to the BeltLine corridor discourages use, especially between Lee Street and RDA Boulevard.
- Options for off-street facilities connecting to the BeltLine are limited due to existing development patterns and street configurations.



Many streets in the subarea do not have bicycle facilities, but are narrow and comfortable for cycling



Major subarea 1 streets, including Metropolitan parkway, are hostile to bicyclists due to conflicts with speeding cars

- Extreme topographic discourages cycling in many areas.

### Opportunities

- Bicycle enhancements could be incorporated on arterial streets.
- Links could be created to existing public spaces.
- Connections could be created through existing public spaces.
- Along streets with limited right-of-way, sharrow markings could be used.



## Traffic Volumes

Different facilities and locations along them have different rates of use by drivers and pedestrians. These volumes are provided in this section.

Figure 3 shows the average daily traffic (ADT) volumes for 2008 and 2007. It is notable that 2008 volumes are lower than 2007 ones in almost all locations, probably due to the economic downturn that began in 2008. Similarly, Tables 3a and 3b show how this traffic behaves during peak hours at key intersections, while peak hour pedestrian counts are shown in Tables 4a and 4b.

The **Lee Street/West Whitehall Street** corridor carries the high highest volumes in the subarea. Lee Street has an ADT of 23,000 to 24,000, while West Whitehall Street has somewhat lower volumes in the 20,000 range.

subarea is between Lawton Street and Langhorn Street. East of Metropolitan Parkway, RDA Boulevard carries more traffic than Glenn Street.

The volumes on **Cascade Road** are lower in the residential area at the western edge of the subarea, and grow as it nears RDA Boulevard. Volumes southwest of RDA Boulevard are considerably higher than those northwest of Cascade Road, indicating that Cascade Road to RDA Boulevard is the predominant east-west connection in the subarea, which is borne out by the peak hour turning movement counts shown in Table 3a.

The volumes on **Joseph E. Lowery Boulevard** between RDA Boulevard and I-20 are the second highest in the area after Lee Street/West Whitehall Street, due to the interchange with I-20. The northbound and southbound volumes on Joseph E. Lowery Boulevard between RDA Boulevard and White Street are equivalent, even though

**Table 3a: Peak Hour Vehicle Volumes**

Intersection	Peak Hour	NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Cascade Rd & Donnelly Ave/ Westwood Ave	am	12	687	33	49	367	12	22	36	12	33	40	49
	pm	17	473	69	101	715	43	16	59	46	107	72	71
RDA Blvd & Cascade Rd	am	0	26	57	182	25	108	86	696	2	53	328	136
	pm	10	53	150	132	80	192	91	572	8	184	722	252
Langhorn St/ White St & RDA Blvd	am	50	59	2	96	142	200	293	502	71	0	272	23
	pm	116	43	1	100	208	341	247	544	72	0	705	22
JE Lowery Blvd & RDA Blvd	am	39	158	14	144	192	104	156	280	42	21	168	86
	pm	82	225	24	184	189	171	217	271	69	64	375	107
Lee St & S. Ashby St	am	230	906	–	–	344	14	8	–	131	–	–	–
	pm	152	556	–	–	973	25	32	–	200	–	–	–
Lee St & Donnelly Ave	am	103	1168	–	–	494	27	47	–	104	–	–	–
	pm	129	657	–	–	1111	48	54	–	121	–	–	–
Langhorn St & Sells Ave	am	–	143	336	74	373	–	–	–	–	–	–	–
	pm	–	105	307	129	552	–	–	–	–	–	–	–
Langhorn St & I-20 WB Off-Ramp	am	–	137	–	–	160	–	–	–	–	284	–	74
	pm	–	105	–	–	237	–	–	–	–	424	–	55

**Table 3b: Peak Hour Vehicle Volumes**

Intersection	Peak Hour	NB				SB				EB				WB				NWB			
		L	T	R	Hard R	Hard L	L	T	R	L	T	R	Hard R	Hard L	L	T	R	Hard L	L	R	Hard R
Metropolitan Pkwy & RDA Blvd	am	138	402	4	3	0	17	141	8	4	26	143	145	0	9	23	3	2	131	36	0
	pm	170	169	11	10	20	149	458	38	10	38	251	154	1	23	44	13	11	170	38	7

the road has two lanes northbound and one lane southbound for most of this distance. While volumes are considerably lower to the south of RDA Boulevard than they are to the north, given the residential land uses, it is likely that most traffic on this section of Joseph E. Lowery Boulevard is utilizing it to travel between I-20 and Lee Street, as is borne out by the turning movements shown in Table 3a.

**Langhorn Street** has a half-interchange with I-20, with an eastbound on-ramp (via Sells Avenue) and a westbound off-ramp. Volumes are not as high as on Joseph E. Lowery Boulevard, but they are higher than on RDA Boulevard northwest of Cascade Road, which has the next interchange to the west via Martin Luther King Jr. Drive, West Lake Avenue, and Anderson Avenue.

**Lee Street** has a half-interchange with I-20, with an eastbound on-ramp and a westbound off-ramp

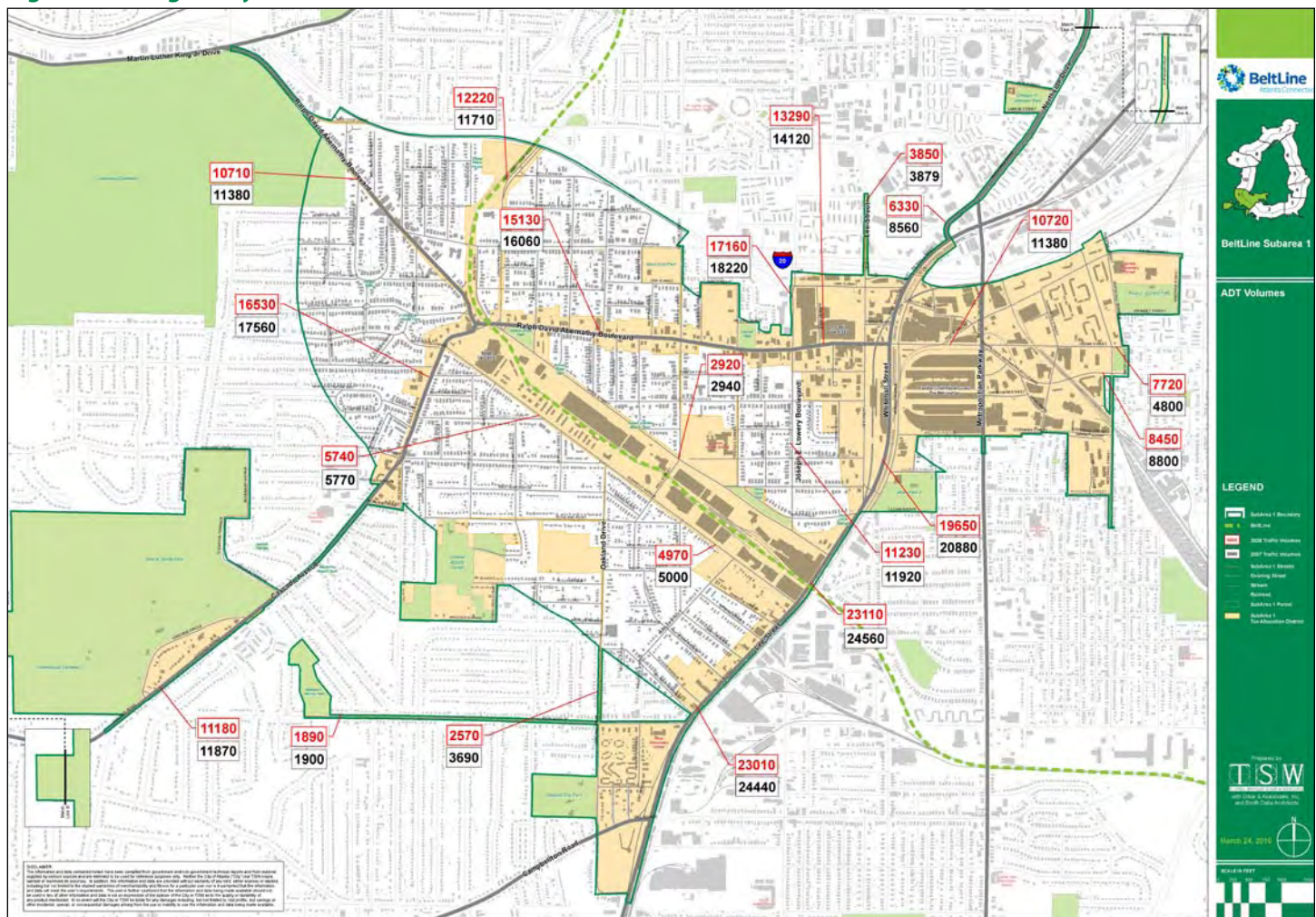
## The intersection with the highest pedestrian volume is Joseph E. Lowery Boulevard at Ralph David Abernathy Blvd.

(via Park Street). Volumes north of I-20 are less than 4,000, which is reasonable since this section of Lee Street serves the Atlanta University Center.

Of the collector streets in Subarea 1, Joseph E. Lowery Boulevard (between RDA Boulevard and White Street) and Langhorn Street carry the highest volumes, with volumes twice as high as on Donnelly Avenue, the next highest-volume collector.

Volumes on **Donnelly Avenue** are higher than those on **White Street**. They are parallel streets 700 feet apart connecting Lee Street to Cascade Road

**Figure 3: Average Daily Traffic Counts**



and RDA Boulevard. However, Donnelly Avenue is a collector for the large residential area south of the Atlanta BeltLine, intersecting ten residential streets. White Street shares traffic from the smaller residential area between RDA Boulevard and the BeltLine with RDA Boulevard and intersects only three residential streets. There are currently no roadway connections between Donnelly Avenue and White Street except at their ends. New connections created with the Atlanta BeltLine could balance volumes between the two.

The heavy vehicle percentages on Subarea 1 roadways vary from 1 percent on Lee Street to 5 percent on Metropolitan Parkway. The intersection with the highest bus volumes is Langhorn Street/White Street at RDA Boulevard. The intersection with the highest truck volumes is Metropolitan Parkway at RDA Boulevard/Glenn Street.

The intersection with the highest pedestrian volumes is Joseph E. Lowery Boulevard at RDA Boulevard, because of the concentration of commercial establishments in the vicinity.

**Table 4a: Peak Hour Pedestrian Volumes**

Intersection	Peak Hour	NB	SB	EB	WB
Cascade Rd & Donnelly Ave/Westwood Ave	am	4	2	5	4
	pm	5	12	14	11
RDA Blvd & Cascade Rd	am	3	9	6	1
	pm	12	37	15	24
Langhorn St/White St & RDA Blvd	am	1	1	10	2
	pm	2	0	5	5
JE Lowery Blvd & RDA Blvd	am	8	9	18	13
	pm	24	24	41	66
Lee St & S. Ashby St	am	10	3	2	–
	pm	2	1	1	–
Lee St & Donnelly Ave	am	12	12	4	–
	pm	9	13	5	–
Langhorn St & Sells Ave	am	0	0	–	0
	pm	1	0	–	0
Langhorn St & I-20 WB Off-Ramp	am	0	0	–	0
	pm	8	0	–	0

**Table 4b: Peak Hour Pedestrian Volumes**

Intersection	Peak Hour	NB	SB	EB	WB	NWB
Metropolitan Pkwy & RDA Blvd	am	3	7	6	0	5
	pm	4	4	9	0	12



## Public Transportation

Adequate transit service to provide transportation alternatives for those with and without vehicles is critical to this community. Area residents, businesses, employees, students, and patrons rely on transit service. There are fifteen bus routes and two MARTA rail stations in the subarea.

Route 11 runs from Bankhead Station to Vine City Station to West End Station along Northside Drive, Chapel Street, West Whitehall Street, Lee Street, and RDA Boulevard.

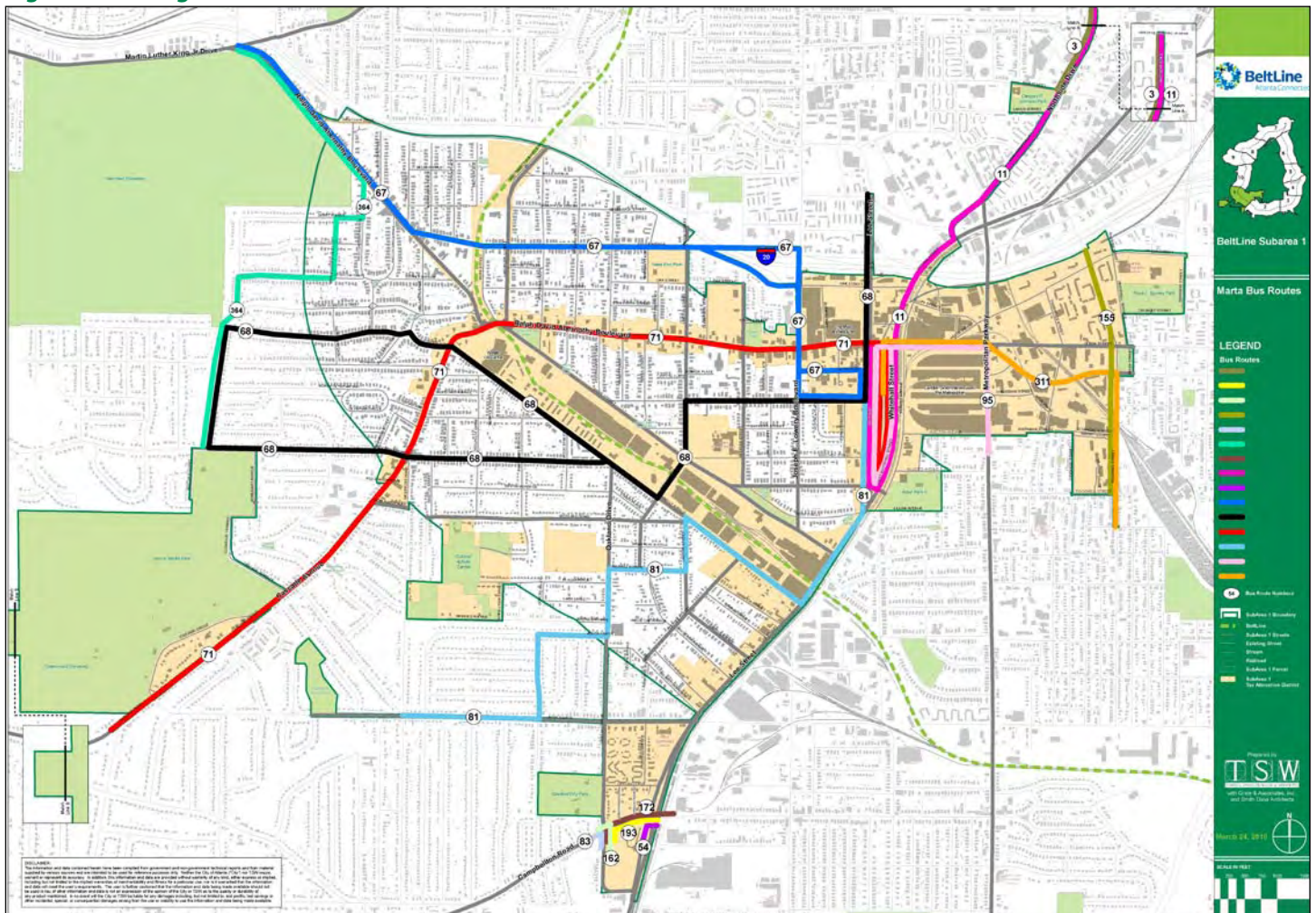
Route 67 provides for local circulation in the subarea. It runs from West Lake Station to West End Station along RDA Boulevard, Lucile Avenue, Oak Street, Joseph E. Lowery Boulevard, Oglethorpe Avenue, Lee Street, and York Avenue.



The subarea is served by fifteen bus routes

Route 68 runs from Ashby Station to Atlanta University Center to West End Station to John A. White Park along Lee Street, Oglethorpe Avenue,

**Figure 4: Existing Bus Routes**





Lawton Street, Donnelly Avenue, Beecher Street, South Gordon Street, and Westwood Avenue.

Route 71 runs from West End Station to near the interchange of I-285 and Cascade Road along West Whitehall Street, Lee Street, RDA Boulevard, and Cascade Road.

Route 81 runs from West End Station to Adams Park along Lee Street, Donnelly Avenue, Lawton Street, Merrill Avenue, Oakland Drive, Almont Drive, Wyland Drive, and Avon Avenue.

Route 95 runs from West End Station to Atlanta Technical College and Atlanta Metropolitan College to near the interchange of I-75 and Old Dixie Highway. It runs along West Whitehall Street, Lee Street, RDA Boulevard, and Metropolitan Parkway.

The West End MARTA Station, which is on the Red/Yellow rail line, has an average weekday ridership of approximately 7,267 people, an average Saturday ridership of 5,055, and an average Sunday ridership of 3,283. This station ranks 8th out of 38 total rail stations in weekday ridership.

**The West End MARTA Station has an average of 7,267 weekday boardings.**

The Oakland City MARTA Station, which is on the Red/Yellow rail line, has an average weekday ridership of approximately 5,436 people, an average Saturday ridership of 3,522, and an average Sunday ridership of 2,556. This station ranks 16th out of 38 total rail stations in weekday ridership.

**Table 5. MARTA Bus Routes in Subarea 1**

Route	Rail Stations Served	Weekday Ridership	Saturday Ridership	Sunday Ridership
3 - Martin Luther King Jr. Dr	H. E. Holmes, West Lake, Five Points	1,464	976	695
11 - English Avenue/AUC	Bankhead, Vine City, West End	1498	1065	869
54 - Empire Boulevard/Polar Rock	Oakland City	1975	1028	741
67- West End	West Lake, West End	951	567	397
68 - Donnelly	Ashby, West End	1117	643	464
71 - Cascade Road	West End	3802	2790	1906
81 - Venetian Drive/Adams Park	West End	1074	787	650
83 - Campbellton Road/Greenbriar*	Oakland City, Barge Road Park & Ride lot	5505	4255	2721
95 - Hapeville/Metropolitan Parkway	West End	3558	2054	1282
155 - McDaniel Street/Lakewood Avenue	Georgia State, Five Points	1827	1179	888
162 - Delowe Drive/Alison Court	Oakland City	2560	1589	1220
172 - Sylvan Road/Hapeville	Oakland City	829	599	425
193 - Sylvan Hills	Oakland City, East Point	817	376	268
311 - McDaniel Street/Pittsburgh**	West End	291	no weekend service	
364 - Beecher**	West Lake	333	126	92

\*This route has the second highest weekday ridership, the highest Saturday ridership, and the second highest Sunday ridership in the city.

\*\*Small vehicle route

## Superblocks

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 often bar through traffic. These superblocks, although once popular, have over time lost their appeal since 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 block size varies by city. In Chicago, the typical size is approximately 330 by 660 feet, while in New York, 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 twelve acres are considered superblocks.

To determine the existence of super blocks in Subarea 1, a map was produced showing existing block sizes, as shown in Figure 5.

The majority of the blocks in Subarea 1 are small- to medium-sized blocks, but there are 29 superblocks wholly or mostly within the subarea. These are summarized below:

- Superblock B houses a potential Enota Park expansion. As part this, additional pedestrian and bicycle connections will be created.



Blocks of between 200 and 600 feet can accommodate a range of uses and support a balanced transportation system

- Superblocks C, E, and G are residential blocks in the Westview neighborhood that have a normal length in one direction, but much longer length the other. It is assumed that this was considered desirable when the neighborhood was laid out and was done to maximize the number of houses on streets closest to nearby trolley stops.
- Superblock I contains John A. White Park and Greenwood Cemetery. Opportunities for pedestrian and bicycle connections through John A. White Park should be considered.
- Superblock J is a residential block. It is a normal to narrow block length in one direction, but much longer in the other direction.
- Superblock K is almost not a superblock. Atwood Street penetrates Superblock K almost to White Street. It is likely that pedestrians are already using Atwood Street to access White Street. As the area redevelops, consideration should be given to connecting Atwood Street to White Street to provide connectivity for all users.
- Superblock L is a residential block with commercial development along RDA Boulevard. Lawton Place penetrates Superblock L as a cul-de-sac. As the area redevelops, consideration should be given to connecting Lawton Place to Queen Street, which would reduce the block size.



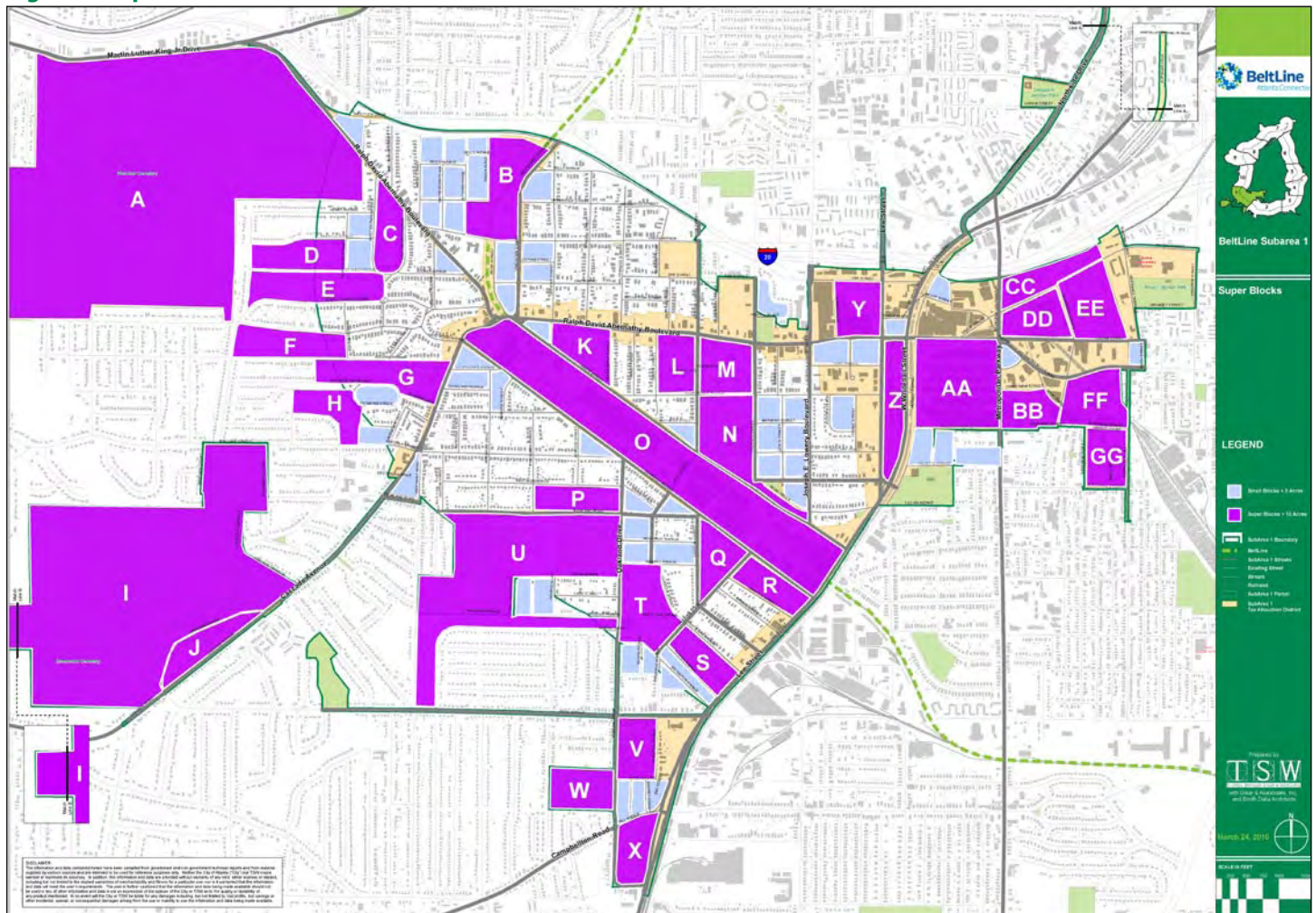
**A superblock is a street block that is typically larger than the traditional blocks found in an urban setting or context.**

- Superblock M has a mixture of uses. Foster Place penetrates Superblock M as a cul-de-sac. As the area redevelops, consideration should be given to connecting Foster Place to Peeples Street, which would reduce the block size.
- Superblock N is a special site since it contains Brown Middle School and Rose Circle Park. The school system's concerns regarding increased vehicular, pedestrian, and bicycle traffic near a school should be considered before connectivity is added in this area. Rose Circle Park provides pedestrian connections between White Street Extension and Rose Circle. Connecting Beecher

Street to White Street or to Lawton Street would reduce the size of the block. Connecting Peeples Street or White Street to White Street Extension would also reduce the size of the superblock.

- Superblock O is where the BeltLine will be. The street and trail connections proposed as part of the BeltLine will provide access to the area.
- Superblock P is a residential block. It is a normal block length in one direction, but much longer in the other direction.
- Superblock Q is a residential block. It is triangular in shape, with the block face along Donnelly Avenue being approximately 1,000 feet long, and the other two being well over 1,000 feet. There is a large piece of vacant land at the corner of Donnelly Avenue and Peeples Street; as the area redevelops, consideration should be given to extending Merrill Avenue to Peeples Street, which would reduce the block size.

**Figure 5: Superblocks Within Subarea 1**





length in one direction, but a much longer one in the other.

- Superblock R has a mixture of uses. As the area redevelops, the opportunity for additional connections should be considered.
- Superblock S is a residential block with commercial development along Lee Street.
- Superblock T is mostly residential, with commercial uses along Oakland Drive. As the commercial sites redevelop, the opportunity for additional connections should be considered.
- Superblock U contains the Outdoor Activity Center. The opportunity for additional pedestrian and bicycle connections through the Outdoor Activity Center should be considered.
- Superblock V is a residential block. Oakland Terrace penetrates Superblock V as a cul-de-sac. As the area redevelops, consideration should be given to connecting Oakland Terrace to Princess Avenue, which would reduce the block size.
- Superblock W houses Oakland City Park. While there are no streets through it, there are connections to Oakland Drive and Epworth Street.
- Superblock X contains the Oakland City MARTA Station. The opportunity for additional pedestrian and bicycle connections through the MARTA site should be considered.
- Superblock Y contains the West End Mall. While there are no public streets through the mall parking lot, the parking lot has driveways onto RDA Boulevard, Lee Street, and Oak Street. The connections through the parking lot are probably more attractive to vehicles and cyclists than to pedestrians.
- Superblock Z contains the West End MARTA Station. While there are no streets through the MARTA site, there are connections to West Whitehall Street and Lee Street.
- Superblocks AA, BB, CC, DD, EE, FF, and GG are industrial; as the area redevelops, additional connections should be considered.

There are four superblocks that are partially within Subarea 1. Superblock A contains Westview Cemetery. Superblocks D, F, and H are blocks in the Westview neighborhood that have a normal

## Street Connectivity

The term “street connectivity” looks at how well a road or pedestrian system connects points of origins to points of destinations. This measure does not only look at the directness of links but also focuses on the density of connections within a system. A highly connected area usually possesses a dense system of parallel routes and cross-connections within an area which typically form a grid-like pattern of arterial, collector and local streets; 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; and pedestrian and bicycle connections where street connections are not possible due to barriers to connectivity. (CPW, University of Oregon, 2003)

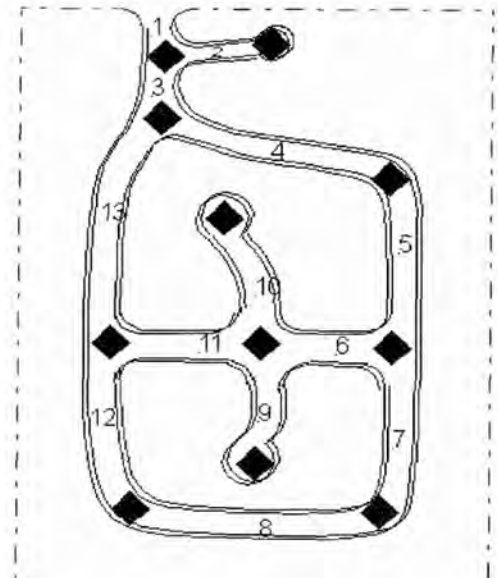
Street connectivity studies conducted in 1997 by Metro, the Portland Metropolitan Area’s elected regional government, found that in general:

- 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 increase 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 ten to sixteen connections per mile) achieves the most cost effective method of improving regional street flow.
- Street Connectivity ultimately improves livability.

This does not go to say 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

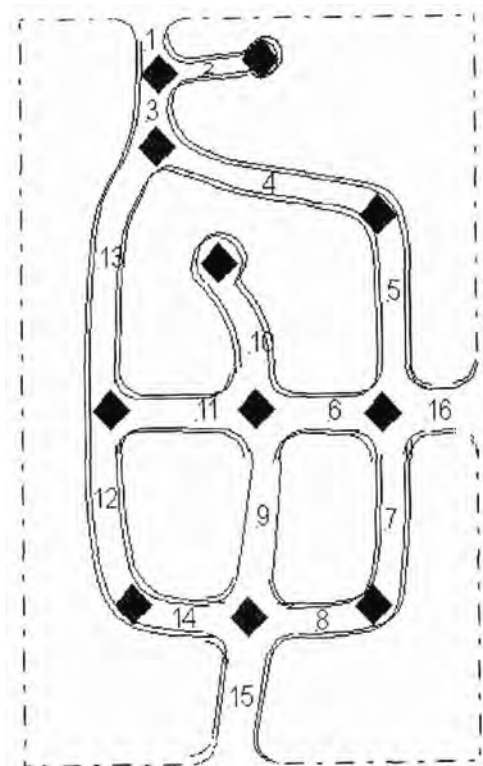
Below is an example of a network that does not meet the minimum ratio:

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



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

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



capacity on major streets due to new intersections. However, mitigation measures can be adopted to reduce these externalities.

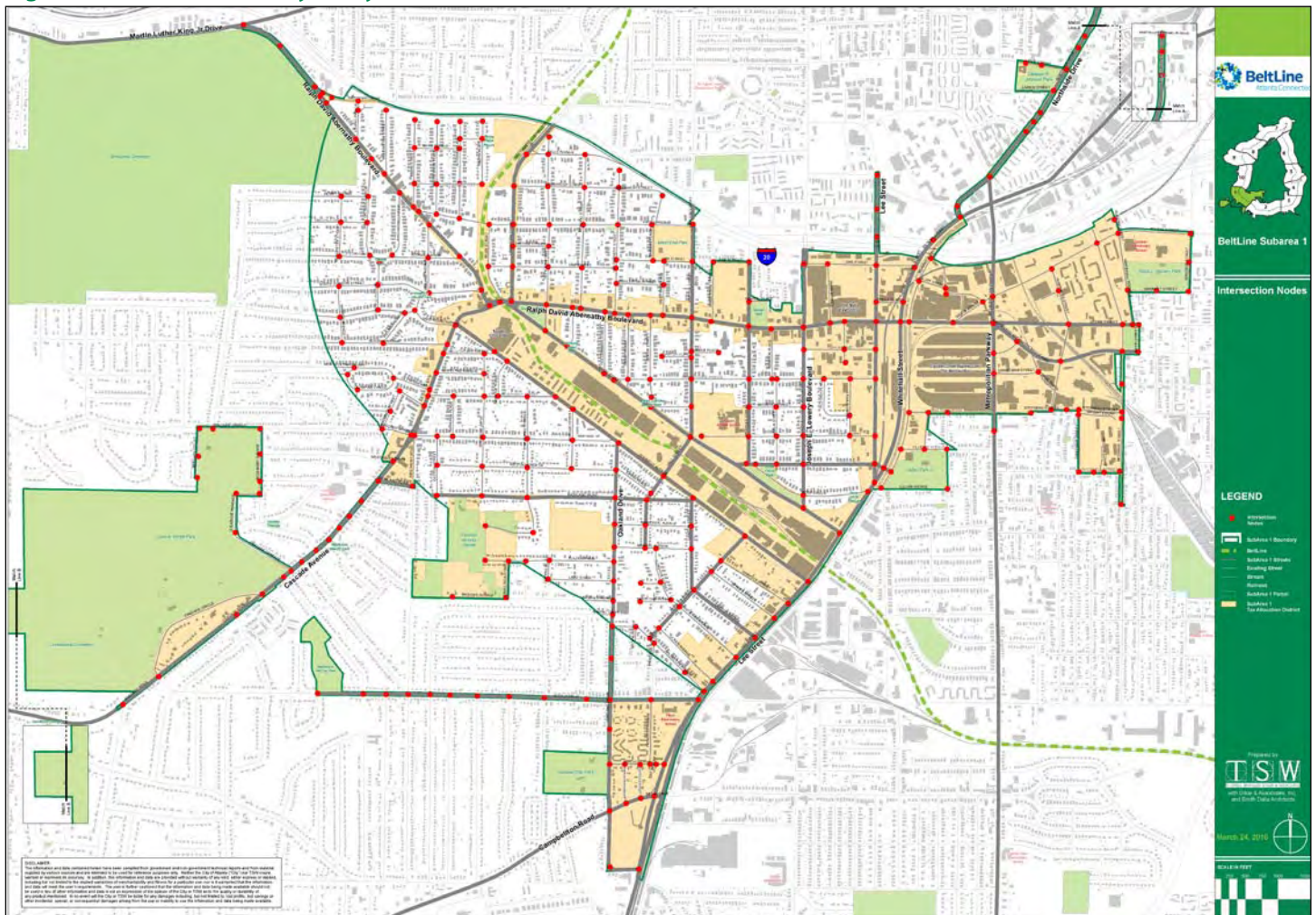
To determine connectivity of Subarea 1, a connectivity index was used. A connectivity index can be used to determine, quantitatively, the level of an area's connectivity. There are several different methods which can be used to determine the level of street connectivity in an area; however, for this 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 in the system. A minimum connectivity index value of approximately 1.4 is required for a "walkable" community.

There are approximately 369 nodes and 548 associated links in Subarea 1. The connectivity index produced in this Subarea was 1.49, which exceeds

the minimum connectivity value of 1.4 needed to support a walkable community.

The index obtained for Subarea 1 gives a general indication of the street connectivity. A higher index usually means that travelers have increased choices, which allow for more direct connections between points of origins and destinations. While this serves as a general guide to the street connectivity, there are several limitations to the process, including: street information for the area may not be complete; connectivity levels for motorized and non-motorized modes may differ; and 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 even though these paths do increase the overall connectivity of the system.

**Figure 6: Street Connectivity Analysis**





## Safety Analysis

A safety analysis was performed on the study intersections and key corridors to determine the crash rate and associated impacts. As part of the assessment, crash data was collected from the Georgia Department of Transportation (GDOT) and was evaluated along with the related traffic volumes.

### Safety Analysis - Intersections

Crash data was gathered for each of the study intersections for the years 2005 through 2008. Crash data was synthesized to determine the total number of crashes in each year, as well as the manner in which they occur. The calculation of the key intersection crash rates show the number of crashes per million entering vehicles (MEV), as shown in the formula below.

$$\text{Crash Rate} = \frac{[(\text{avg. crashes per year}) \times (10^6)]}{[365 \times (\text{segment length}) \times \text{AADT}]}$$

AADT = annual average daily traffic

Crash rates were calculated for all study intersections over a four-year period and are summarized in Table 6. Among these intersections, Langhorn Street at the I-20 westbound off-ramp has the highest rate and Lee Street at White Street Extension the lowest.

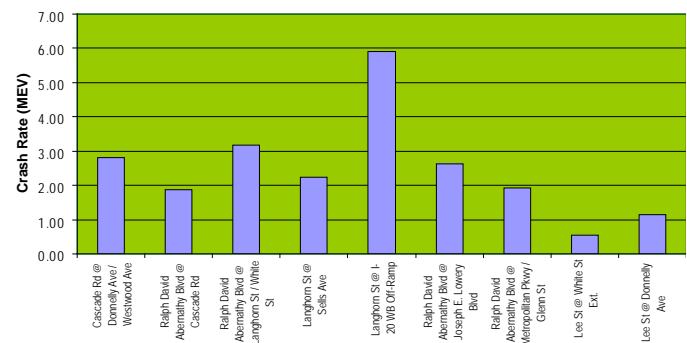
There is a great difference between the two locations as shown in Figure 7. This disparity is due to the high number of crashes and low traffic volume at the intersection of Langhorn Street and the I-20 westbound off-ramp, and the low number of crashes and relatively high volume at the intersection of Lee Street and White Street. Among the intersections reviewed, the following have the highest total number of crashes:

- RDA Boulevard and Langhorn Street/White Street (105 crashes)
- RDA Boulevard and Joseph E. Lowery Boulevard (105 crashes)
- RDA Boulevard and Metropolitan Parkway (86 crashes)

**Table 6: Key Intersections Crash Summary**

Intersection	Number of Years	Number of Crashes	ADT	Crash Rate
Cascade Rd @ Donnelly Ave / Westwood Ave	4	83	20278	2.80
Ralph David Abernathy Blvd @ Cascade Rd	4	66	24237	1.87
Ralph David Abernathy Blvd @ Langhorn St / White St	4	105	22700	3.17
Langhorn St @ Sells Ave	4	35	10656	2.25
Langhorn St @ I-20 WB Off-Ramp	4	83	9610	5.92
Ralph David Abernathy Blvd @ Joseph E. Lowery Blvd	4	105	27485	2.62
Ralph David Abernathy Blvd @ Metropolitan Pkwy / Glenn St	4	86	30630	1.92
Lee St @ White St Ext.	4	20	24570	0.56
Lee St @ Donnelly Ave	4	43	25595	1.15

**Figure 7: Key Intersection Crash Rates**



- Cascade Road and Donnelly Avenue/Westwood Avenue (83 crashes)
- Langhorn Street and I-20 westbound off-ramp (83 crashes)

The intersections with the lowest number of crashes (less than 50 crashes over a four-year period) are:

- Lee Street and Donnelly Avenue (43 crashes)
- Langhorn Street and Sells Ave (35 crashes)
- Lee Street and White St. Extension (20 crashes)

The intersection of **RDA Boulevard and Langhorn Street/White Street** had a total of 105 crashes from 2005 through 2008. There was a large increase in crashes between 2005 and 2006. However, between 2006 and 2007 there was a drastic reduction. Table 7 shows the number of crashes and how they occur. The majority of the collisions occurred in an angle and rear-end manner throughout the study years. The crash rate for this intersection is 3.17, which is the second highest crash rate of the study intersections, but still only about half of what

the crash rate is at Langhorn Street and the I-20 westbound off-ramp.

The intersection of **Langhorn Street and the I-20 westbound off-ramp** had a total of 83 crashes from 2005 through 2008. There was an increase in crashes between 2005 and 2006 and a gradual reduction between 2006 and 2008. Table 8 shows the number of crashes and how they happened. Most of the collisions occurred in an angle, rear-end and sideswipe (same direction) manner throughout the study years. This intersection has an extremely high crash rate. The crash rate is 5.92, which is the highest of the study intersections and 11 times that of the Lee Street at White Street Extension location, which is the lowest.

### Safety Analysis - Corridors

Crash data for the key corridors was collected for 2005 through 2008 and used to calculate the crash rate for the key segments in Subarea 1. The rate is expressed as the number of crashes per 100 million vehicle miles (MVM) traveled, as expressed by:

The calculated rates were then compared to the statewide averages based on functional classification. The two applicable classifications are urban minor arterial and urban collector street. A summary of the results is shown in Table 9.

As illustrated in Figure 10, each of the roadway segments studied resulted in a higher crash rate when compared to the statewide average for the respective classification. Of these, White Street has the highest crash rate and Lee Street the lowest.

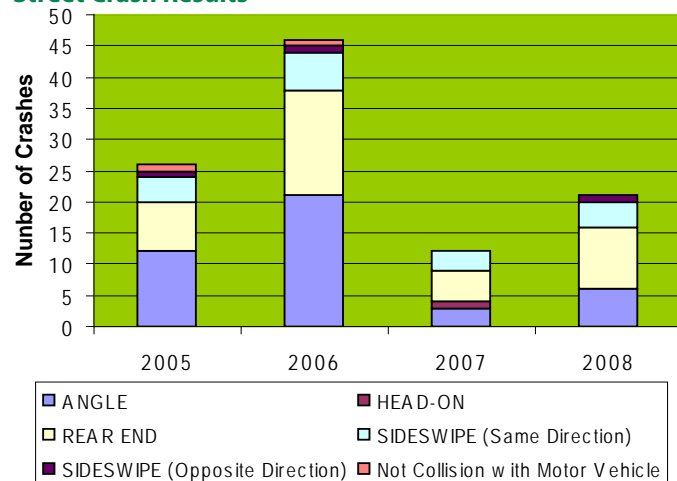
RDA Boulevard has the highest number of crashes, and the second highest crash rate, of all the corridors investigated. The total number of crashes over the four-year period is 929. It should be noted that RDA Boulevard is also the longest segment studied. The crash rate is 2127, which is over four times the statewide average for urban minor arterials.

Langhorn Street has a crash rate of 2070 per 100 MVM, which is approximately five times the statewide average for urban collectors. Among corridors studied, the rate is similar to that of RDA Boulevard.

**Table 7: RDA Boulevard and Langhorn Street/White Street Crash Results**

Manner of Collision	2005	2006	2007	2008	Total
ANGLE	12	21	3	6	42
HEAD-ON	0	0	1	0	1
REAR END	8	17	5	10	40
SIDESWIPE (Same Direction)	4	6	3	4	17
SIDESWIPE (Opposite Direction)	1	1	0	1	3
Not Collision with Motor Vehicle	1	1	0	0	2
<b>Total Crashes</b>	<b>26</b>	<b>46</b>	<b>12</b>	<b>21</b>	<b>105</b>
<b>Crash Rate = 3.17</b>					

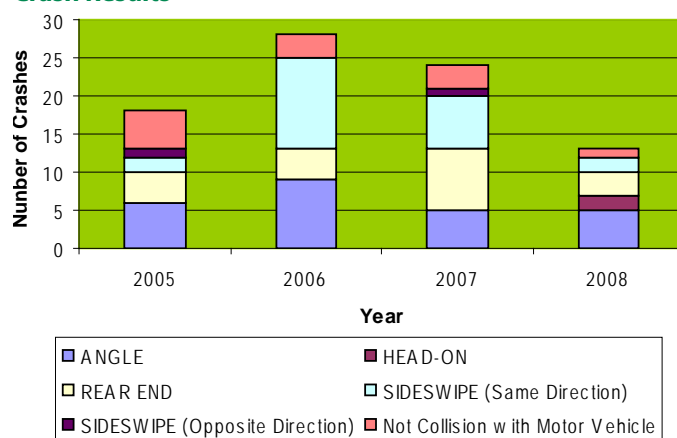
**Figure 8: RDA Boulevard and Langhorn Street/White Street Crash Results**



**Table 8: Langhorn Street and I-20 Westbound Off-Ramp Crash Results**

Manner of Collision	2005	2006	2007	2008	Total
ANGLE	6	9	5	5	25
HEAD-ON	0	0	0	2	2
REAR END	4	4	8	3	19
SIDESWIPE (Same Direction)	2	12	7	2	23
SIDESWIPE (Opposite Direction)	1	0	1	0	2
Not Collision with Motor Vehicle	5	3	3	1	12
<b>Total Crashes</b>	<b>18</b>	<b>28</b>	<b>24</b>	<b>13</b>	<b>83</b>
<b>Crash Rate = 5.92</b>					

**Figure 9: Langhorn Street and I-20 Westbound Off-Ramp Crash Results**



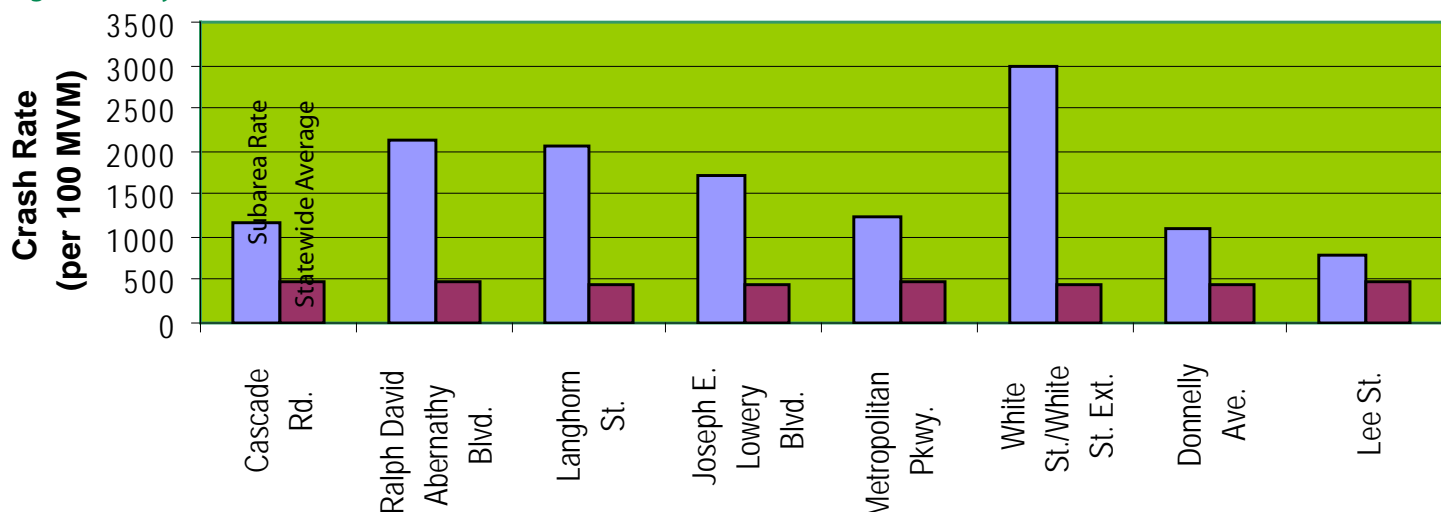


White Street/White Street Extension runs next to the Atlanta BeltLine and has the highest crash rate and the lowest ADT of all the corridors investigated. The number of crashes over the four-year period is only 150 but due to the low ADT of 2,920 vehicles per day, the rate derived is very high, at 2,982 or seven times the state average.

**Table 9: Key Corridor Crash Rates**

Corridor	Classification	Years	Crashes	AADT	Roadway Segment	Crash Rate	Statewide Average
				(vpd)	(miles)	(per 100 MVM)	(per 100 MVM)
Cascade Rd.	Urban Minor Arterial	4	390	13855	1.65	1168	471
Ralph David Abernathy Blvd.	Urban Minor Arterial	4	929	12463	2.40	2127	471
Langhorn St.	Urban Collector Street	4	288	12220	0.78	2070	443
Joseph E. Lowery Blvd.	Urban Collector/ Urban Minor Arterial	4	255	14195	0.72	1709	443
Metropolitan Pkwy.	Urban Minor Arterial/ Urban Principal Arterial	4	202	17185	0.65	1239	471
White St./White St. Ext.	Urban Collector Street	4	150	2920	1.18	2982	443
Donnelly Ave.	Urban Collector Street	4	101	4970	1.28	1087	443
Lee St.	Urban Minor Arterial	4	375	23060	1.40	796	471

**Figure 10: Key Corridor Crash Rates**

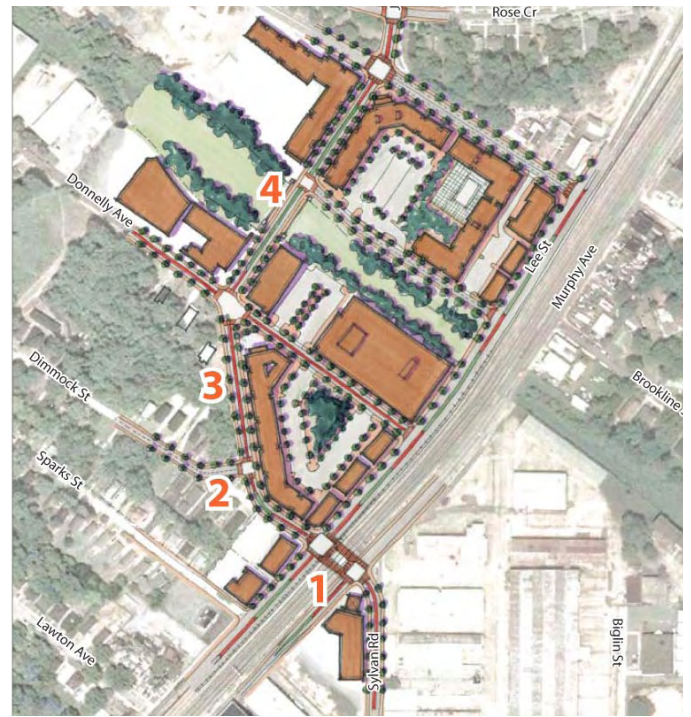


## Previous Transportation Plans

Many transportation projects are currently planned or underway in the subarea. All major corridors have some form of proposed projects, including potential roadway and intersection improvements, pedestrian facilities, and future greenways. 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 Atlanta BeltLine. The existing studies and plans that were reviewed for transportation projects in the subarea are discussed here. Projects are given specific numbers and mapped on the Planned Projects map.

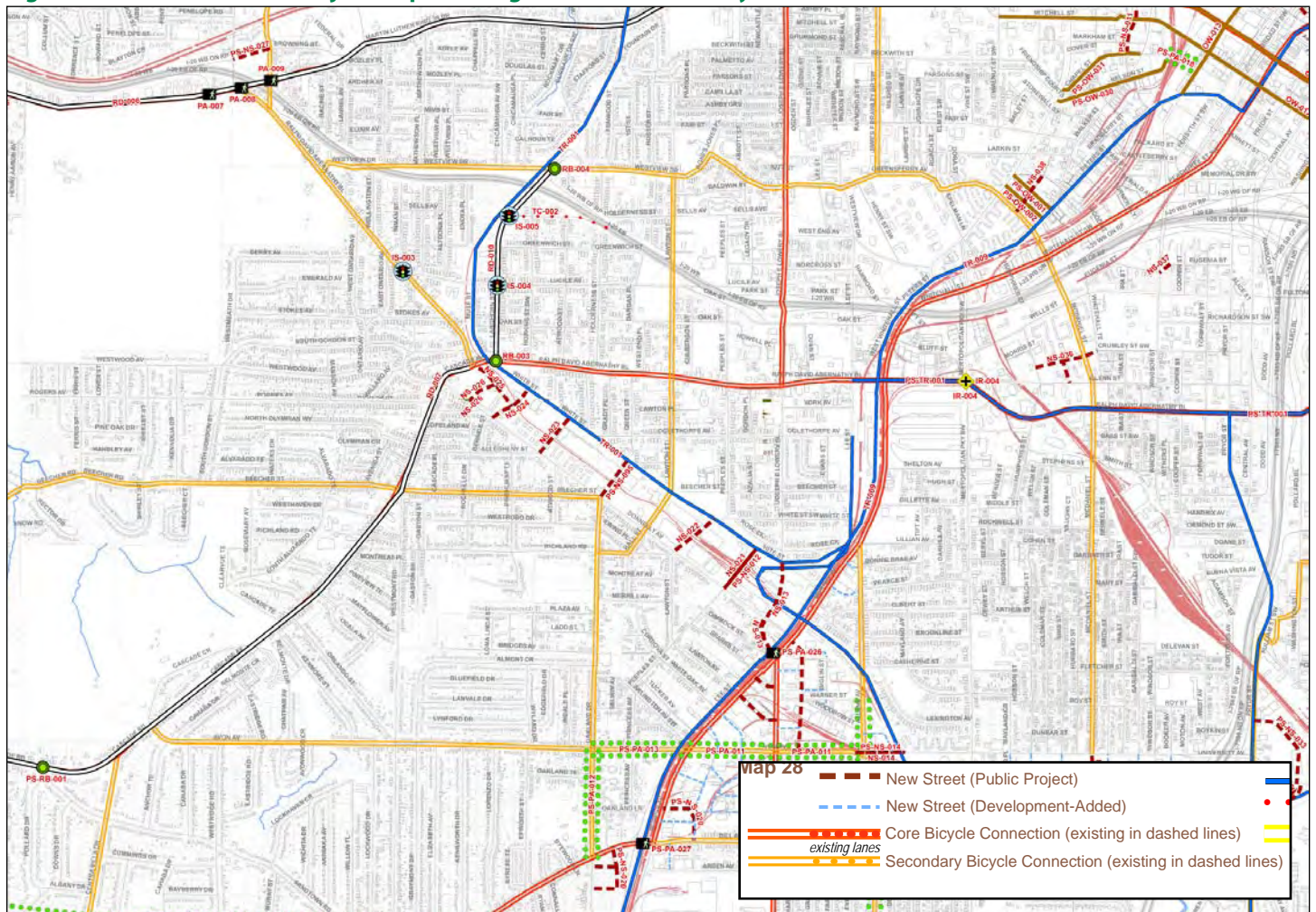
### Connect Atlanta Plan (2008)

The Connect Atlanta Plan is the City of Atlanta's comprehensive transportation plan (CTP). Many of the transportation improvements included in



This graphic from Connect Atlanta shows how Joseph E. Lowery Boulevard could connect to Sylvan Road

**Figure 11: Connect Atlanta Project Map Showing New Streets and Bicycle Connections**





earlier studies were incorporated into this plan. It included the following projects within subarea 1:

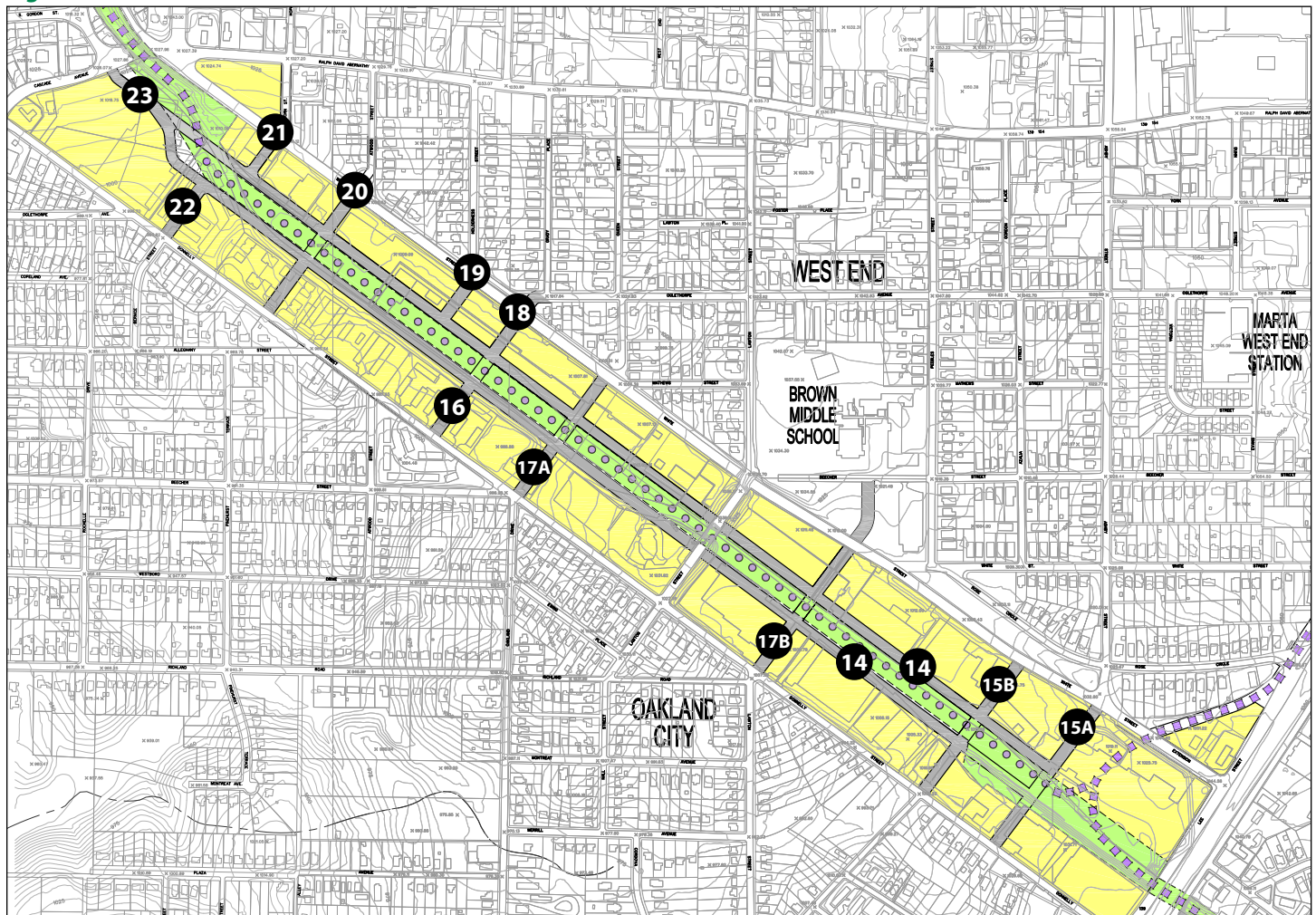
- Peachtree Streetcar from Downtown to Fort McPherson - 4.9 miles of streetcar operating in mixed traffic in the outside lane with limited reconstruction of Trinity Avenue, Peters Street, and Lee Street is anticipated in this section. This is a high priority transit project.
- Ralph David Abernathy Streetcar from the West End MARTA Station to Grant Park – this is a low priority transit project.

The plan also included these bicycle segments:

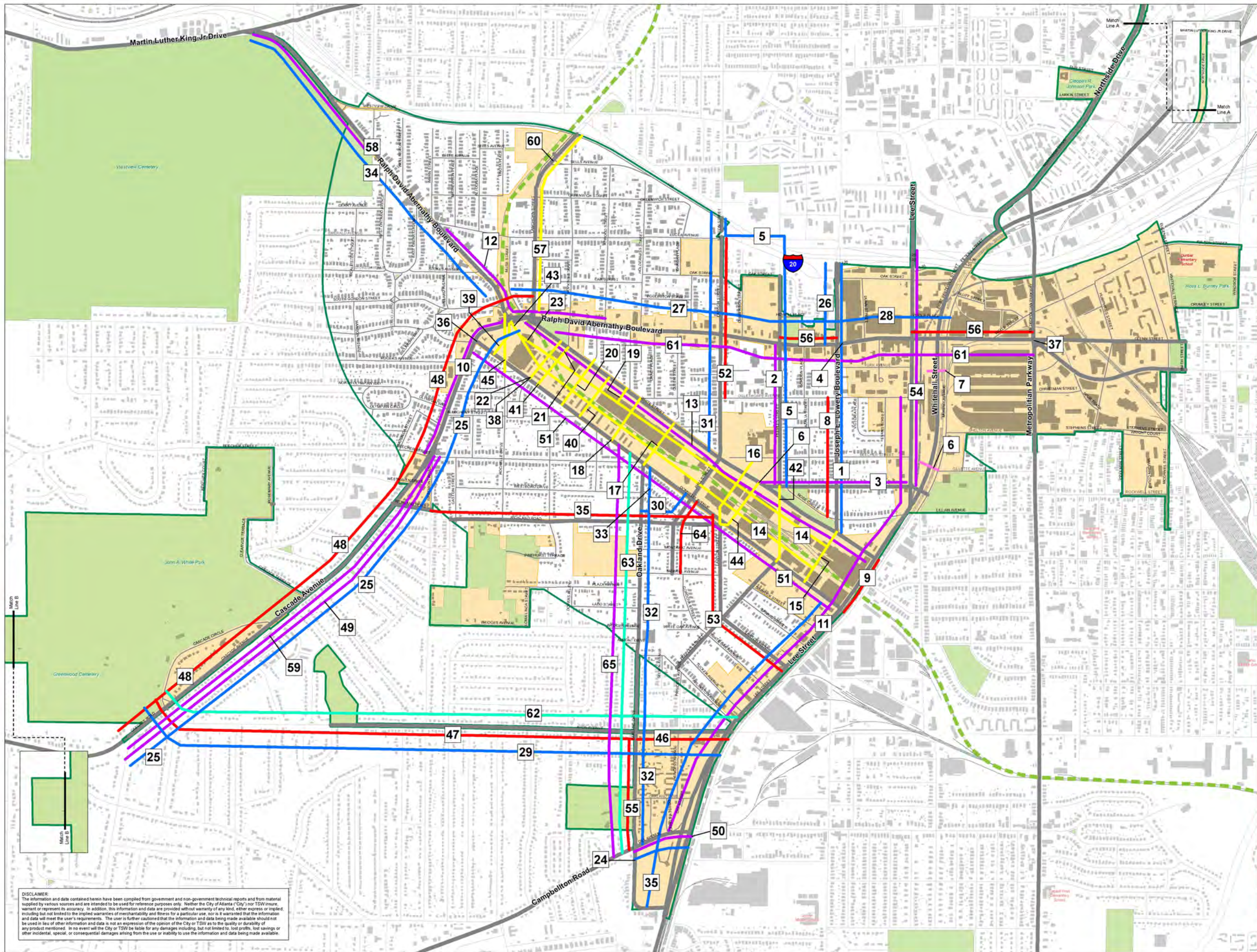
- Campbellton Road from Childress Drive to Lee Street/Oakland City MARTA Station, core connection (#24)
- Cascade Road from Centra Villa Drive to RDA Boulevard, core connection (#25)

- Joseph E. Lowery Boulevard from Martin Luther King Jr. Drive to RDA Boulevard, core connection (#26)
- RDA Boulevard from the BeltLine/Cascade Road to Joseph E. Lowery Boulevard, core connection (#27)
- RDA Boulevard from Joseph E. Lowery Boulevard to Murphy Avenue, core connection (#28)
- Avon Avenue from Cascade Road to Allene Avenue, secondary connection (#29)
- Beecher Drive from Benjamin E. Mays Drive to Cascade Road, secondary connection
- Beecher Street from Cascade Road to Oakland Drive, secondary connection
- Hall Street/Richland Road from Oakland Drive to the BeltLine, secondary connection (#30)

**Figure 12: BeltLine Street Framework Plan Between Lee Street and Cascade Road**







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## BeltLine Subarea 1

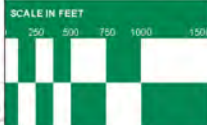
### Planned Projects

#### LEGEND

- Bicycle Lane
- Roadway/Intersection
- Sidewalk
- Streetscape
- Traffic Calming
- Bridge
- SubArea 1 Boundary
- BeltLine
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

Prepared by  
 TSW  
with Grice & Associates, Inc.  
and Smith Dalia Architects

December 6, 2010





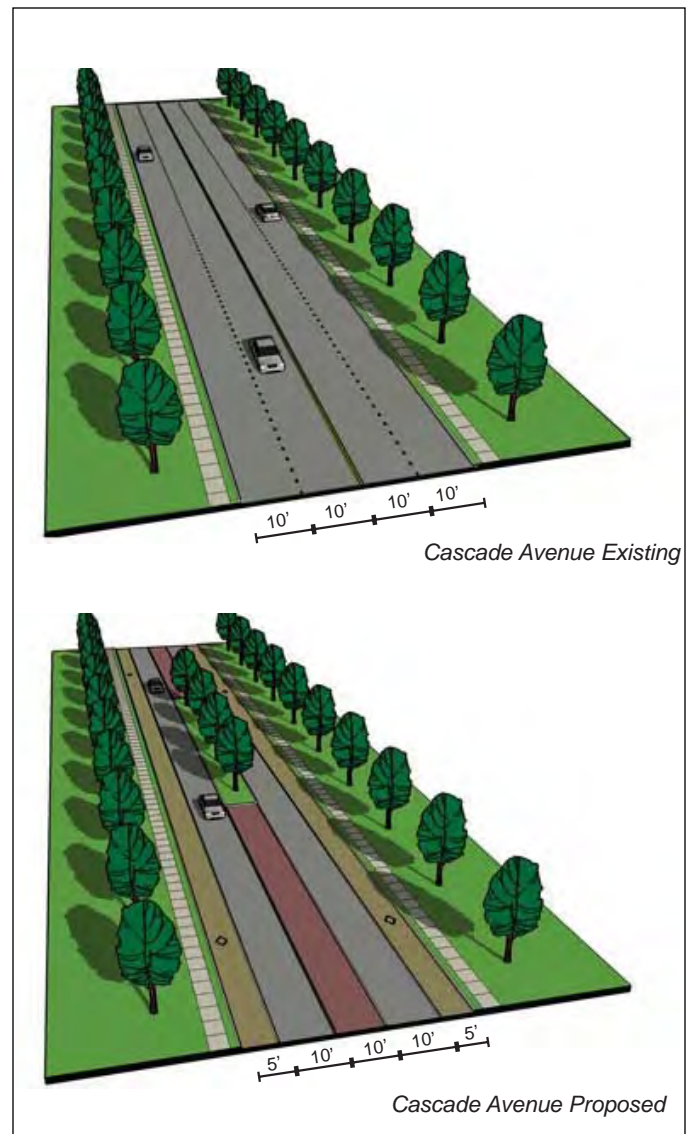
- Lawton Street from the BeltLine to Westview Drive, secondary connection (#31)
- McDaniel Street from RDA Boulevard to University Avenue, secondary connection
- McDaniel Street from Peters Street to RDA Boulevard, secondary connection
- Oakland Drive from Richland Road to Campbellton Road, secondary connection (#32)
- Oakland Drive from Beecher Street to Richland Road, secondary connection (#33)
- RDA Blvd. from Cascade Road to Martin Luther King Jr. Drive, secondary connection (#34)
- Westview Drive from RDA Boulevard to Agnes Jones Place secondary connection

The plan also includes:

- New traffic signals at Langhorn Street at Lucile Avenue and Sells Avenue, and at Lucile Avenue at RDA Boulevard.
- Intersection upgrade at RDA Boulevard and Metropolitan Parkway.
- A “road diet” on Cascade Avenue and Langhorn Street.
- Roundabouts on Langhorn Street at I-20, and Westview Drive at RDA Boulevard.
- A “complete Street” on Avon Avenue east of Oakland Drive, and Oakland Drive south of Avon Avenue.

Finally, the plan includes new streets over the Atlanta BeltLine shown in Figure 19 above. These include an important connection of Joseph E. Lowery Boulevard to Sylvan Road, which is ranked as a Tier II project. Two other street connections across the BeltLine southeast of the Lawton Street bridge also scored highly and are Tier IV projects.

A number of smaller street connections near the intersection of Cascade Road and Ralph David Abernathy Boulevard are also recommended in the Comprehensive Transportation Plan. These would improve connectivity, disperse traffic, increase safety, and provide a new connection over the Atlanta BeltLine.



A “road diet” for Cascade Avenue was incorporated from the redevelopment plan into Connect Atlanta

### **Envision6 (2007)**

Many transportation projects in the Atlanta Regional Commission’s (ARC) Envision6 Regional Transportation Plan (RTP) and 2008-2013 Transportation Improvement Program (TIP) emerged from earlier plans. Projects from GDOT’s Construction Work Program (CWP) were also included in Envision6.

## **City of Atlanta Capital Improvements Program (CIP) 2010-2014 (2009)**

The Capital Improvements Program is part of the Atlanta Strategic Action Plan (ASAP), which is the City's comprehensive development plan. It includes infrastructure projects for the next five years. The CIP includes the following transportation improvements within Subarea 1, many of which are also contained in previous plans and studies:

- West End Trail - Phase 1 is a part of the Atlanta BeltLine trail that is now complete.
- West End Trail - Phase 1A is a part of the Atlanta BeltLine trail that is scheduled to be completed in December 2013.
- West End Rail Multi-Use Trail from Matthew Street/Lena Street to RDA Boulevard is a 4.2 mile part of the BeltLine trail in the design phase. It includes the rail corridor from Joseph E. Boone Boulevard (Simpson Road) to Pryor Road.
- Joseph E. Lowery Boulevard Streetscape from RDA Boulevard to I-20 is a pedestrian project is in the right-of-way acquisition phase.
- Harris Homes Streetscapes: Joseph E. Lowery Boulevard, Peoples Street, Baldwin Street, Westview Drive is a bike/pedestrian facility that in the property acquisition phase.
- Crosswalk Installation, Council District 10 will replace existing crosswalks with international crosswalks on arterial and connector streets and is scheduled to be completed in April 2010.
- Crosswalk Installation, Council District 3 will replace existing crosswalks with international crosswalks on arterial and connector streets and is scheduled to be completed in April 2010.
- Crosswalk Installation, Council District 4 will replace existing crosswalks with international crosswalks on arterial and connector streets and is scheduled to be completed in April 2010.
- Lee Street and York Avenue Intersection is an ongoing evaluation for minor traffic and pedestrian safety improvements.
- Martin Luther King Jr. Drive/RDA Boulevard/Westview Drive from West Lake Avenue to

Anderson Avenue is a planning study.

- Northside Drive - US 41/SR 3 Traffic Signals is for the improvement of traffic signal timing on Northside Drive from I-20 West to I-75 North. Intersections included on the signal timing improvement include McDaniel Street, Fair Street, Mitchell Street, Simpson Road, and Martin Luther King Jr. Drive.
- RDA Boulevard and Lee Street Intersection is in the design phase and is part of the RDA Boulevard Streetscape.
- RDA Boulevard Streetscapes is a bike/pedestrian facility that is in the property acquisition phase.

## **City of Atlanta Short Term Work Program(2009)**

The Short Term Work Program is part of the Atlanta Strategic Action Plan. It includes infrastructure projects for the next fifteen years. The STWP includes the following transportation improvements in Subarea 1, many of which are also contained in previous plans and studies:

- Northside Drive at Mitchell Street and NS Bridge is a project to lengthen the Norfolk Southern railroad bridge north of Whitehall Street to allow for additional roadway width and streetscape improvements. It is expected to begin in 2015.
- Lee Street Multi-Use Facility from Donnelly Avenue/BeltLine to Langford Parkway/Southern City Limit includes a total of 111,100 linear feet of bicycle and pedestrian facilities to replace an excess vehicle lane. (#35)
- Donnelly Avenue and Cascade Road Intersection will install channelized islands in the northwest and northeast corners of the intersection for pedestrian refuge and potentially add left turn lanes on Donnelly Avenue and Westwood Avenue. It is scheduled for 2010 completion. (#36)
- Lee Street and Dill Avenue/Campbellton Road Intersection will include geometric, safety and operational improvements. It is scheduled for completion in 2010.
- Lee Street and Sylvan Road Intersection will include geometric, safety, operational, and pedestrian crossing improvements. It is scheduled for completion in 2010.



- Metropolitan Avenue/RDA Boulevard/Glenn Street is a project to redesign the intersection to accommodate realignment of Glenn Street south to York Avenue. (#37)
- Ralph Abernathy Boulevard/Cascade Road Intersection is a study of existing volumes to determine necessary laneage for pedestrian enhancement by eliminating right turn lanes between Langhorn Street and RDA Boulevard.
- RDA Boulevard and Westview Drive is a project to redesign the intersection to accommodate a single-lane roundabout.
- RDA Boulevard and Lucile Street is a project to add a traffic signal and a left turn lane.
- Bernice Street Extension extends Bernice Street across the BeltLine to the intersection of Hopkins and White Streets. (#38)
- Cascade Road and RDA Boulevard Intersection to Donnelly Avenue is a new street at Kroger City Center that will provide connection from RDA Boulevard/Cascade Road to Donnelly Avenue. It is scheduled for completion in 2010. (#39)
- Cascade Road from Donnelly Avenue to White Street over the Atlanta BeltLine at Allegheny Street will provide a connection across the BeltLine at Allegheny Street. It will provide a needed additional connection across the BeltLine as an alternative to the RDA Boulevard/Cascade Road intersection and service new redevelopment. It is scheduled for completion in 2010. (#40)
- Crumley Street Extension is a project to extend Crumley Street to Humphries Street across McDaniel Street and make a new street connection between this street extension and Glenn Street between McDaniel Street and Humphries Street.
- Hopkins Street from Donnelly Avenue to White Street over the BeltLine is an extension of Hopkins Street to Donnelly Avenue that provides needed additional connection across the BeltLine as an alternative to the RDA Boulevard/Cascade Road intersection and that services new redevelopment. It is scheduled for completion in 2010. (#41)
- Oakland City Transit Station Area New Roadways is an estimated 5 miles of new urban roadways on the MARTA site north of Campbellton Road. It is scheduled for completion in 2010.
- Peeples Street Extension is a project to extend Peeples Street across the BeltLine to connect to White Street. (#42)
- RDA Boulevard Extension is a project to extend RDA Boulevard to Bernice Street Extension. (#43)
- Richland Road Extension is a project to extend Richland Road across the BeltLine to connect to White Street. (#44)
- Rochelle Drive Extension is a project to extend Rochelle Drive to RDA Boulevard Extension. (#45)
- Sells Avenue Extension is a project to extend Sells Avenue across the BeltLine to make the East-West Street connection.
- Sylvan Road Extension is a project to extend Sylvan Road north of Lee Street, crossing the BeltLine and connecting to Joseph E. Lowery Boulevard.
- Oakland City Parking Deck is a project to construct a parking deck at Oakland City MARTA Station with 350 spaces for MARTA patrons. It is scheduled for completion in 2010.
- Oakland City Parking Deck is a project to construct a parking deck at Oakland City Station Transit Oriented Development with 300 spaces for non-MARTA patrons. It is scheduled for completion in 2010.
- Avon Avenue Streetscape is a project to install sidewalks on Avon Avenue from Oakland Drive to Allene Avenue. It is scheduled for completion in 2015. (#46)
- Avon West Sidewalks is a project to install sidewalks on Avon Avenue from Oakland Drive to Cascade Road. (#47)
- Cascade & Beecher Neighborhood Commercial Node is a streetscape and crosswalks project.
- Cascade Road Unsignalized Pedestrian Crosswalks is a project to upgrade signing

and pavement markings for all unsignalized crosswalks in the corridor. It is scheduled for completion in 2010.

- Cascade Road Signalized Pedestrian Crosswalks is a project to upgrade pedestrian crosswalk markings and provide ADA access at all signalized intersections in the corridor.
- Cascade Road from Hering Road to Langhorn Street is a project to complete gaps in sidewalks and install pedestrian street lighting consistent with streetscape plans for Benjamin E. Mays Drive/Cascade Road area. It is scheduled for completion in 2010. (#48)
- Cascade Road Streetscape from Centra Villa Drive to Beecher Street/Westmont Road (#49)
- Dill Avenue/Campbellton Road Streetscape from Kenilworth Drive to Metropolitan Parkway scheduled for completion in 2010 (#50)
- Donnelly Avenue Streetscape from Cascade Road to Lee Street (#51)
- Ewing Place Sidewalks from Oakland Drive to Hall Street
- Ladd Street Sidewalks from Dovers Alley to Oakland Drive to be initiated in 2012
- Lawton Street Sidewalks from Oglethorpe Avenue to Lucile Avenue (#52)
- Lawton Street/Avenue Sidewalks from Lee Street to Donnelly Avenue to be initiated in 2012 (#53)
- Lee Street & Avon Avenue Pedestrian Crossing to include striping, ramps, and signalization scheduled for completion in 2010
- Lee Street & White Oak Avenue Pedestrian Crossing to include striping, ramps, and signalization scheduled for completion in 2010
- Lee Street Pedestrian Facility from Park Street to White Street Extension/Beltline to include a five-foot street furniture zone and eight- to ten-foot of sidewalk clear zone (#54)
- Northside Drive at Mitchell Street crosswalk to upgrade crosswalks to current GDOT striping standard
- Oakland City Station Transit Plaza scheduled for

completion in 2010

- Oakland City TOD Sidewalks to improve pedestrian access and circulation scheduled for completion in 2010
- Oakland Drive Streetscape to install sidewalks from Avon Avenue to Campbellton Road scheduled for completion in 2015 (#55)
- Oakland Lane Streetscape to install sidewalks from Oakland Drive to Lee Street scheduled for completion in 2015
- Princess Avenue Streetscape to install sidewalks from Avon Avenue to Oakland Lane scheduled for completion in 2015
- RDA Boulevard Streetscape Improvements to include sidewalks, curbs, street trees, lighting and street furniture
- RDA Boulevard Pedestrian Facility from Peeples Street to Joseph E. Lowery Boulevard and from Lee Street to Metropolitan Parkway (#56)
- Richland Sidewalks from Westmont Road to Lawton Street to be initiated in 2012
- Rochelle Street Sidewalks from Richland Road to Copeland Avenue
- Langhorn Street Road Diet to reduce Langhorn Street from a six-lane roadway to a three-lane roadway with a median to accommodate left turn storage lanes at intersections (#57)
- Joseph E. Lowery Boulevard to BeltLine "Historic Residential Sector" to reconfigure to two lanes with bike lanes and curb & gutter
- Bicycle and pedestrian facilities upgrade on RDA Boulevard from Martin Luther King Jr. Drive to Laurel Avenue to include pedestrian lighting, bulbouts, pedestrian islands, sidewalk upgrades, share lane marking and signs, and bicycle racks in commercial areas (#58)
- RDA Boulevard/Lucile Avenue bike route to include share lane marking and signs and pipe bollards at trail intersections
- Brewster Street Paving to pave unimproved section of Brewster Street
- Cascade Road from Fontaine Avenue to Beecher



Street to restripe Cascade Road from a mixed three-lane and four-lane street to a consistent three-lane section (one lane in each direction with center turn lane) with bicycle lanes. This would extend the planned streetscape project at Benjamin E. Mays Drive. (#59)

- Campbellton Road Signalized Pedestrian Crosswalks to upgrade pedestrian crosswalk markings and provide ADA access at all signalized intersections in corridor
- Campbellton Road Corridor Traffic Signal Interconnection to interconnect signals and provide communications to City of Atlanta Traffic Control Center (TCC)
- Cascade Road Traffic Signal Interconnection to interconnect all signalized intersections in the corridor and provide communications to City of Atlanta TCC scheduled for completion in 2010
- Cascade Road Upgrade Traffic Signals to include 2070 controllers, LED signal displays, vehicle detection, and pedestrian enhancements at all signalized intersections
- Langhorn Street and Sells Avenue Intersection to add a traffic signal (#60)
- Lucile Avenue and Langhorn Street Intersection to add a traffic signal and design intersection to accommodate Langhorn Street Diet
- Northside Drive and Mitchell Street Intersection to remove the traffic signal at Northside Drive and Mitchell Street
- Northside Drive I-20 Signage to add directional signage to I-20 at Chapel Street and Park Street
- Northside Drive Traffic ITS from I-75 to I-20 to develop an ITS special event plan for the Georgia Dome and Georgia World Congress Center (GWCC) events
- Northside Drive Traffic Signage from I-75 to I-20 to implement existing short-term signage improvement plan for the GWCC/Georgia Dome/Centennial Park/Philips Arena
- Northside Drive Traffic Signalization from I-75 to I-20 to upgrade all eighteen traffic signal controllers along Northside Drive to the 2070

model

- Tucker Avenue from Peeples Street to Lee Street – paving new street and sidewalk installation
- Ashby Street Streetscape from RDA Boulevard to I-20
- RDA Boulevard Streetscapes from Metropolitan Parkway to Langhorn Street (#61)
- Avon Avenue from Cascade Road to Lee Street (Adams Park Neighborhood) to evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, and roundabouts scheduled for completion in 2015 (#62)
- Oakland Drive Project between Donnelly Avenue and Campbellton Road to install speed humps and/or other traffic calming measures (#63)
- Oglethorpe Avenue Project between Donnelly Avenue and Cascade Road to install speed humps and/or other traffic calming measures
- Ontario Avenue from S. Gordon Street to RDA Boulevard (Westview Neighborhood) to evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, and roundabouts scheduled for completion in 2015
- South Gordon Street from Beecher Street to RDA Boulevard (Westview Neighborhood) to evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, and roundabouts scheduled for completion in 2015
- Campbellton Road Bus Service to enhance transit service to downtown Atlanta by extending Blue Flyer route 283 from Oakland City MARTA Station to downtown Atlanta.
- Campbellton Road Bus Enhancements to eliminate underutilized stops and enhance remaining bus stops to include shelters, benches, trash receptacles and route information
- Campbellton Road Signalization to implement ITS transit signal priority along the corridor to improve travel time to downtown Atlanta and

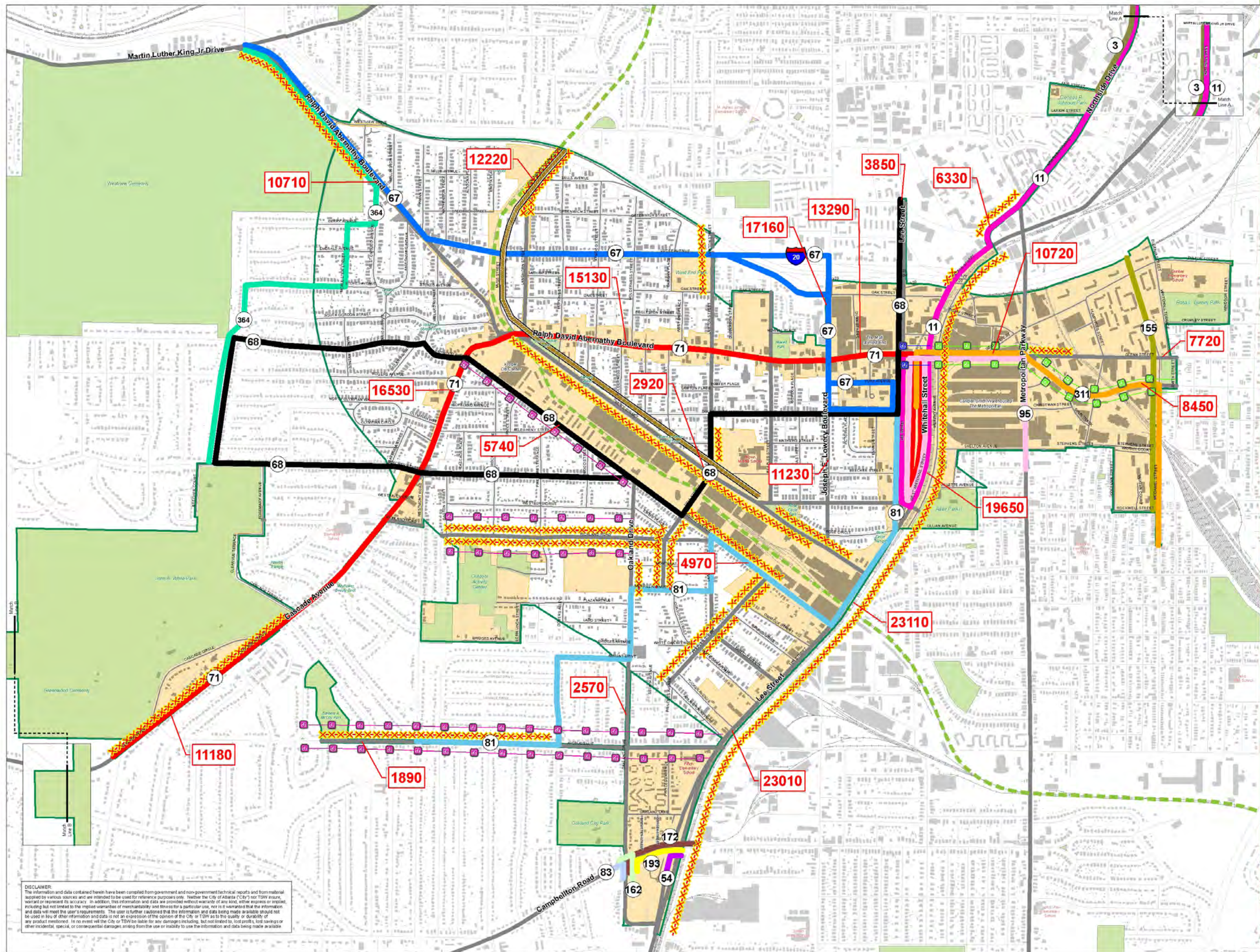
## Oakland City MARTA Station

- Cascade Ave Bus Route # 71 to enhance transit service to downtown Atlanta by eliminating underutilized bus stops and extending the route from West End MARTA Station to downtown Atlanta scheduled for completion in 2015
- Cascade Road Bus Stop Enhancements to eliminate underutilized stops and enhance remaining bus stops to include shelters, benches, trash receptacles and route information scheduled for completion in 2010
- Cascade Road Signal Priority to implement ITS transit signal priority along the corridor to improve travel time to West End MARTA Station scheduled for completion in 2015
- Northside Drive Bus Rapid Transit to add a bus rapid transit facility on Northside Drive from I-75 to I-20 operating in mixed traffic operations with frequent, all day service scheduled for

completion in 2015

- Northside Drive Bus Service to add a local MARTA route running the length of the Northside Drive corridor from I-75 to I-20
- Oakland City Bus Bays to relocate the bus turn around/bus intermodal scheduled for completion in 2010





DISCLAIMER:  
The information and data contained herein have been compiled from government and non-government technical reports and from material accepted by various sources and are intended to be used for reference purposes only. Neither the City of Atlanta ("City") nor TSW makes any warranty or representation as to the accuracy, completeness, or reliability of the information and data. The user is further cautioned that the information and data being made available should not be used in lieu of other information and data that is not an expression of the opinion of the City or TSW as to the quality or quantity 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.



### BeltLine Subarea 1

### Subarea1 Summary

#### LEGEND

Bus Routes

54 Bus Route Numbers

#### ADT Volumes

2008 Traffic Volumes

#### Multi-Use Trail

#### No Sidewalk Present

#### Bike Facilities

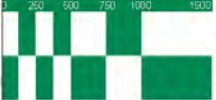
Existing Bike Lane  
Share The Road Signs Present  
Suitable For Bikes

SubArea 1 Boundary  
BeltLine  
SubArea 1 Streets  
Existing Street  
Stream  
Railroad  
SubArea 1 Parcel  
SubArea 1 Tax Allocation District

Prepared by  
**TSW**  
with Grice & Associates, Inc.  
and Smith Dake Architects



SCALE IN FEET





## Existing Conditions Summary

While Subarea 1 has generally good street connectivity, with a mixture of collector and arterial streets, RDA Boulevard/Cascade Road is the only arterial corridor that provide east-west connectivity. I-20 form an east-west barrier because it has more north-south crossings than east-west crossings. The MARTA rail line along Lee Street/West Whitehall Street also forms a significant barrier to east-west connectivity.

The area between White Street and Donnelly Avenue, where the Atlanta BeltLine will be, currently forms a barrier to north-south connectivity; the connections proposed as part of the Atlanta BeltLine will greatly improve north-south connectivity in this area.

Traffic signal coordination on Lee Street appears to be good. Traffic signal coordination on RDA Boulevard in the vicinity of Cascade Road appears to be non-existent, which could contribute to congestion in this significant commercial node and on this east-west corridor.

Three of the bridges on RDA Boulevard and one on Glenn Street have height restrictions. This could be a barrier to truck movement east-west through the subarea on one of the few roadways that provides east-west connectivity, and the only one that is currently appropriate for truck traffic.

While there is certainly room for improvement in sidewalk conditions the sidewalk network is fairly complete, with sidewalks on both sides of most of the major roadways. Major gaps exist on the east side of Lee Street/West Whitehall Street, the south side of White Street/White Street Extension, Richland Road, and the north side of Avon Avenue. Providing sidewalks along these roadways, filling in the smaller gaps in other areas, and generally improving the condition and maintenance of sidewalks throughout the subarea could turn Subarea 1 into a very walkable community. There are many existing plans that recommend sidewalk improvements in the subarea.

Bicycle connectivity in Subarea 1 is generally poor, particularly to the north of the Atlanta BeltLine. While there are two existing bike lanes and one

existing multi-use trail, both north of the Atlanta BeltLine, they do not connect to one another. Some of the study streets south of the Atlanta BeltLine could currently accommodate cyclists comfortably, but White Street and a relatively short section of RDA Boulevard were found to be the only streets north of the BeltLine that could currently accommodate cyclists comfortably. There are many existing plans that recommend adding bicycle lanes in the subarea.

As could be expected, volumes are highest on arterial streets. Volumes are also relatively high on Langhorn Street, which is a collector street, and Joseph E. Lowery Boulevard, which is a collector street to the south of RDA Boulevard. Both of these collectors provide access to interchanges with I-20, which could explain the relatively high volumes that they carry. It should be considered whether the volumes along these roadways are incompatible with the surrounding residential development; however, the need to provide access to I-20 should also be considered.

With fifteen bus routes and two MARTA rail stations, the subarea is well-served by transit.

All of the key corridors investigated had crash rates over twice as high as the statewide average, except for Lee Street, which still had a higher than average crash rate. White Street/White Street Extension had the highest crash rate, followed by RDA Boulevard, Langhorn Street, and Joseph E. Lowery Boulevard. Among the study intersections, Langhorn Street at the I-20 westbound off-ramp had the highest crash rate, followed by Langhorn Street/White Street at RDA Boulevard, Cascade Road at Donnelly Avenue, and RDA Boulevard at Joseph E. Lowery Boulevard. As always, safety must be the first consideration for any improvement that is made.



# Demographics & Housing

This section provides a review of demographics and employment in Subarea 1. The data come from the Atlanta Regional Commission (ARC), the U.S. Census, and ESRI Business Analyst. The most recent data available are used in order to account for the effects of the economic recession, but actual growth may vary depending on the community-desired land use plan emerging from this process.

## Population & Households

Given the increase in population within the City of Atlanta since 1990 according to the US Census, it is no surprise that the ARC projections suggest increasing population in Subarea 1 over the next 20 years. The census tracts that include Subarea 1 (Tracts 40.00, 41.00, 42.00, 44.00, 57.00, 58.00, 60.00, 61.00, 62.00, and 66.02) are projected to grow from an estimated 12,934 persons in 2000 to an estimated 22,280 by 2030. Housing units are expected to rise from an estimated 5,429 housing units in 2000 to 9,303 by 2030. Occupancy rates are expected to remain stable near 89 percent. According to ESRI Business Analyst estimates, average household size in the subarea was 2.62 persons in the year 2009.

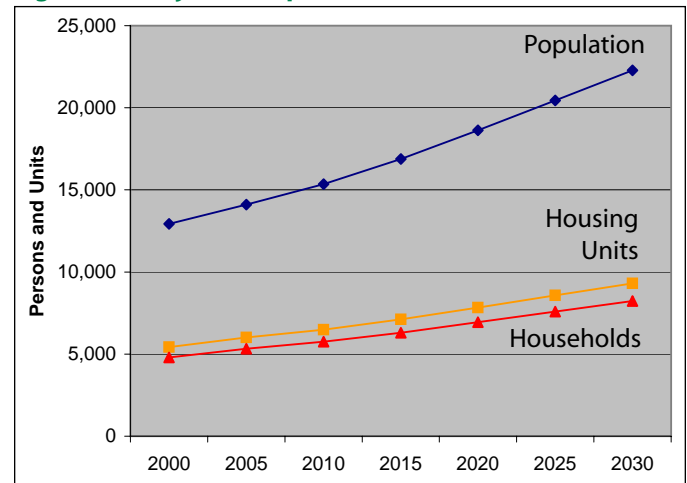
## Aging Population

Within all Atlanta BeltLine subareas combined, according to ESRI Business Analyst, 14.2 percent of the population was projected to be over 55 years old in 2009. Within subarea 1, 22 percent of the population was projected to be over 55 years old in 2010. This indicates that the subarea has a higher proportion of elderly residents than the region as a whole.

## Employment

According to Atlanta Regional Commission projections, the number of jobs in subarea 1 will decrease from 7,004 in the year 2000 to 5,309 in the year 2030. While the ARC does not provide categorization of these jobs, region-wide projections

**Figure 13: Projected Population & Household Growth**

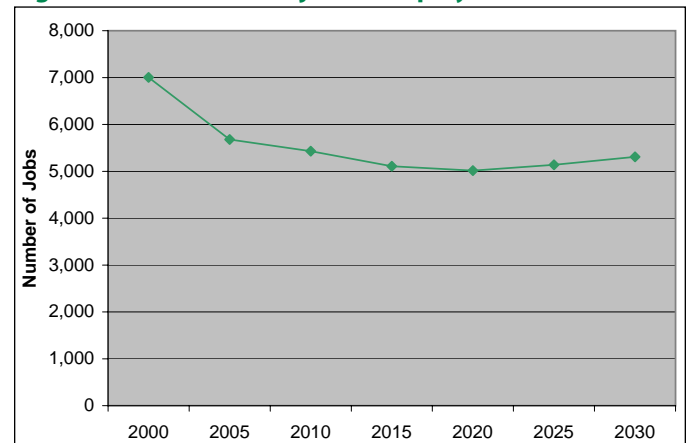


**Table 10: Projected Population & Household Growth**

	2000	2005	2010	2015	2020	2025	2030
Population	12,934	14,104	15,347	16,885	18,629	20,453	22,280
Housing Units	5,429	6,009	6,484	7,110	7,836	8,572	9,303
Households	4,801	5,325	5,749	6,305	6,945	7,593	8,238
% Occupied	88%	89%	89%	89%	89%	89%	89%

source: ARC

**Figure 14: Subarea 1 Projected Employment**



**Table 11: Subarea 1 Employment Projections**

	2000	2005	2010	2015	2020	2025	2030
Jobs	7,004	5,678	5,429	5,108	5,015	5,138	5,309

source: ARC

estimate a decline in manufacturing jobs over the next 30 years, which is the result of national trends. During this same period, jobs in the service sector are expected to increase substantially.

Because employment projections are based on past trends, they may not reflect true future conditions. An opportunity exists as part of this master planning effort to establish a vision for Subarea 1 that could positively impact job growth.

### Jobs to Housing Ratio

The ratio of the number of jobs in an area to the number of housing units in that same area yields a jobs-to-housing ratio. 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. 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 near 1:5 today, but will become more imbalanced if current trends continue.

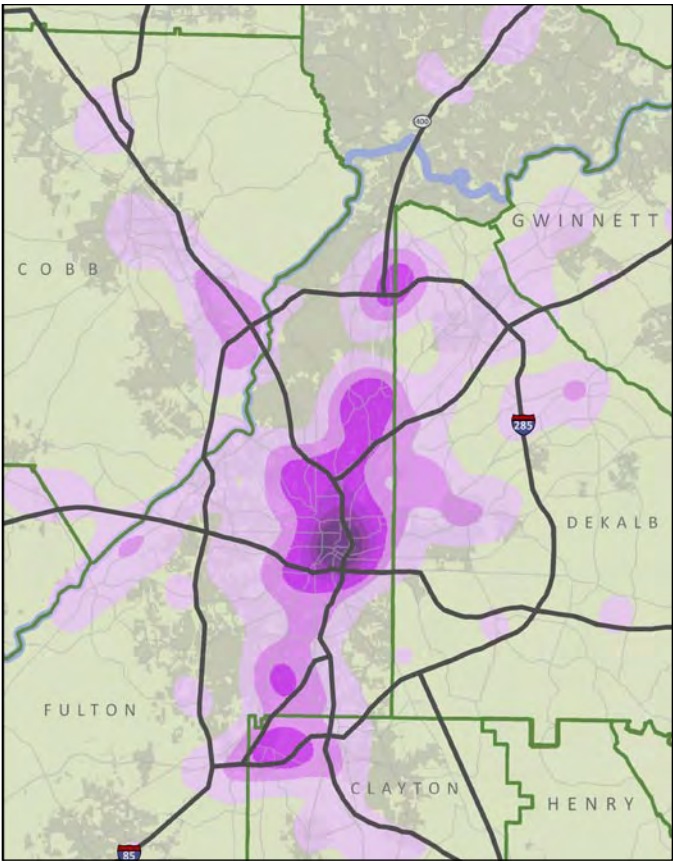
Table 12: Jobs to Housing Ratio

	2000	2005	2010	2015	2020	2025	2030
Ratio	1.3 : 1	0.9 : 1	0.8 : 1	0.7 : 1	0.6 : 1	0.6 : 1	0.6 : 1

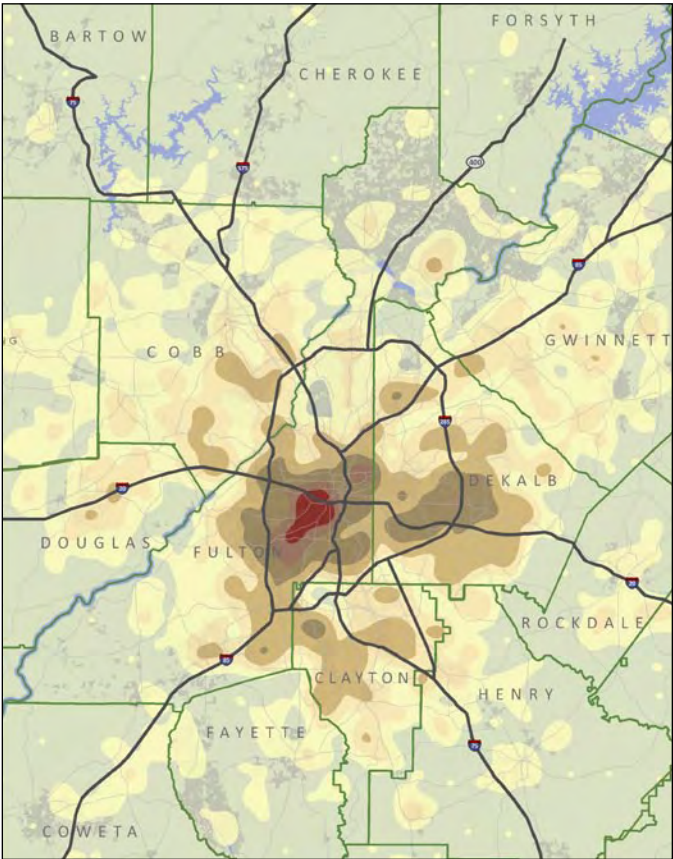
Source: ARC

### Job Distribution

Data provided by the US Census Longitudinal Employer-Household Dynamics service suggest that many subarea residents work in other parts of the city, but that many subarea jobs are held by local residents. The greatest number of subarea residents work in Downtown, the Atlanta University Center, Midtown, Buckhead, and the Airport/East Point area, as shown on the map at above right.



Map showing where residents of Subarea 1 work  
Source: U.S. Census



Map showing where those employed in Subarea 1 live  
Source: U.S. Census



The map at below right on the previous page shows the origin of commuters to the subarea. Many employees at subarea jobs live in or near the subarea, although others are distributed throughout the region. Major employers include Kroger Citi Center, Czarnowski, the Candler-Smith Warehouse, and West End retailers.

## Housing

According to Fulton County Tax Assessor data, there are approximately 6,210 total housing units in subarea 1, of which about 12 percent are in duplexes and 47 percent are in multifamily buildings.

Subarea 1 has been hit hard by the recession and many infill houses from the 2000s are now vacant. The ARC estimates the overall vacancy rate at 11.4 percent, but field estimates point to a 15-17 percent vacancy rate for single-family houses. Because some residences will always be vacant due to households that are relocating or remodeling, the number of excess vacant units above the norm in the subarea is approximately 400.

While it may seem contradictory to propose new residences near the Atlanta BeltLine when existing housing units are vacant, the projected growth in subarea 1 households is more than enough to fill the current stock of excess vacant units and proposed new housing, as shown in Figure 23.

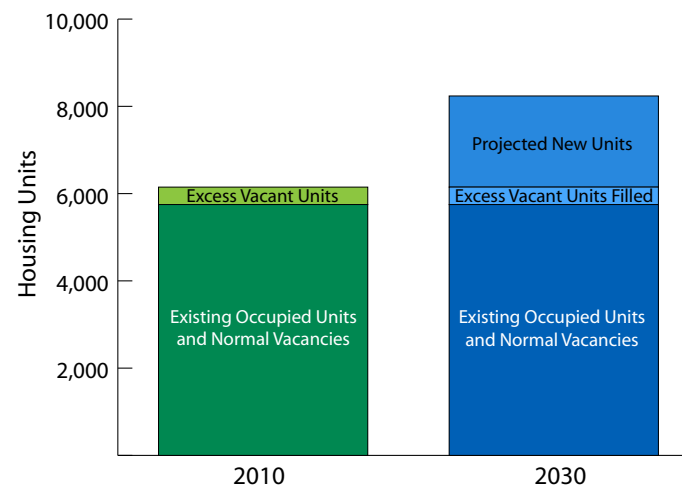
Data provided by Zillow.com suggest that home sales prices are still decreasing. Their five-year annualized home value index shows a decrease of 11.5 percent in the West End neighborhood, 17.7 percent in Westview, and 8.2 percent in Oakland City. Foreclosures are also a significant issue.

ESRI Business Analyst data show that average contract rent for occupied housing units in subarea 1 was \$382 in the year 2000. In 2009, it was estimated that 57% of all housing units were renter-occupied. Data from Zillow.com show current average list prices of for-sale single-family houses that range from \$29,900 in the Oakland City neighborhood to \$160,500 in the West End neighborhood.



Vacant and foreclosed houses are a contributing factor to decreased average home values in the subarea

**Figure 15: Projected Housing Unit Growth in Subarea 1**



## Income

According to ESRI Business Analyst, 2009 median household income in subarea 1 was estimated at \$37,516, up 16 percent from 2000. This median household income is still significantly less than the median income in all BeltLine subareas combined, which was \$71,978 in 2009.

Within subarea 1, approximately 24 percent of households earn more than \$50,000 annually, according to 2009 estimates from ESRI Business Analyst. In all subareas combined, however, 48 percent of households exceed \$50,000 in annual income.

## Crime Type and Distribution

Stakeholders identified crime as a significant concern in Subarea 1. Data provided by the Atlanta Police Department for 2009 indicate that larceny and murder are less common in the subarea (relative to the local population) than in the city as a whole. Other types of crime, however, are more prevalent. These types include robbery, auto theft, shoplifting, and break-ins.

The precise location of crimes is not included in police data, but the distribution of types of crimes that occur in streets or other public spaces (such as robberies) shows a concentration in commercial districts, although crime is an issue throughout the subarea. Concentrations of street crime may be related to such issues as higher pedestrian traffic, the location of financial institutions such as check cashing businesses, and unsafe design, as shown in the photo at right.



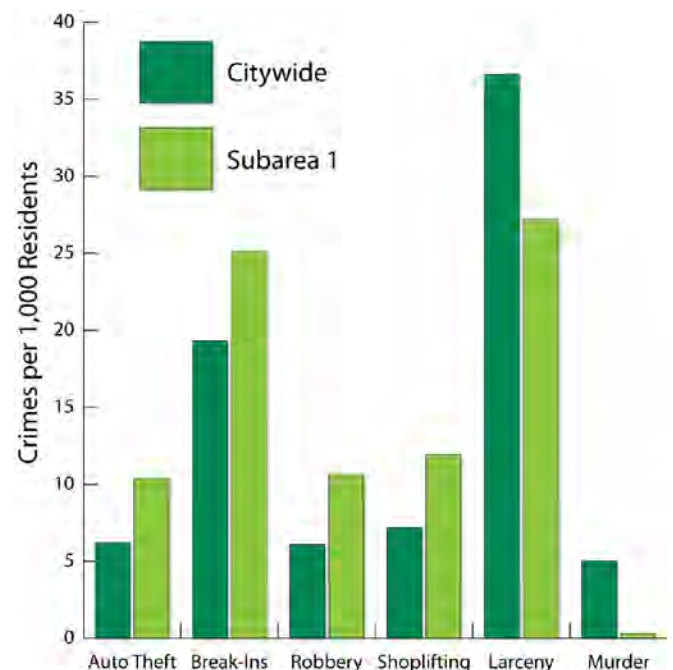
Shoplifting is concentrated in the businesses that make up West End's commercial core

### Issues

- Projected decreases in the jobs-to-housing ratio may mean that more residents have to commute out of the area to find employment.
- Foreclosures, vacant houses, and declining home values continue to threaten the area and may retard redevelopment.
- Crime makes residents feel unsafe and may discourage reinvestment.
- Population growth could negatively impact the subarea if not properly planned.

### Opportunities

- Increased housing demand, which could help fill vacant homes and new housing developments.
- Sustainable job creation, which would match resident skills and provide more nearby jobs.
- Population growth, which could positively impact the subarea if well planned.



Several types of crime were more prevalent in the subarea than in Atlanta as a whole in the year 2009



# Land Use & Zoning

## Land Use

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

Many parts of Subarea 1 were developed with a mix of uses in proximity, featuring housing, shops, offices, religious institutions, schools, parks, and industrial facilities within a short walk of one another. This pattern emerged from the historic pattern of streets, railroads, and streetcar lines, combined with traditional urban development principles. 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 largest land use in the subarea is single-family residential. Most houses are historic, but many streets are punctuated by newer infill homes. Most single-family areas are not along major corridors or the Atlanta BeltLine, and all single-family areas are a priority for preservation in redevelopment plans. Vacant houses are a significant issue and are discussed below.

Right of way includes streets, railroad tracks, and former railroad corridors. Land in this category constitutes 20 percent of the subarea.

Open space includes public parks and cemeteries and makes up nearly 20 percent of the land in the subarea. This large amount of greenspace is a significant asset to the study, as is the variety of open spaces, which include cemeteries, neighborhood parks, and a golf course. However, not all open spaces are easily accessible or adequately supervised.



The subarea has inherited a walkable mix of uses from historic development patterns



Single-family residential is the largest single land use by area in Subarea 1



The Atlanta BeltLine is lined with occupied and vacant industrial uses between Lee Street and Cascade Avenue

Low-density commercial land is located, for the most part, along major streets in the subarea. Although it takes up only 7.5 percent of subarea land, it is perhaps the most visible land use category because of its location. The category includes historic pedestrian-oriented retail nodes as well as modern automobile-focused commercial centers. A 2008 market study by RCLCO projects that an additional 159,790 square feet of retail space will be added to subarea 1 between 2005 and 2030.

Office and institutional land uses account for around six percent of the subarea. They include churches, schools, and other public institutions or private non-profit organizations. A 2008 market study by RCLCO projects that an additional 133,672 square feet of office space will be added to subarea 1 between 2005 and 2030.

Vacant land constitutes nearly six percent of the subarea. This includes sites where single-family houses have been demolished as well as vacant commercial property, but not land use exclusively for parking, which is counted separately. Urban neighborhoods ideally have no vacant land, but the subarea's vacant residential parcels are the legacy of historic underinvestment. Non-residential vacant land is similar to that found elsewhere in the city.

Industrial uses constitute about five percent of land in the subarea and are concentrated east of Whitehall Street, as well as along the Atlanta BeltLine between White Street and Donnelly Avenue. Some of these areas include currently vacant industrial buildings.

Low-density residential land incorporates a scattering of historic and modern duplexes in residential areas as well as any property with fewer than 12 residential units per acre. It makes up 4.4 percent of the subarea.

Medium-density residential includes all apartment, townhouse, or condominium buildings, whether on a small scale within the historic fabric, or as a more recent, stand-alone development, with a density between 12 and 36 residential units per acre. These occupy four percent of the land in the subarea.

**Table 13: Existing Land Uses**

Land Use	Acres	Percent
Single-Family Residential	477	25.7%
Right of Way	365	19.7%
Open Space	336	18.1%
Low-Density Commercial	139	7.5%
Office/Institutional	120	6.4%
Vacant	108	5.8%
Industrial	95.3	5.1%
Low-Density Residential	82.3	4.4%
Multifamily Residential	80.2	4.3%
Mixed Use	44.0	2.4%
Parking	9.67	0.5%
<b>Total</b>	<b>1,856</b>	<b>100%</b>

Source: Field inventory

Very little land in Subarea 1 has a mix of uses. The largest exception is the Smith-Candler warehouse site, which includes residences and workshops.

### **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.
- The number of vacant properties could increase if the economic downturn continues.

### **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.
- Mixed-use development along the BeltLine could accommodate growth near transit.
- Senior housing could allow residents to stay in their neighborhoods as they age.



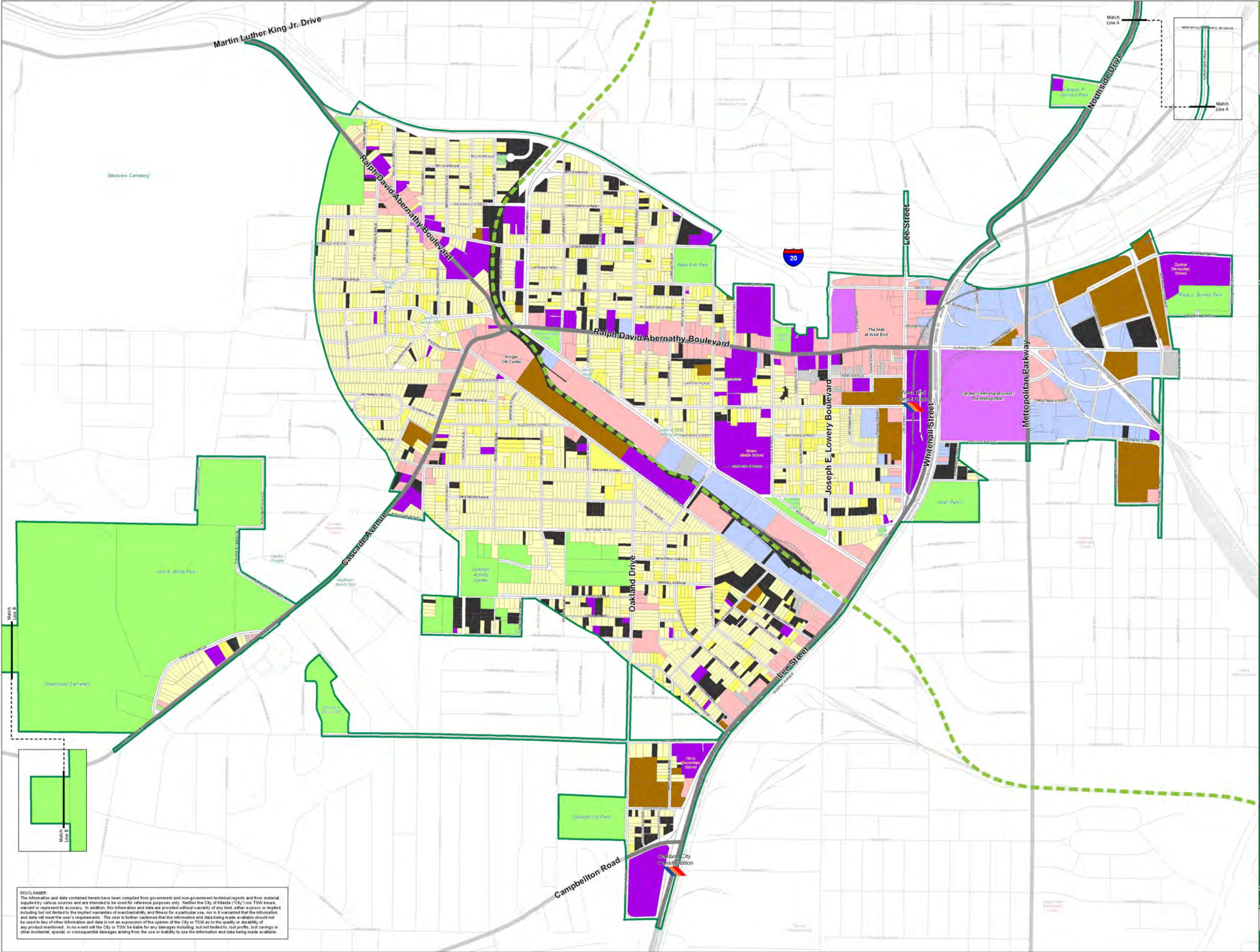
- Townhouses could transition between neighborhoods and new development.
- Vacant and under-utilized land present opportunities to accommodate growth without impacting neighborhood cores.
- Opportunities exist for park expansion onto vacant land.

**Table 14: Parcels in TAD with Currently Vacant Buildings**

Building Address	Former Land Use	Property Area (acres)
1050 White St	I	3.8
1101 Donnelly Ave	LC	4.2
1098 Ralph D Abernathy Blvd	LC	0.55
1066 Ralph D Abernathy Blvd	LC	0.33
1035 Donnelly Ave	I	2.0
1081 Lee St	LC	0.61
1046 Whiteoak Ave	LR	0.27
1044 Whiteoak Ave	LR	0.28
1221 Princess Ave	LR	0.18
1316 Oakland Dr	SF	0.46
1162 Oakland Ln	SF	0.11
0 Dorsey St	SF	0.12
1315 Dorsey St	SF	0.12
1319 Dorsey St	SF	0.11
1147 Campbellton Rd	SF	0.18
1324 Oakland Dr	SF	0.23
1154 Oakland Ln	SF	0.17
1333 White St	LC	0.94
1292 Ralph D Abernathy Blvd	LC	0.49
1375 Ralph D Abernathy Blvd	LC	0.073
1385 Ralph D Abernathy Blvd	PK	0.083
1335 Ralph D Abernathy Blvd	LC	0.44
1543 Richland Rd	SF	0.20
1537 Richland Rd	SF	0.16
1533 Richland Rd	SF	0.16
1527 Richland Rd	SF	0.13
1521 Richland Rd	SF	0.11

Source: November 2009 field survey





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**BeltLine Subarea 1**

**Existing Land Use Patterns**

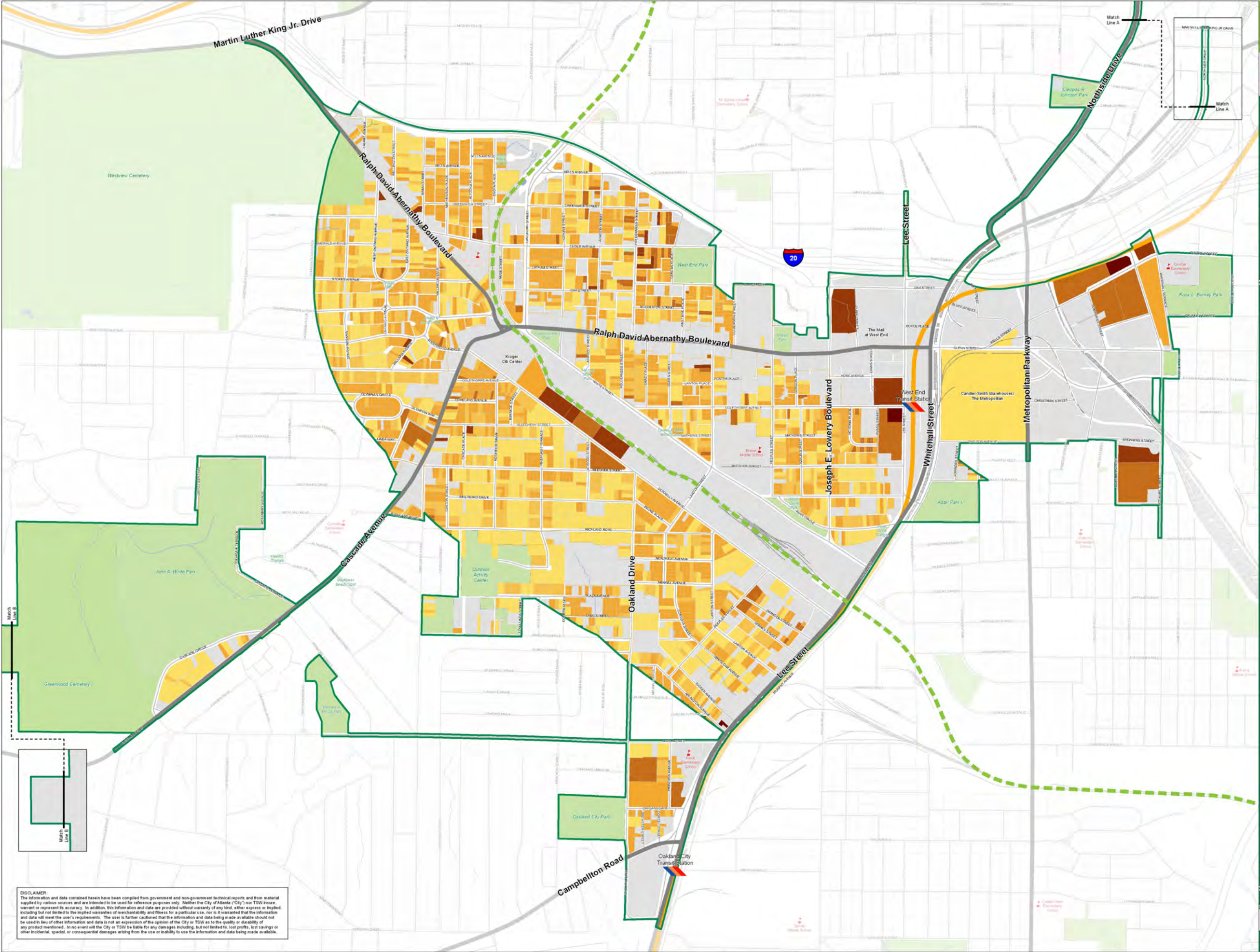
- LEGEND**
- SubArea 1 Boundary
  - BeltLine
  - EXISTING LAND USE**
  - Single-Family
  - Low Density Residential
  - Multifamily
  - Commercial
  - Office/Institution
  - Industrial
  - Mixed-Use
  - Open Space
  - Parking Lot
  - Vacant

Prepared by  
**T S W**  
TRENKLE SPUNKER WALKER ASSOCIATES  
with Grice & Associates, Inc.,  
and Smith Dalia Architects

December 6, 2010







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**BeltLine Subarea 1**

**Existing Residential Development Density**

- LEGEND**
- Subarea Boundary
  - BeltLine
  - Stream
  - MARTA Rail
  - Existing Park
- Dwelling Units/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

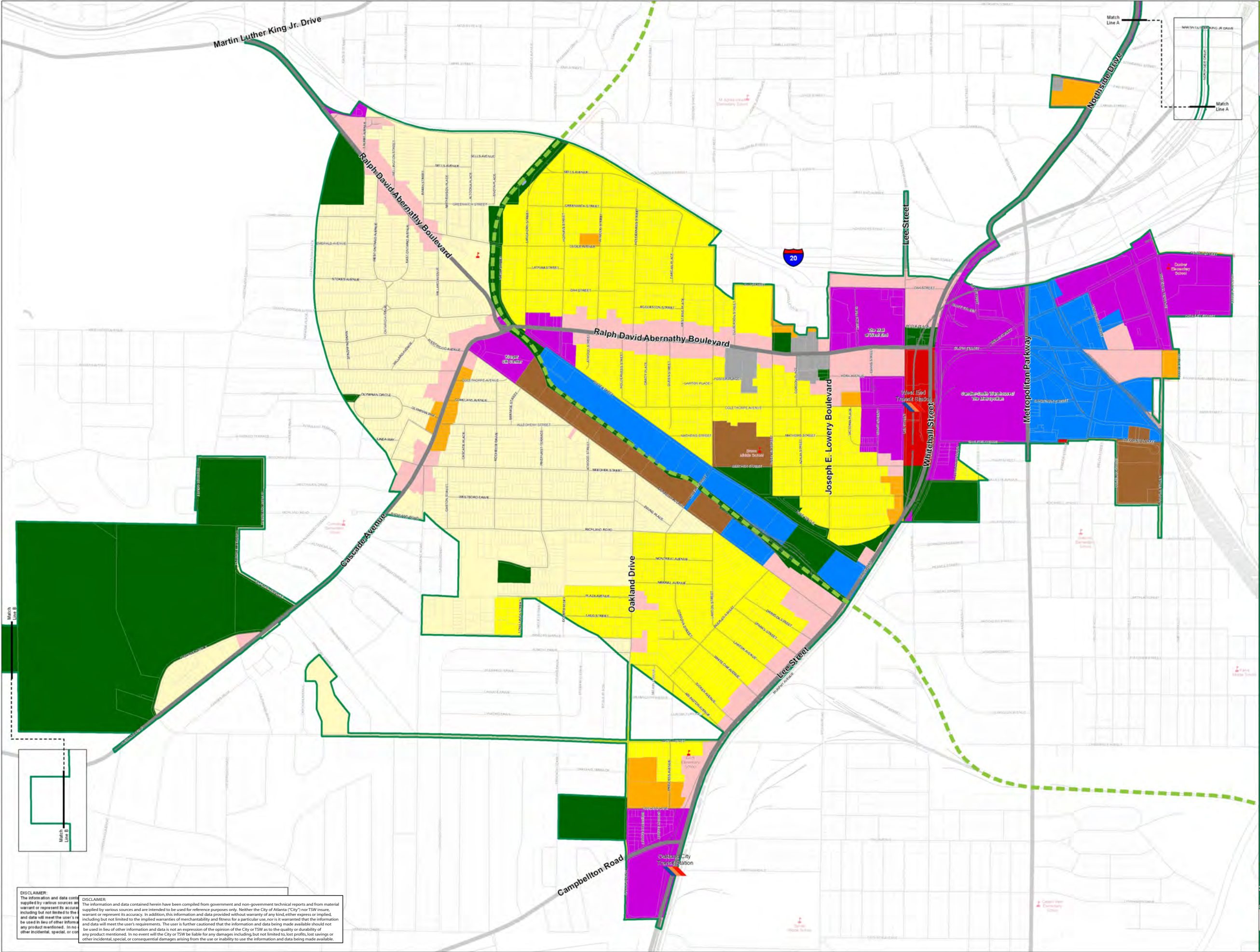
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December 6, 2010







BeltLine Subarea 1

Existing 15-Year  
Land Use Plan

- LEGEND**
- Subarea 1 Boundary
  - BeltLine
  - Railroad
  - Parcel
  - Single Family Residential
  - Low Density Residential
  - Med. Density Residential
  - High Density Residential
  - Very High Density Res.
  - Low Density Commercial
  - High Density Commercial
  - Office/Institution
  - Office/Inst./Residential
  - Open Space
  - Industrial
  - Mixed Use

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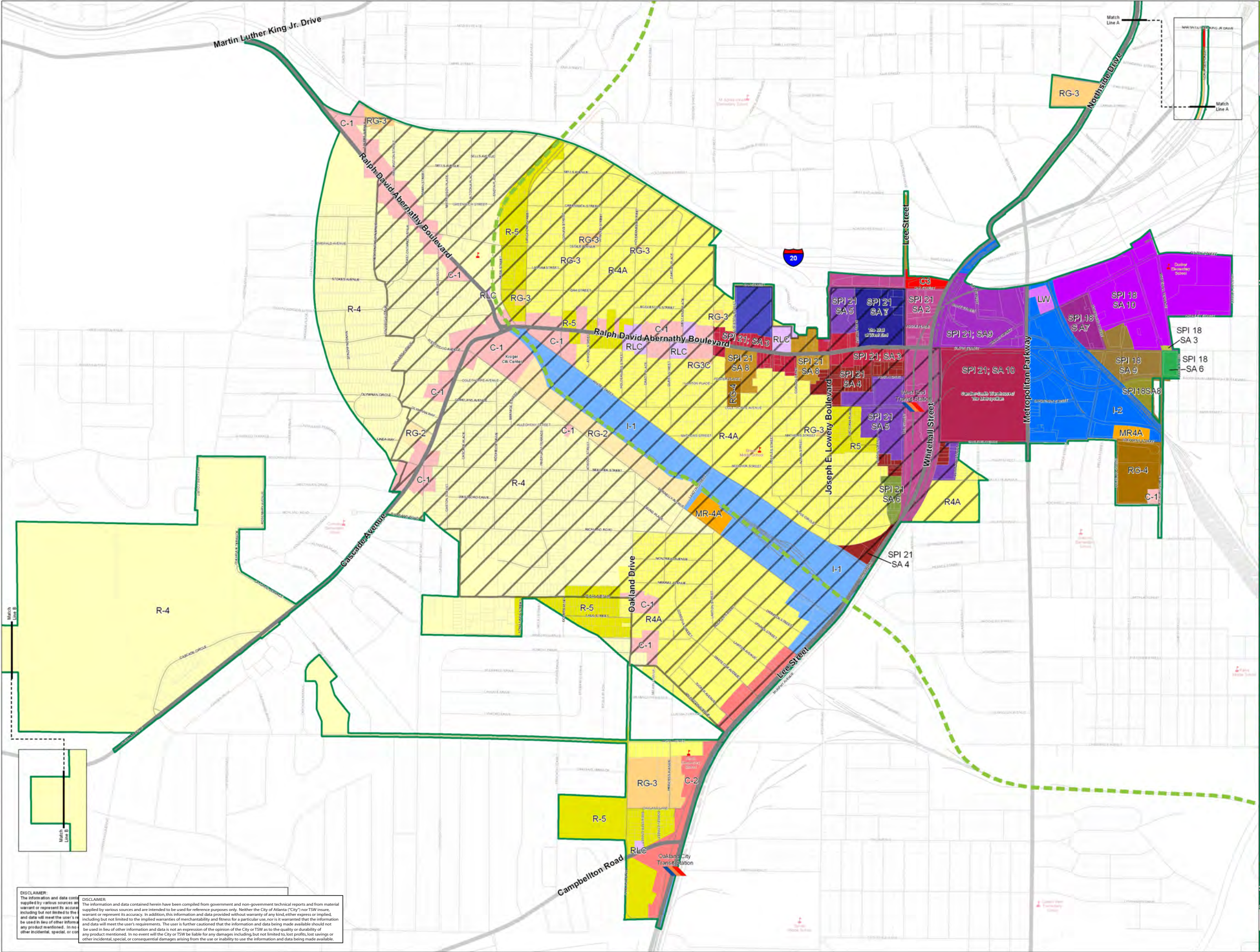


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BeltLine Subarea 1

Existing Zoning Designations

**LEGEND**

- BeltLine
- Beltline Overlay
- C-1
- C-2
- C-3
- I-1
- I-2
- LW
- R-4
- R-4A
- R-5
- RG-2
- RG-3
- MR-4A
- RG-4
- RLC
- SPI 18; SA 10
- SPI 18; SA 3
- SPI 18; SA 6
- SPI 18; SA 7
- SPI 18; SA 8
- SPI 18; SA 9
- SPI 21; SA 1
- SPI 21; SA 2
- SPI 21; SA 3
- SPI 21; SA 4
- SPI 21; SA 5
- SPI 21; SA 6
- SPI 21; SA 7
- SPI 21; SA 8
- SPI 21; SA 9

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## Existing Future Land Use Plan

The City of Atlanta Comprehensive Development Plan includes the official future land use plan for the city. The plan is intended to reflect land uses desired over the long term and does not necessarily reflect current uses. Under Georgia law, the future land use plan serves as the legal basis for rezoning activity. Therefore, it is important that it accurately reflects the desired vision for an area.

Within Subarea 1, the future land use plan shows a variety of land use classifications adjacent to the BeltLine corridor, including a large amount of industrial along White Street, as well as significant areas of residential elsewhere. One mixed-use node exists south of RDA Boulevard at Cascade Avenue.

Beyond the BeltLine corridor, most single-family areas are classified as single-family or low-density residential. Commercial corridors, including those along RDA Boulevard, Cascade Avenue, and Lee Street, are classified as low-density commercial. The mixed-use classification covers land at the Oakland City MARTA station, a significant amount of land near the West End MARTA station, and another large area surrounding the intersection of McDaniel Street and Fulton Street. Much of the greenspace and public park land within the subarea is designated as open space.

### Issues

- Several existing parks are not shown as open space on the future land use plan.
- Existing land use designations along the BeltLine corridor may not allow desired redevelopment.
- Existing land use designations along the BeltLine do not allow transit-supportive land uses.

### Opportunities

- Amendments to the future land use plan would support the vision of the Atlanta BeltLine.

## Existing Zoning

The City of Atlanta is divided into zoning districts that regulate the physical development and use of the land. 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 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 34 distinct base zoning designations and six distinct zoning overlays within Subarea 1. Sixty percent of the land is zoned for single family residences, either on lots of at least 0.21 acres (for R-4 zoning) or at least 0.17 acres (for R-4A zoning).

Approximately 21 percent of the subarea is zoned for mixed uses, although mostly on land that is only used for one purpose. An additional 9 percent of the land is zoned for industrial use.

Of the 34 base zoning districts in the subarea, the average age of the regulations is 17 years, which is newer than some areas of the city dominated by zoning from the 1980s. More recent zoning regulations are often more sensitive to urban form and have legalized historic development forms such as mixed-use, sidewalk-oriented buildings. Approximately 17 percent of the subarea is governed by such recent regulations, and the 2007 BeltLine overlay district covers an additional portion of the subarea.

The BeltLine overlay district strengthens the City's regulatory powers near the BeltLine to ensure that the vision is achieved on the sites that have significant development potential, regardless of underlying zoning. The overlay provides guidance to developers and aims to implement 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 Atlanta 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 Atlanta 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 sidewalks with 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.

In addition to the BeltLine overlay district, nearly one-fourth of the subarea falls under one of the city's historic zoning overlay districts. The districts that are in effect in Subarea 1 are the Adair Park, Oakland City, and West End historic districts. Their regulations apply in addition to underlying zoning in order to ensure compatible development through a public review process conducted by the Atlanta Urban Design Commission.

### **Issues**

- Most major corridors are zoned C-1, which does not require good urban form and can allow buildings that are out of scale with their surroundings.
- C-1, C-2, and RG districts have no height limits other than the transitional height plane, which means that some sites could allow buildings that are out of scale with their surroundings.

### **Opportunities**

- All but a few small commercial areas are covered by the BeltLine Overlay or an SPI district to ensure appropriate urban form.

**Table 15: Most Prevalent Zoning Districts in Subarea 1**

Zoning District	Percent of Subarea 1 Land	General Uses Allowed	Max. Non-Residential Floor Area Ratio	Max. Residential Floor Area Ratio	Max. Residential Units/Acre
R-4	38.6%	Residential	0.0	n/a	4.8
R-4A	21.7%	Residential	0.0	n/a	5.8
I-1	5.1%	Industrial, commercial	2.0	0.0	0.0
R-5	4.6%	Residential	0.0	0.5	11.6
C-1	4.4%	Mixed	2.0	0.696	27.6
SPI-18 SA10	3.1%	Mixed	0.505	0.696	27.6
I-2	3.1%	Industrial, commercial	2.0	0.0	0.0
SPI-21 SA2	2.3%	Mixed	2.5	1.0	39.6
SPI-21 SA10	2.2%	Mixed	5.0	3.2	127
RG-3	1.6%	Residential	*	0.696	27.6
SPI-21 SA9	1.5%	Mixed	2.5	0.696	27.6
C-2	1.4%	Mixed	3.0	0.696	27.6
SPI-21 SA5	1.4%	Mixed	**	2.3	91.1
RG-2	1.3%	Residential	*	0.348	13.8
SPI-21 SA3	1.0%	Mixed	1.5	0.696	27.6
SPI-21 SA4	1.0%	Mixed	1.0	0.696	27.6

Only those zoning districts that affect more than 1 percent of land in Subarea 1 are shown. No density bonuses are assumed. Multi-family unit size of 1,100 square feet is assumed for units/acre calculations.

\*\*The floor area of non-residential uses must not exceed five percent of the residential floor area.

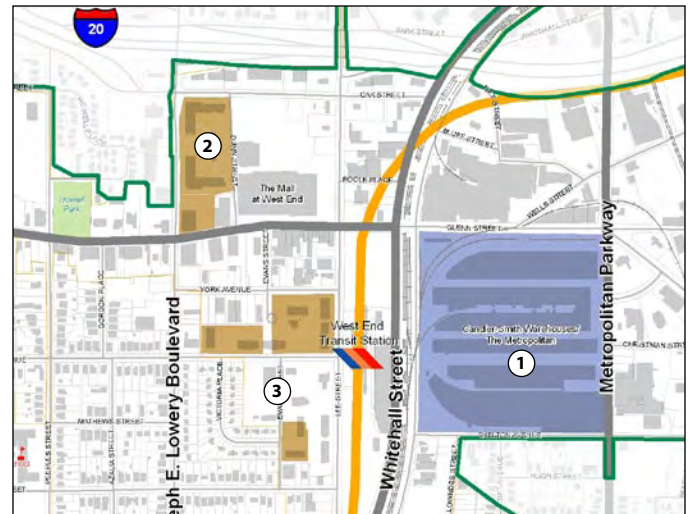
\*\*The floor area of non-residential uses must not exceed 20 percent of the residential floor area.

## Urban Enterprise Zones

In addition to zoning and land use designations, Subarea 1 includes three Enterprise Zones that affect long-term redevelopment. These zones, shown on the map at right, were granted tax abatements to encourage job creation and to provide affordable housing. They include:

- The Candler-Smith Warehouse Site Industrial Enterprise Zone, which was created by city ordinance 95-O-1228 and is effective until December 31, 2020.
- The Cornerstone Terrace Housing Enterprise Zone, which covers the Sky Lofts on Joseph E. Lowery Boulevard and was originally created by city ordinance 95-O-1204. It is effective until December 31, 2015.
- The West End Neighborhood Housing Enterprise Zone, which covered three areas near the MARTA station and was created by ordinance 91-O-1398. It was effective through December 31, 2006, but is now expired.

The three enterprise zones must be used for the specified purpose unless a specific alternate use is approved by City Council, so the use of these properties can be expected to remain stable until their expiration, at which point redevelopment becomes a possibility.



There are three existing industrial (blue) and residential (brown) urban enterprise zones within the subarea



The Candler-Smith Warehouses have been converted to a mixed-use facility called The Metropolitan



# Urban Design & Historic Resources

During the period in which most of the subarea was built-out (before 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 toward the street, 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.

Subarea 1 stakeholders frequently confirmed what is apparent to visitors: the rich history of each neighborhood is manifested in its stately residential streets, neighborhood-scaled commercial districts, and a number of landmark civic buildings.

## Urban Design

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 for transportation, land use, and economic development.



The Brown High (now Middle) School, one of the community's many institutions was constructed in 1924

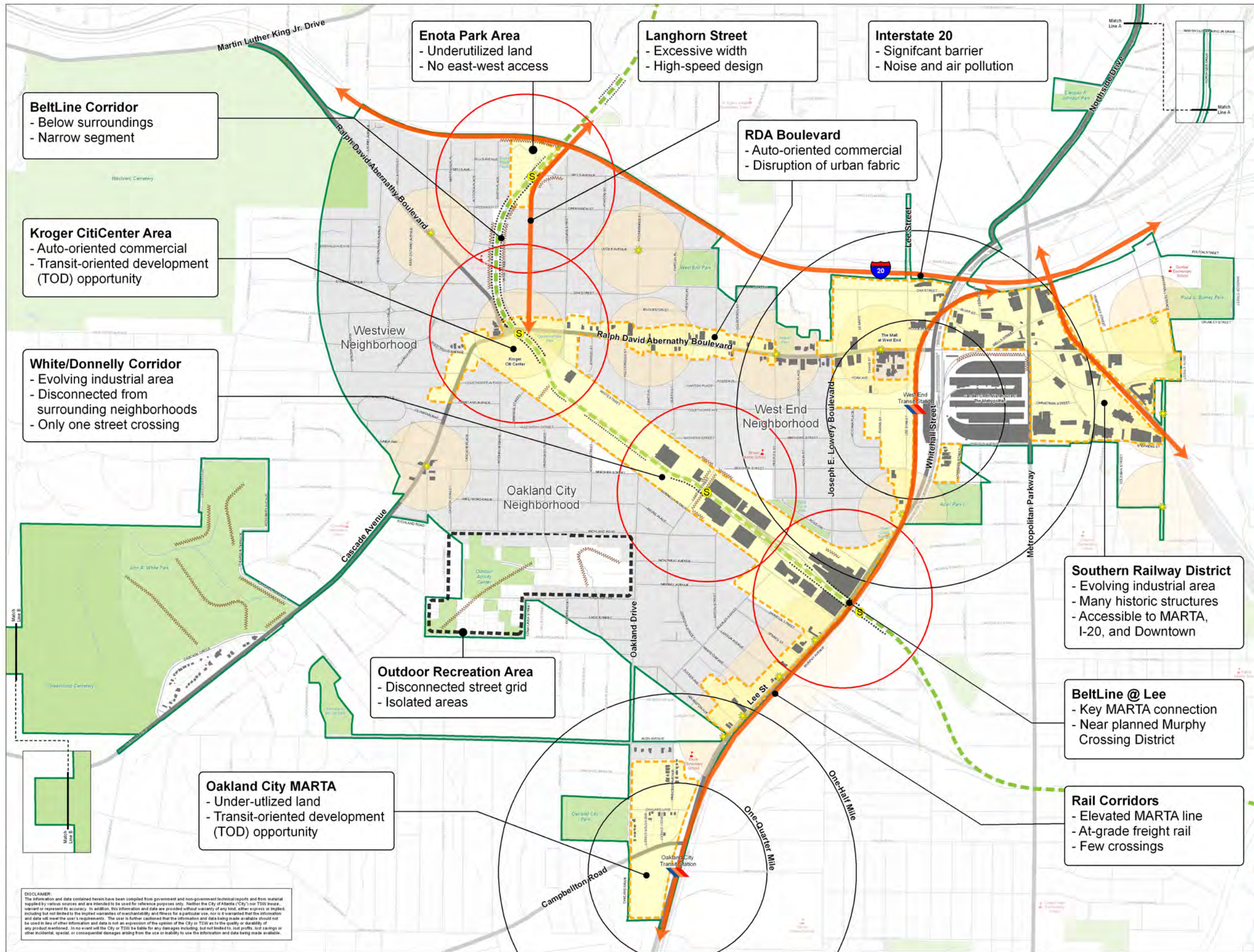


Two historic cemeteries lie inside Subarea 1



Historic neighborhood commercial nodes are located at former trolley stops, where buildings front the sidewalk with storefronts





### BeltLine Subarea 1

#### Urban Design Analysis

**LEGEND**

- BeltLine
- Potential BeltLine Transit Stop
- Historic Commercial Center
- BeltLine above grade
- BeltLine below grade
- Significant Slope
- Physical Barrier
- Potential Historic Building\*
- Intact Urbanism
- Damaged Urbanism
- Historic transit node
- Current transit node
- Potential BeltLine transit node

\*Limited to within the BeltLine TAD. Historic significance is subject to final determination by the Atlanta Urban Design Commission.

Prepared by

with Grice & Associates, Inc. and Smith Dalia Architects

December 6, 2010

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Within Subarea 1 an analysis of the existing urban form was conducted and compiled into the Urban Design Analysis Map. Key elements include:

- Traditional urbanism made up of compact neighborhoods focused around a core of retail and civic uses. Most have a density of 3 to 12 units per acre.
- An interconnected streets system within neighborhoods, which offers multiple travel routes and supports walking.
- Historic barriers between neighborhoods, including rail lines, major streets, or industrial uses.
- More recent barriers, including I-20 and high speeds streets featuring auto-oriented uses.
- Urbanistically incompatible post-World-War-II commercial and industrial buildings, which front the street with blank walls, parking lots, or unusable landscaping.
- An Atlanta BeltLine corridor which, while depressed in areas, is often at-grade with adjacent land and can one-day engage interact with it.
- Significant redevelopment opportunities.

These elements suggest that the Atlanta BeltLine and related redevelopment can repair breaks in the urban fabric and reconnect neighborhoods.

### **Issues**

- The subarea's historic urbanism has been compromised over the last several decades.

### **Opportunities**

- The Atlanta BeltLine and redevelopment can restore the urban fabric in the subarea
- An increased focus on design could have positive spill over effects, including bolstering neighborhood pride.



Typical blocks in the Westview neighborhood have 3 - 4 dwelling units per acre (image ©2010 Microsoft Corp.)



Modern commercial and industrial buildings often contribute little to the street environment due to large setbacks

## Art and Cultural Resources

Public art and cultural resources are a key part of the Atlanta BeltLine vision. Currently, there is 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 Atlanta BeltLine is an opportunity to change this and enhance public art, both within its right-of-way and nearby. Subarea 1 is fortunate to have a number of locations that are ideal for such. Possible locations, identified based on the following design considerations, are listed below.

- Proximity to future transit stations
- Existing structures of interest, including bridges



Existing public art contributes to aesthetics and a higher quality of life

- Proximity to schools or parks
- Visibility from adjacent streets, with heavy emphasis placed on sites that create a focal point or terminus

**Table 16: Core Public Art Opportunities**

Key	Location	Unique Attributes	Opportunities
1	I-20 Overpass	Visible from BeltLine, I-20, and Langhorn Street	Vertical element or gateway marker
2	Enota Park Area	Adjacent to proposed transit stop, terminus	Vertical element creating a terminus
3	Lucile Avenue Bridge	Historic bridge, adjacent to KIPP STRIVE Academy	Engage adjacent school in art
4	RDA Boulevard Over BeltLine	High visibility crossing of BeltLine, potential roundabout (per Connect Atlanta Plan)	Elements on bridge to highlight BeltLine, perhaps light feature at night
5	Building Walls (from Cascade Avenue to Lee Street)	Very long stretches of existing walls	Horizontal sculpture or paintings until redevelopment
6	Lawton Street Overpass	Existing bridge and proposed transit stop	Installations on bridge and adjacent bank
7	Rose Circle Park	Link between West End, BeltLine, and Brown Middle School	Engage adjacent school in art
8	Lee Street at BeltLine	Visible from MARTA line, West End Station, and high traffic roadway	Vertical element to enhance visibility
9	Cascade Avenue at Beecher Street	Neighborhood commercial node, five-point intersection, two neighborhoods	Highlight former trolley and area history
10	Oakland City Park	Existing neighborhood park, stone entrance gate	Highlight Oakland City history
11	South West End Station	Existing MARTA area, visual link to BeltLine at Lee Street	Vertical element to complement #8
12	Adair Park II	Proposed pedestrian bridge and neighborhood park	Incorporate into future pedestrian bridge project
13	Candler-Smith Smokestack	Distinctive smokestack	Integrate lighting and repainting
14	Metropolitan Parkway at RDA Boulevard	High visibility location, 5-way intersection	Celebrate industrial history of area
15	Westview Commercial District	Historic commercial core, triangular intersections offer unique sites	Incorporate history, reflect BeltLine proximity



- Gateway opportunities or the ability of art to provide a transition between adjacent neighborhoods or land uses

For the purpose of ensuring maximum benefit to the Atlanta BeltLine, the potential public art locations identified have been divided into two types:

- **Primary Art Sites** are those adjacent to the Atlanta BeltLine. These include locations 1 through 8 on the map below.
- **Secondary Art Sites** are those further from the corridor. These included locations 9 through 15 on the map below.

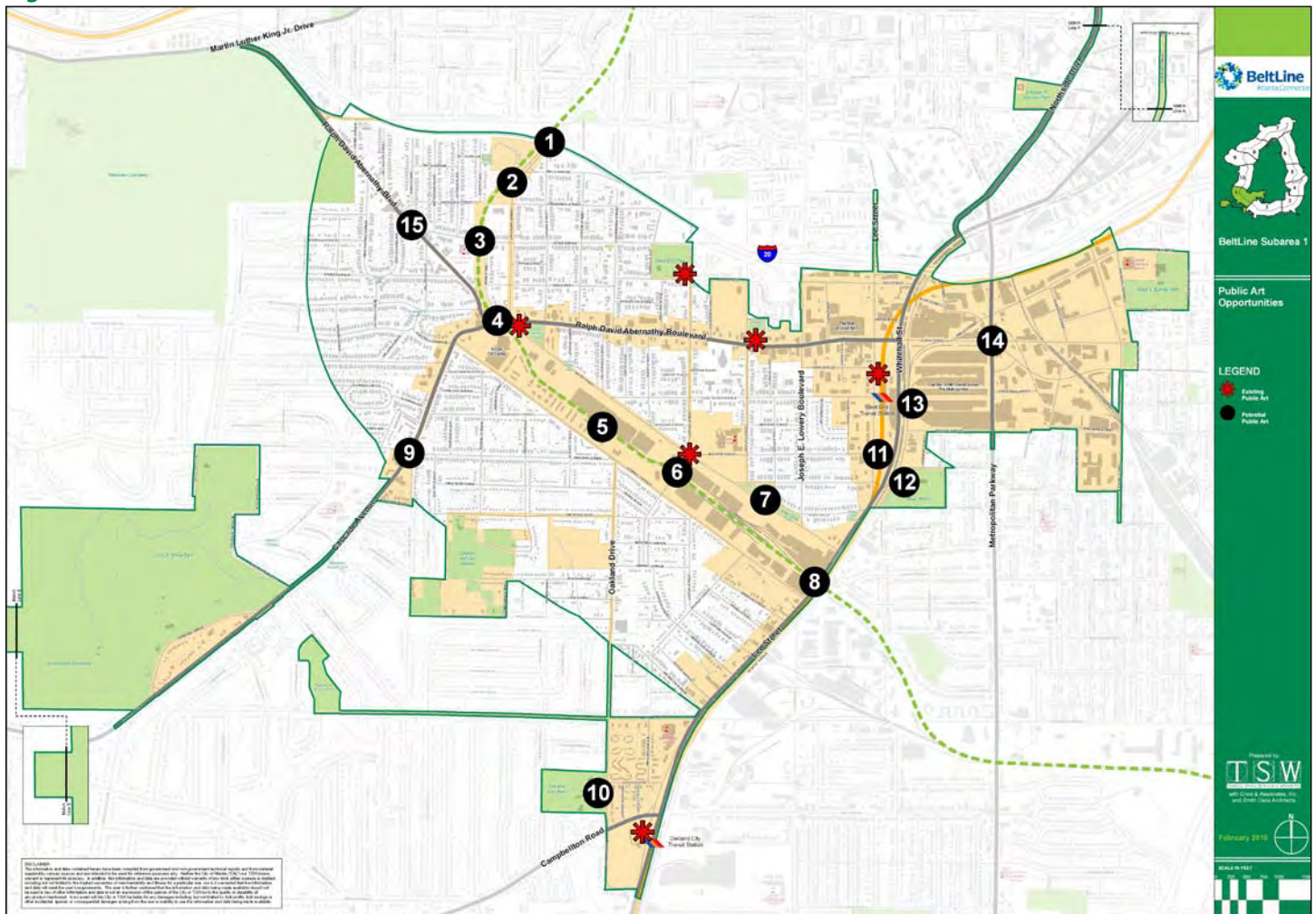
With the implementation of the Atlanta BeltLine, final programming and design of these sites should be carefully considered through a collaborative effort that celebrates local history, creativity, and the desires of area stakeholders. In addition, efforts should be taken to capitalize on area businesses and



The smokestack at Candler-Smith Warehouse could be celebrated (image ©2010 Microsoft Corp.)

schools, especially those near the BeltLine corridor, including KIPP STRIVE Academy and Brown Middle School.

**Figure 16: Potential Public Art Locations**





## Historic Resources

As previously noted, Subarea 1 is rich in history and sense-of-place. Although it includes only one building listed on the National Register of Historic Places, Wren's Nest (the historic home of Joel Chandler Harris, author of the Uncle Remus Tales), there are two National Register Historic Districts wholly or partially within it. These are the West End and the Oakland City Historic Districts.

In addition to these, Subarea 1 contains such well known landmarks as Hammonds House, Brown Middle School, Westview and Greenview cemeteries, and the Westview and West End commercial districts. Less known, but equally significant are a number of small buildings scattered throughout.

Many of these buildings and structures have cultural and economic value to the surrounding community, but often face the possibility of being lost or improperly restored if not properly identified. This is especially true for those lesser known sites. Significant investment and care is needed to appropriately rehabilitate historic buildings, but efforts can pay off by emphasizing the unique buildings that set the subarea apart from other Atlanta communities.

To understand the full range of historic resources in Subarea 1 that could be impacted by the Atlanta BeltLine, a thorough analysis of every building in the BeltLine TAD was undertaken which. This work:

- Reviewed the existing work by the Atlanta Urban Design Commission (AUDC) for accuracy and determined if buildings were contributing (of historic value) or not.
- Identified buildings and site of historic value not included in the AUDC work

The results of this survey are shown in Tables 17 and 18 and include 274 historic buildings in the TAD. This includes 138 identified by the AUDC and another 136 identified during this process. Many of the latter are Modern buildings from the late 1950s and 1960s. While not traditionally thought of as "historic" in Atlanta, they are increasingly appreciated by many.



Many historic homes line the streets of Subarea 1



This historic building on Stephens Street is falling apart, but its walls could still be incorporate into new development



These historic commercial buildings are found on Cascade Avenue at Beecher Street



**Table 17: Previously-Identified Historic Structures and Buildings Immediately Adjacent to Atlanta BeltLine**





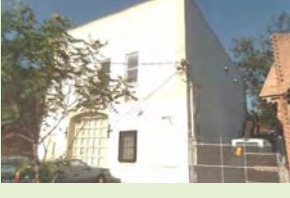





Photo	BeltLine ID	Location	Name	Date	Description
	123	Lucille Avenue and BeltLine	Lucille Avenue overpass	1910	Massive concrete railroad overpass with very narrow opening to allow water through - original opening likely infilled.
	125	Cascade Road and BeltLine	Cascade Road overpass	1910	Two tunnels in poured concrete. Recent rail addition at street level.
	881	Lee Street and BeltLine	Lee Street overpass	1940	Overpass.
	124	587 Cascade Avenue	Dollar Income Tax/ various businesses	1900	Possibly old Trolley barn. Decorative brackets under eaves. Main entrance on corner of building. Covered with EIFS or stucco.
	127	1384 Cottage Farm Rd	(Unknown use)	early 1900	Large central bay. Concrete window sills. Painted designs on brick façade.
	128	1371 Ralph David Abernathy Blvd	Fried Rice King Chinese	1933	Corner curve lot. Major modifications to front & sides. Large front display windows. Stretcher bond brick work.
	130	1336 Cottage Farm Rd	misc retail	early 1900	Storefronts partially filled in. EIFS covering. Pressed tin shingles. Brackets @ eaves. Turned bricks @ corners.

Photo	BeltLine ID	Location	Name	Date	Description
	131	1375 Ralph David Abernathy SW	(vacant ) formerly Transmissions & General Auto Repairs	early 1900	CMU infill between brick piers. Turned bricks @ corners.
	132	1405 Ralph David Abernathy SW	Partners Enterprises, Inc.	1945	Steel windows, textured brick, applied EIFS decoration.
	287	1310 White St SW	Boggs Supply Company/Space (at the corner)	1960	Mix of standard and jumbo brick. Stretcher bond. 2 large bay openings
	288	1320 White St SW	Salaam Group	1970	Brick with raised brick pattern, aluminum storefronts, brick pilasters. North end has "pebbled" concrete finish & corrugated metal awnings.
	290	1090 White St SW	Bill Kannia Woodworking	1962	Metal coping on roof, metal windows, jumbo bricks except on façade, aluminum awning over concrete & brick stair, one large bay opening.
	291	1038 White St SW	The AJC Home Delivery	1963	Jumbo bricks, stretcher bond, jalousie windows, concrete sills, aluminum front entrance
	294	979/1003 Donnelly Ave., SW	(Unknown use)	mid 1900	Red brick common bond, concrete window surround, steel ribbon sash.



Photo	BeltLine ID	Location	Name	Date	Description
	295	1065 Donnelly Ave., SW	Service Box Group	mid 1900	Red brick common bond, concrete punched window surround, aluminum windows with screens. Precast entrance portal with aluminum storefront.
	297	920 White St SW	Auto & Transmission Repair (Formerly Body Shop)	1928	Corrugated steel body shop with steel windows
	298	929 Lee St SW	vacant (Atlanta Telecom Center)	1955	Stretcher bond, concrete window surrounds, steel windows, recessed corner entrance w/ round concrete column, green glazed brick & aluminum storefront, stone planter.
	299	999 Lee St SW	(Unknown use)	1947	Stretcher & 5-course American bonds, concrete window surrounds, concrete awning (moderne-style) @ front entrance most windows enclosed, concrete cap.
	875	1101 Donnelly Ave., SW	(Unknown use)	late 1900	Red brick 1/3 bond, float roof, sheet metal coping. Overhead coiling service doors.
	876	953 Donnelly Ave., SW	(Unknown use)	mid 1900	Red brick common bond, concrete window surround, steel ribbon sash (covered over).
	877	1036 White St SW	Howeters Millwork Co	1963	Jumbo brick construction, metal overhangs above doors & loading bays, multiple loading bays, some bricked in, some small windows on side.

Photo	BeltLine ID	Location	Name	Date	Description
	878	1050 White St SW	AJC/Salvation Army	1961	Jumbo brick w/ aluminum windows in office, steel awning over concrete loading dock, glass block & iron awning/posts surround aluminum door.
	879	1200 White St SW	A&P Warehouse/ Atlanta NAP	1962	14 loading bays, brick construction, steel windows, metal awnings, concrete sills under windows.
	880	1200 White St SW	Czarnowski Exhibit Event Services	late 1900	Red Brick warehouse/office building with aluminum canopy; service bay doors; anodized aluminum windows.

**Table 18: Previously-Identified Historic Buildings Not Immediately Adjacent to Atlanta BeltLine**

BeltLine ID	Address	Name	Date	National Register Potential
122	1444 Lucille Ave SW	J.C. Harris High School	early 1900	Contributing - Already listed
289	765 Peoples St SW	Brown Middle School	early 1900	Contributing - Already listed
293	Oakland City Neighborhood	(typical neighborhood architectural style)	early 1900	Contributing-Residential
301	837 Lee St. SW	M & J Convenience Store	late 1900	Non-contributing
302	801 Lee St SW	West End Animal Hospital	1959	Contributing - Non-residential buildings/s
303	795 Lee St SW	West End Automotive	1920	Contributing - Non-residential buildings/s
304	836 Beecher St SW	Furniture For Sale	1928	Contributing - Non-residential buildings/s
305	785 Lee St SW	Stop-N-Shop/Salon (formerly Powers Grocery)	1963	Contributing - In near future
306	848 Oglethorpe Ave SW	U.S. Post Office	1960	Contributing - Non-residential buildings/s
307	564 Lee St. SW	Athlete Foot	late 1900	Non-contributing
308	576 Lee St SW	Taste of the Caribbean	1940	Non-contributing
309	675 Evans St SW	Mail Handlers Union Local 310	1959	Contributing - Non-residential buildings/s



BeltLine ID	Address	Name	Date	National Register Potential
310	640 Evans St SW	West End Market	1957	Contributing - Non-residential buildings/s
311	845 York Ave SW	Various	mid 1900	Non-contributing
312	637 Lee St SW	Easy Rental	1950	Contributing - Non-residential buildings/s
313	651 Lee St SW	Freeman Finance Loans	1950	Contributing - Non-residential buildings/s
314	825 York Ave SW	vacant (formerly Transmission Service)	1948	Contributing - Non-residential buildings/s
315	831 York Ave SW	Daycare	1950	Contributing - Non-residential buildings/s
316	806 Ralph David Abernathy Blvd SW	West End Eatery/Fontana Beauty	1920	Non-contributing
317	810/812 Ralph David Abernathy Blvd SW	Hong Kong City Restaurant	1925	Contributing - Non-residential buildings/s
318	816 Ralph David Abernathy Blvd SW	Georgian House of Styles	1930	Contributing - Non-residential buildings/s
319	818 Ralph David Abernathy Blvd SW	Convenience Store	1910	Contributing - Non-residential buildings/s
320	820 Ralph David Abernathy Blvd SW	Laze Hair Braiding	1920	Contributing - Non-residential buildings/s
321	824 Ralph David Abernathy Blvd SW	Wig Plaza	early 1900	Contributing - Non-residential buildings/s
322	826 Ralph David Abernathy Blvd SW	B.I.A. (Barry International Associates)	1920	Contributing - Non-residential buildings/s
323	830 Ralph David Abernathy Blvd SW	Aroras Men Clothing	1920	Non-contributing
324	832 Ralph David Abernathy Blvd SW	Celebrity Status Salon	1920	Contributing - Non-residential buildings/s
325	840 Ralph David Abernathy Blvd SW	Kim Fashions/RK Foodmart	1920	Contributing - Non-residential buildings/s
326	844 Ralph David Abernathy Blvd SW	Wings Express (Adams Building)	1920	Contributing - Non-residential buildings/s
327	844 Ralph David Abernathy Blvd SW	Atlanta Tax Service	1930	Non-contributing
328	516 Oak St NW	Hardy Supermarket	mid 1900	Contributing - In near future
329	777 Oak St NW	(Unknown use)	1955	Non-contributing
330	770 W Whitehall St. SW	Fire Station # 7	1910	Contributing - Non-residential buildings/s
331	561 W Whitehall St. SW	(Unknown use)	early 1900	Non-contributing
332	567 W Whitehall St SW	Bennett & Freddie Body Shop	1940	Contributing - Non-residential buildings/s
333	785 W Whitehall St SW	West End Cleaners/InStylez Market	1940	Contributing - Non-residential buildings/s

BeltLine ID	Address	Name	Date	National Register Potential
338	691 & 715 W Whitehall St SW	V.T.Tires (715) & Hair Weaves (691)	1930	Contributing - Non-residential buildings/s
340	713 Ralph David Abernathy Blvd. SW	Steven Graphics	mid 1900	Contributing - Non-residential buildings/s
341	730 Bluff St. SW	Steven Graphics	1925	Contributing - Non-residential buildings/s
342	740 Bluff St SW	R & R Electric Supply Co	1950	Contributing - Non-residential buildings/s
344	560 Tift St SW	New House Products, Inc	1926	Contributing - Non-residential buildings/s
345	575 Tift St SW	Horse stables	1925	Contributing - Non-residential buildings/s
347	521 Tift St. SW	Horse Stables	mid 1900	Non-contributing
348	740 Ralph David Abernathy Blvd. SW	Merkerson Fishmarket	early 1900	Contributing - Non-residential buildings/s
349	713 Ralph David Abernathy Blvd. SW	Steven Graphics	1925	Contributing - Non-residential buildings/s
350	644 Wells St SW	Storage Depot Lofts	1901	Contributing - Non-residential buildings/s
351	651 Bluff St. SW	Steven Graphics	early 1900	Non-contributing
352	713 Ralph David Abernathy Blvd. SW	Steven Graphics	mid 1900	Non-contributing
355	523 Metropolitan Pkwy. SW	J.I. Case Threshing Machine Co. (Abrams Fixture Co.)	early 1900	Contributing - Non-residential buildings/s
356	610 Metropolitan Pkwy, SW	Just Tires	1949	Non-contributing
357	581 Metropolitan Pkwy. SW	(vacant building)	1954	Non-contributing
358	523 Metropolitan Pkwy. SW	(vacant building) newly renovated - same parcel as ID 355	late 1900	Non-contributing
359	578 Metropolitan Pkwy, SW	Georgia Railway & Power Substation (vacant)	early 1900	Contributing - Non-residential buildings/s
361	650, 660, 680 Metropolitan Pkwy SW	Candler-Smith Historic Warehouse District	1915	Contributing - Already listed
362	585 Wells St. SW	Southern Mill (Quonset huts)	1910	Non-contributing
363	556 Metropolitan Pkwy SW	Atlanta Paint & Body	1950	Non-contributing
364	585 Wells St. SW	Southern Mill	1910	Contributing - Non-residential buildings/s
365	598 Wells St SW	Pirkle Inc Junkyard	1940	Contributing - Non-residential buildings/s
368	550 Glenn St. SW	(formerly Western Union Telegraph Supply Office)	1924	Contributing - Non-residential buildings/s
369	570 Glenn St SW	C&L Used Auto Parts	1930	Contributing - Non-residential buildings/s



BeltLine ID	Address	Name	Date	National Register Potential
370	500 Glenn St SW	(vacant building)	early 1900	Contributing - Non-residential buildings/s
371	670 Metropolitan Pkwy SW	Atlanta City Employees Credit Union	1957	Contributing - Non-residential buildings/s
372	600 Bronner Bros. St. SW	(occupied office building)	1960	Non-contributing
373	651 Ralph David Abernathy Blvd. SW	BSC Auto Parts	early 1900	Contributing - Non-residential buildings/s
375	448 Ralph David Abernathy Blvd. SW	The Railyard (multi-use complex)	1920	Contributing - Non-residential buildings/s
377	530 McDaniel St SW	McDaniel-Glenn Community	late 1900	Non-contributing - Demolished
377	500-555 Fulton St. SW	Mechanicsville Apartments	late 1900	Non-contributing
378	492 Glenn St SW	General Electric Lofts	1927	Contributing - Individually Eligible
380	749 McDaniels St SW	vacant (Housing Authority City of Atlanta)	early 1900	Contributing - Non-residential buildings/s
381	749 McDaniels St SW (Stephens St)	(vacant building)	early 1900	Contributing - Non-residential buildings/s
382	451-457 Stephens St., SW	vacant (formerly American Mills)	1916	Contributing - Non-residential buildings/s
383	467 Stephens St. SW	(vacant building)	1920	Contributing - Non-residential buildings/s
384	471 Stephens St. SW	(vacant building)	1920	Contributing - Non-residential buildings/s
385	489 Stephens St SW	(Unknown use)	1920	Contributing - Non-residential buildings/s
386	511 Stephens St SW	Overhead Door	1940	Contributing - Non-residential buildings/s
387	728 Humphries St. Sw	Total Imaging Car Detailing	1950	Non-contributing
391	690 Ralph David Abernathy Blvd., SW	(vacant building)	mid 1900	Non-contributing
399	725 Humphries St. SW	(vacant building)	1939	Non-contributing
400	725 Humphries St. SW	(vacant building)	1939	Contributing - Non-residential buildings/s
401	720 Metropolitan Pkwy SW	Country Home Bakers, Inc.	late 1900	Non-contributing
402	760 Murphy Ave SW	(vacant)	early 1900	Non-contributing
403	768 Murphy Ave SW	Right H & Man	mid 1900	Non-contributing
404	764 Murphy Ave SW	Right H & Man	1941	Contributing - Non-residential buildings/s
405	774 Murphy Ave SW	West End Auto	1945	Contributing - Non-residential buildings/s

BeltLine ID	Address	Name	Date	National Register Potential
406	702 Murphy Ave SW	Right H & Man	1948	Contributing - Non-residential buildings/s
407	786 Murphy Ave SW	(Unknown use)	mid 1900	Non-contributing
408	820 Murphy Ave SW	Special Services Dept	late 1900	Non-contributing
455	Oakland City Neighborhood	(typical neighborhood architectural style)	early 1900	Contributing-Residential
456	Oakland Drive	1) Gazebo 2) Recreation Center 3) Pool House	early 1900	Non-contributing
457	1181 Lee St SW	(Unknown use)	1940	Non-contributing
458	1177 Lee St SW	The Life Deliverance Ministries	1947	Contributing - Non-residential buildings/s
460	1097 Lee St SW	Convenience store Market Place	1949	Non-contributing
461	1057 Lee St SW	The Bottom Line II	1920	Contributing - Non-residential buildings/s
462	1039 Lee St SW	Ace Automotive Alignment	1949	Contributing - Non-residential buildings/s
463	1033 Lee St. SW	(vacant)	mid 1900	Non-contributing
464	1019 Lee St SW	Whitaker Fish & Chips	1950	Contributing - Non-residential buildings/s
874	Westview Neighborhood	(typical neighborhood architectural style)	early 1900	Contributing-Residential
934	Ralph David Abernathy Blvd SW	Saint Mary Overcoming Church of God	early 1900	Contributing - Non-residential buildings/s
940	790 Cascade Ave SW	Leverage Food Lounge	1920	Contributing - Already listed
941	792 Cascade Ave SW	East Atlanta Candlelight	1926	Contributing - Already listed
942	1511 Beecher St SW	Payton Body Shop	1920	Contributing - Already listed
943	795 Cascade Ave SW	Joe Cleaners	1925	Contributing - Non-residential buildings/s
944	797 Cascade Ave SW	Dollar One Wholesale & Retail (former Masonic Temple)	1925	Contributing - Non-residential buildings/s
945	829 Cascade Rd. SW	Rudolph Smith Ministry Center	early 1900	Contributing - Non-residential buildings/s
946	804 Cascade Ave SW	Da Bridge boutique	1920	Contributing - Non-residential buildings/s
948	815 Westmont Rd SW	Golden Hawk Motorcycle Club House	early 1900	Contributing - Non-residential buildings/s



**Table 19: Newly-Identified Historic Buildings Not Immediately Adjacent to the Atlanta BeltLine**

Planning Team ID	Address	Name	Date	National Register Potential
2019	847 McDaniel St.	(vacant building)	early 1900	Contributing - Non-residential buildings/s
2020	842 McDaniel St.	(vacant building)	early 1900	Contributing - Non-residential buildings/s
2024	401 Metropolitan Pkwy, SW	Munsford Wilson Co.	early 1900	Contributing - Non-residential buildings/s
2053	839 White St. SW	(residence)	early 1900	Contributing-Residential
2054	235 White St. SW	(residence)	early 1900	Contributing-Residential
2055	826 White St. SW	(residence)	early 1900	Contributing-Residential
2056	832 White St. SW	(residence)	early 1900	Contributing-Residential
2060	1081 Lee St. SW	(vacant building)	early 1900	Contributing-Non-residential
2061	1002 Lawton Avenue	(residence)	early 1900	Contributing-Residential
2062	1101 Lee St. SW	(Unknown use)	early 1900	Contributing-Residential
2066	1075 Tucker Avenue	(residence)	early 1900	Contributing-Residential
2067	Neighborhood - White Oak Ave	(typical neighborhood architectural style)	early 1900	Contributing-Residential
2068	Neighborhood - Arlington Ave	(typical neighborhood architectural style)	early 1900	Contributing-Residential
2070	615 Cascade Rd. SW	(Package store)	1950	Contributing-Non-residential
2072	1465 Westwood Ave SW	Gordon Professional Center	early 1900	Contributing-Residential
2073	1471 Westwood Ave SW	(unknown use)	early 1900	Contributing-Residential
2074	1477 Westwood Ave SW	Tilley Day Care	early 1900	Contributing-Residential
2075	1483 Westwood Ave SW	(residence)	early 1900	Contributing-Residential
2079	Neighborhood - Cascade Rd SW	(typical neighborhood architectural style)	early 1900	Contributing-Residential
2080	834 Cascade Rd SW	VICARS "A Ministry of Community Church of God"	early 1900	Contributing-Residential
2083	864 Cascade Rd SW	(residence)	early 1900	Contributing-Residential
2084	868 Cascade Rd SW	(residence)	early 1900	Contributing-Residential
2085	Richland Road Neighborhood	(typical neighborhood architectural style)	early 1900	Contributing-Residential

Planning Team ID	Address	Name	Date	National Register Potential
2088	782-784 Cascade Road SW	Mahoua African Hair Braiding/ Gloria Barber & Beaty Shop	early 1900	Contributing-Non-residential
2090	West End Neighborhood	(typical neighborhood architectural style)	early 1900	Contributing-Residential
2091	Donnelly St. Neighborhood	(typical neighborhood architectural style)	early 1900	Contributing-Residential
3003	879 Ralph David Abernathy Blvd SW	Soul Vegetarian Restaurant/Boutique Africa	1930	Contributing-Non-residential
3004	884 Ralph David Abernathy Blvd SW	Goodwill	1930	Contributing-Non-residential
3006	908 Ralph David Abernathy Blvd SW	CitiTrends	1959	Contributing-Non-residential
3007	917 Ralph David Abernathy Blvd SW	Wachovia Bank	1953	Contributing-Non-residential
3008	928 Ralph David Abernathy Blvd SW	St. Anthony of Padua	early 1900	Contributing-Non-residential
3010	928 Ralph David Abernathy Blvd SW	St. Anthony of Padua - Annex	early 1900	Contributing-Non-residential
3011	951 Ralph David Abernathy Blvd SW	(house)	early 1900	Contributing-Residential
3012	934 Ralph David Abernathy Blvd SW	All About Hair	1950	Contributing-Non-residential
3013	951 Ralph David Abernathy Blvd SW	(commercial business)	early 1900	Contributing-Non-residential
3014	938 Ralph David Abernathy Blvd SW	The Shrine of the Black Madonna Cultural Center	1950	Contributing-Non-residential
3015	1003 Ralph David Abernathy Blvd SW	Willie A. Watkins Funeral Home	1950	Contributing-Residential
3016	950 Ralph David Abernathy Blvd SW	The Shrine of the Black Madonna Cultural Center	1950	Contributing-Non-residential
3017	1013 Ralph David Abernathy Blvd SW	Nattie Gunn Watkins Complex	1920	Contributing-Residential
3018	960 Ralph David Abernathy Blvd SW	The Shrine of the Black Madonna (theatre)	early 1900	Contributing-Non-residential
3020	964 Ralph David Abernathy Blvd SW	Salon/West End Print/Ace Hardware	1940	Contributing-Non-residential
3021	1037 Ralph David Abernathy Blvd SW	(commercial business)	1950	Contributing-Residential
3022	986 Ralph David Abernathy Blvd SW	Salon/West End Tattoo/Braiding & Beauty Unlimited	1930	Contributing-Non-residential
3024	1014 Ralph David Abernathy Blvd SW	ProCare Dental Services	1955	Contributing-Non-residential
3026	1020 Ralph David Abernathy Blvd SW	J.W. Robinson & Associates	1955	Contributing-Non-residential
3027	1057 Ralph David Abernathy Blvd SW	(commercial business)	1920	Contributing-Residential
3028	1062 Ralph David Abernathy Blvd SW	Gordon St. Chiropractic Clinic	1950	Contributing-Non-residential



Planning Team ID	Address	Name	Date	National Register Potential
3029	1065 Ralph David Abernathy Blvd SW	Lottie Watkins Building	1954	Contributing-Non-residential
3031	1077 Ralph David Abernathy Blvd SW	Apollo Associates Realty	1955	Contributing-Non-residential
3035	1107 Ralph David Abernathy Blvd SW	Food Mart/Instant Tax Service	1960	Contributing-Non-residential
3037	1115 Ralph David Abernathy Blvd SW	Capricorn Corporation	1959	Contributing-Non-residential
3039	1123 Ralph David Abernathy Blvd SW	Brown Medical Associates	1954	Contributing-Non-residential
3040	1140 Ralph David Abernathy Blvd SW	Women Fashions	1920	Contributing-Non-residential
3045	1187 Ralph David Abernathy Blvd SW	Church of Solid Foundation	early 1900	Contributing-Non-residential
3046	1176 Ralph David Abernathy Blvd SW	Goodrum Enterprises/Allstate Insurance/Natural Hair Care	1960	Contributing-Non-residential
3047	1195 Ralph David Abernathy Blvd SW	Roots	1964	Contributing-Non-residential
3049	1211 Ralph David Abernathy Blvd SW	(commercial business)	1920	Contributing-Non-residential
3050	1214 Ralph David Abernathy Blvd SW	Brother Jackson Healer - Advisor	1930	Contributing-Residential
3051	1237 Ralph David Abernathy Blvd SW	Sister Song	1900	Contributing-Residential
3052	1230-1286 Ralph David Abernathy Blvd SW	Street view between Holderness St. & Atwood St	early 1900	Contributing-Residential
3053	1261 Ralph David Abernathy Blvd SW	(residence)	1929	Contributing-Residential
3054	1292 Ralph David Abernathy Blvd SW	The Cutting Edge Unisex Salon	1926	Contributing-Residential
3055	1271 Ralph David Abernathy Blvd SW	(residence)	1910	Contributing-Residential
3057	1285 Ralph David Abernathy Blvd SW	(residence)	1900	Contributing-Residential
3058	844 Ralph David Abernathy Blvd. SW	West End Market	early 1900	Contributing-Non-residential
3060	984 Ralph David Abernathy Blvd. SW	Esteem, Inc./Photography	early 1900	Contributing-Non-residential
3062	1128 Ralph David Abernathy Blvd SW	(Unknown use)	mid 1900	Contributing-Non-residential

Of the buildings identified, all have some potential for adaptive reuse and preservation, but major opportunities include:

- 929 Lee Street (Atlanta Telecom Center)
- 523 Metropolitan Parkway (Abrams Fixture Co)
- 85 Wells Street (Southern Mills)
- 550 Glenn St. SW (formerly Western Union Telegraph Supply Office)
- 500 Glenn Street
- 578 Metropolitan Parkway (Georgia Railway & Power Substation)
- 471 Stephens Street to 749 McDaniel Street

In addition, many buildings lining White Street and Donnelly Avenue west of Lee Street date from the early 1960s and structurally can easily accommodate interim reuse.

Among mid-century adaptive reuse candidates, a notable opportunity is the two single story buildings at 929 Lee Street that formerly housed the Atlanta Telecom Center. These examples of contemporary utilitarian architecture reflect the



The former Atlanta Telecom Center occupies a strategic site at the intersection of Lee and White Streets

traditional role of the district as a service and light industrial support area reliant on rail access. While their architectural significance is not great in terms of defining or contributing to the essence of the subarea, their large size makes them important, nevertheless.

In lieu of longer-term redevelopment, 929

**Table 20: Historic Structures Not Immediately Adjacent to the Atlanta BeltLine**

BeltLine ID	Nearest Intersection	Name	Date
366	Wells St & Humphries St	Retaining wall	1920
367	Glenn St & Humphries St	Glenn St underpass	1910
374	Abernathy & Humphries	Abernathy Underpass	1957
339	Ralph David Abernathy & W.Whitehall	Abernathy Underpass	1950

**Table 21: Historic Objects**

BeltLine ID	Nearest Intersection	Name	Date
343	Murphy Street and Bluff Street	Retaining Wall	1920
379	Glenn Street and Humphries Street	Stone wall	1900
346	Tift Street Bluff Street	Tift St Cobblestones	1920
353	RDA Boulevard and Wells Street	Retaining wall	1920
354	RDA Boulevard and Wells Street	Railroad tracks	1901



Lee Street's adaptive reuse potential is strong given its prominent location, physical condition, apparent ease of alteration, and parking. These factors suggest that the existing buildings could be successfully converted into light industrial, loft office, or commercial space with minimal effort.

Longer term, land values and proximity to the former State Farmer's Market redevelopment area across Lee Street will trigger the redevelopment of 929 Lee Street to make way for greater density development. In the meantime, interim adaptive reuse would allow the site to contribute to the incremental growth of the subarea.

In addition, objects and structures were reviewed and identified. These are found in Tables 20 and 21 on the preceding page.



In lieu of complete redevelopment, the former Atlanta Telecom Center could be renovated into loft offices (courtesy Smith Dalia Architects)

# Natural Features & Environment

Before European settlement, Subarea 1 was largely covered with mature forests of hard and softwood trees. The land was cleared for farming and other purposes beginning in the late 1700s. Significant human impacts on the natural environment did not begin until the nineteenth century, when the City of Atlanta and its railroad connections brought population growth that spurred the development of land. Today, no significant agricultural lands or woodlands remain in the subarea.

While the natural environment in the subarea has been significantly altered by human features, it is important to understand and respect its topography as well as its soil, water, flora, and air. Proactive planning can not only preserve natural features but emphasize their uniqueness in a way that enhances the quality of life for those who enjoy them.

## Topography

The terrain in Subarea 1 is relatively flat, with few areas of more than 2.5 percent slope. Exceptions to this occur in areas where significant grading has taken place, such as along the Interstate, Langhorn Street, and historic railroads including the Atlanta BeltLine. The southwestern portion of the subarea does show significant slope in areas such as the Outdoor Activity Center and John A. White Park, as the land drops off from the ridge along Lee Street toward Utoy Creek and the Chattahoochee River.

Elevation above mean sea level ranges from 890 feet near the creek in the John A. White Park golf course to 1,074 feet along Lowndes Street near Adair Park II.

## Hydrography

There are no major creeks in Subarea 1, and no ponds or other standing bodies of water. A number of smaller creeks exist, including one in



Many portions of the subarea's open spaces are covered with invasive species

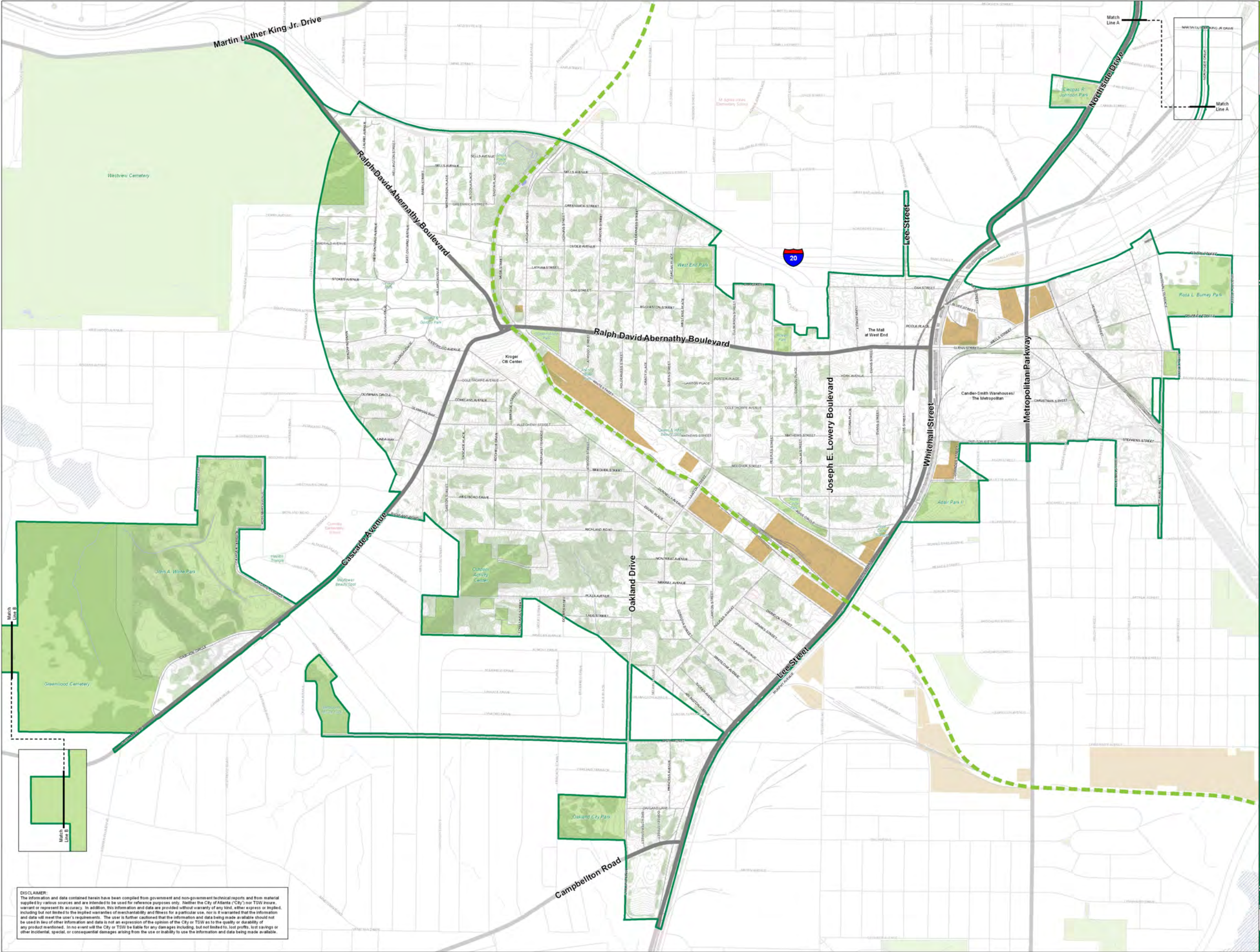


Interstate 20 and other high-capacity roads contribute to localized air and noise pollution and discourage walking



Surface parking lots contribute to radiant heating year-round, but especially during the hot summer months





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BeltLine Subarea 1

Natural Features Map

- LEGEND**
- SubArea 1 Boundary
  - BeltLine
  - Stream
  - Pond
  - Approximate Tree Canopy
  - 2-Foot Contour Lines
  - Potential Brownfield
  - 100 Year Floodplain
  - Existing Park

Prepared by  
**TSW**  
 TRENKLE SPANGLER WALSH & ASSOCIATES  
 with Grice & Associates, Inc.,  
 and Smith Dalia Architects



December 6, 2010



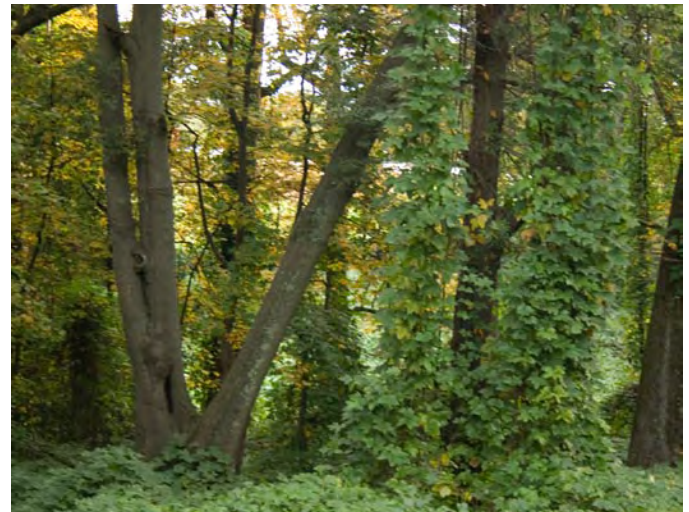


the proposed Enota Park expansion, one west of and parallel to Oakland Drive, another running from near the intersection of Beecher Street and Donnelly Avenue southwest through the Outdoor Activity Center, and several smaller creeks in John A. White Park and Greenwood Cemetery.

## Tree Canopy

As is apparent from aerial photographs, approximately 30 percent of Subarea 1 is covered by tree canopy. This number approaches 100 percent in some parks and along some residential streets where a variety of species of trees, some sizeable enough to be considered heritage trees. However, some portions of the subarea, including industrial areas and commercial corridors, are nearly completely devoid of trees. In some area, kudzu threatens the existing tree canopy.

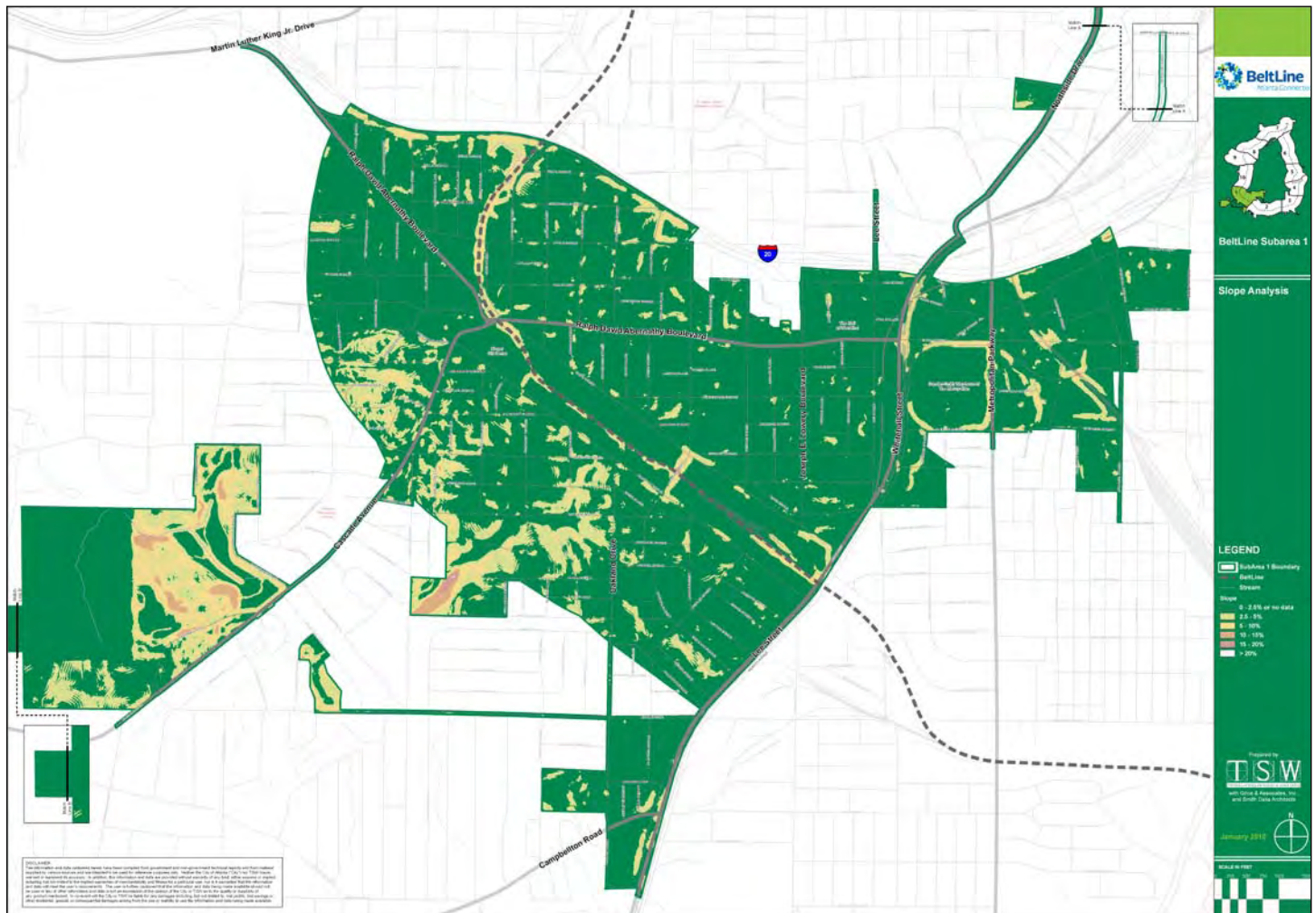
The presence of a significant tree canopy is a boon



Mature hardwood trees can be found along streets and in open spaces throughout the subarea

to the area not just for aesthetic reasons. Trees provide shade that reduces the urban heat island effect and lowers air conditioning costs, capture carbon from the atmosphere, provide homes for wildlife, and increase property values.

**Figure 17: Slope Analysis**





Of some concern is the lack of generational tree plantings. Many trees are reaching maturity, and if new plantings do not begin to increase the age diversity of the urban forest, the area could soon be much less green as old trees die. Fortunately, the BeltLine arboretum has already introduced younger trees in areas, but more will need to be done.

## Brownfield Sites

Several properties with historic industrial buildings 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 16 potential brownfield sites in the subarea, totaling 53 acres of land. The majority of these properties are directly accessible from the Atlanta BeltLine. Many local, regional, national, and worldwide examples exist of successful redevelopment on brownfield sites with varying levels of contamination.

## Other Environmental Issues

Of significant concern in Subarea 1 is the amount of vehicular travel. Despite the ubiquitous presence of public transit service, many who live or work in Subarea 1 choose to drive, and many more pass through the area each day in automobiles.

Vehicle use contributes to localized air pollution in the subarea and in the region, as well as negatively affecting public health by promoting inactivity. Enhanced land use patterns, pedestrian-oriented buildings, and improved transit service could help alter travel habits for the better.



A number of potentially contaminated properties exist within the subarea



A larger salvage yard exists just south of Glenn Street in the so-called Southern Railway District (image ©2010 Microsoft)



Vehicular travel contributes to increased pollution and physical inactivity, which in turn affect public health

Light pollution is also an issue in the subarea, as buildings and streetlights from major corridors and Downtown Atlanta impede views of the night sky, interfere with wildlife, and waste energy. Light pollution control can have a positive effect on the environment and on quality of life.

## Public Spaces

More than any single feature, great neighborhoods and cities are judged by the quality of their public spaces. Streets, parks, and plazas are the stages upon which the daily lives of people around the world are played on and shaped by. As a result, communities with high quality public spaces are consistently the most loved places in the world.

The Atlanta BeltLine represents an opportunity to fundamentally reshape public space, otherwise known as the “public realm,” in a way that defines Atlanta for decades to come. Its impact will be profound, particularly in Subarea 1, where the public realm is disjointed collection of pieces in need of a unifying framework.

As with any urban community, the most used public spaces in Subarea 1 are its streets, which includes roadways, sidewalks, and the relationship of adjacent buildings to them. To understand current conditions, an audit of the current quality of major streets in the subarea was undertaken



Sidewalks are an integral part of a community's public spaces and the one most frequently used by pedestrians



A few new buildings in the subarea enrich the public realm with stoops and porches

**Table 22: Streetscape Audit Categories** (See Public Space Analysis map)

Good	Fair	Poor
<ul style="list-style-type: none"> <li>○ All buildings front the sidewalk with storefronts, porches, or stoops</li> <li>○ Strong sense of enclosure from continuous buildings along the street</li> <li>○ Street is easy to cross on-foot</li> <li>○ On-street parking, which calms traffic and buffers pedestrians from traffic</li> <li>○ Intact tree canopy</li> </ul>	<ul style="list-style-type: none"> <li>○ Most buildings front the sidewalk with storefronts, porches, or stoops</li> <li>○ Limited frontal parking</li> <li>○ Moderate sense of enclosure due to breaks between buildings along a street</li> <li>○ Street is moderately easy to cross on-foot</li> <li>○ Little or no on-street parking</li> <li>○ Intermittent tree canopy</li> </ul>	<ul style="list-style-type: none"> <li>○ Most buildings front the street with parking lots or blank walls</li> <li>○ Poor sense of enclosure due to buildings set far from the street</li> <li>○ Street is difficult to cross on foot</li> <li>○ Little or no on-street parking</li> <li>○ Little to no tree canopy</li> <li>○ General sense of a “barren” cityscape</li> </ul>



to assess their quality as public spaces using the categories shown below. These findings are shown on the Public Space Analysis map on page 95.

In addition to its streets, Subarea 1 includes a variety of public or semi-public open spaces, from city parks and large cemeteries to smaller neighborhood parks or “beauty spots.” The table at right lists all such spaces, which total approximately 18 percent of the land in Subarea 1.

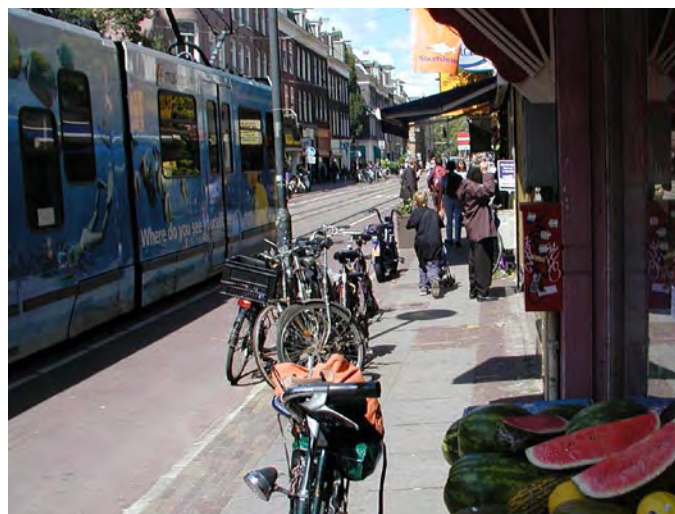
The largest public space, although privately owned, is the historic Greenwood Cemetery. Its rolling landscape is open to the public and features several meadows, in addition to numerous Christian and Jewish graves and a Holocaust Memorial.

Adjacent to Greenwood Cemetery is John A. White Park, which includes a golf course, tennis courts, a baseball field, picnic shelters, and other amenities. Like the adjacent cemetery, this park is primarily accessed from the south, and could benefit from access improvements to adjacent neighborhoods.

A third large, public space is the Outdoor Activity Center, at more than 20 acres of wooded land. Due to the site’s mid-block location and the lack of public streets along its edges, the space is little known, but vacant lands nearby do present an opportunity for usability enhancements.

In addition, a number of other smaller parks and open spaces are within walking distance of housing and provide social and recreational opportunities to the residents of Subarea 1.

In the future, opportunities exist to connect these existing parks and open spaces with an improved public realm. This could include streetscape upgrades along key corridors, multi-use trails, new parks and plazas, and, of course, the various components of the Atlanta BeltLine vision.



Transit can enrich public spaces and create activity

**Table 23: Existing Parks and Open Spaces in Subarea 1**

Park or Open Space	Acres Within Subarea 1
Greenwood Cemetery	126
John A. White Park	107
Outdoor Activity Center	21.8
Oakland City Park	14.5
Rosa L. Burney Park	13.7
Westview Cemetery	11.2
Adair Park II	10.6
Barbara A. McCoy Park	8.7
West End Park	6.5
Cleopas R. Johnson Park	4.3
Rose Circle Park	2.7
Howell Park	2.1
Gordon-White Park	1.9
Georgia-McDaniel Park	1.6
Enota Place Playlot	0.31
Rose Circle Triangle	0.21
Holderness/Lucile Park	0.17
Ontario Park	0.07
Williard/Gordon Park	0.07
Atwood Street Park	0.05
Queen/White Beauty Spot	0.04
South Gordon Triangle	0.01
<b>Total</b>	<b>333</b>

# SYNTHESIS MAPS

This report has provided an overview of key existing conditions within Subarea 1. 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

The Urban Design Analysis map shows key design features impacting the subarea. These include key barriers dividing the subarea, the location of potential transit stops, areas of intact urbanism, historic commercial cores, slopes, and a description of key breaks in the urban fabric.

## Public Space Analysis Map

The Public Space Analysis map highlights those features defining the public realm. These include a streetscape auditor, a review of existing parks, and potential links between public spaces.

## Development Opportunities Map

This map summarizes factors affecting redevelopment in subarea 1. These include a review of vacant sites, historic structures, and potentially contaminated sites. It also identifies lands that may present opportunities for new development or adaptive re-use.

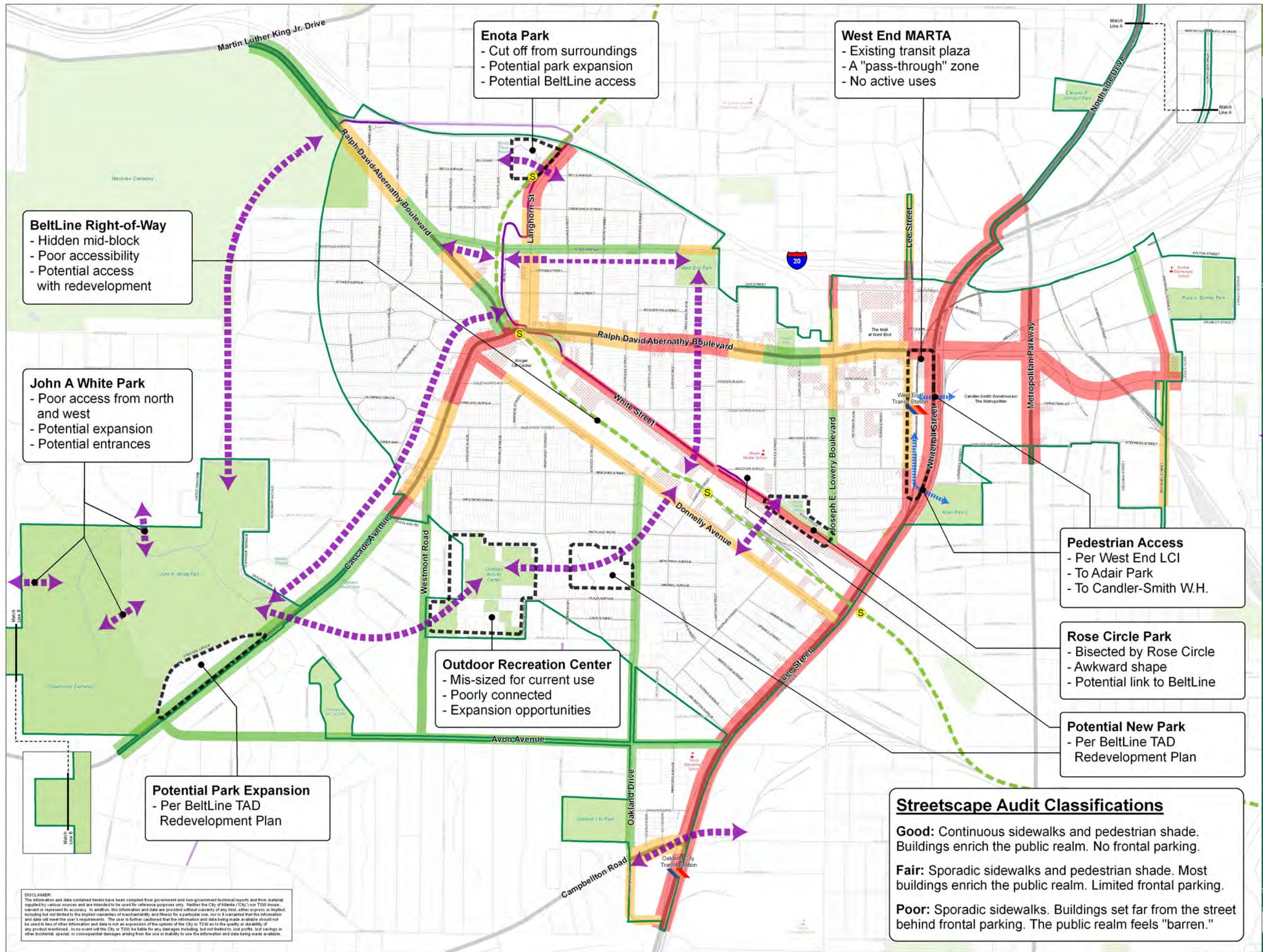


John A. White Park and golf course is the largest public park in Subarea 1



Previous planning efforts have identified the Kroger City Center as a key long-term development opportunity (image ©2010 Microsoft Corp.)





**BeltLine Right-of-Way**

- Hidden mid-block
- Poor accessibility
- Potential access with redevelopment

**John A White Park**

- Poor access from north and west
- Potential expansion
- Potential entrances

**Enota Park**

- Cut off from surroundings
- Potential park expansion
- Potential BeltLine access

**West End MARTA**

- Existing transit plaza
- A "pass-through" zone
- No active uses

**Outdoor Recreation Center**

- Mis-sized for current use
- Poorly connected
- Expansion opportunities

**Pedestrian Access**

- Per West End LCI
- To Adair Park
- To Candler-Smith W.H.

**Rose Circle Park**

- Bisected by Rose Circle
- Awkward shape
- Potential link to BeltLine

**Potential New Park**

- Per BeltLine TAD Redevelopment Plan

**Potential Park Expansion**

- Per BeltLine TAD Redevelopment Plan


**Streetscape Audit Classifications**

**Good:** Continuous sidewalks and pedestrian shade. Buildings enrich the public realm. No frontal parking.

**Fair:** Sporadic sidewalks and pedestrian shade. Most buildings enrich the public realm. Limited frontal parking.

**Poor:** Sporadic sidewalks. Buildings set far from the street behind frontal parking. The public realm feels "barren."

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**BeltLine Subarea 1**

**Public Space Analysis**

**LEGEND**

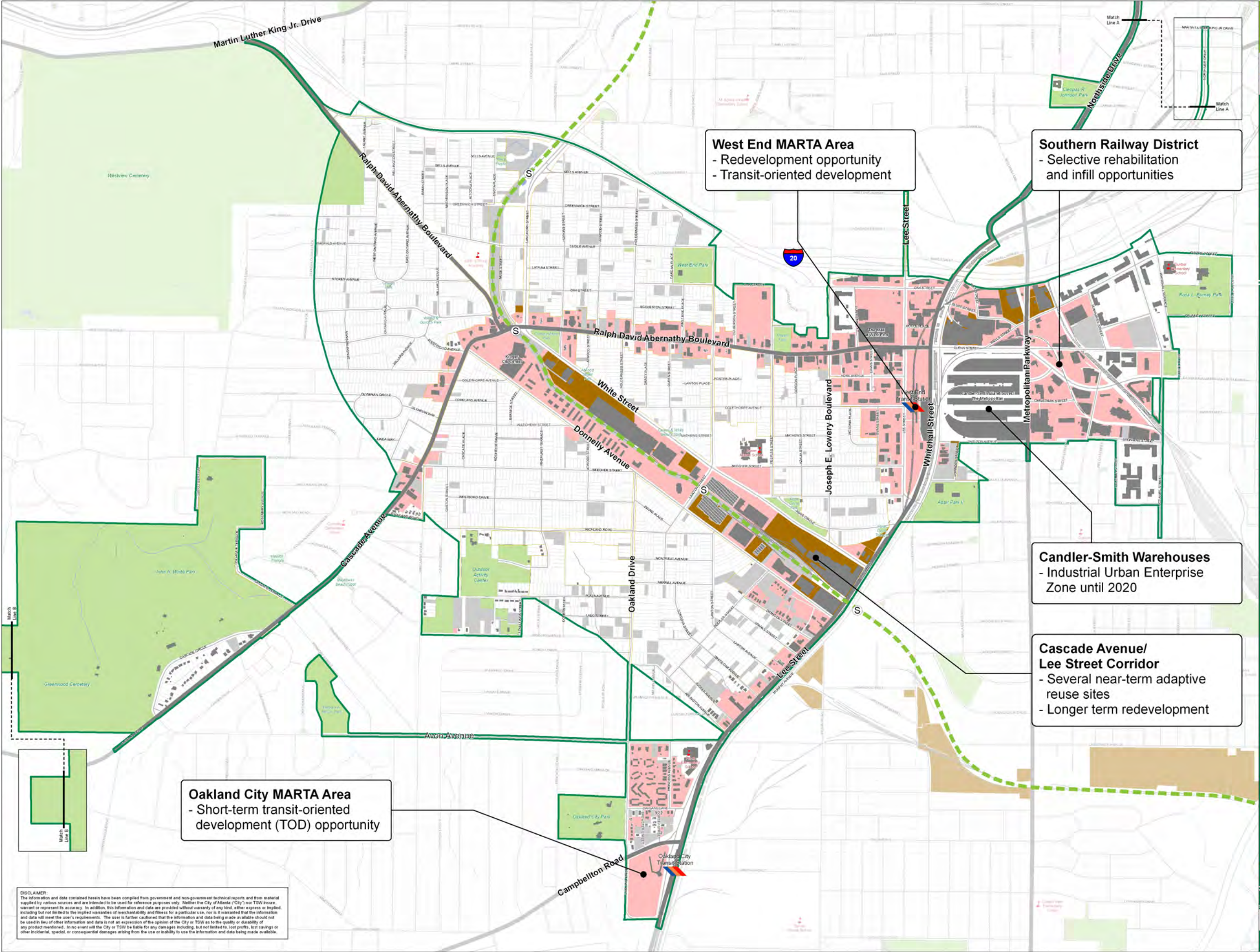
- Potential BeltLine Transit Stop
- BeltLine
- Existing Trail
- Key Link
- Streetscape Audit**
- Good
- Fair
- Poor
- Parking Frontage
- Existing Park

Prepared by  
  
with Grice & Associates, Inc.,  
and Smith Dalia Architects

December 6, 2010

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Development Opportunities Analysis

- LEGEND**
- S Potential Transit Stop
  - BeltLine
  - Existing Park
  - BeltLine TAD
  - Potential Historic Rehabilitation
  - Other Building
  - Vacant Building
  - Vacant Parcel
  - Other Development Opportunity

\*Limited to within the BeltLine TAD. Includes complete redevelopment or adaptive reuse.

\*Limited to within the BeltLine TAD. Historic significance is subject to final determination by the Atlanta Urban Design Commission.



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# Appendix 5: Transportation Impact Analysis

# 1.0 Introduction

The Atlanta 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. The conceptual layout of the BeltLine is shown in Figure 1-1.

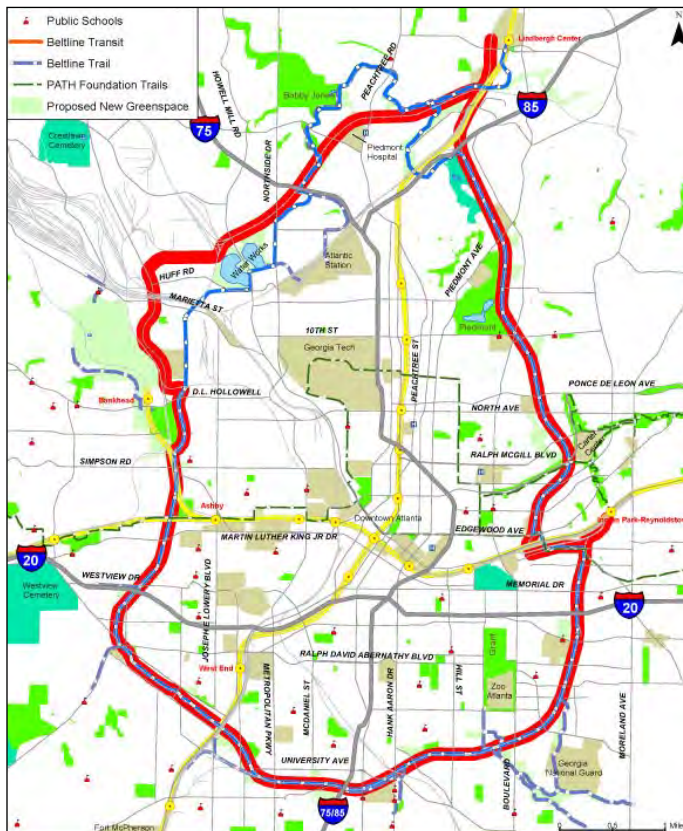


Figure 1-1. Concept Map of Overall Atlanta BeltLine Area

## Purpose of the Report

As a component of the BeltLine redevelopment master planning effort, the Atlanta Development Authority identified the need to evaluate existing and future traffic operations and safety. For the purposes of planning and implementation, the Atlanta BeltLine has been divided into ten subareas as shown in Figure 1-2. This report documents the traffic analysis for Subarea 1.

The traffic impacts of proposed Atlanta BeltLine redevelopment within the subarea needed to be

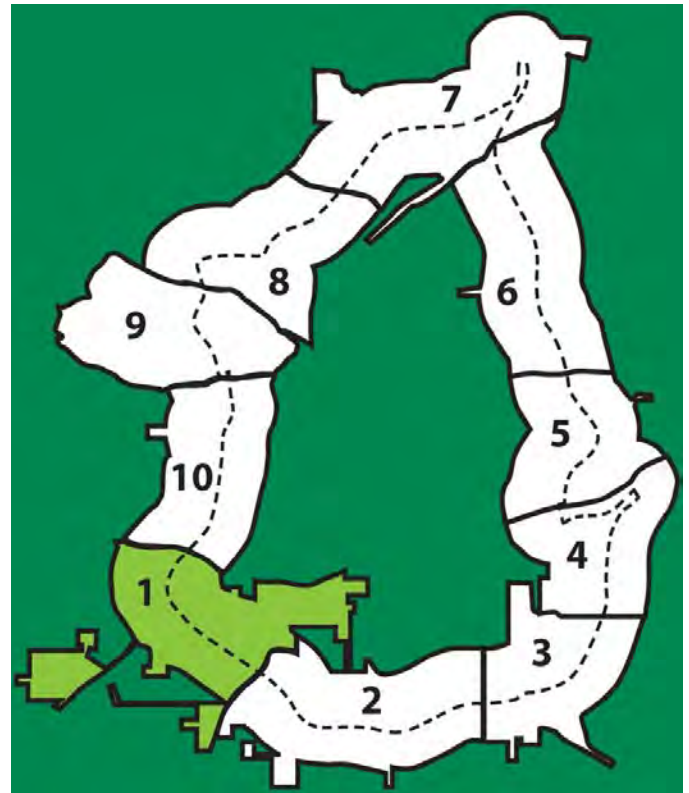


Figure 1-2. Concept Map of Subarea 1

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.

## Mobility Policies

Over-arching principles for mobility and circulation developed for the subarea master 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:

- Balance the needs of different users (i.e. bicyclists, pedestrians, transit riders, and drivers).
- Provide solutions that will not make future transportation conditions significantly worse once the Atlanta BeltLine vision is realized.



- Favor increasing the street network over roadway widenings.
- Make efficient use of existing roadway facilities.
- Incorporate solutions that respect the community's land use vision.

## Summary of Report Contents

This report defines the existing transportation network and the anticipated impacts of the Atlanta 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 Subarea 1. It details information on key roadways including classification, geometry, traffic control composition, and vehicular traffic volumes. A more complete description of the existing transportation system is provided in Appendix 4.

**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 2010 level of service 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**, evaluates traffic operations at key intersections for the years 2020 and 2030, assuming that the Atlanta BeltLine and associated redevelopment does not occur. This section provides a basis for quantifying the impacts of the BeltLine. Section 5 also provides the level of service with and without recommendation transportation projects.

**Section 6, BeltLine Traffic Operations**, evaluates traffic operations at key intersections for the years 2020 and 2030, assuming that the Atlanta BeltLine and associated redevelopment is in place. This section uses the same methodology as Section 5 in order to identify operational problems and potential remedies.

**Section 7, Conclusions and Recommendations**, describes recommendations to make the subarea's transportation network more efficient and safe in future years under both baseline and BeltLine conditions.

## 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 1 transportation system is included in Appendix 4. This appendix 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 a transportation system is the intended purpose of its major roadways. The relationship between functional classification, mobility, and access is depicted in Figure 2-1, which shows that as access increases, mobility decreases, and vice-versa.

Functional classification of the roadways in Subarea 1 are shown on the following foldout map. Key roadways include:

**Ralph David Abernathy (RDA) Boulevard** runs roughly east-west through Subarea 1, from Martin Luther King Jr. Drive to Turner Field east of I-75/85. The four-lane facility is a principal arterial east of Metropolitan Parkway and a minor arterial to the west. It is designated as SR 139 from West Whitehall Street to Martin Luther King Jr. Drive, and has an interchange with I-20 at Martin Luther King Jr. Drive, West Lake Avenue, and Anderson Avenue. The street passes through residential and commercial areas, including the West End, where curb cuts are especially frequent. The speed limit is 35 mph from Smith Street to Murphy Avenue, and 30 mph from Murphy Avenue to Westview Drive.

**Cascade Road** is a minor arterial running northeast-southwest through Subarea 1 from RDA Boulevard to I-285 and beyond. Lining the four-lane road are residential and commercial areas, John A. White Park, and Greenwood Cemetery. Driveway concentration is high in commercial areas and the speed limit is 35 mph.

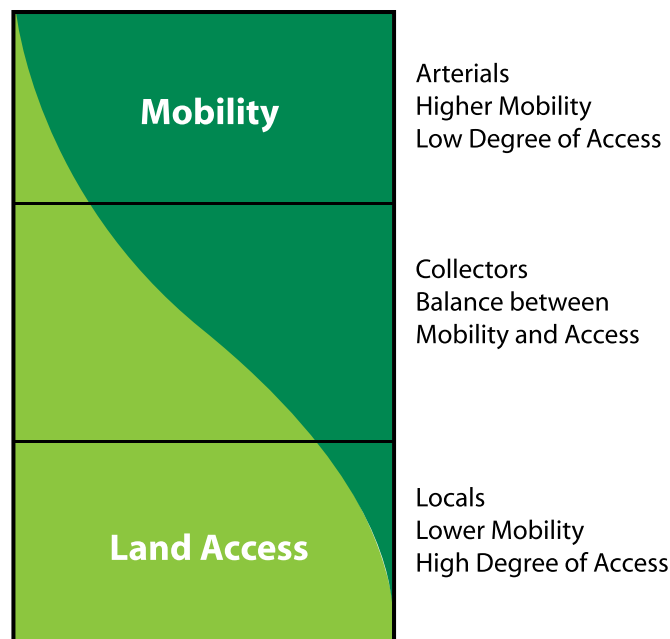


Figure 2-1. Relationship of Functional Classification Highway Systems in Serving Traffic Mobility and Land Access. (Source: Safety Effectiveness of Roadway Design Features, Vol. 1, Access Control, FHWA, 1992)

**Donnelly Avenue** is a collector street that connects with Lee Street to the southeast and with Cascade Road to the northwest. Donnelly parallels the southwest side of the Atlanta BeltLine and aligns with Westwood Avenue at Cascade Road. It has two lanes and a 35 mph speed limit.

**White Street** is a collector street that links with RDA Boulevard to the northwest and with Lee Street to the southeast via White Street Extension. White Street parallels the northeast side of the BeltLine and aligns with Langhorn Street at RDA Boulevard. It has a two-lane cross-section through rolling and level terrain. Developments include residential and industrial. The BeltLine multi-use trail runs along the northeast side of White Street from Rose Circle Park to RDA Boulevard. The speed limit is 30 mph.

**White Street Extension** is a collector street that runs northwest-southeast from White Street to Lee Street, paralleling the northeast side of the Atlanta BeltLine. Rose Circle Park is on the northeast side of White Street Extension.

**Langhorn Street** is a collector street running from RDA Boulevard, where it aligns with White Street, south to Westview Drive north of I-20. It includes an off-ramp from I-20 westbound to Langhorn



Street, and an on-ramp to I-20 eastbound via Sells Avenue east of Atwood Street; most vehicles take Langhorn Street to Sells Avenue to access I-20 eastbound. Langhorn Street has a six-lane section from RDA Boulevard to Sells Avenue. It includes two lanes northbound, three lanes southbound, and a median from Sells Avenue to where it turns to intersect Westview Drive. It is two lanes with a median at Westview Drive. Adjacent development is mostly residential with some institutional and commercial near RDA Boulevard. The speed limit on this route is 35 mph.

**Lee Street** is a minor arterial that runs north-south from West Whitehall Street to Langford Parkway and points south. This section of Lee Street is designated as SR 14/SR 139/SR 154/US 29. There are three lanes northbound and two lanes southbound south of Campbellton Road, two lanes northbound and three lanes southbound between Campbellton Road and Donnelly Avenue, and two lanes both north and southbound between Donnelly Avenue and West Whitehall Street. Land uses on the road's west side are mostly commercial, and the elevated MARTA line runs along its east side. Speed limits are 40 mph south of Campbellton Road and 35 mph north of it.

**Metropolitan Parkway** runs south from I-20 to the Lakewood Expressway and downtown Hapeville. It is a four-lane minor arterial south of RDA Boulevard and a six-lane principal arterial to the north. Driveway concentration is medium and land uses are commercial/industrial. The speed limit is 35 mph.

**Joseph E. Lowery Boulevard** runs north-south through Subarea 1 from White Street Extension to I-20, the Atlanta University Center, and points beyond to the north. It is a collector south of RDA Boulevard and a minor arterial to the north. It has an interchange with I-20 via Park Street and Oak Street. South of RDA Boulevard, it has a two-lane section through residential areas. North of RDA Boulevard, it has a three-lane section, and adjacent uses are residential and commercial. Driveway concentration is high. The speed limit along this route is 35 mph.

**Glenn Street** is a local street running east-west

from Metropolitan Parkway, where it aligns with RDA Boulevard, to Central Avenue near I-75/85. Uses along it are residential and commercial, including the McDaniel-Glenn apartments. Driveway concentration is low. The street is two lanes wide and its speed limit is 30 mph.

The second foldout map following shows Annual Average Daily Traffic (AADT) volumes on these key facilities.

## Functional Classification

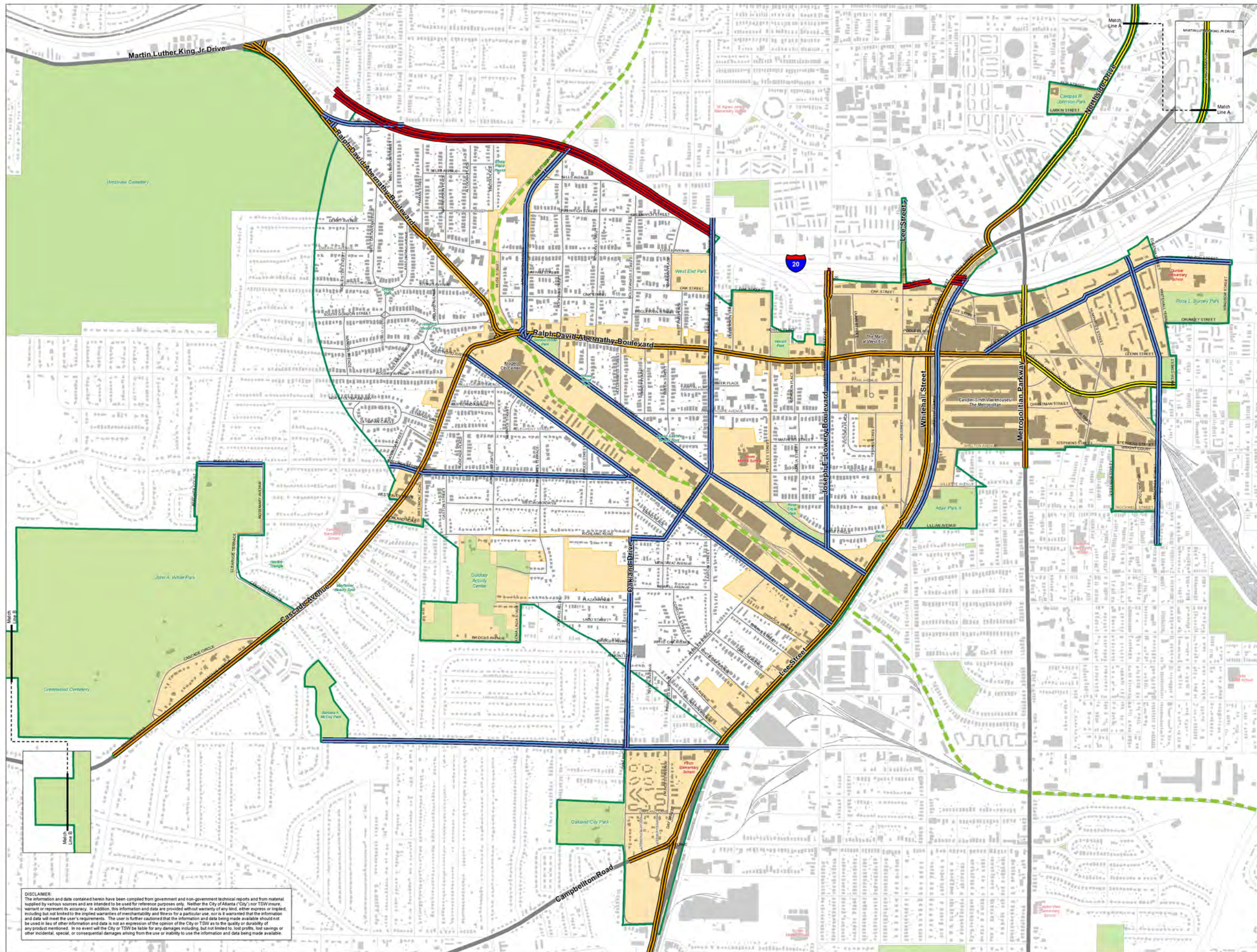
The *Policy on Geometric Design of Highways and Streets*, published in 2001 by the American Association of State Highway and Transportation Officials, divides roadways into different types, or functional classifications.

An **Urban Principle Arterial** focuses on through travel for regional travelers to major urban centers and carries the highest volumes of traffic and the longest trips, but constitutes a small percentage of the total urban roadway mileage. Spacing of roadways and intersections is usually large and access to adjacent properties is minimal.

**Urban Minor Arterials** accommodate trips of moderate length to smaller centers and carry less traffic. They do not usually penetrate neighborhoods, but are more closely spaced and allow moderate access.

**Urban Collectors** provide significant access and circulation within residential neighborhoods and commercial areas at a level of traffic above that of local streets. They help distribute traffic to its final destination or collect local traffic and channel it into the arterial system.







BeltLine Subarea 1

Functional Classifications of Major Roadways

**LEGEND**

- SubArea 1 Boundary
- BeltLine
- Urban Interstate
- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector Street
- SubArea 1 Streets
- Local Streets
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

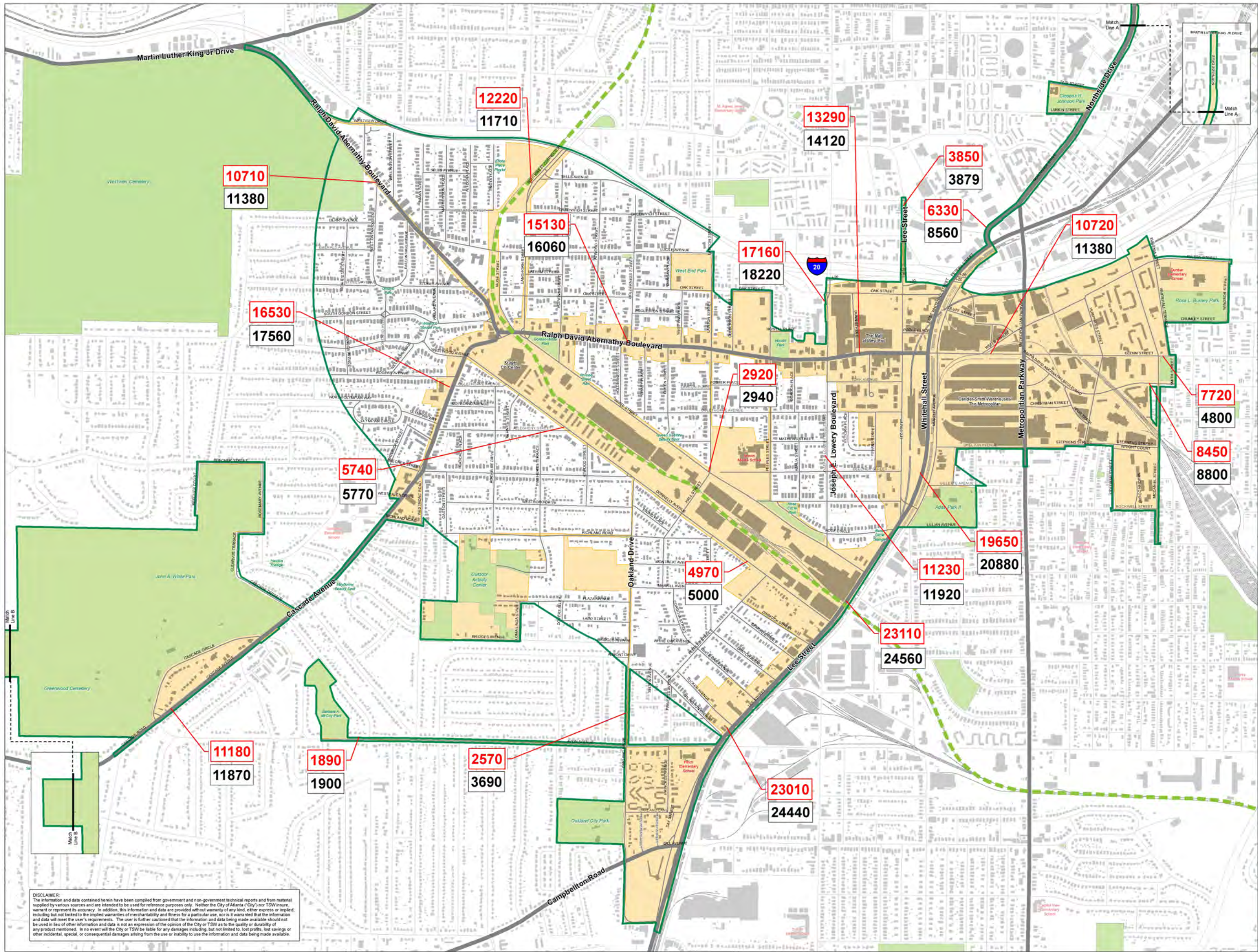
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**TSW**  
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December 6, 2010

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### BeltLine Subarea 1

Average Annual Daily Traffic Volumes on Major Roadways in 2007 and 2008

**LEGEND**

- SubArea 1 Boundary
- BeltLine
- 2008 Traffic Volumes
- 2007 Traffic Volumes
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

Prepared by  
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# 3.0 Study Methodology

Information used in this transportation analysis was obtained from numerous data sources, including the City of Atlanta, the Georgia Department of Transportation, the master planning team, and engineering field observation, measurement, and assessment. Collected information was reviewed, summarized, and analyzed to ascertain current transportation conditions in the subarea, as well as any anticipated future changes resulting from the implementation of the Atlanta BeltLine and associated redevelopment. The methodologies used in these analyses are described in this section.

The transportation analysis focuses on intersection operations, since the capacity of a roadway is often dictated by its intersections. Two key indicators of operational efficiency at intersections were determined: level of service (LOS) and volume to capacity ratio (v/c). These indicators, also known as measures of effectiveness, are important elements of the transportation planning and design process.

Level of service is defined in the Transportation Research Board’s Highway Capacity Manual (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.” Level of service is categorized with letters A through F, with A designating the best operating conditions, and F signifying the worst. LOS designations are not based on safety factors.

Volume to capacity ratio (v/c) is defined as the ratio of traffic flow rate to the capacity of a facility, and is sometimes referred to as the degree of saturation. The ratio is less than 1 where demand is below capacity, and more than 1 where demand exceeds capacity and the roadway is oversaturated. In this situation, queues form at intersection approaches.

In general, volume and capacity are good indicators of an intersection’s performance, but should be

evaluated carefully as they are complex variables with several influencing factors.

It is possible, for instance, to have unacceptable LOS with v/c ratios of less than 1.0, because 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 traffic signal timing rather than any specific traffic or geometric deficiencies.

In addition, level of service and capacity are calculated differently for signalized and unsignalized intersections because of variations in driver perception. Drivers expect heavier traffic volumes at signalized intersections, and therefore may tolerate longer delays. At unsignalized intersections, less traffic is expected and drivers can become impatient with shorter delay times.

Capacity and level of service analyses have been conducted using SYNCHRO traffic analysis software, which implements the Highway Capacity Manual’s analytical procedures.

## 3.1 Signalized Intersections

For signalized intersections, LOS combines traffic, geometric, and traffic signal conditions, and measures 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. 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.

Table 3-1. LOS Criteria for Signalized Intersections

Level of Service	Average Stopped Delay per Vehicle (seconds)
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



## 3.2 Unsignalized Intersections

Methodologies for analyzing unsignalized intersections depend on the nature of the traffic control: whether the intersection is two-way stop-controlled or all-way stop-controlled.

For two-way stop-controlled 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 all-way stop-controlled intersections, it is also important to include the manner in which right of way is alternated between approaches and 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.

Table 3-2. LOS Criteria for Unsignalized Intersections

Level of Service	Average Stopped Delay per Vehicle (seconds)
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

## 3.3 Scenarios to be Analyzed

Once the existing conditions analyses were completed, they were used as a basis to project future traffic operations under baseline and BeltLine scenarios to allow for an accurate assessment of the impacts of future development on the road system. Traffic volumes were projected using the equation shown in Figure 3.1.

Figure 3-1. Future Traffic Volume Calculation Equation

$$v_f = v_c(1 + r)^n$$

where:

$v_f$  = future year base traffic volume

$v_c$  = current traffic volume obtained from 2010 field counts

$r$  = average annual traffic growth rate

$n$  = future year - existing year

For the sake of this analysis, it was determined that a conservative average annual growth rate of 1% would be used to account for migration into and out of the subarea over time. Level of service and capacity analysis for existing conditions were repeated for projected future conditions under each of the following scenarios:

**Baseline 2020** - What would traffic be like in the year 2020 if today's traffic patterns and mode split remained constant and no redevelopment associated with the Atlanta BeltLine occurred in Subarea 1? This scenario does account for traffic from Subarea 2 (east of Lee Street), based on information from the Subarea 2 Final Transportation Analysis Report dated March 16, 2009.

**Baseline 2020 with Improvements** - What would traffic be like in 2020 without BeltLine-related redevelopment, but with transportation improvements in place as recommended by this master plan?

**Baseline 2030** - What would traffic be like in the year 2030 if today's traffic patterns and mode split remained constant and no redevelopment associated with the BeltLine occurred in Subarea 1? This scenario accounts for traffic from Subarea 2.

**Baseline 2030 with Improvements** - What would traffic be like in 2030 without BeltLine-related redevelopment, but with transportation improvements in place as recommended by this master plan?

**BeltLine 2020** - What would traffic be like in the year 2020 with BeltLine-associated redevelopment projected to occur by that time, and with transportation improvements already planned and programmed for implementation by 2020?

**BeltLine 2020 with Improvements** - What would traffic be like in 2020 with BeltLine-associated redevelopment projected to occur by that time, but with transportation improvements in place as recommended by this master plan?

**BeltLine 2030** - What would traffic be like in the year 2030 with BeltLine-associated redevelopment projected to occur by that time, and with transportation improvements already planned and programmed for implementation by 2030?

**BeltLine 2030 with Improvements** - What would traffic be like in 2030 with BeltLine-associated redevelopment projected to occur by that time, but with transportation improvements in place as recommended by this master plan?



# 4.0 Existing Traffic Operations

The primary objective of this transportation analysis is to evaluate the impact of traffic generated by BeltLine-related redevelopment on Subarea 1 roadways and intersections. Nine key intersections were identified for analysis and potential improvements.

## **Key Signalized Intersections**

- Cascade Road at Donnelly Ave./Westwood Ave.
- RDA Boulevard at Cascade Road
- Langhorn Street/White Street at RDA Blvd.
- Joseph E. Lowery Boulevard at RDA Boulevard
- Metropolitan Pkwy. at RDA Blvd./Glenn Street
- Lee Street at White Street Extension
- Lee Street at Donnelly Avenue

## **Key Unsignalized Intersections**

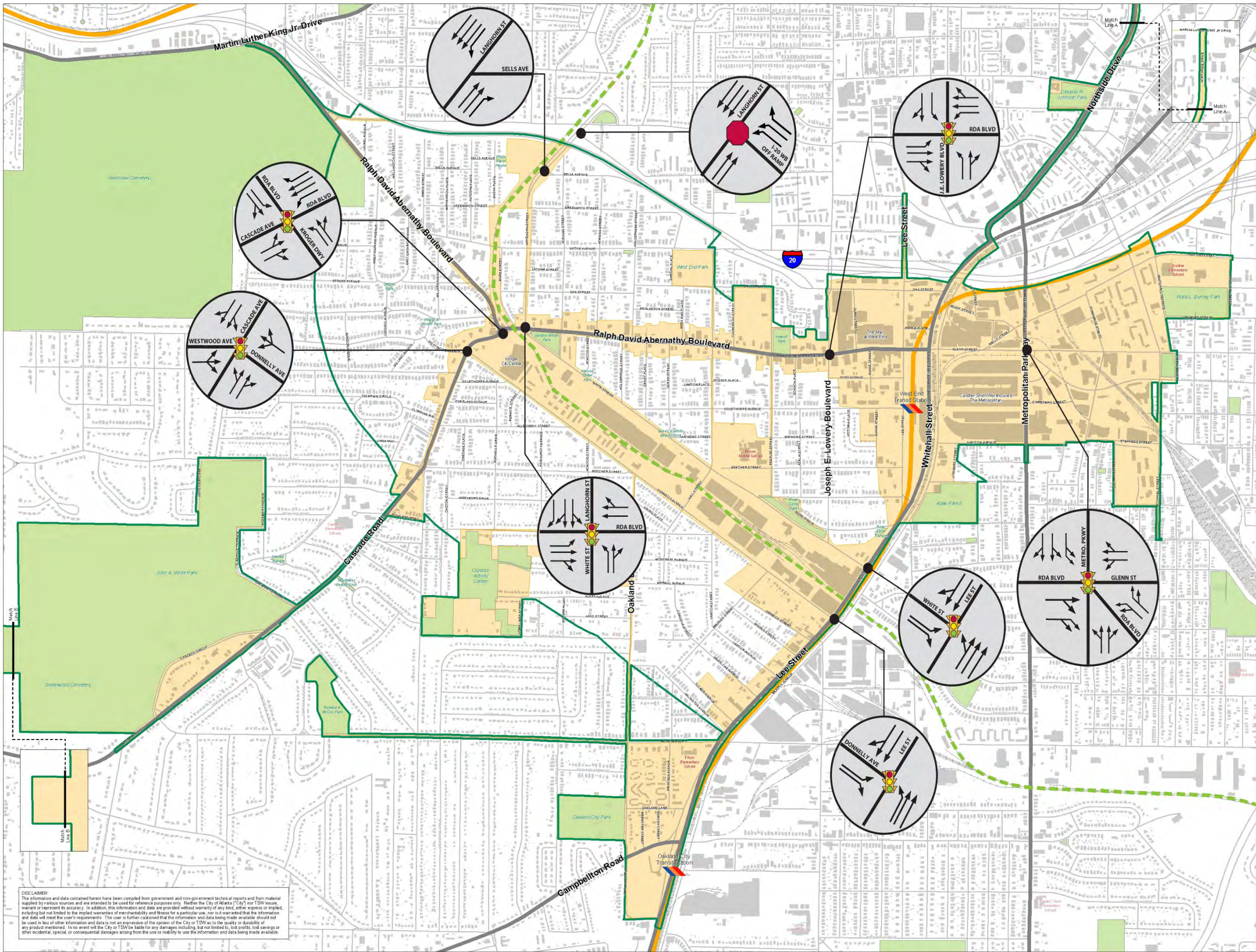
- Langhorn Street at Sells Avenue
- Langhorn Street at I-20 westbound off-ramp

The location of these key intersections and their existing lane geometries can be found in the fold-out map on the opposite page. The existing conditions analysis is based on turning movement counts collected at these intersections in 2010, which are shown in the second fold-out map as follows.

Intersection level of service results are shown in the third fold-out map as follows. Results indicate that the majority of the intersections are currently operating at an acceptable level of service.

The intersection of RDA Boulevard and Cascade Road currently experiences high delay on the northbound approach (Kroger Driveway) during the PM peak hour. Adjusting the signal timing would reduce the delay on the northbound approach.





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**BeltLine Subarea 1**

**Existing Lane Configurations at 9 Key Intersections**

**LEGEND**

- SubArea 1 Boundary
- BeltLine
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 TAD
- Existing Lane Configuration
- Existing Signal
- Unsignalized

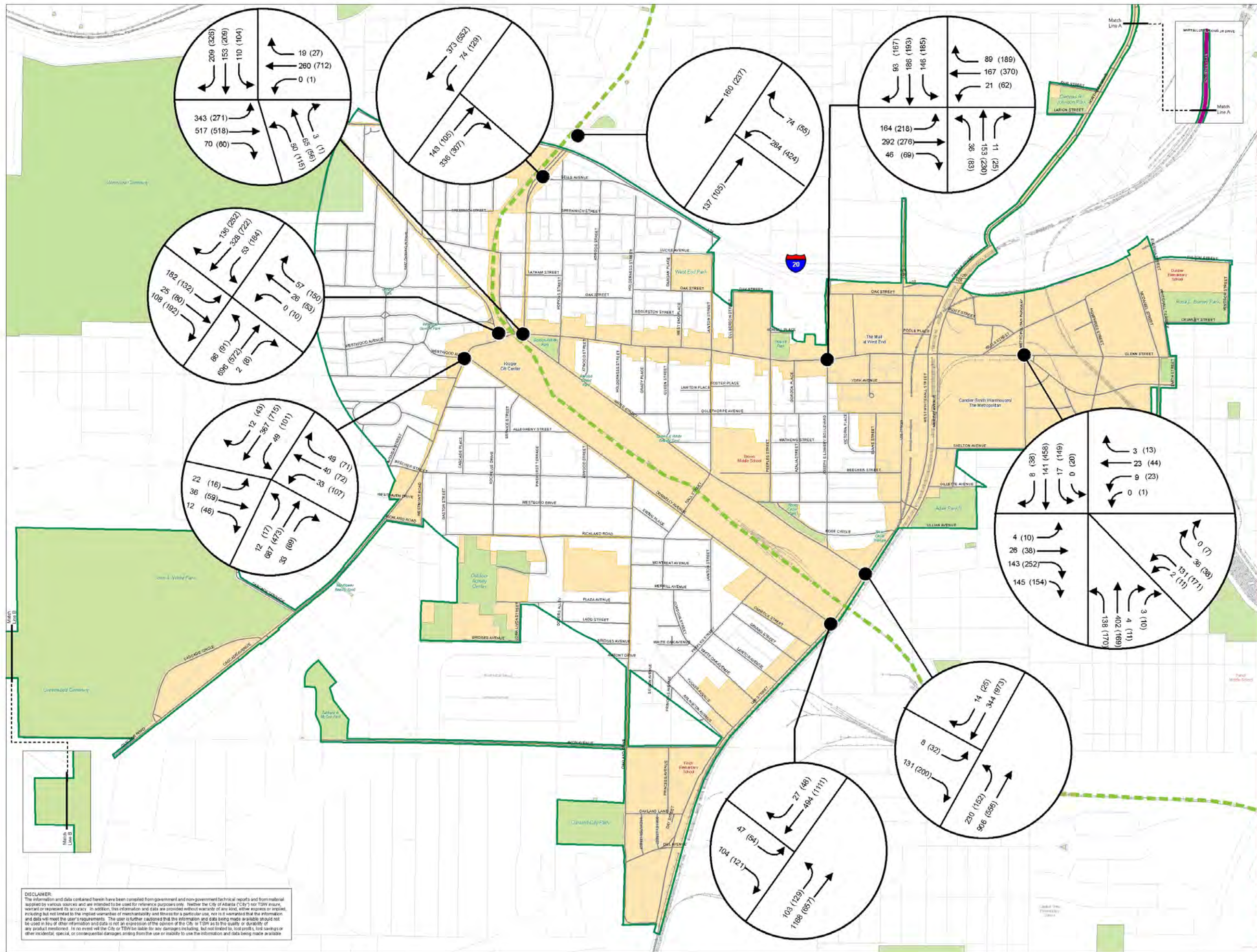
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**TSW**  
TRANSPORTATION SERVICES, INC. & ASSOCIATES  
with Grace & Associates, Inc.,  
and Smith Dalia Architects

December 6, 2010



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**BeltLine Subarea 1**

**Existing Turning Movement Counts**  
(March 2010)

- LEGEND**
- 000 AM Turning Movement Counts
  - (000) PM Turning Movement Counts
  - SubArea 1 Boundary
  - BeltLine
  - Key Intersections
  - SubArea 1 Streets
  - Existing Street
  - Stream
  - Railroad
  - SubArea 1 Parcel
  - SubArea 1 Tax Allocation District

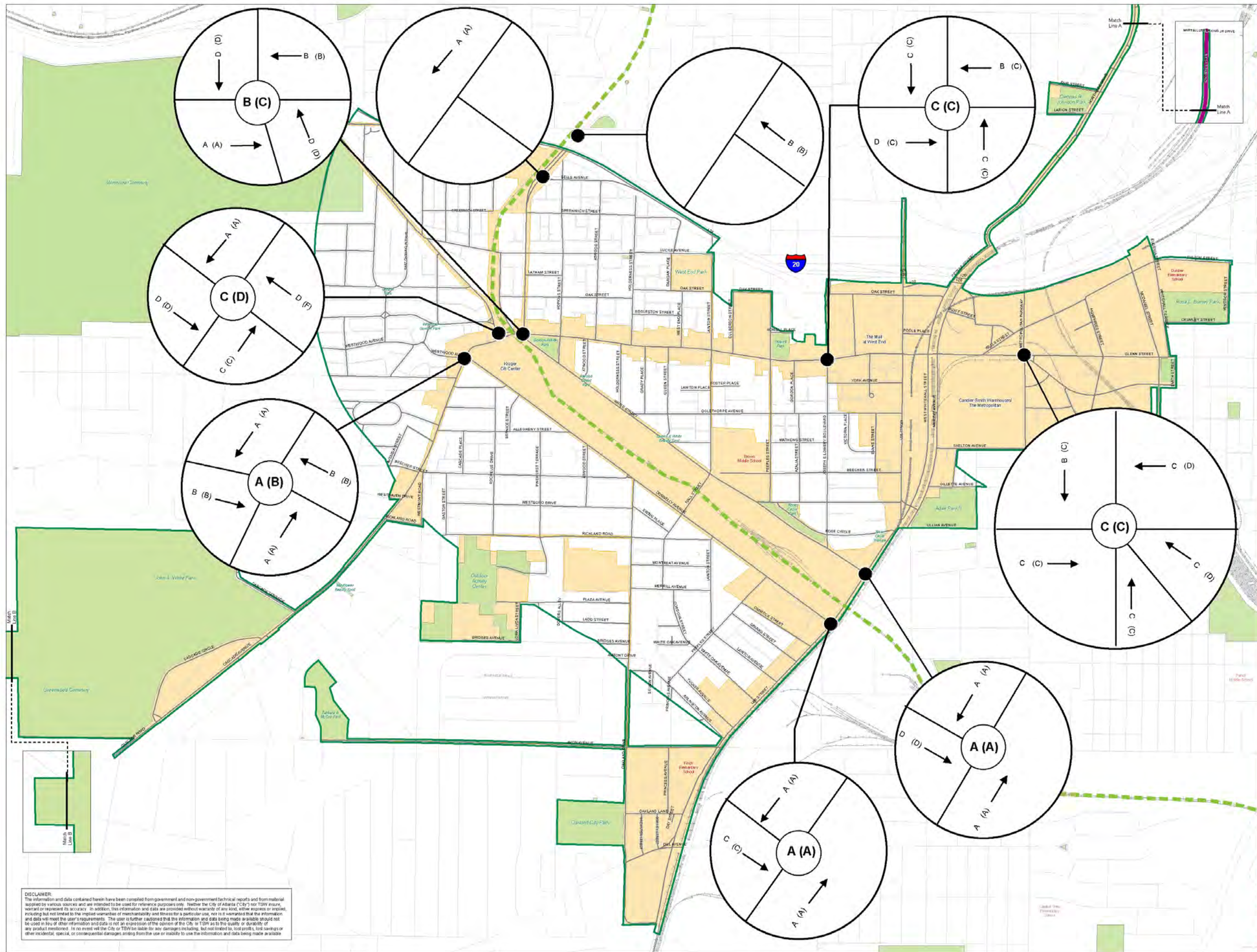
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**BeltLine Subarea 1**

**Existing Vehicular Level of Service at 9 Key Intersections**

**LEGEND**

- A AM Level of Service
- (A) PM Level of Service
- SubArea 1 Boundary
- BeltLine
- Key Intersections
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

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# 5.0 Baseline Traffic Operations

Just as it is important to evaluate existing traffic operations, future traffic volumes must also be analyzed to determine how the transportation system would perform in the absence of BeltLine-related redevelopment and without proposed transportation improvements.

A baseline traffic operations analysis was conducted by projecting existing traffic volumes into future years using conservative growth rates, and accounting for any transportation improvements that are already planned and programmed.

## 5.1 Assumed Improvements

In Subarea 1, the following roadway improvements are expected to be in place by 2020:

- Langhorn Road Diet: Reducing Langhorn Street from six lanes to two lanes with turn lanes at intersections. This will affect the intersections of Langhorn Street at Sells Avenue and Langhorn Street at the I-20 westbound off-ramp. It was assumed that Sells Avenue would become a two-way street between Langhorn Street and Hopkins Street. It was also assumed that one of the westbound left turn lanes on the I-20 westbound off-ramp would be eliminated because there would be no receiving lane for it on Langhorn Street.
- Greenwich Street Extension: Extending Greenwich Street across the BeltLine from Enota Place to Langhorn Street.

## 5.2 Baseline Traffic Growth

The conservative background traffic growth was assumed to account for any new development that will occur in the subarea without the BeltLine by years 2020 and 2030. In addition, traffic was included from buildout estimates for Subarea 2, which is adjacent to and east of Subarea 1. This traffic was included in order to create the most conservative

assumptions for background growth, assuming that adjacent areas do redevelop as expected.

This traffic is expected to be generated by the proposed BeltLine redevelopment within Subarea 2, which is proposed to 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. ft. of high turnover restaurants; 375,000 sq. ft. of quality restaurants; and 675,000 sq. ft. of specialty retail.

Subarea 2 traffic volumes were obtained from the Subarea 2 Final Transportation Analysis Report, dated March 16, 2009. Subarea 2 is expected to add between 600 and 700 vehicles to Metropolitan Parkway in 2020 during peak hours, and between 900 and 1,000 vehicles during peak hours in 2030. Subarea 2 is expected to add between 500 and 600 vehicles to Lee Street during peak hours in 2020, and between 700 and 800 vehicles during peak hours in 2030.

## 5.3 Year 2020 Traffic

The nine key intersections are considered the areas of principal concern because they are the locations of highest traffic conflict and delay. 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 an annual growth rate of 1%. This rate is very conservative considering the recent lack of growth in traffic, but assuming some small future growth. Resulting 2020 peak hour traffic volumes at the nine study intersections are shown on the second fold-out map below.

Level of service and capacity analyses were conducted using the methodologies described in Section 3.0. Results of these analyses are described below, and are summarized in Table 5-1 and the opposite fold-out map.

Results indicate that traffic conditions at the most of the study intersections will be acceptable in the year 2020. The intersections of RDA Boulevard at Cascade Road, Langhorn Street/White Street at

RDA Boulevard, and Metropolitan Parkway at RDA Boulevard/Glenn Street will experience high delay on at least one approach during at least one of the peak hours.

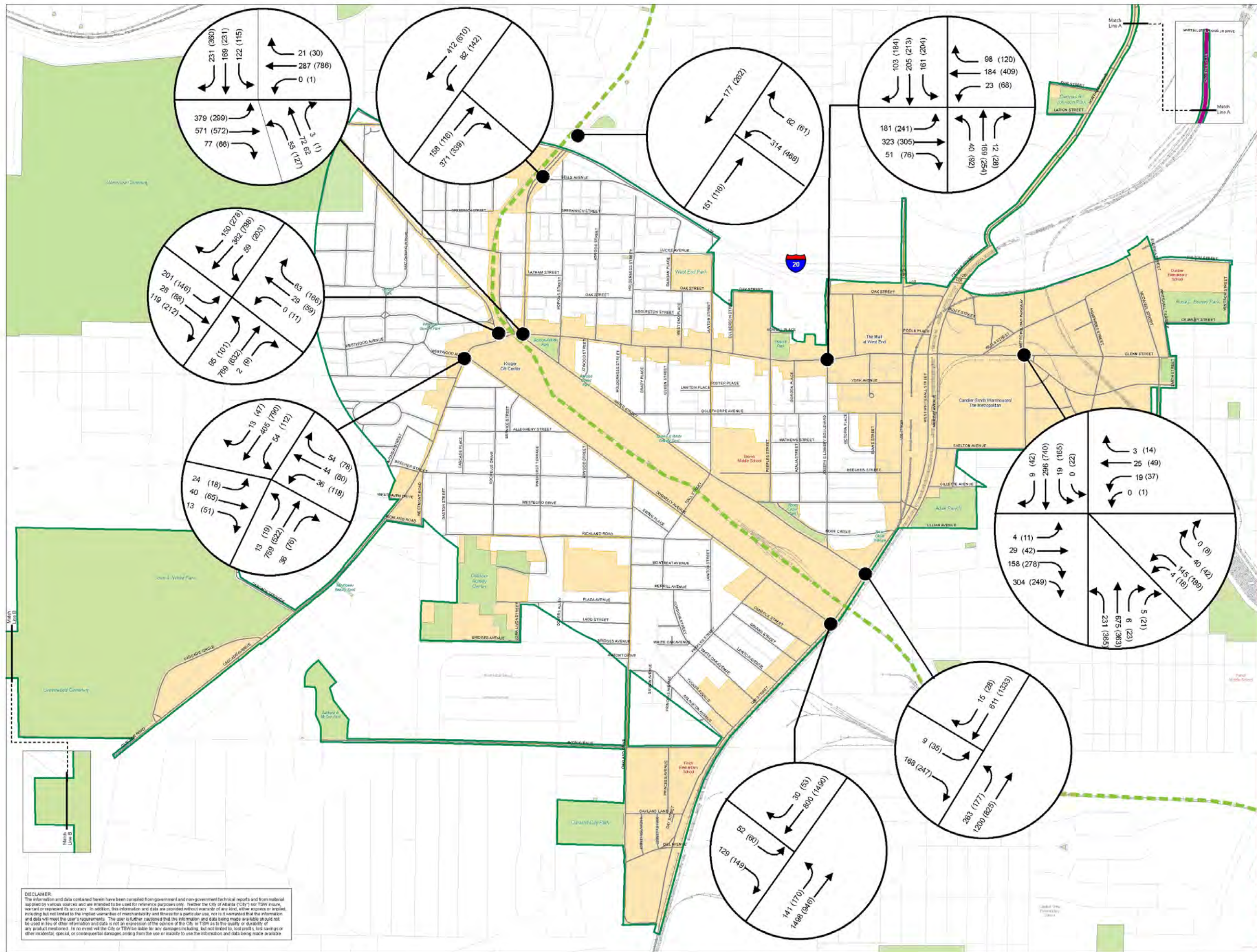
Table 5-1. Year 2020 Baseline Level of Service

Intersection	Approach	AM Peak LOS (v/c)		PM Peak LOS (v/c)	
		Approach	Overall	Approach	Overall
Cascade Rd and Donnelly Ave/Westwood Ave	NB	A (0.44)	A (0.41)	A (0.38)	B (0.62)
	SB	A (0.29)		B (0.63)	
	EB	C (0.24)		B (0.23)	
	WB	C (0.33)		C (0.59)	
RDA Blvd & Cascade Rd	NB	D (-)	C (0.61)	F (-)	E (0.79)
	SB	D (-)		D (-)	
	EB	C (0.70)		C (0.74)	
	WB	A (-)		A (-)	
Langhorn St/White St & RDA Blvd	NB	D (-)	B (0.63)	E (-)	C (0.74)
	SB	D (-)		D (-)	
	EB	A (-)		B (-)	
	WB	B (0.23)		B (0.54)	
JE Lowery Blvd & RDA Blvd	NB	C (-)	C (0.56)	C (-)	C (0.63)
	SB	C (-)		C (-)	
	EB	D (-)		C (-)	
	WB	C (-)		C (-)	
Metropolitan Pkwy & RDA Blvd/Glenn St	NB	F (1.22)	E (0.78)	F (5.11)	F (1.18)
	SB	B (-)		E (-)	
	EB	C (-)		C (-)	
	WB	C (0.12)		D (0.33)	
	NWB	D (-)		F (-)	
Lee St & White St Ext	NB	A (0.88)	A (0.51)	A (1.17)	A (0.49)
	SB	A (0.24)		A (0.51)	
	EB	D (-)		D (-)	
Lee St & Donnelly Ave	NB	A (-)	A (0.52)	A (-)	B (0.66)
	SB	A (0.41)		B (0.78)	
	EB	C (-)		C (-)	
Langhorn St & Sells Ave	SBL	A (0.10)	-	A (0.16)	-
Langhorn St & I-20 WB Off-Ramp	WB	B (-)	-	B (-)	-









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**BeltLine Subarea 1**

**Year 2020 Baseline Turning Movement Counts**

**LEGEND**

- 000 AM Turning Movement Counts
- (000) PM Turning Movement Counts
- SubArea 1 Boundary
- BeltLine
- Key Intersections
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

Prepared by

with Grace Consulting Group, LLC and Smith Deke Architects

December 6, 2010

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## 5.4 Year 2020 Traffic With Transportation Improvements

Based on the results of the year 2020 Baseline analysis, the following transportation improvements are proposed for Subarea 1.

Adjusting the signal timing would reduce delays at the intersections of RDA Boulevard with Cascade Road and Langhorn Street/White Street.

At the intersection of Metropolitan Parkway with RDA Boulevard/Glenn Street, the following improvements are expected to provide acceptable peak hour conditions:

- Redesign the intersection to accommodate realignment of Glenn Street south to York Avenue, per the Connect Atlanta plan (#IR-004)
- Change the southbound lane configuration on Metropolitan Parkway to a left turn lane, a through lane, and a shared through/right turn lane.
- Prohibit northwestbound left turns from RDA Boulevard onto Metropolitan Parkway southbound. Vehicular traffic can reroute to Bronner Brothers Way.
- Change signal phasing to accommodate new lane configurations and turn restrictions.

A traffic signal is expected to be needed at the intersection of Langhorn Street at the I-20 westbound off-ramp, based on the effect of the Langhorn Road Diet on the intersections of Langhorn Street at Sells Avenue and Langhorn Street at the I-20 westbound off-ramp. The intersection of Langhorn Street at Sells Avenue is expected to have acceptable peak hour conditions.

## 5.5 Year 2030 Traffic

Capacity and level of service analyses were repeated for baseline year 2030. This two-phased approach allowed operational deficiencies to be identified in a manner such that improvement projects can be planned and programmed when needed.

Traffic volumes were adjusted to reflect the 1% growth expected over the 20 year period from the

existing conditions analysis, including traffic from BeltLine Subarea 2. No changes to the transportation network were included. Results are summarized in Table 5-2 and shown on the fold-out map opposite. Total intersection traffic volumes are shown on the second fold-out map.

Results indicate that traffic conditions at most of the study intersections will be acceptable in the year 2030. However, the intersections of RDA Boulevard at Cascade Road, Langhorn Street/White Street at RDA Boulevard, and Metropolitan Parkway at RDA Boulevard/Glenn Street will experience high delay on at least one approach during at least one of the peak hours.

Table 5.2 Year 2030 Baseline Level of Service

Intersection	Approach	AM Peak LOS (v/c)		PM Peak LOS (v/c)	
		Approach	Overall	Approach	Overall
Cascade Rd & Donnelly Ave/Westwood Ave	NB	A (0.47)	A (0.45)	A (0.42)	B (0.71)
	SB	A (0.32)		B (0.71)	
	EB	C (0.29)		B (0.26)	
	WB	C (0.39)		C (0.70)	
RDA Blvd & Cascade Rd	NB	D (-)	C (0.68)	F (-)	F (0.93)
	SB	D (-)		E (-)	
	EB	C (0.82)		D (0.89)	
	WB	A (-)		A (-)	
Langhorn St/White St & RDA Blvd	NB	D (-)	B (0.72)	E (-)	C (0.84)
	SB	D (-)		D (-)	
	EB	A (-)		B (-)	
	WB	B (0.26)		B (0.61)	
JE Lowery Blvd & RDA Blvd	NB	C (-)	C (0.62)	C (-)	C (0.68)
	SB	C (-)		C (-)	
	EB	D (-)		D (-)	
	WB	C (-)		D (-)	
Metropolitan Pkwy & RDA Blvd/Glenn St	NB	F (1.63)	F (1.09)	F (6.25)	F (1.51)
	SB	B (-)		F (-)	
	EB	C (-)		D (-)	
	WB	D (0.16)		D (0.42)	
	NWB	F (-)		F (-)	
Lee St & White St Ext	NB	A (1.52)	A (0.60)	A (1.35)	A (0.59)
	SB	A (0.30)		A (0.60)	
	EB	D (-)		D (-)	
Lee St & Donnelly Ave	NB	A (-)	A (0.59)	B (-)	B (0.78)
	SB	A (0.51)		C (0.93)	
	EB	C (-)		C (-)	
Langhorn St & Sells Ave	SBL	A (0.12)	-	A (0.19)	-
Langhorn St & I-20 WB Off-Ramp	WB	B (-)	-	C (-)	-





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**BeltLine Subarea 1**

**Year 2030 BeltLine Traffic Operations**

**LEGEND**

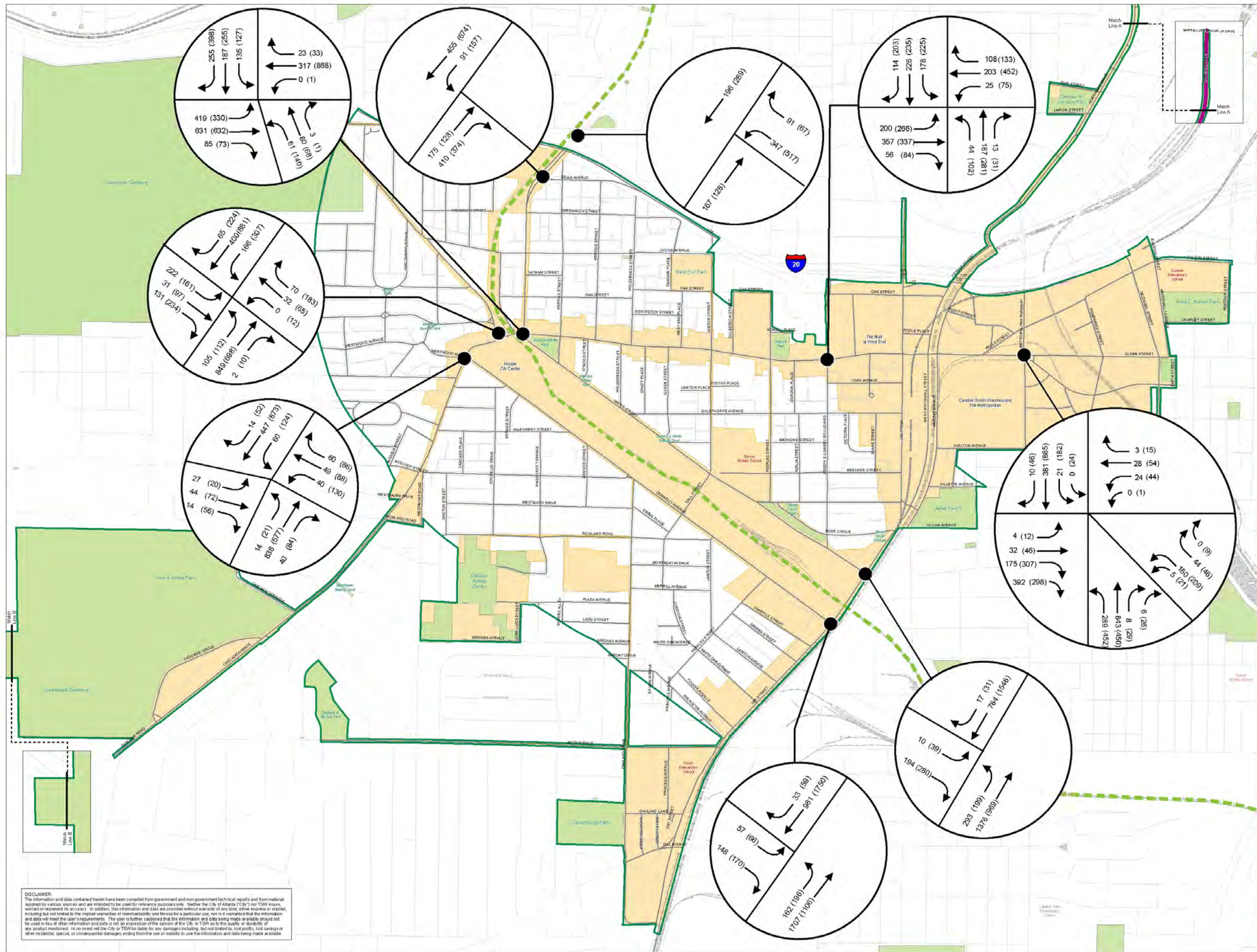
- A AM Level of Service
- (A) PM Level of Service
- SubArea 1 Boundary
- BeltLine
- Key Intersections
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

Prepared by  
**TSW**  
with Grace Consulting Group, LLC  
and Smith Deke Architects

December 6, 2010

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## **5.6 Year 2030 Traffic With Transportation Improvements**

Based on the results of the year 2030 Baseline analysis, the following transportation improvements are proposed for Subarea 1 intersections in order to provide acceptable peak hour conditions. These improvements are proposed in addition to those recommended for year 2020 in Section 5.4.

### **Intersection of RDA Boulevard and Cascade Avenue**

- Change the northbound lane configuration on the Kroger Driveway to a shared left/through lane and a right turn lane;
- Add an overlap phase for the northbound right turn lane; and,
- Add a separate southbound right turn lane on RDA Boulevard.

### **Intersection of RDA Boulevard and Langhorn Street/White Street**

- Change the southbound lane configuration on Langhorn Street to a left turn lane, a through lane, and a right turn lane, which would then transition to two through lanes and a center turn lane north of RDA; and,
- Change the northbound left turn signal phasing to protected and permitted.

### **Intersection of RDA Boulevard and Muse Street**

- Close the entrance to Muse Street from RDA to all vehicles except emergency vehicles with a mountable curb. Vehicular traffic can reroute to Oak Street and Langhorn Street. Muse Street will remain open to pedestrians and bicyclists. Return Muse Street to two-way operation south of Oak Street. (It is currently one-way northbound, but is wide enough for two-way operation.)

### **Intersection of Metropolitan Parkway at RDA Boulevard/Glenn Street**

- The same improvements needed for year 2020 are expected to provide acceptable peak hour conditions for year 2030.

### **Langhorn Street near I-20**

- The same improvements needed for year 2020 are expected to provide acceptable peak hour conditions for year 2030. (The westbound approach of Sells Avenue at Langhorn Street is expected to experience high delay during the PM peak hour; but the volume on this approach is expected to be very low, so no additional improvements are expected to be needed.)

# 6.0 BeltLine Traffic Operations

The primary objective of this report is to quantify the transportation impacts of new development associated with the Atlanta BeltLine. The two previous sections analyzed existing and future traffic without the effects of redevelopment. This section analyses traffic for two future years assuming that BeltLine-related development is in place.

## 6.1 Anticipated BeltLine Development

Subarea 1 transportation analysis was based on development forecasts from the Atlanta BeltLine Market Study conducted by Robert Charles Lesser & Co. The analysis looks at four redevelopment sectors within the BeltLine TAD. Estimated development in each of the four sectors based on the market study is shown in Tables 6-1a and b for two future years. Growth was allocated by sector based on the location of properties likely to redevelop due to proximity to existing transportation infrastructure. It is assumed that all growth during these two time periods will occur within the BeltLine TAD.

The transportation system supporting this development will be consistent with the

community's goals for circulation detailed previously by balancing the needs of different users. There will be a strategically designed network of arterial, collector, and local streets complemented by trails and proposed BeltLine transit.

The specific vehicular circulation improvements included in the BeltLine traffic analysis are as follows. It is assumed that these improvements will be in place by 2030. A map showing all proposed transportation improvements is provided in the transportation recommendations section of the main report.

- New Streets from the BeltLine Street Framework Plan: New roadways and extensions of existing roadways based on the BeltLine Street Framework Plan.
- RDA Boulevard Extension: Extending RDA Boulevard southeast from its current intersection with Cascade Road to the Hopkins Street Extension. This would replace the Kroger Driveway which currently aligns with RDA Boulevard at Cascade Road.
- Hopkins Street Extension: Extending Hopkins Street across the BeltLine from White Street to Donnelly Avenue at Bernice Street.
- Rose Circle Realignment: Realigning Rose Circle to align with Azalia Street at White Street.

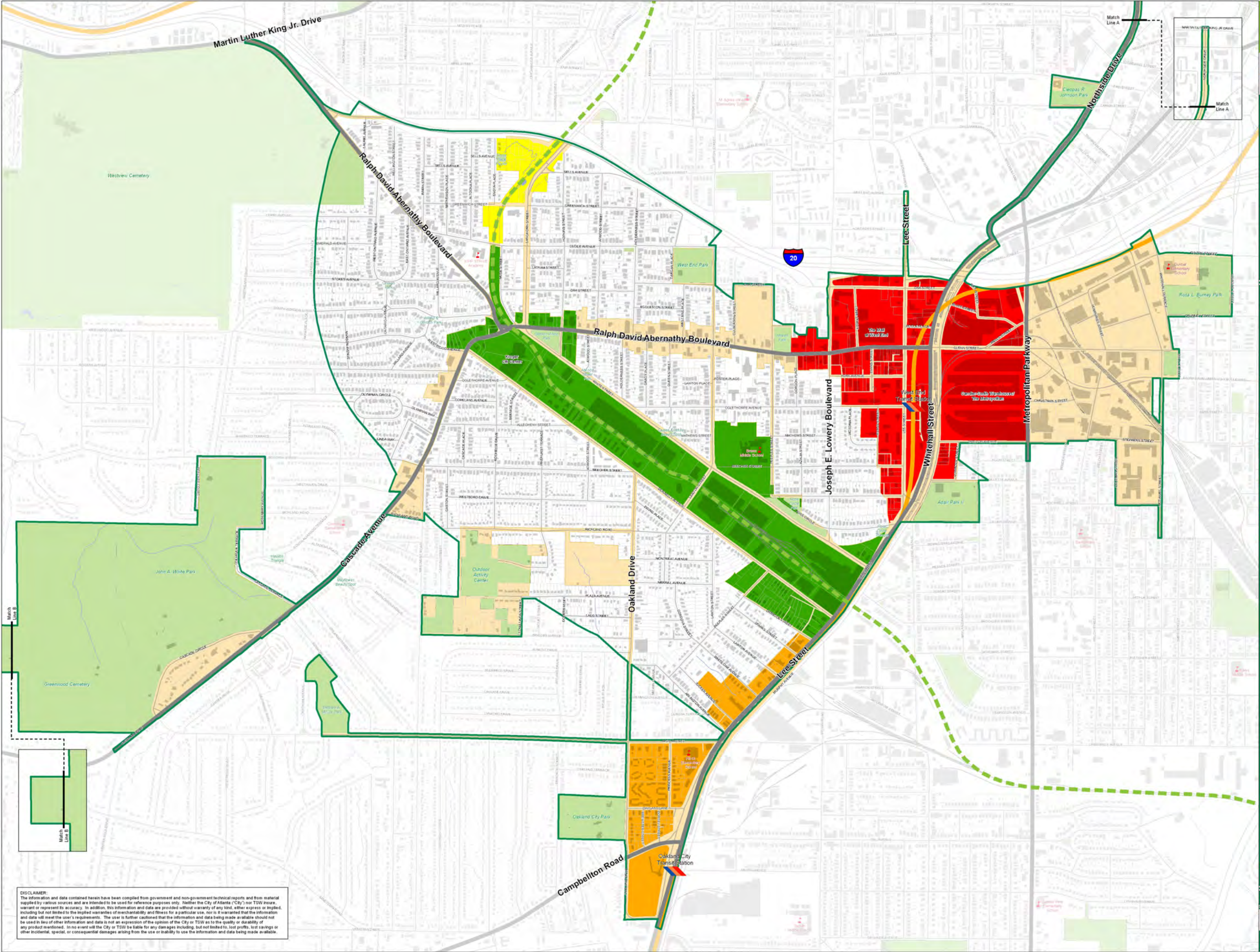
Table 6-1a. Anticipated BeltLine-Related Redevelopment by 2020

	Residential Units	Office/Institutional Space	High-Turnover Restaurants	Quality Restaurants	Specialty Retail
<b>BeltLine Corridor Sector</b>	695	13,340 sf	11,673 sf	9,728 sf	17,510 sf
<b>Enota Park Sector</b>	—	—	—	—	—
<b>West End Sector</b>	139	3,335 sf	5,003 sf	4,169 sf	7,504 sf
<b>Oakland City Sector</b>	44	—	—	—	—
<b>Total</b>	<b>878</b>	<b>16,675 sf</b>	<b>16,676 sf</b>	<b>13,897 sf</b>	<b>25,014 sf</b>

Table 6-1b. Anticipated BeltLine-Related Redevelopment by 2030

	Residential Units	Office/Institutional Space	High-Turnover Restaurants	Quality Restaurants	Specialty Retail
<b>BeltLine Corridor Sector</b>	1,938	89,397 sf	27,284 sf	22,736 sf	40,925
<b>Enota Park Sector</b>	165	—	—	—	—
<b>West End Sector</b>	209	19,157 sf	6,296 sf	5,247 sf	9,444 sf
<b>Oakland City Sector</b>	280	19,157 sf	8,395 sf	6,996 sf	12,592 sf
<b>Total</b>	<b>2,592</b>	<b>127,711 sf</b>	<b>41,975 sf</b>	<b>34,979 sf</b>	<b>62,961 sf</b>





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**BeltLine Subarea 1**

**Transportation Analysis Sectors**

- LEGEND**
- School
  - BeltLine
  - Stream
  - Railroad
  - MARTA Rail
  - Subarea Boundary
  - Existing Park
  - BeltLine TAD
  - Traffic Impact Zone
  - BeltLine Corridor
  - Enota Sector
  - Oakland City Sector
  - West End Sector

Prepared by  
**TSW**  
THOMAS SPENCER WALSHE & ASSOCIATES  
with Grice & Associates, Inc.,  
and Smith Dalia Architects



December 6, 2010





- South Peeples Street Extension: Extending south Peeples Street across the BeltLine from Donnelly Avenue to White Street.
- North Peeples Street Extension: Extending north Peeples Street from White Street to a new roadway running parallel along the northeast side of the BeltLine (part of the BeltLine Street Framework Plan).

## 6.2 Year 2020 Traffic

A similar methodology used for the baseline traffic operations analysis was performed to quantify the specific impacts of projected Atlanta BeltLine development based on the proposed land uses described above. In this scenario, however, BeltLine-specific trips were added to baseline traffic volumes resulting from normal background traffic growth. The analysis was conducted with the assumption that all BeltLine-related development anticipated by the year 2020 would be fully built out and occupied by that time.

### Trip Generation

Determining the vehicular traffic generated from BeltLine-related redevelopment was a major element of the analysis process. Detailed trip generation procedures were used to compute traffic generated. The ITE Trip Generation Manual, 8th 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 vehicular trips generated by the BeltLine development projects can be found in Tables 6-2a through c for three sectors (the Enota Park Sector is not expected to be developed by 2020).

During the trip generation process, traffic analysis and engineering judgment were required for derivation of the net trips generated, considering such factors as internal capture, pass-by capture, and alternate mode trip reduction.

### Internal Capture

For mixed-use developments, there will be interaction among uses within the development that decrease the number of vehicular trips generated when, for example, residents walk to shops within the development. Internal capture is accounted for by reducing the expected number of trips by a rate that reflects expected multi-use trip-making based different types of land uses in close proximity. Internal capture rate depends on the type and quantity of uses.

The standard procedure for calculating internal capture rate established in the ITE Trip Generation Manual was followed. Internal capture was performed for each of the four Sectors individually. Note that if a Sector has only residential development, there is no internal capture in that Sector.

### Pass-by Trips

Pass-by trips account for those motorists already travelling on streets adjacent to new development, who choose to visit the site en route 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 only for commercial land uses. A pass-by reduction rate of 41% was used for this analysis, based on the standard provided in the Institute for Transportation Engineers' *Trip Generation Handbook*.

### Alternate Mode Reduction

Alternate mode reduction accounts for the number of vehicle trips that are removed because of walking, bicycling, and public transit. For the purpose of this analysis, it was assumed that BeltLine transit would provide a meaningful alternative mode of travel for those within the immediate area of redevelopment sites. The BeltLine is expected to provide a total of four transit stops within the Subarea. Bicycle and pedestrian improvements, including multi-use trails and sidewalk upgrades, will also make non-automotive trips more safe and convenient travel alternatives.

Based on the presence of rail and bus transit service in the subarea, as well as the presence of



Table 6-2a. Summary of Year 2020 BeltLine Corridor Sector Trips Generated

Land Use	Amount	Unit	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	695	dwelling unit	209	65	144	271	157	114
Office/Institutional	13.34	1,000 sq. ft.	21	18	3	20	3	17
High Turnover Restaurant	11.673	1,000 sq. ft.	134	70	64	130	77	53
Quality Restaurant	9.728	1,000 sq. ft.	54	44	10	88	55	33
Specialty Retail	17.51	1,000 sq. ft.	120	58	62	88	49	39
Gross Trips			538	255	283	597	341	256
Internal Capture Trips			48	24	24	72	36	36
External Trips			490	231	259	525	305	220
Pass-by Trips			116	66	50	111	66	45
New External Trips			374	165	209	414	239	175
Alternate Mode Trips			127	56	71	141	81	60
New External Vehicle Trips			247	109	138	273	158	115

Table 6-2b. Summary of Year 2020 West End Sector Trips Generated

Land Use	Amount	Unit	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	139	dwelling unit	42	13	29	54	31	23
Office/Institutional	3.335	1,000 sq. ft.	5	4	1	5	1	4
High Turnover Restaurant	5.003	1,000 sq. ft.	58	30	28	56	33	23
Quality Restaurant	4.169	1,000 sq. ft.	23	19	4	38	24	14
Specialty Retail	7.504	1,000 sq. ft.	51	24	27	38	21	17
Gross Trips			179	90	89	191	110	81
Internal Capture Trips			20	10	10	28	14	14
External Trips			159	80	79	163	96	67
Pass-by Trips			50	28	22	48	29	19
New External Trips			109	52	57	115	67	48
Alternate Mode Trips			37	18	19	39	23	16
New External Vehicle Trips			72	34	38	76	44	32

Table 6-2c. Summary of Year 2020 Oakland City Sector Trips Generated

Land Use	Amount	Unit	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	44	dwelling unit	13	4	9	17	10	7
Alternate Mode Trips			4	1	3	6	3	3
New External Vehicle Trips			9	3	6	11	7	4

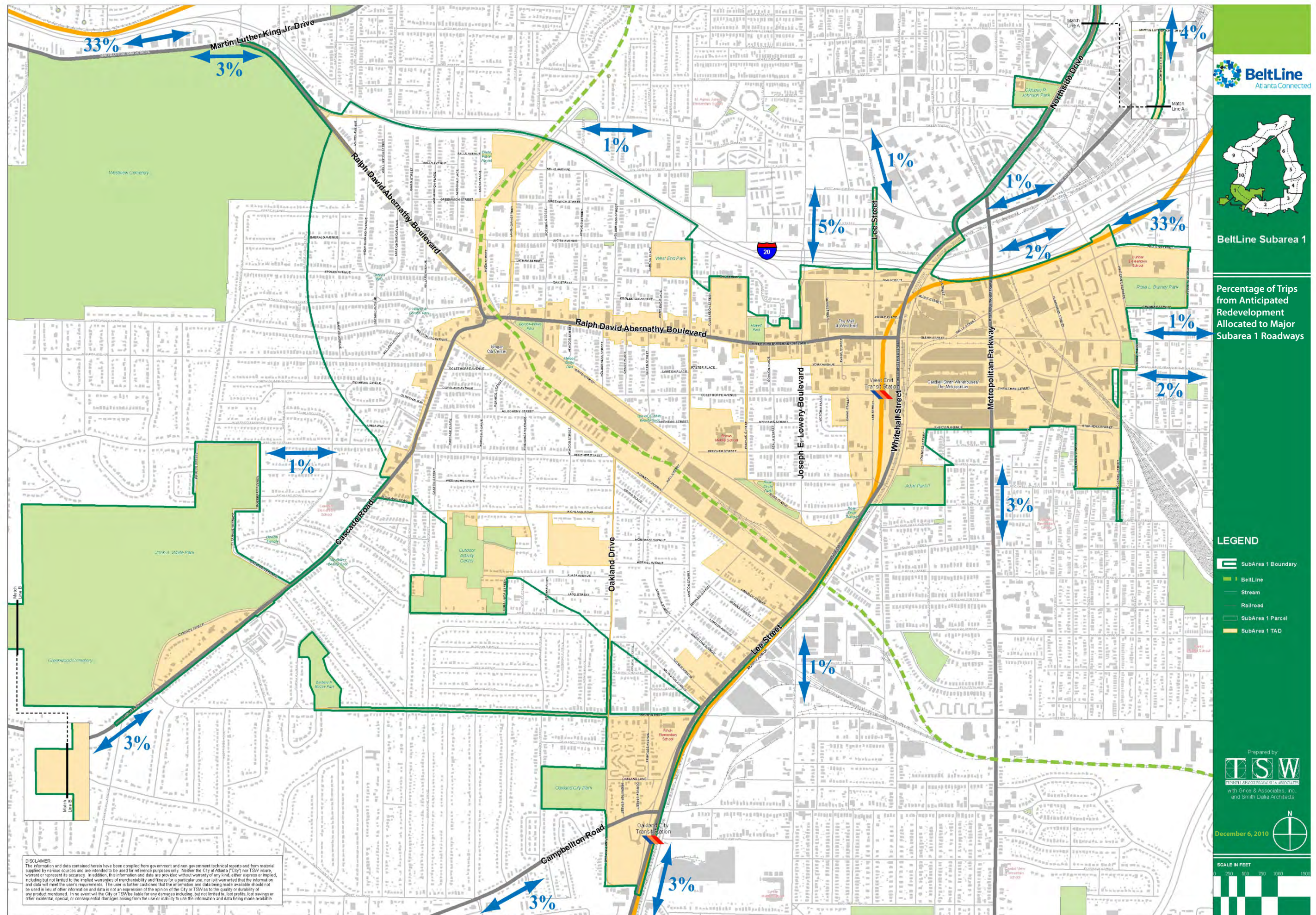
sidewalks along most major streets, and based on U.S. Census data, it was determined that 34% of trips in the subarea are currently being made without a personal automobile. For the sake of this analysis, it was assumed that the future alternate mode reduction would remain at 34%.

### 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 traffic analysis zones. This methodology was used to produce 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.







Major roadways that have a direct bearing on the accessibility of the BeltLine redevelopment 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 RDA Boulevard, Cascade Road, Lee Street, Whitehall Street, Peters Street, Northside Drive, Joseph E. Lowery Boulevard, Metropolitan Parkway, Glenn Street, I-20, Westview Drive, Sylvan Road, Campbellton Road, and Beecher Street based on an analytical evaluation of the location of the new sites and AM and PM traffic patterns. The percentage of trips allocated to each of these roadways is shown in the fold-out map on the previous page.

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 results of the trip distribution analysis for the year 2020 are shown on the two following fold-out maps. The first map shows only those trips generated by anticipated Atlanta BeltLine redevelopment.

### **Capacity Analysis**

A capacity analysis indicates that in the year 2020, most major intersections will have a similar level of service to what they would have had in 2020 without BeltLine-related redevelopment. These results are summarized in Table 6-3 and shown in the fold-out map on the following page.

The intersections of RDA Boulevard at Cascade Road, Langhorn Street/White Street at RDA Boulevard, and Metropolitan Parkway at RDA Boulevard/Glenn Street will experience high delay on at least one approach during at least one of the peak hours.

## **6.3 Year 2020 Traffic With Transportation Improvements**

Based on the results of the year 2020 BeltLine analysis, the following transportation improvements are proposed for Subarea 1 in order to provide acceptable peak hour conditions.

### **Intersection of RDA Boulevard and Cascade Avenue**

The same improvements needed for baseline year 2030, except that the southbound right turn lane on RDA Boulevard is not necessary.

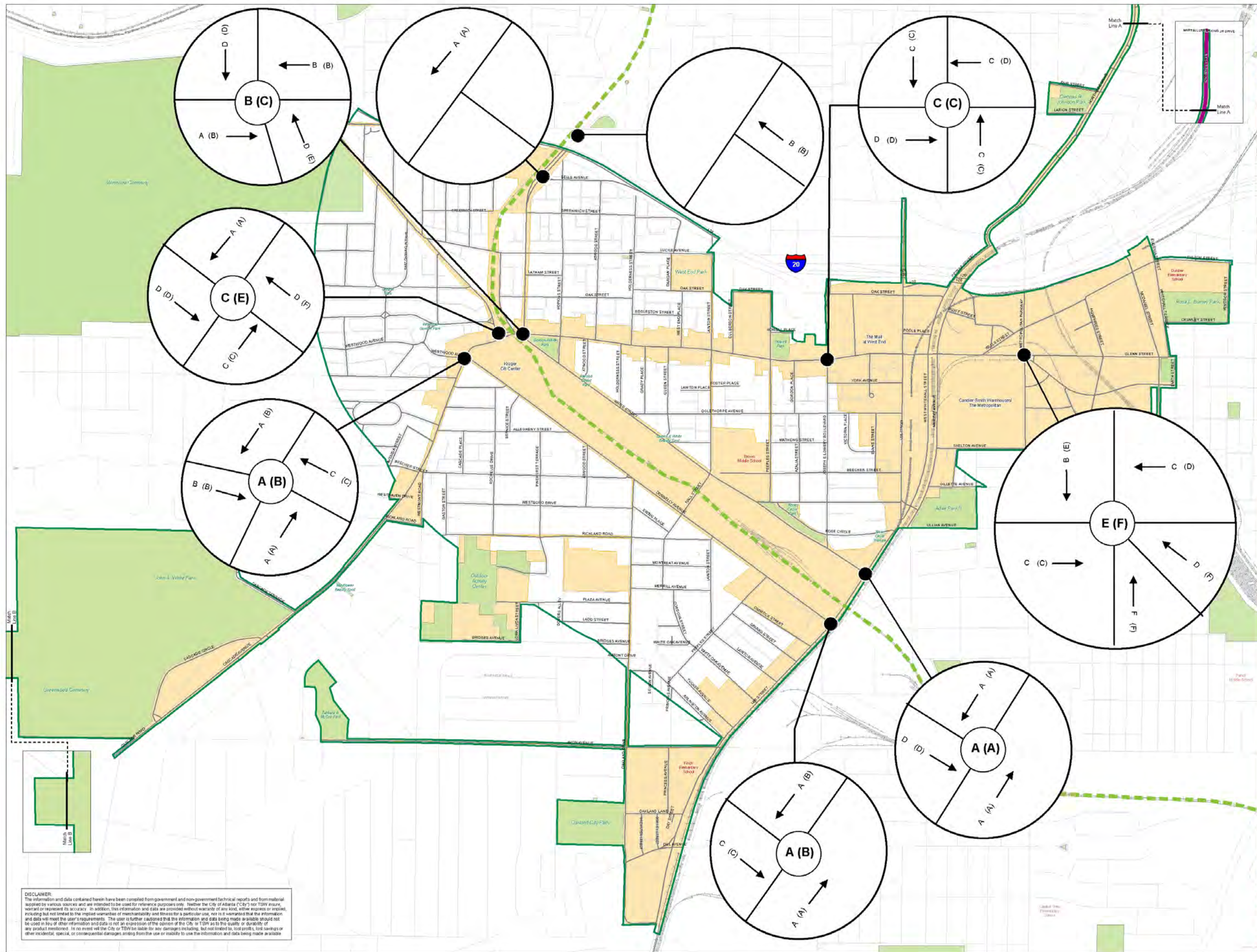
### **Other Intersections**

The same improvements needed for baseline year 2030 are expected to provide acceptable peak hour conditions for 2020 BeltLine year conditions.

Table 6-3. Year 2020 BeltLine Traffic Operations

Intersection	Approach	AM Peak LOS (v/c)		PM Peak LOS (v/c)	
		Approach	Overall	Approach	Overall
Cascade Rd & Donnelly Ave/Westwood Ave	NB	A (0.45)	A (0.44)	A (0.38)	B (0.72)
	SB	A (0.36)		B (0.74)	
	EB	B (0.24)		B (0.23)	
	WB	C (0.42)		C (0.69)	
RDA Blvd & Cascade Rd	NB	D (-)	C (0.66)	F (-)	E (0.85)
	SB	D (-)		D (-)	
	EB	C (0.78)		C (0.83)	
	WB	A (-)		A (-)	
Langhorn St/White St & RDA Blvd	NB	D (-)	B (0.67)	E (-)	C (0.78)
	SB	D (-)		D (-)	
	EB	A (-)		B (-)	
	WB	B (0.25)		B (0.56)	
JE Lowery Blvd & RDA Blvd	NB	C (-)	C (0.61)	C (-)	C (0.70)
	SB	C (-)		C (-)	
	EB	D (-)		D (-)	
	WB	C (-)		D (-)	
Metropolitan Pkwy & RDA Blvd/Glenn St	NB	F (1.22)	E (0.79)	F (5.12)	F (1.19)
	SB	B (-)		E (-)	
	EB	C (-)		C (-)	
	WB	C (0.12)		D (0.34)	
	NWB	D (-)		F (-)	
Lee St & White St Ext	NB	A (0.93)	A (0.52)	A (1.23)	A (0.50)
	SB	A (0.25)		A (0.52)	
	EB	D (-)		D (-)	
Lee St & Donnelly Ave	NB	A (-)	A (0.53)	A (-)	B (0.68)
	SB	A (0.42)		B (0.79)	
	EB	C (-)		C (-)	
Langhorn St & Sells Ave	SBL	A (0.10)	-	A (0.17)	-
Langhorn St & I-20 WB Off-Ramp	WB	B (-)	-	B (-)	-





**BeltLine Subarea 1**

**Year 2020 Beltline Level of Service**

**LEGEND**

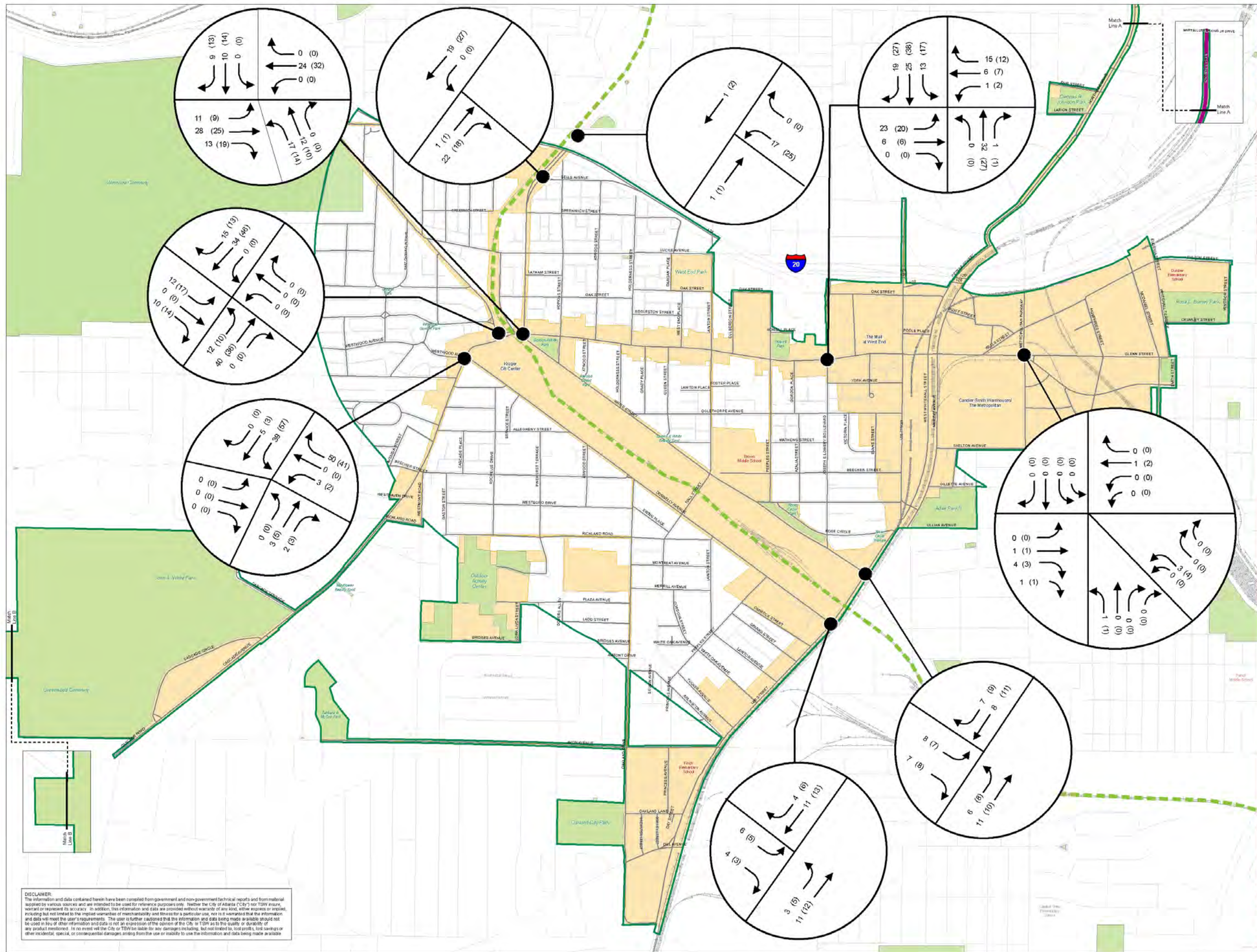
- A AM Level of Service
- (A) PM Level of Service
- SubArea 1 Boundary
- BeltLine
- Key Intersections
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

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 with Grace Consulting Group, LLC  
 and Smith Deke Architects

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**BeltLine Subarea 1**

**Year 2020 Peak Hour Turning Volumes at Major Intersections Generated by Anticipated BeltLine Redevelopment**

**LEGEND**

- 000 AM Turning Movement Counts
- (000) PM Turning Movement Counts
- SubArea 1 Boundary
- BeltLine
- Key Intersections
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

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## 6.4 Year 2030 Traffic

Traffic operations for BeltLine year 2030 were analyzed in the same manner as for BeltLine year 2020. Trips were different from those used in the 2020 analysis because of the additional development anticipated by 2030. The total trips generated by the Year 2030 BeltLine development can be found in Tables 6-5a through d.

The results of the trip distribution for the year 2030 are on the fold-out maps below. The second map shows only those trips generated by anticipated BeltLine redevelopment. Note that total traffic

volumes include reductions in traffic expected from the elimination of 240,000 sq. ft. of existing industrial uses in the BeltLine Corridor Sector.

The results of capacity analysis for the study intersections are summarized in Table 6-4 and shown on the fold-out map on the following page. The intersections of RDA Boulevard at Cascade Road, Langhorn Street/White Street at RDA Boulevard, and Metropolitan Parkway at RDA Boulevard/Glenn Street will experience high delay on at least one approach during at least one of the peak hours.

Table 6-4. Year 2030 BeltLine Traffic Operations

Intersection	Approach	AM Peak LOS (v/c)		PM Peak LOS (v/c)	
		Approach	Overall	Approach	Overall
Cascade Rd & Donnelly Ave/Westwood Ave	NB	A (0.48)	A (0.46)	A (0.42)	B (0.71)
	SB	A (0.30)		B (0.72)	
	EB	C (0.29)		B (0.26)	
	WB	C (0.43)		C (0.70)	
RDA Blvd & Cascade Rd	NB	F (-)	E (0.80)	F (-)	F (1.11)
	SB	D (-)		F (-)	
	EB	C (0.82)		D (0.88)	
	WB	A (-)		B (-)	
Langhorn St/White St & RDA Blvd	NB	C (-)	C (0.76)	E (-)	C (0.90)
	SB	D (-)		E (-)	
	EB	A (-)		B (-)	
	WB	B (0.27)		B (0.62)	
JE Lowery Blvd & RDA Blvd	NB	C (-)	C (0.74)	C (-)	D (0.91)
	SB	C (-)		D (-)	
	EB	D (-)		D (-)	
	WB	D (-)		D (-)	
Metropolitan Pkwy & RDA Blvd/Glenn St	NB	F (1.63)	F (1.12)	F (6.29)	F (1.61)
	SB	B (-)		F (-)	
	EB	C (-)		D (-)	
	WB	D (0.17)		D (0.45)	
	NWB	F (-)		F (-)	
Lee St & White St Ext	NB	A (2.16)	A (0.65)	A (1.72)	B (0.66)
	SB	A (0.33)		A (0.66)	
	EB	D (-)		D (-)	
Lee St & Donnelly Ave	NB	A (-)	B (0.63)	B (-)	C (0.83)
	SB	B (0.56)		C (1.00)	
	EB	C (-)		C (-)	
Langhorn St & Sells Ave	SBL	B (0.13)	-	A (0.21)	-
Langhorn St & I-20 WB Off-Ramp	WB	B (-)	-	C (-)	-

Table 6-5a. Summary of Year 2030 BeltLine Corridor Sector Trips Generated

Land Use	Amount	Unit	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	1938	dwelling unit	581	180	401	756	438	318
Office/Institutional	89.397	1,000 sq. ft.	139	122	17	133	23	110
High Turnover Restaurant	27.284	1,000 sq. ft.	314	163	151	304	179	125
Quality Restaurant	22.736	1,000 sq. ft.	127	104	23	205	127	78
Specialty Retail	40.925	1,000 sq. ft.	280	134	146	205	115	90
Gross Trips			1441	703	738	1603	882	721
Internal Capture Trips			110	55	55	180	90	90
External Trips			1331	648	683	1423	792	631
Pass-by Trips			273	155	118	257	154	103
New External Trips			1058	493	565	1166	638	528
Alternate Mode Trips			360	168	192	396	217	179
New External Vehicle Trips			698	325	373	770	421	349

Table 6-5b. Summary of Year 2030 Enota Park Sector Trips Generated

Land Use	Amount	Unit	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	165	dwelling unit	50	16	34	64	37	27
Alternate Mode Trips			17	5	12	22	13	9
New External Vehicle Trips			33	11	22	42	24	18

Table 6-5c. Summary of Year 2030 West End Sector Trips Generated

Land Use	Amount	Unit	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	209	dwelling unit	63	20	43	82	48	34
Office/Institutional	19.157	1,000 sq. ft.	30	26	4	29	5	24
High Turnover Restaurant	6.296	1,000 sq. ft.	73	38	35	70	41	29
Quality Restaurant	5.247	1,000 sq. ft.	29	24	5	47	29	18
Specialty Retail	9.444	1,000 sq. ft.	65	31	34	47	26	21
Gross Trips			260	139	121	275	149	126
Internal Capture Trips			26	13	13	42	21	21
External Trips			234	126	108	233	128	105
Pass-by Trips			63	36	27	59	35	24
New External Trips			171	90	81	174	93	81
Alternate Mode Trips			58	31	27	59	32	27
New External Vehicle Trips			113	59	54	115	61	54

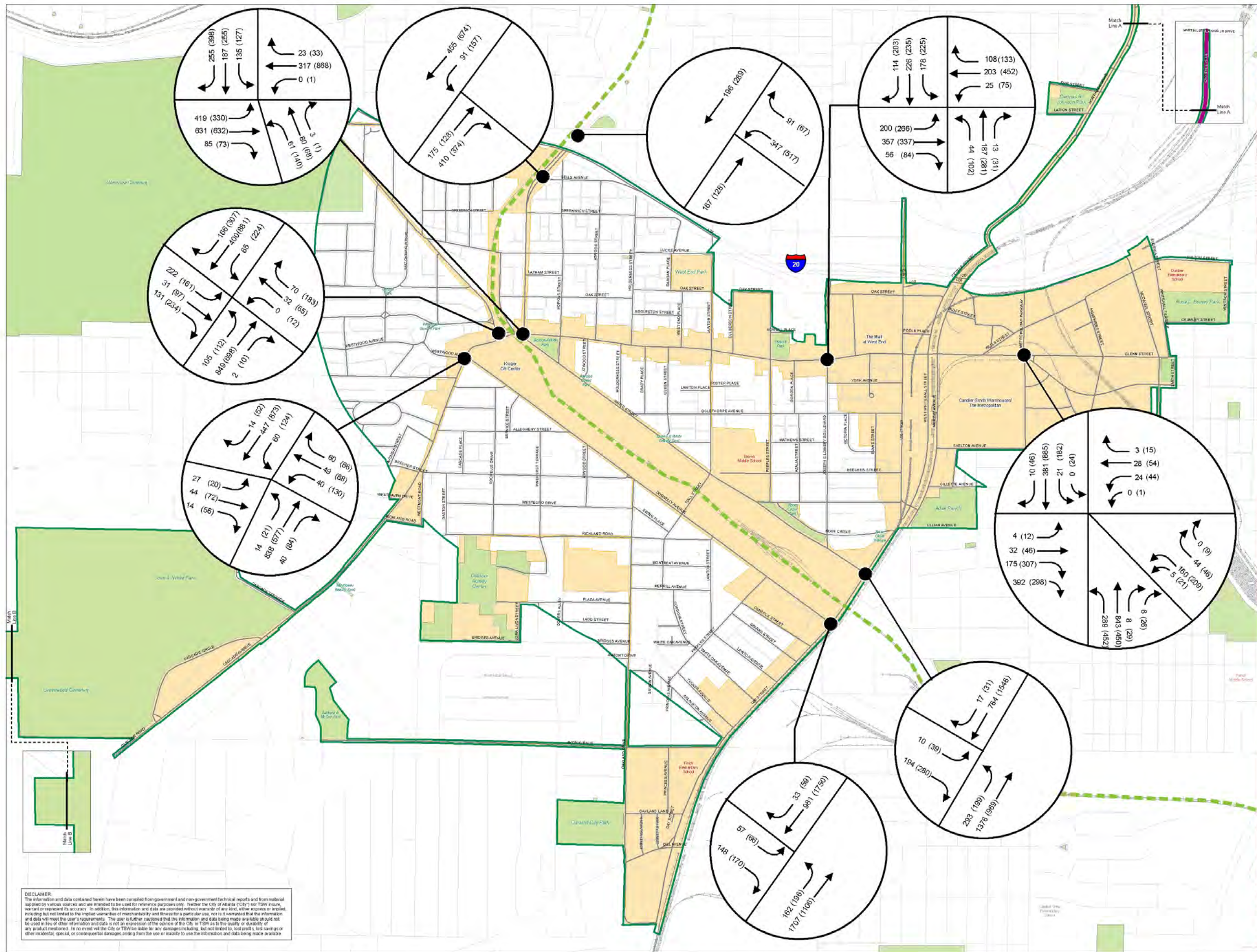
Table 6-5d. Summary of Year 2030 Oakland City Sector Trips Generated

Land Use	Amount	Unit	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total Trips	Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips
Residential	280	dwelling unit	84	26	58	109	63	46
Office/Institutional	19.157	1,000 sq. ft.	30	26	4	29	5	24
High Turnover Restaurant	8.395	1,000 sq. ft.	97	50	47	94	55	39
Quality Restaurant	6.996	1,000 sq. ft.	39	32	7	63	39	24
Specialty Retail	12.592	1,000 sq. ft.	86	41	45	63	35	28
Gross Trips			336	175	161	358	197	161
Internal Capture Trips			34	17	17	56	28	28
External Trips			302	158	144	302	169	133
Pass-by Trips			84	48	36	79	47	32
New External Trips			218	110	108	223	122	101
Alternate Mode Trips			74	37	37	76	41	35
New External Vehicle Trips			144	73	71	147	81	66



# Insert 11x17 Foldout: Year 2030 BeltLine Traffic Operations





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### BeltLine Subarea 1

Year 2030 Peak Hour Turning Volumes at Major Intersections Generated by Anticipated BeltLine Redevelopment

**LEGEND**

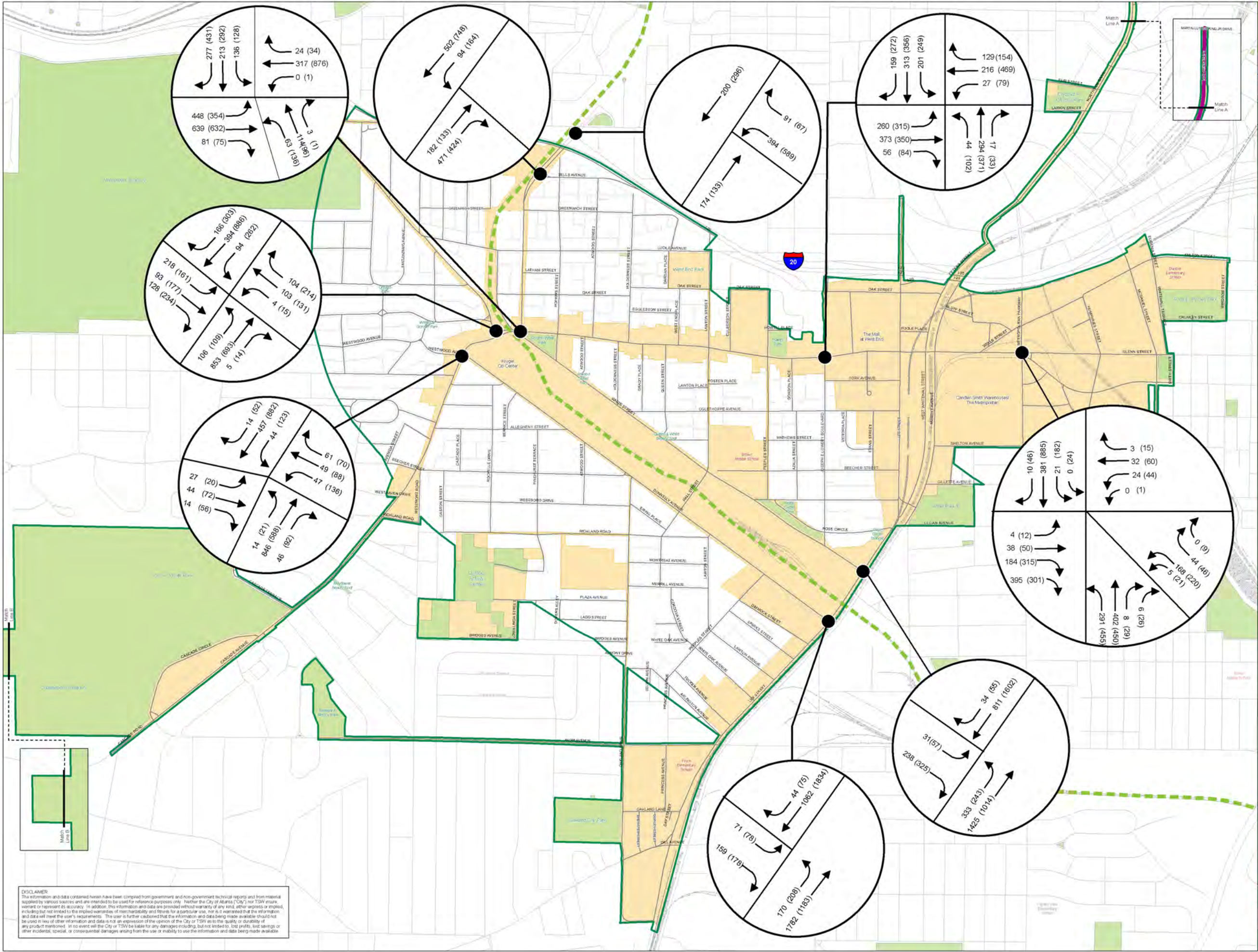
- 000 AM Turning Movement Counts
- (000) PM Turning Movement Counts
- SubArea 1 Boundary
- BeltLine
- Key Intersections
- SubArea 1 Streets
- Existing Street
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 Tax Allocation District

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and Smith Deke Architects

December 6, 2010

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### BeltLine Subarea 1

#### Total Year 2030 Peak Hour Turning Volumes at Major Intersections, Including Anticipated BeltLine Redevelopment

000 AM Turning Movement Counts  
(000) PM Turning Movement Counts

SubArea 1 Boundary  
BeltLine  
Key Intersections  
SubArea 1 Streets  
Existing Street  
Stream  
Railroad  
SubArea 1 Parcel  
SubArea 1 Tax Allocation District

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## 6.5 Year 2030 Traffic With Transportation Improvements

To improve traffic operations, improvements are recommended at those intersections that experience excessive delays or fails. BeltLine year 2030 recommended improvements are as follows.

### Intersection of RDA Boulevard and Cascade Avenue

In addition to the 2030 baseline recommended improvements, add a separate northbound right turn lane.

### Other Intersections

The same improvements needed for baseline year 2030 are expected to provide acceptable peak hour conditions for 2030 BeltLine year conditions.

New lane configurations for recommended improvements are shown in the following fold-out map. The levels of service achieved with these improvements are shown in Table 6-6.

## 6.6 Other Recommended Improvements

Several transportation improvements were evaluated for Subarea 1 to determine the most appropriate and cost effective solutions for ensuring efficient traffic 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.

### Recommended Pedestrian Improvements

System-wide sidewalk improvements are recommended for Subarea 1. For a list of recommended projects, please see the Subarea 1 Plan Recommendations Report. Within the subarea, there are locations with partial or no sidewalk coverage. The lack of sidewalks and proper walkways has major impacts on pedestrian safety and pedestrian level of service, as described as follows. Recommendations seek to address this by

Table 6-6. 2030 BeltLine Traffic Operations w/ Redevelopment

Intersection	Approach	AM Peak LOS (v/c)		PM Peak LOS (v/c)	
		Approach	Overall	Approach	Overall
RDA Blvd & Cascade Rd	NB	D (-)	C (0.75)	D (-)	C (0.78)
	SB	D (-)		D (-)	
	EB	D (0.88)		D (0.88)	
	WB	A (-)		B (-)	
Langhorn St/White St & RDA Blvd	NB	C (-)	C (0.70)	D (-)	C (0.91)
	SB	D (-)		D (-)	
	EB	A (-)		C (-)	
	WB	B (0.26)		B (0.58)	
Metropolitan Pkwy & RDA Blvd/Glenn St	NB	C (0.91)	C (0.75)	D (1.07)	D (0.84)
	SB	C (-)		C (-)	
	EB	C (0.60)		D (0.89)	
	NWB	C (-)		D (-)	
Langhorn St & Sells Ave	SBL	B (0.14)	-	B (0.23)	-
	WB	D (0.13)		F (0.17)	
Langhorn St & I-20 WB Off-Ramp	NB	B (0.51)	A (0.52)	B (0.28)	B (0.68)
	SB	B (0.54)		B (0.62)	
	WB	A (-)		B (-)	

constructing new sidewalks where not present and improving or widening sidewalks where desirable.

As for vehicles, pedestrian level of service is designated with letters A through F. It is based on available space, flow rate, ability to maintain desired speed, and degree of saturation. An increase in the number of pedestrians in an area at any given time will reduce the LOS. As walking space gets smaller, the LOS declines; and as the flow rate increases, the LOS approaches F. The introduction of the BeltLine and associated mixed-use development will generate additional pedestrian trips, increase the flow rate, and reduce LOS.

The lack of adequate walkways 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 roadways in Subarea 1, the east side of Lee Street/West Whitehall Street, most of the south side of White Street, Peoples Street south of Donnelly Avenue, the northeast side of Donnelly Avenue from Peoples Street to Lawton Street, and the east side of Langhorn Street between Greenwich Street and I-20 all have LOS of F along the majority of their length due to the absence of sidewalks. The walkway LOS for other areas varies from A to E.

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 are recommended. Provision of acceptable LOS and QOS should be considered for all Subarea 1 sidewalk improvement projects. The improvement of sidewalks will encourage walking and transit use, which will reduce traffic congestion overall.

### **Recommended Bicycle Improvements**

Bicycling is a form of transportation that provides many 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 faster than an automobile. With the proper facilities in place, commuters may arrive at BeltLine transit stops by cycling. This will encourage ridership from those 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 factors that influence decisions to choose to cycle:

- 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 signs and marking
- Speeds impediments
- Ability to maneuver without conflicts with objects (such as overgrown trees, poorly located poles, mail boxes, trash, and debris)
- Surface quality / conditions (potholes, drain grates, uneven surfaces, railroad tracks, debris, and overgrown vegetation)

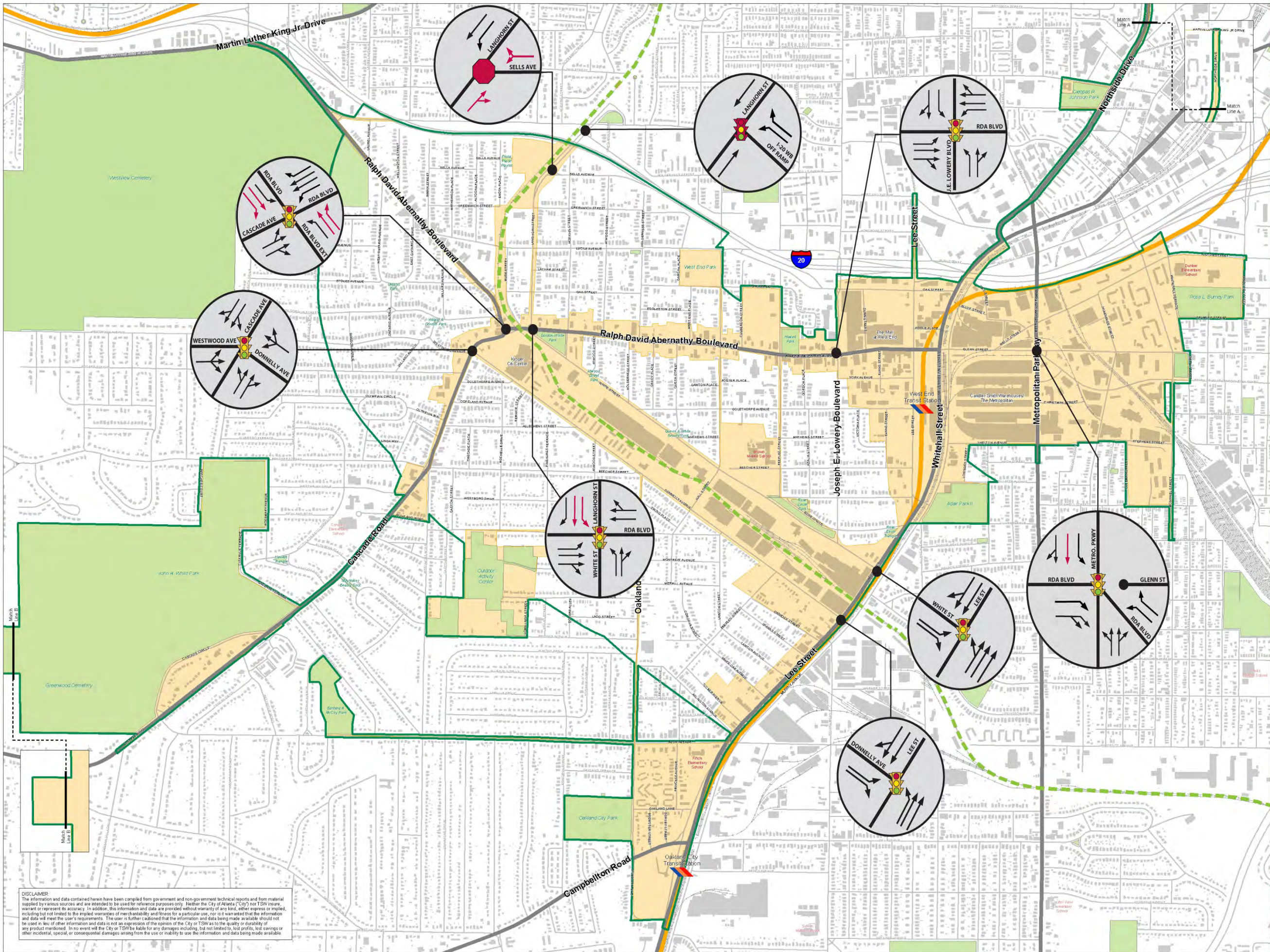
Factors that influence bicycle LOS include:

- 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

There is a lack of dedicated bicycle facilities within the subarea. There are bike lanes in both directions on Ralph David Abernathy Boulevard from Smith Street to Murphy Avenue, and on McDaniel Street from Glenn Street to Fulton Street. There are "Share the Road" bike signs in both directions on Ralph David Abernathy Boulevard between West Whitehall Street and Lee Street. The BeltLine multi-use trail runs along the BeltLine between White Street Extension and Westview Drive.

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





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**BeltLine Subarea 1**

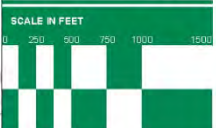
**Recommended Lane Configurations at 9 Key Intersections, to Accommodate Anticipated 2030 BeltLine Traffic**

**LEGEND**

- SubArea 1 Boundary
- BeltLine
- Stream
- Railroad
- SubArea 1 Parcel
- SubArea 1 TAD
- Proposed Lane Configuration
- Existing Lane Configuration
- Existing Signal
- Proposed Signal
- Unsignalized

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December 6, 2010





bicycle facilities should include curb inlet grates. Proper signage, pavement markings, and adequate furniture for parking bikes, should be provided.

The improvement of Subarea 1 bicycling facilities will benefit overall traffic operations for bicyclists and motorists. Key among these improvements are the construction of multi-use facilities that will connect neighborhoods with major destinations and the BeltLine. These include trails, bicycle lanes, or shared lane markings along or through:

- Lawton Street
- Lucile Avenue
- Westview Cemetery
- Oakland Drive/Wyland Drive
- Outdoor Activity Center
- Avon Avenue

For a list of specific recommended bicycle projects, please see the Subarea 1 Plan Recommendations Report transportation and park improvements sections.

# 7.0 Conclusions and Recommendations

The following conclusions are based on the data and analyses presented in this section, combined with the community goals expressed during the public involvement process.

## 7.1 Baseline Recommended Improvements

The following improvements are recommended for baseline conditions, without accounting for the increased traffic expected from BeltLine-related redevelopment.

### Recommended Intersection Improvements

#### RDA Boulevard at Cascade Road

- Add a separate southbound right turn lane from RDA Boulevard onto Cascade Road.

#### Langhorn Street/White Street at RDA Boulevard

- Change the southbound lane configuration on Langhorn Street to a left turn lane, a through lane, and a right turn lane.
- Change the northbound left turn signal phasing to protected+permitted.

#### Muse Street at RDA Boulevard

- Close Muse Street at RDA Boulevard to all vehicles except emergency vehicles with a mountable curb. Vehicular traffic can reroute to Oak Street and Langhorn Street. Muse Street can remain open to pedestrians. Return Muse Street to two-way operation south of Oak Street; currently, it is one-way northbound, but it is wide enough for two-way operation.

#### Metropolitan Parkway at RDA Boulevard/Glenn Street

- Redesign the intersection to accommodate realignment of Glenn Street south to York Avenue, per the Connect Atlanta plan (#IR-004)

- Change the southbound lane configuration on Metropolitan Parkway to a left turn lane, a through lane, and a shared through+right turn lane.
- Do not allow northwestbound left turns from RDA Boulevard onto Metropolitan Parkway southbound. Vehicular traffic can reroute to Bronner Brothers Way.
- Change signal phasing.

#### Sells Avenue at Langhorn Street

- Convert Sells Avenue to two-way operation between Langhorn Street and Hopkins Street as part of the Langhorn Road Diet; currently, it is one-way eastbound.
- Install traffic calming on Sells Avenue per Connect Atlanta Plan (#TC-002). Specifics to be coordinated with GDOT.
- Install a traffic signal, if and when warranted based on a traffic study.

#### Langhorn Street at I-20 Westbound Off-ramp

- Eliminate one of the westbound left turn lanes on the I-20 Westbound Off-ramp as part of the Langhorn Road Diet.
- Install a traffic signal, if and when warranted based on a traffic study.

### Recommended Road Extension and Diet

#### Langhorn Road Diet

- Reduce Langhorn Street from six lanes to two lanes with turn lanes at intersections.

#### Greenwich Street Extension

- Extend Greenwich Street across the BeltLine from Enota Place to Langhorn Street.



## 7.2 BeltLine Recommended Improvements

The following improvements are recommended to accommodate the increased traffic expected from BeltLine-related redevelopment. As such redevelopment begins to occur, transportation enhancements will be essential. Failing operations at key intersections would be detrimental to the area as a whole.

These recommendations are a result of traffic modeling of key intersections, combined with engineering judgment, field observation, and discussion with area stakeholders and the master planning team.

### **Recommended intersection improvements include:**

RDA Boulevard at Cascade Road

- Add a separate northbound right turn lane.

### **Recommended roadway extensions include:**

New Streets from the BeltLine Street Framework Plan

- New roadways and extensions of existing roadways base on the BeltLine Street Framework Plan.

RDA Boulevard Extension

- Extend RDA Boulevard southeast from its current intersection with Cascade Road to the Hopkins Street Extension. This would replace the Kroger Driveway which currently aligns with RDA Boulevard at Cascade Road.

Hopkins Street Extension

- Extend Hopkins Street across the BeltLine from White Street to Donnelly Avenue at Bernice Street.

Rose Circle Realignment

- Realign Rose Circle to align with Azalia Street at White Street.

South Peeples Street Extension

- Extend south Peeples Street across the BeltLine from Donnelly Avenue to White Street.

North Peeples Street Extension

- Extend north Peeples Street from White Street to a new roadway running parallel along the northeast side of the BeltLine (part of the BeltLine Street Framework Plan).

### **Conclusion**

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 1 of the BeltLine Redevelopment Project will fully realize its potential of becoming a successful live, work, and play destination for southeast Atlanta.

## Appendix 6: Enota Park Master Plan



## Appendix 6

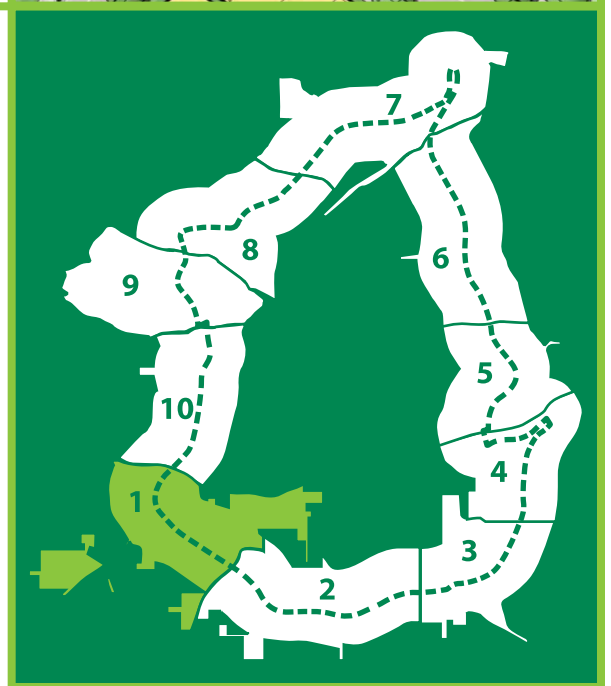
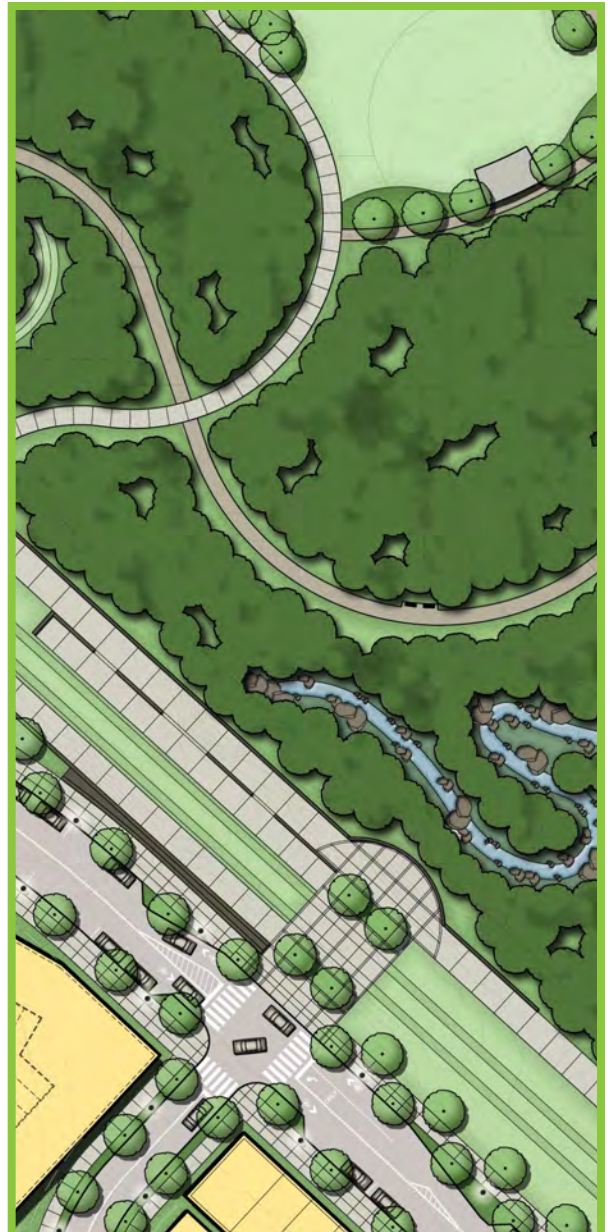
# Atlanta BeltLine Master Plan

## SUBAREA 1

### ENOTA PARK MASTER PLAN

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

Adopted by the Atlanta City Council on December 6, 2010







# ACKNOWLEDGEMENTS

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# Preface

## Purpose

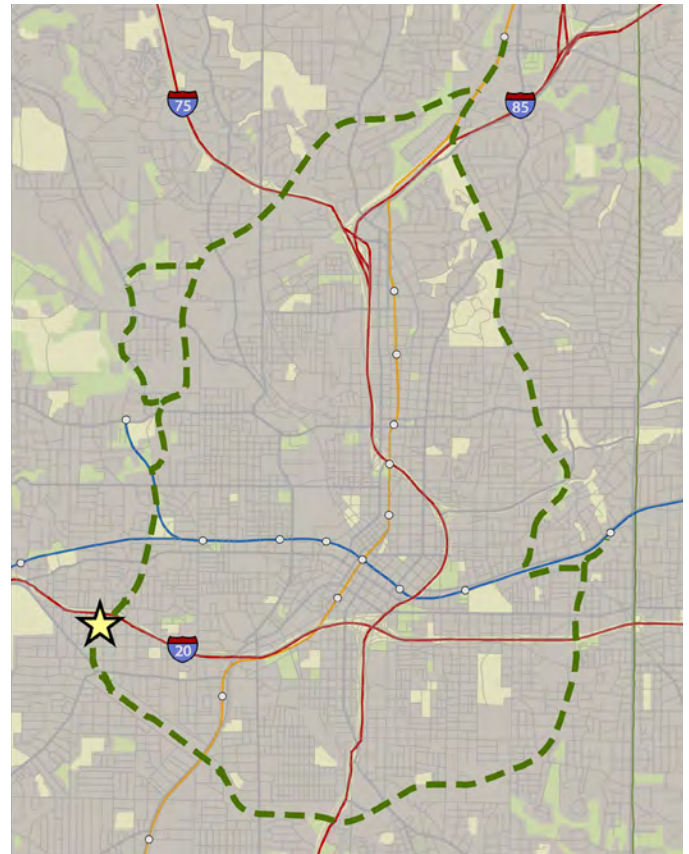
This Master Plan is a long-term vision and strategy for the creation of Enota Park on land adjacent to and including the existing Enota Playlot. The park design is the result of community input and technical analysis, and capitalizes on proximity to the proposed Atlanta BeltLine—a multi-decade effort to integrate parks, land use, and mobility along a 22-mile loop of historic railroads that ring Atlanta's core. This plan provides a framework for short and long-term improvements, and suggests responses to adjacent existing and future land uses.

The Enota Park Master Plan is one of several park planning efforts along the Atlanta BeltLine. At completion, the BeltLine will connect Enota Park 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 decades to come.

## BeltLine Planning Efforts

This Park Master Plan has been developed with and is integrated into the larger land use and transportation planning effort for Atlanta BeltLine Subarea 1, which includes Enota Park and the adjacent neighborhoods of Westview and West End. A key element of Atlanta BeltLine 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.

As a result of these coordinated efforts, this master plan describes and plans for both internal and external factors impacting the park. It considers surrounding existing and potential future land uses and transportation facilities. By doing this, a park vision is established that can meet the needs of the adjacent neighborhoods both today and many years in the future.



Enota Park is located in Atlanta BeltLine Subarea 1, just south of where the BeltLine crosses underneath I-20



Parks can have a long-term positive impact on surrounding neighborhoods. This park in Chicago provides a gathering place and enhances nearby property values



## Master Planning Process

The planning process used to develop the Enota 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 discussions, draft concept creation and testing, and the development of final recommendations and implementation plans.

Guiding this process was a Steering Committee of representatives from 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 on plans.

## Site Inventory

### Overview

This section contains an inventory and analysis of existing conditions in the Enota Park area as they existed in early 2010. 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.

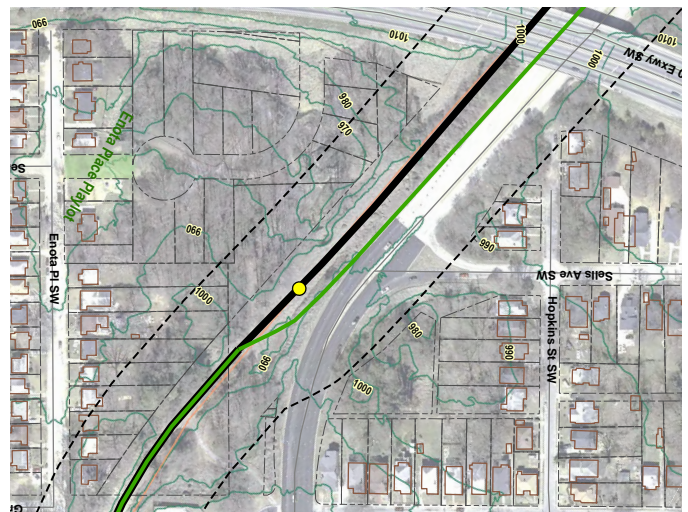
### Location and Extent

The Enota Park site is located on mostly unimproved land between Langhorn Street and Enota Place, just south of I-20. The proposed park is between the Westview and West End neighborhoods, and is a few minutes' walk north of the intersection of Ralph David Abernathy Boulevard and Cascade Road. Within a ten-minute walk of the park are an estimated 4,000-5,000 residents.

The existing Enota Playlot is less than one third of an acre, but the proposed boundaries of the park incorporate a significant amount of surrounding land, as shown in the Master Plan. The majority of lands proposed for acquisition and inclusion in Enota Park are currently vacant.



The recently constructed Atlanta BeltLine trail runs along the eastern edge of Enota Park



A transit stop is proposed at the eastern edge of the park



Existing Enota Playlot and surrounding area, showing the Atlanta BeltLine Tax Allocation District in orange



## History

Enota Park derives its name from Enota Place, the street which borders it to the west. Enotah is the Cherokee name for Georgia's highest mountain, and was most likely the inspiration for the street name.

The area surrounding the proposed park was mostly rural until the twentieth century, when it was subdivided and developed primarily as single-family residential houses. A streetcar line along Ralph David Abernathy connected the area to shops in the West End and to Downtown.

Within the park boundary, there are remnants of a platted, yet unbuilt, subdivision. Evidence from the City of Atlanta cadastral map indicates the cul-de-sac as Chicamauga Court, a likely extension to Chicamauga Avenue to the north of Interstate 20 that was never realized. The land-locked parcels that were created as a result of this subdivision were most likely planned as a post-WWII development, before the construction of Interstate 20 in the early 1960s.

To this day, the park area itself has remained undeveloped, probably due to topography constraints, the stream and the presence of the railroad that now forms the Atlanta BeltLine corridor.

## Previous Park Plan

This plan builds upon the work of the 2007 Enota Park Conceptual Master Plan, prepared by the community with the assistance Park Pride. Significant public involvement resulted in the plan shown on the following page. The vision included the following elements which this plan builds upon:

- Preserved woodlands
- Trail system
- Small open lawn
- Expanded playground
- Entry plaza
- Community center



Photograph documenting existing site conditions



Enota Park area in 1949, before construction of I-20. Note adjacent farmland. Courtesy Georgia State University



The existing playground was given a facelift and is popular with nearby families, but has some outdated equipment



## Existing Conditions

### Playground

The existing playground occupies less than one third of an acre on two vacant lots along Enota Place. It is popular with nearby families. A refurbishing in recent years provided a smooth rubber surface and repainted existing equipment.

### Access

The most significant challenges with the proposed park area are lack of easy access and a lack of public frontage.

Privately owned houses along Enota Place restrict access to the 100 foot wide playground. Access from the Mozley Park neighborhood to the north is completely restricted by Interstate 20, whose eight lanes are elevated an imposing 40 feet above the creekbed.



This view from Langhorn Street into the proposed park shows the high visibility into the area around the stream

Access from the east is restricted by a steep slope from Langhorn Street down to the Atlanta BeltLine corridor, and another steep slope from the corridor down to the creekbed. Langhorn Street's six lanes of high speed traffic are also a barrier to pedestrians.



The 2007 Park Pride visioning plan identified many of the elements explored in this Master Plan



The southern portion of the park also has restricted access because it is in the middle of the block, behind the Fulton County facility and private residences.

### **Context**

Despite a lack of access and public frontage, much of the park remains visible from Langhorn Street because of the elevation and the lack of undergrowth. This visibility is enhanced by the recently opened multi-use trail, which promotes activity along the Langhorn edge of the park.

Land uses surrounding the park are mostly residential, with some vacant land, a county facility, and a church. With no buildings directly facing the site, there is a lack of “eyes on the park” which creates an issue for security and successful park edges. The closest nearby parks are as follows:

- Gordon White Park includes seating areas and public art and is about a ten minute walk from Enota Park.
- West End Park includes tennis courts, a pavilion, and a playground and is also about ten minutes from Enota Park.
- The Westview Cemetery is one of the largest greenspaces in Atlanta, although it is privately owned. Its entrance is fifteen minutes on foot from Enota Park.

Bisecting the park is the right-of-way for Greenwich Street, which is interrupted by the Atlanta BeltLine, but which still exists as public right-of-way.

Best practices suggest that active park uses are best located further from major highways such as I-20.

Due to its low lying site, Enota Park is the intersection of two sewer lines: one running from Enota Place near the playground to I-20, and another from Langhorn Street which intersects with the first.



Existing buildings, property lines, sewer lines, and manhole covers in the Enota Park area



Nearby parks in the project's vicinity and in the context of Atlanta BeltLine Subarea 1





This recent aerial photo depicts Enota Park's site conditions from 2006



## Natural Features

Topography varies significantly in Enota Park and is one of the primary reasons that the land was not developed. Elevation ranges from 964 feet above sea level below I-20 to 1,028 feet near where the Atlanta BeltLine trail crosses Lucile Avenue. Some grading was performed in preparation for a cul-de-sac street. This combines with the natural topography to provide several level areas.

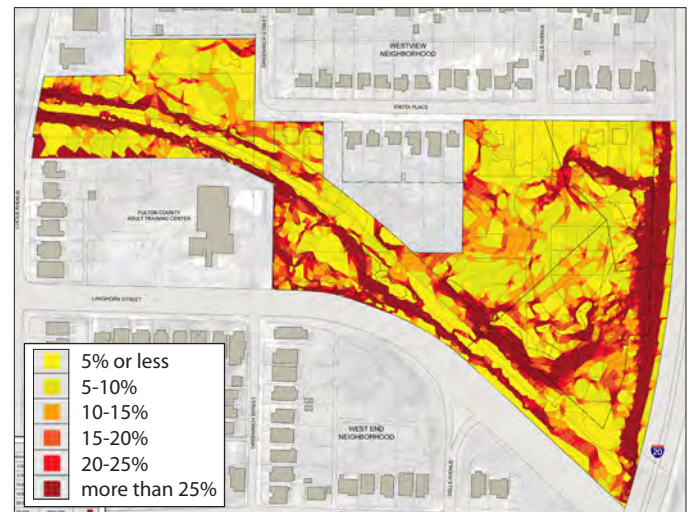
Enota Park represents the head waters for Proctor Creek. Water on the site generally flows from south to north, toward Proctor Creek, which empties into the Chattahoochee River. Rainwater flows in from the residential areas to the east and west. Much of it concentrates in the creek bed and adjacent low lying areas, or along the Atlanta BeltLine corridor itself.

The existing creek carries water in all seasons, but has several pools of stagnant water. This condition is caused by shallow elevations along the creek bed, coupled with an accumulation of street litter, decomposing organic debris, and an eroded stream channel. Garbage and polluted runoff from adjacent streets compound this problem and make the water further unsafe, while the eroded banks and invasive species make it inaccessible and unattractive.

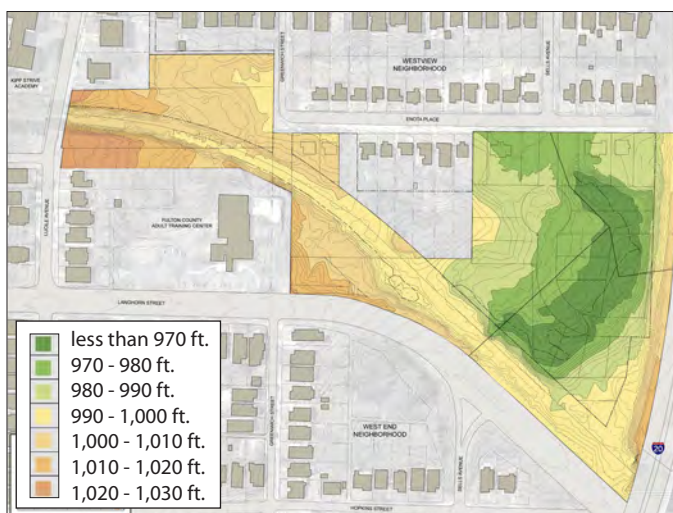
Two piped storm water inlets deposit storm water into the creek: one from Langhorn Street and areas



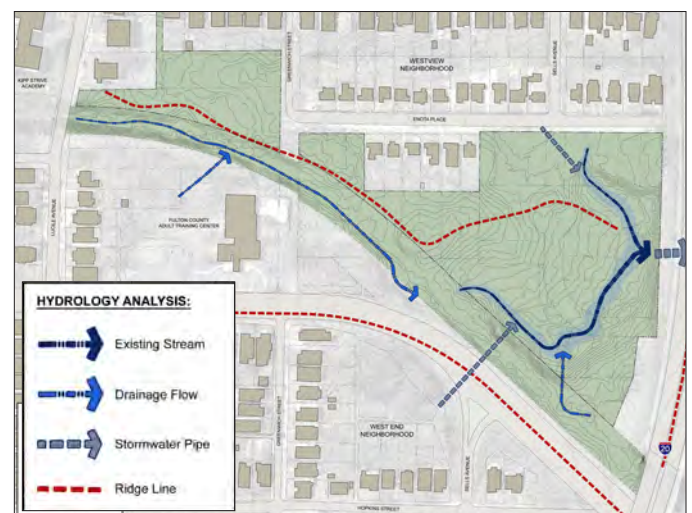
Litter, erosion, and invasive species make the existing stream unpleasant and unsafe



Slope analysis



Elevation analysis



Hydrology analysis



to the east and another near the playground that drains from streets to the west. A third pipe allows the creek to travel under Interstate 20.

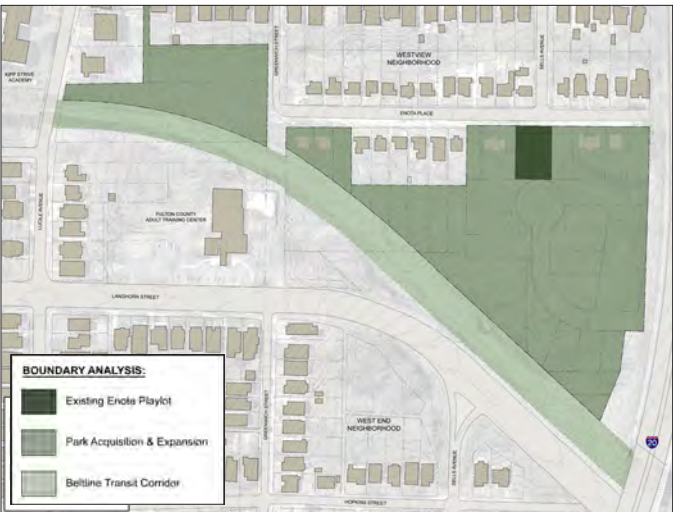
Mature hardwood trees cover much of the site and constitute a significant asset. These trees not only represent a historic grove in a part of the city where tree canopy is spotty; they also provide beauty, help reduce the urban heat island effect, and help capture carbon from the atmosphere. A mixture of pine and hardwood forms the Enota Park tree canopy.

Unfortunately, invasive plant species have overtaken much of the Enota Park area. These include privet, kudzu, and English Ivy, and a high concentration of these species exists along the stream banks.

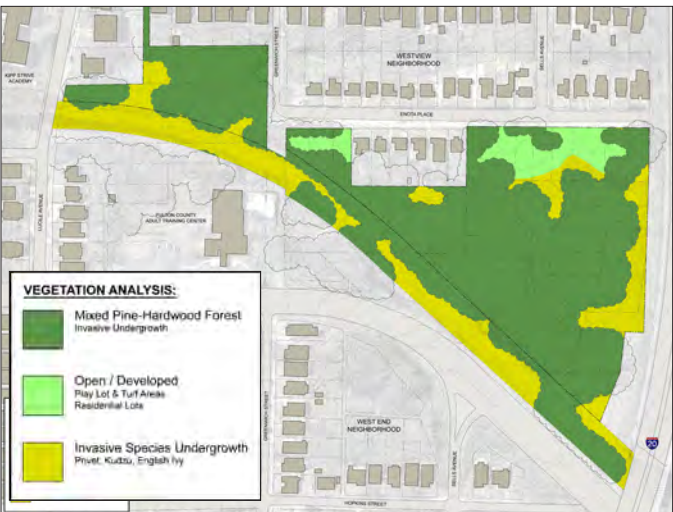
Soils within the site are predominantly Urban Land-Cecil Complex (UfC2). These soils typically have slopes between 2 and 10 percent, and are greater than 6 feet deep before reaching the water table or bedrock. While the construction limitations for most recreational facilities on this soil are slight, playgrounds may be moderately limited due to existing slopes. These generally can be overcome with special design and planning considerations. In addition to UfC2 soil type, an Urban Land (Ub) soil mixture is also located within the park and appears along the Atlanta BeltLine and I-20. This soil type consists of areas that have previously been developed or altered by earlier earthwork.



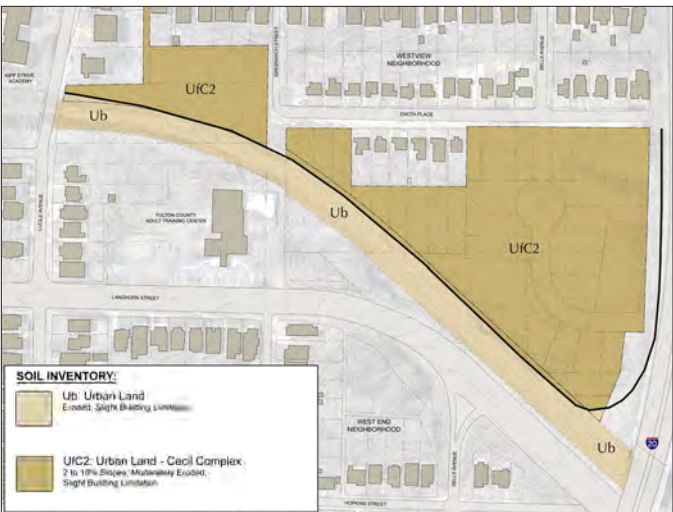
Invasive plant species, including kudzu, have overtaken much of the park area



Boundary analysis



Vegetation analysis



Soil analysis



# Needs Analysis

## 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 Enota Park because of its urban setting.

## 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

- The site of Enota Park has never been developed, providing a great opportunity for greenspace.
- The park is immediately adjacent to the existing Atlanta BeltLine trail and a proposed transit stop.
- Over 3,000 potential users live within walking distance of the park.
- The KIPP STRIVE Academy is located near the park's southern end and represents potential users.
- Mature hardwood trees provide an important natural asset.
- The existing stream could be of aesthetic and educational benefit.



Ideally, urban parks of all sizes should be surrounded by streets and buildings that face directly into them

- Several nearby sites are appropriate for redevelopment and could help increase activity at the park.

### Constraints

- Significant topography challenges must be overcome to create a cohesive park design.
- Interstate 20.
- Lack of access due to private property, steep slopes, and the pedestrian barriers formed by I-20 and Langhorn Street.

## Summary of Community Input

Community members helped guide the planning process to ensure that the park design reflected local needs. Items emphasized by the community include:

- Incorporate environmentally friendly stormwater management techniques and lighting.
- Ensure adequate visibility into the park from all sides.
- Minimize the impact of small park events on local residents.
- Provide creatively designed gathering places for local residents from all walks of life.
- Respect and restore the existing stream and tree canopy.

# Concept Development

## Concept Process

Two concepts were 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 both options are presented below. Preferred elements from each plan, as well as additional elements and suggestions provided during the public process, were incorporated into the final Master Plan.

Concept Plan A and B have very similar layouts due to the physical properties of the park site. Their overall circulation systems follow the natural

topography and have very similar routes. The primary difference between these two concepts is the amount of woodland preservation and the location of proposed park elements.

## Concept Plan A

Concept A maintains a larger portion of woodland preserve in the center of the park site. When compared to concept B, it is relatively limited in the area of usable open space, but maintains a larger area of woodland preserve. The most notable difference between the programs is the Dog Park area in Concept A versus a Community Garden in Concept B.

The park program for Concept A includes: Trail

## Master Plan Concept A





System, Multi-purpose Play Field, Playground, Entry Plazas, Large Woodland Preserve, Stream Restoration, I-20 Buffer, Event Lawn, High Point Pavilion, Dog Park, and a Pocket Park.

Concept Plan B

Concept B proposes a large passive lawn in the center of the park. To construct this lawn, several existing large canopy trees will be removed. When compared to concept A, it has more area of usable open space. The most notable difference between park programs is the Community Garden area in Concept B versus a Dog Park in Concept A.

The park program for Concept B includes: Trail System, Multi-purpose Play Field, Playground, Large Plazas, Large Woodland Preserve, Stream Restoration, I-20 Buffer, Event Lawn, High Point Pavilion, and a Community Garden.



Preliminary Concept A

Master Plan Concept B



# Master Plan

## Overview

As one of thirteen park ‘jewels’ originally identified in Alexander Garvin’s 2005 “Emerald Necklace” study, Enota Park’s expansion represents one of the Atlanta BeltLine’s few greenspaces with a designated woodland area and natural walking trails. Another uniquely defining characteristic will be the Atlanta BeltLine’s proximity as a prominent public edge along Enota Park’s entire eastern boundary, providing direct access from the adjacent West End and Westview neighborhoods.

Due to its geographic location, however, the Enota Park site has several unique challenges to overcome. These issues were first identified during the context and site analysis phase of this project and include the following:

- The Enota Park site has very little existing public access. Nearly all of the boundaries for this site join private or inaccessible properties.
- The Enota Park site is very secluded with very little visual access into the park.
- The existing woodland and stream are in poor environmental condition. Several invasive species have intruded in the woodland areas, and the stream is polluted by several surrounding non-point sources.

To adequately address these issues and develop a successful park master plan, three design principles have been developed to inform the process.

### 1. Environmental Restoration

Healthy urban forests and streams are extremely beneficial to the natural environment and our own human health; however, their occurrence is rare in urban neighborhoods. Where they do exist, urban forest and woodlands should be preserved and enhanced as a critical part of the overall community.

### 2. Safety and Security

Park safety and security hinge on the level of visual accessibility into the park, and on the number of people who regularly use the park. Public park edges should be maximized and designed to promote views into the park. Additionally, the park program must be developed with community input to encourage a high level of park users.

### 3. Access and Circulation

To ensure the development of a successful park master plan, public park frontage and access must be maximized. Circulation systems must be designed to encourage and allow nearby residents to easily access the park.

To fully address each of these design principles, the overall master plan extends beyond the park boundaries to show additional neighborhood planning strategies that can be utilized to adequately resolve the unique issues related to Enota Park. Three additional planning strategies were developed in response to the design principles.

### Langhorn Street Road Diet

Langhorn Street currently has five travel lanes with very few pedestrian facilities. It promotes high travel speeds and serves as a pedestrian barrier between the West End neighborhood and the Westview neighborhood. As part of the Enota Park master plan and based on recommendations from the City of Atlanta Transportation Plan, Langhorn Street would be narrowed to two 12-foot travel lanes (one in each direction) with left turn lanes at each major intersection.

The intersection at Langhorn Street and Sells Avenue will be significantly transformed from a high-speed “Y” style intersection with large turning radii to a lower-speed “T” style intersection. The newly configured intersection would be signalized to promote safer interactions between pedestrians and vehicles. It will also serve as the logical crossing point to access the proposed Atlanta BeltLine corridor and transit stop.





**Atlanta BeltLine**

**BeltLine Subarea 1**

**Enota Park Master Plan**

Prepared by:

**TSW**  
TUNNELL SPANGLER WALSH & ASSOCIATES  
with Grice & Associates, Inc.  
and Smith Dalia Architects

December 6, 2010

SCALE IN FEET





BeltLine Subarea 1

**Enota Park**  
Aerial Perspective  
*Looking north, with Lucile Avenue in the foreground and I-20 in the background*

Prepared by:  
**T S W**  
TUNNELL SPANGLER WASH & ASSOCIATES  
with Grice & Associates, Inc.  
and Smith Dalia Architects

December 6, 2010

NOT TO SCALE



As part of creating this lower-speed, more pedestrian and bicycle-friendly geometry, the plan envisions reducing the intersection curb radii to reflect the typical roadway user as the subarea redevelops and industrial uses decline. Ideally, this includes installing bulbouts with 15-foot turning radii to minimize crossing distance for pedestrians. However, if it is determined during project engineering that semi-trucks or similar vehicles will be frequent users of the corridor at the time of project implementation, it may be necessary to utilize an alternative intersection geometry. One possible way to achieve this would include a larger 35-foot curb radius for trucks accessing Sells Avenue and eastbound I-20.

Altogether, the Langhorn Street road diet will improve access to Enota Park by providing safe and logical pedestrian routes from the West End neighborhood to the park.

### **Greenwich Street Extension**

Greenwich Street currently dead ends at Langhorn Street on the east side of the Atlanta BeltLine corridor and at Enota Place on the west side of the BeltLine corridor. The Enota Park master plan proposes to reconnect Greenwich Street by bridging over the BeltLine corridor.

In addition to improving neighborhood circulation, this street extension provides a prominent public edge to the Enota Park. A primary park entry point and plaza have been identified at the intersection of Greenwich Street and Enota Place to promote a high level of activity.

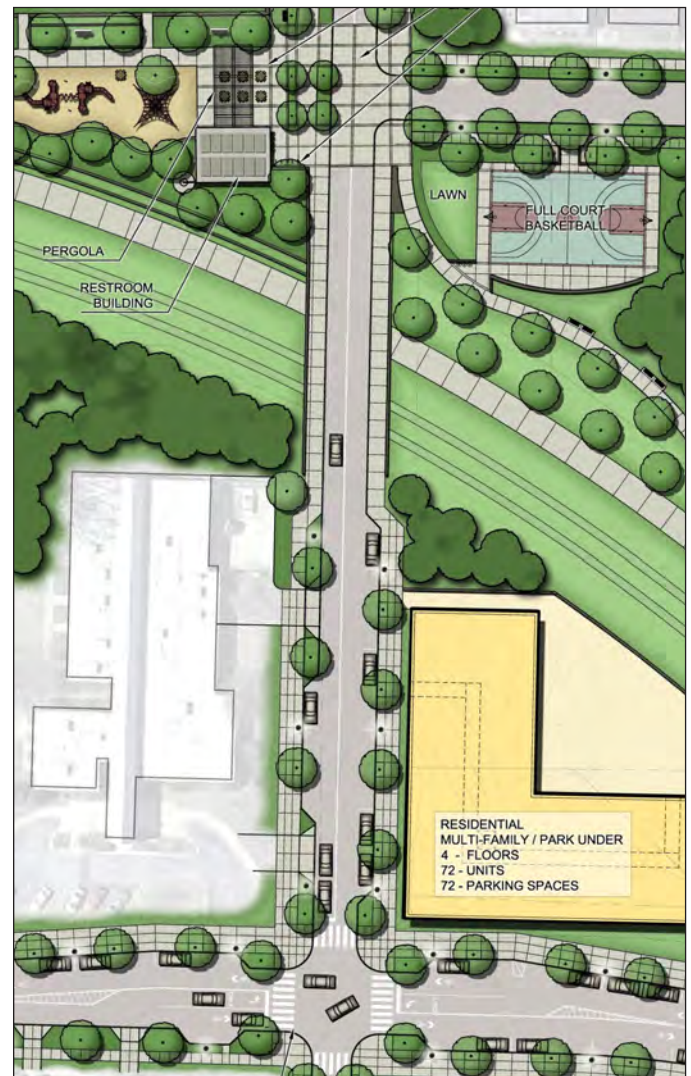
The Greenwich Street extension will improve the overall safety of Enota Park by providing a highly active and engaging public edge. This extension will also improve access to the park by providing pedestrian circulation routes from both the Westview and West End neighborhoods to the proposed park entry.

### **Multifamily Residential Development**

Three development sites were identified along Langhorn Street as suitable for multi-family residential developments. Each of these sites combine portions of the existing unused GDOT right-of-way and areas left vacant by the Langhorn



One possible reconfiguration could use a 35-foot curb radius for trucks turning from Langhorn Street onto Sells Avenue



Greenwich Street Extension

Street narrowing. The proposed developments do not require demolition of existing single family homes or other existing structures.

A four story residential building with 72 units is planned at the intersection of Langhorn Street and Greenwich Street. This development sits directly adjacent to the Atlanta BeltLine corridor with balconies looking directly into Enota Park.

Additional multi-family residential developments are planned at the intersection of Langhorn Street and Sells Avenue. To provide an appropriate transition to the adjacent single family residential neighborhood, this development proposes a three story residential building with 80 units and 13 townhouse units.

With a total of 165 new residential units, the proposed developments along Langhorn Street will add park users directly adjacent to the park and promote an active edge along the park boundary.

In addition to these external community improvements, there are several park enhancements and additions planned for the Enota Park site. The following includes both a general description of the overall park plan, and a detailed description of each of the planned program areas.

## Components of the Plan

The northern and southern portions of Enota Park have been developed with two distinct



Entry plazas are an important park feature, and often become a gathering place and landmark for visitors

characteristics. The northern portion of the park is a relatively passive park with a large area of preserved woodlands. The southern portion of the park has relatively active park with dedicated recreational facilities.

Although the two ends are connected through a continuous trail system, the trail materials differ. Hard surface multi-use trails in the southern portion of Enota Park transition to soft surface predominately walking trails in the northern portion of the park. Bicycle circulation in the northern end of the park is accommodated along the Atlanta BeltLine corridor trail and a designated multi-use trail connecting Enota Place to the BeltLine trail.

Entry Plaza and surrounding park features at Enota Place and Sells Avenue





## Passive Recreation Areas

### Entry Plaza - Enota Place

As the primary entry and gateway to the northern, passive portion of Enota Park, the plaza will incorporate signage and other architectural elements that distinguish this point of entry from other entries. The plaza will be constructed from durable materials such as concrete, brick, or stone pavers to accommodate a high level of use. Seat walls and planting areas will define the plaza and delineate it from Enota Place. Appropriately located park furniture will provide a comfortable environment for users and promote social gathering. A dense tree canopy and/or artificial shading of the plaza area will further promote a comfortable environment and ensure a high level of use.

### Event Lawn

The event lawn is directly adjacent to the entry plaza, and easily accessed from Enota Place. With little separation between the event lawn and entry plaza, these two amenities are designed to function as one space during organized events. At 37,550 square feet, the event lawn will support community events such as small outdoor concerts or neighborhood festivals. The size of this lawn limits it to smaller events and will not support major regional events.

A covered stage is located at the lower end of the event lawn suggesting a natural outdoor theatre. However, the lawn will not have designated seating areas or a defined theatre shape. Although grading is expected to establish a usable lawn, the contours should follow a natural pattern.

The event lawn is defined on three sides by the proposed trails. However, large planted areas could separate the trails from the lawn to create a natural edge. The event lawn is intended to function as a passive recreational area on a daily basis.

### Community Garden

Raised garden plots for growing fruits, vegetables, and flowers are the primary function for most community gardens. However, there are several secondary benefits that are provided as well. In addition to food production, community gardens



The small lawn could be a place for neighborhood-scale gatherings and events

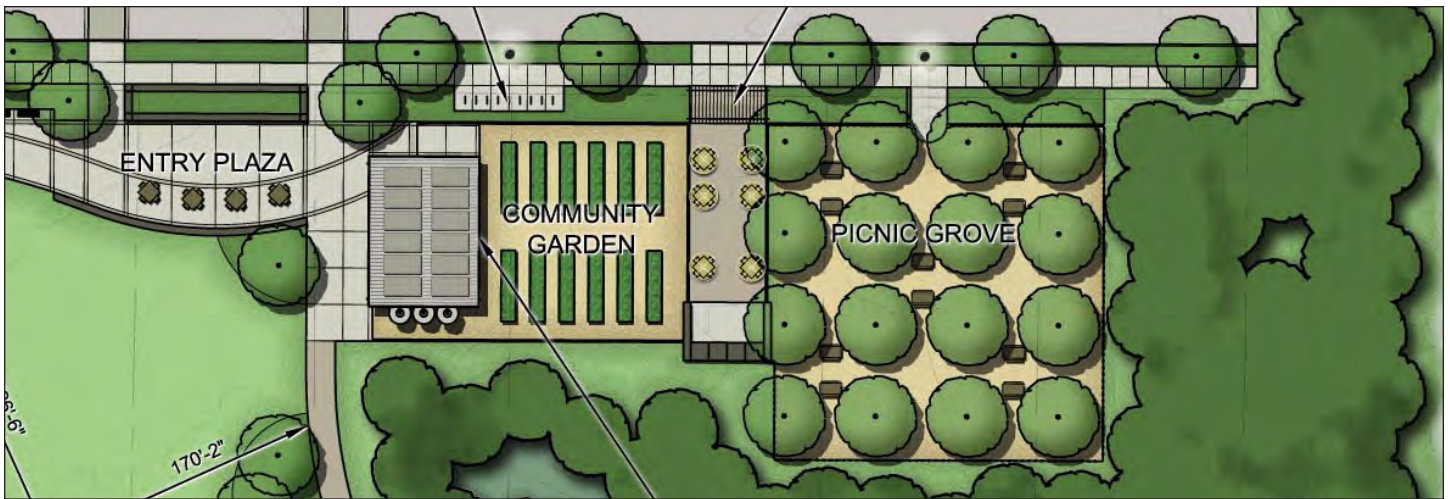


An informal event lawn is located near the entry plaza



Community gardens encourage better health within the community, and provide for other educational opportunities





Enota Park's community garden and picnic grove

offer social interaction, educational opportunities, and improved dietary health and awareness.

Depending on available budgets or funds, there are different approaches to managing a community garden. A specific management strategy will not be identified in this master plan, but should be developed prior to implementation. The ultimate management strategy will be a coordinated effort between the surrounding neighborhoods and the City of Atlanta Department of Parks, Recreation, and Cultural Affairs and would be required as a precondition of implementation.

The community garden is located adjacent to Enota Place to ensure material deliveries can occur easily without disrupting other park area or users. Garden materials and tools will be kept in lockable storage rooms within the Garden Building. In addition to storage, the garden building may include offices and restrooms. The final building program will be developed in consideration of construction budgets, but should at a minimum include sustainable building strategies to ensure a lower lifecycle operational cost.

A picnic grove and outdoor kitchen with pizza oven are located directly adjacent to the community garden. This will allow garden products to be prepared and consumed by families or other small groups within the park setting.

### **Natural Play Area**

As an alternative to more traditional and structured playground facilities, the natural play area will



Natural timber structures and boulder obstacles make for a unique and less structured play experience



Enota Park's natural play area would have a nearby pergola in order to accommodate seating for parents



include a variety of play structures built from a combination of natural and manmade materials. For example, actual granite boulder can be used as climbing features instead of plastic walls and steel posts. Natural wood timbers and ropes can be combined to create unique climbing obstacles. Sand and water can also be combined with native plant materials to simulate natural environments where kids may play.

Although the natural play area is less structured than a traditional playground, it will be a defined area with typical park amenities. Accessible routes, appropriate furnishings, and signage will be provided. Similar to traditional playgrounds, play structures will be provided for children of all ages and abilities.

### **Trails, Gateways, and Overlook**

The majority of trails in the northern, passive portion of Enota Park are soft surface walking trails. They ideally would be constructed of porous materials such as loose stone or mulch, and engineered to the natural contours of the park. Trail widths may vary from 6 to 8 feet depending on expected level of use. Final trail widths should be determined during the design phase. Final trail alignments should also follow routes requiring the least amount of earthwork. This approach will avoid unnecessary impacts to the woodland areas and ensure a natural experience for trail users.

A paved surface multi-use trail will traverse through the northern, passive portion of Enota Park. This trail will likely be constructed of concrete or pervious concrete, depending on subsurface conditions. Other materials for consideration are asphalt or pervious asphalt. This trail will provide a direct ADA compliant connection from the Westview neighborhood to the Atlanta BeltLine corridor and proposed transit stop. Some level of earthwork is expected to accommodate the requirements of this particular trail.

Three gateway areas are identified on the master plan and each connects the primary Atlanta BeltLine trail to Enota Park. As secondary park entries each location will include seating, bicycle racks, signage, and litter/recycling containers.

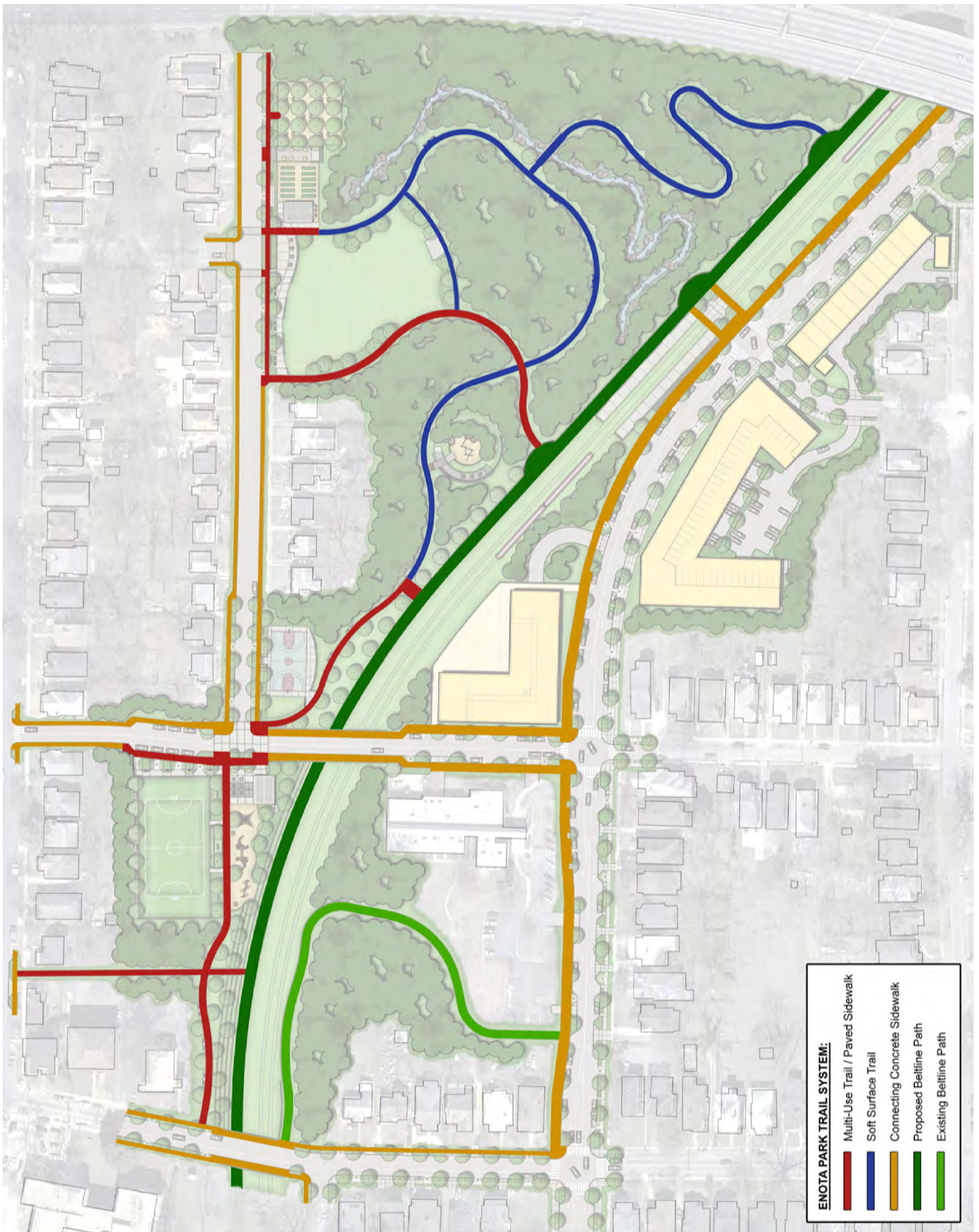


A small pedestrian bridge would occur at the stream crossing along the woodland walking trails



Enota Park's northern portion is characteristically passive, with soft surface trails and similar recreation offerings.





Proposed Enota Park trail system



Near the proposed Atlanta BeltLine transit station an overlook area has been provided. At this particular location, the natural topography allows for long distance views into the park. Seating and litter/recycling containers will be provided at the overlook.

### **Woodland Restoration**

Over half of the Enota Park area will be covered with restored woodlands. As stated earlier in this document, healthy urban forests are extremely beneficial to the natural environment and our own human health. The master plan for Enota Park has identified six acres of woodlands to be restored and enhanced. This includes expanding the existing wooded areas into the right-of-way for Interstate 20. This expansion will also help to visually buffer the unsightly interstate while reducing the overall amount of carbon dioxide pollution entering the neighborhoods around Enota Park.

The restoration of woodland areas will include the removal of invasive plant materials. Kudzu, privet, and English ivy are prevalent throughout the existing woodlands. These species compete with native plants for space, water, and sunlight. If not removed, they can be detrimental to the sustainability of the wooded area. Restoration and reforestation efforts may also include planting an appropriate mix of native plants where necessary.

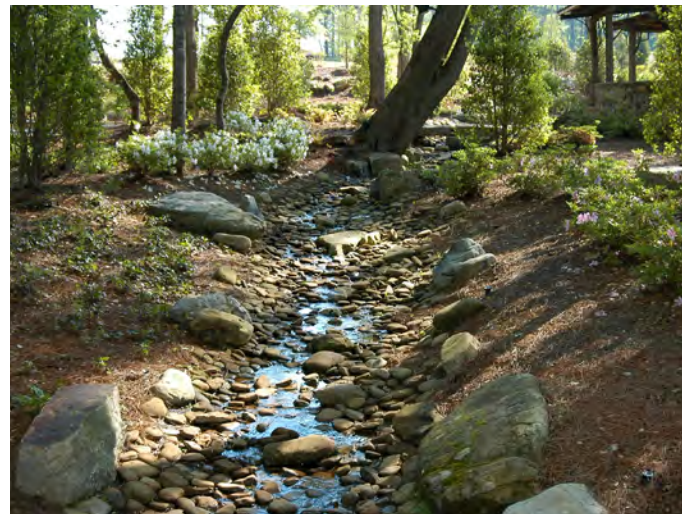
To program and encourage recreational activity within the woodland area, a ropes course and climbing structure could be provided at the center of the park in conjunction with a private sector or community partner. Should these features be offered, it is recommended they be constructed of natural materials in order to blend with the surrounding natural environment. Varying levels of difficulty should also be provided in order to accommodate a wide spectrum of park users.

### **Stream Restoration**

As stated earlier in this document, healthy urban streams are extremely beneficial to the natural environment and our own human health. There are many benefits of restoring a stream area and below are a few that relate to this project;



Removal of invasive undergrowth would be the highlight to the woodland preservation effort, and would allow for greater recreation within the forest understory



Stream restoration could make the creek a focal point and an asset

- Improve water quality by eliminating or reducing non-point source pollution.
- Provide bank stability, filter contaminants, and create wildlife corridors by establishing a riparian buffer.
- Improve and sustain the unique biodiversity of the riparian ecosystem by encouraging native species to grow and removing invasive species.
- Create and foster ecological awareness and appreciation by providing educational experiences for people of all ages.





The southern portion of Enota Park primarily consists of active recreation opportunities

## Active Recreation Areas

### Basketball Court and Pocket Park

Directly north of Greenwich Street, a full court basketball facility will sit in a park setting. The court will be surrounded with seat walls and gathering areas. Landscape areas and canopy trees will be provided to enhance the visual aesthetics and provide shade on the court. Tables and benches will also be provided for seating and comfort. Litter and recycling containers will be provided to promote a clean park environment.

### Entry Plaza – Greenwich Street

As stated earlier in this document, the extension of Greenwich Street provides a prominent public edge to Enota Park and allows for a primary park entry point at the intersection of Greenwich Street and Enota Place.

This plaza is the signature gateway into Enota Park. Decorative paving will extend the plaza to both sides of Greenwich Street, and key architectural features will signify the importance of this location.

The plaza extends the length of Greenwich Street frontage and includes seating for the playground, seating for the multi-purpose play field, and access to the restroom building. Both canopy trees and a pergola will provide shade for the plaza and promote community gathering. Tables and benches will also be provided for seating and comfort. Litter and



Seat walls along the basketball court edges will provide for ample spectator seating



recycling containers will be provided to promote a clean park environment. Bicycle parking will be provided in this location and throughout the park to promote alternative modes of transportation.

## **Playground**

The playground in this section of the park will have traditional play equipment, climbing structures, and swings. A rubber play surface is proposed to withstand the expected high level of use, and to prevent mulch debris on the adjacent trail. Landscape areas and tree wells will be provided in the playground area to enhance the visual aesthetics and provide shade. Tables and benches will also be provided for seating and comfort. Child level interpretive transit related signage and art work will be integrated into the wall overlooking the Atlanta BeltLine corridor.

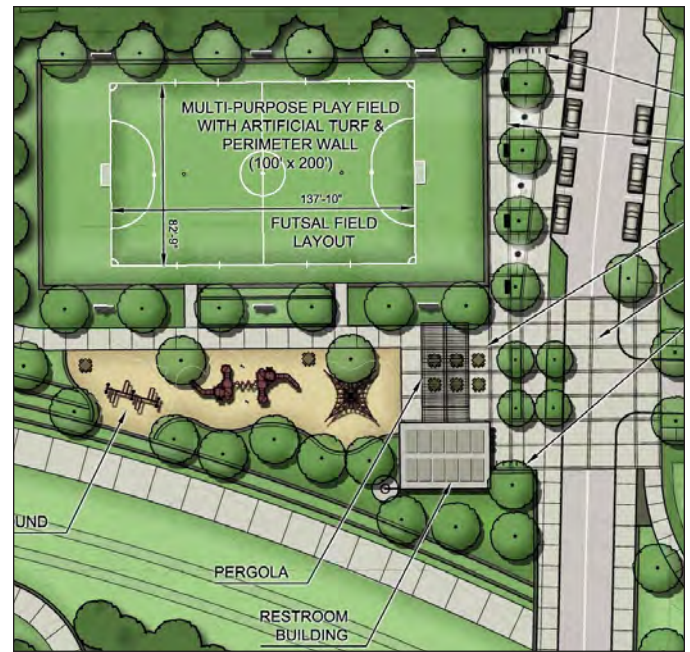
## **Multi-Purpose Play Field**

Based on public input received during the master plan process, there is a high demand for multi-purpose play fields in this community. To meet the specific demands of this community the proposed play field will have several unique characteristics.

A synthetic turf field is proposed for a variety of reasons, including that it withstands the constant use expected on this field, can be used year round, can be used during inclement weather, and allows for canopy trees to be planted close to the field. This added benefit will provide additional shade relief during hot summer months while visually buffering the field from adjacent residents.

A lighted field is proposed to extend the hours of use. During winter months, the lights will extend use by several hours each day.

A perimeter wall and fence will provide for additional uses such as Futsal (indoor soccer). The fence will minimize errant balls or other sports equipment from unexpectedly leaving the play field. This added safety feature allows the multi-purpose play field to be grouped closer to other park areas such as plazas and the playground.



Enota Park's structured play area is situated between the Greenwich Street entry plaza and multi-purpose field



An example of structured play equipment



Enota Park's multi-purpose play field would be constructed to withstand heavy use during all seasons



## Trails

The majority of trails in the southern, active recreation portion of Enota Park are paved surface multi-used trails constructed of concrete or pervious concrete depending on subsurface conditions. The trail widths vary from 8 to 10 feet depending on their location and expected level of use. Final trail widths should be determined during the design phase. The trails will follow ADA guidelines and provide ADA compliant circulation to park amenities.

## Terraced Lawn

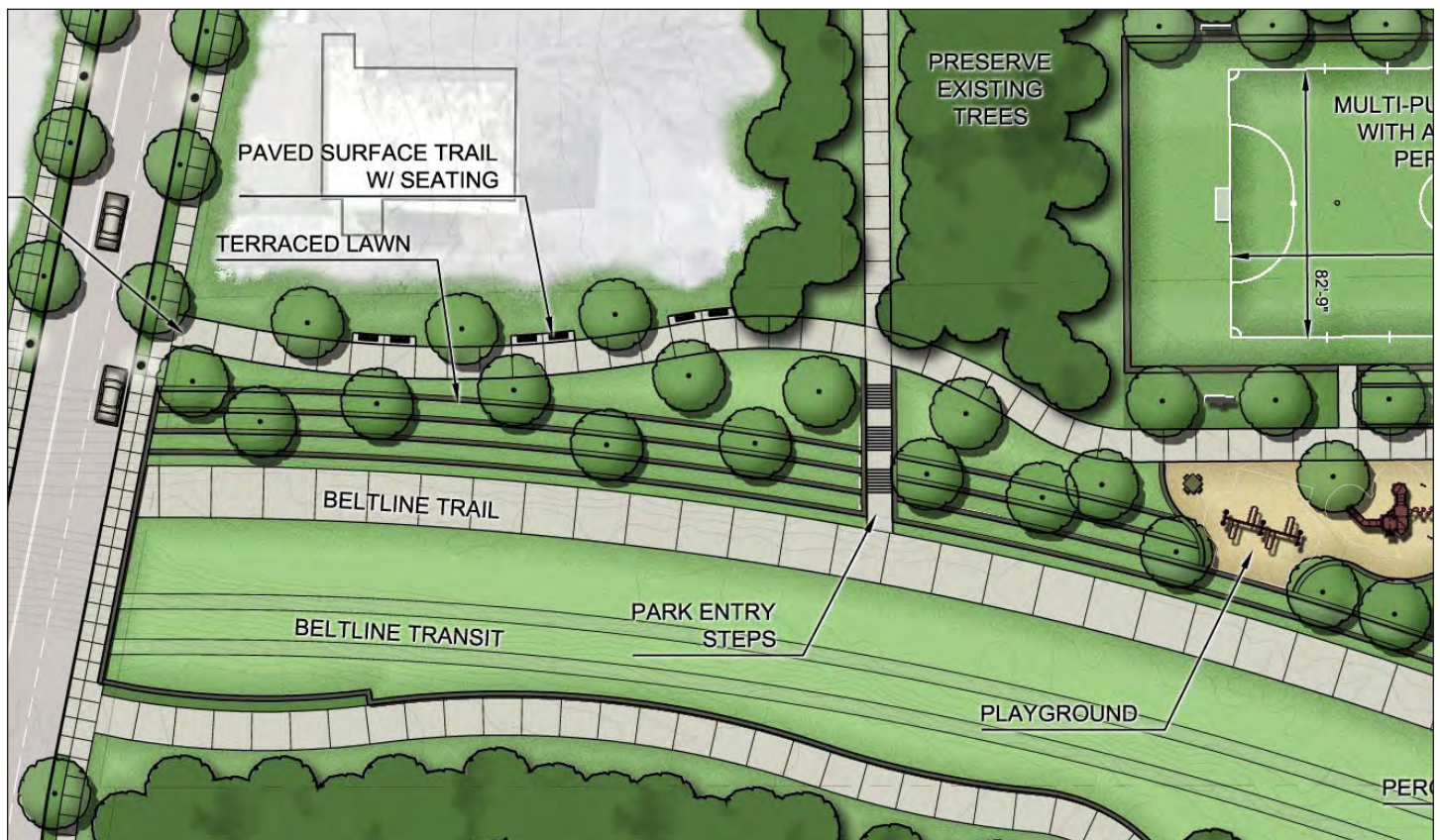
As part of the original rail corridor, a steep existing embankment physically and visually separates Enota Park from the proposed Atlanta BeltLine corridor between Greenwich Street and Lucile Avenue. The terraced lawn is proposed through this section to minimize the visual and physical barrier presented by the steep embankment. The terraced lawn provides a seamless transition from Enota Park to the Atlanta BeltLine corridor, and blends the boundary between these proposed green spaces.



An example of a terraced seat wall treatment

Each section of terraced lawn will be separated by an 18 to 24 inch high seat wall depending on the final design solution. With canopy trees spaced randomly throughout the terraces, this will be an inviting place for individuals or small groups of individuals to gather and or rest for short or extended periods of time.

A terraced lawn area is situated between the Atlanta BeltLine and the paved trails of Enota Park.





# Implementation

## Construction Phasing

The Master Plan described here is a vision for creating an Enota Park that will serve the needs of current and future users, both from the local community and from Atlanta as a whole as the BeltLine begins to reconnect the city. Given that full implementation of the Master Plan will take time to achieve, overall improvements have been phased according to individual park areas.

Prior to the start of the three construction phases identified, an acquisition phase will ensue that will establish the expanded park boundary.

A more detailed cost estimate, as well as individual graphics illustrating each construction phase, can be found on the pages that follow.

### Cost Summary: Phase One

Trails	\$282,090.00
Woodland Preservation	\$156,500.00
Stream Cleanup	\$50,000.00
Phase One Subtotal	\$360,425.00
Contingency (20%)	\$72,085.00
Design and Engineering (7.5%)	\$27,031.88
<b>Phase One Total</b>	<b>\$459,541.88</b>

### Cost Summary: Phase Two

Stream Restoration	\$202,500.00
Event Lawn	\$223,425.00
Entry Plaza - Enota Place	\$206,920.00
Community Garden	\$398,097.00
Natural Play Area	\$148,405.00
Basketball Court & Pocket Park	\$257,717.50
Entry Plaza - Greenwich Street	\$413,120.00
Multi-purpose Play Field	\$480,305.00
Trails	\$264,115.00
Playground	\$293,650.00
Terraced Lawn	\$282,330.00
Phase Two Subtotal	\$3,170,584.50
Contingency (20%)	\$634,116.90
Design and Engineering (7.5%)	\$237,793.84
<b>Phase Two Total</b>	<b>\$4,042,495.24</b>

### Cost Summary: Total

Phase One	\$459,541.88
Phase Two	\$4,042,495.24
<b>Enota Park Total</b>	<b>\$4,502,037.11</b>

## **Phase One**

As the first construction phase in Enota Park's master plan, this work would create a solid foundation on which to build the more intensive park facilities seen in the second phase. Stream cleanup and woodland preservation are the primary focus, as both natural assets are remediated for recreational enjoyment. Much of this work could be completed with the help of community volunteer groups. Within the forest understory, a soft surface trail loop would be constructed and would connect Enota Place at the west to the Atlanta BeltLine corridor to the east. Upon completion, a pedestrian bridge would span the remediated stream channel.



The first phase of construction in Enota Park's Master Plan

## **Phase Two**

In the park's second phase, all remaining recreational facilities would be constructed, and the stream would be fully restored. Implementation includes the event lawn, community garden and picnic grove, both playgrounds, the basketball court, and the multi-purpose play field. Further neighborhood linkages would also be created with new pedestrian entry points at Lucille Avenue and Altoona Place, and with the Greenwich Street and Enota Place entry plazas.



Construction Phase Two includes all remaining park facilities.

## **Phase Three**

The third and final phase in the realization of Enota Park's Master Plan would install all supporting transportation and infrastructure on neighboring streets. However, because implementation of these improvements may be further off, this phase should be considered separately from all proposed park improvements. During this phase, Greenwich Street would be extended and Langhorn Street would receive its road diet. Pedestrian facilities would also be installed along both of these streets, as well as Enota Place and Lucille Avenue.



Phase Three would highlight all transportation and infrastructure improvements within the immediate vicinity.



# Detailed Cost Estimates

## Enota Park Cost Analysis by Construction Phase: Phase One

Trails				
Clearing, Grubbing, and Rough Grading	0.40	acres	\$25,000.00	\$10,000.00
Crushed Stone Trails	15,785	sq. ft.	\$5.00	\$78,925.00
Pedestrian Bridge (stream crossing)	1	lump sum	\$50,000.00	\$50,000.00
Park Signage	1	allowance	\$5,000.00	\$5,000.00
Park Furniture	1	allowance	\$10,000.00	\$10,000.00
			<b>Category Total</b>	<b>\$153,925.00</b>
Woodland Restoration				
Invasive Plant Removal	6	acres	\$1,000.00	\$6,000.00
Woodland Restoration	6	acres	\$5,000.00	\$30,000.00
Woodland Amenities	1	allowance	\$100,000.00	\$100,000.00
I-20 Buffer Enhancement	1.3	acres	\$10,000.00	\$13,000.00
Park Signage	1	allowance	\$2,500.00	\$2,500.00
Park Furniture	1	allowance	\$5,000.00	\$5,000.00
			<b>Category Total</b>	<b>\$156,500.00</b>
Stream Cleanup				
Stream Cleanup	1,000.00	linear feet	\$50.00	\$50,000.00
			<b>Category Total</b>	<b>\$50,000.00</b>
			PHASE ONE Subtotal	\$360,425.00
			Contingency (20%)	\$72,085.00
			Design and Engineering (7.5%)	\$27,031.88
			<b>PHASE ONE TOTAL</b>	<b>\$459,541.88</b>

## Enota Park Cost Analysis by Construction Phase: Phase Two

Stream Restoration				
Stream Restoration	1,000.00	linear feet	\$200.00	\$200,000.00
Park Signage	1	allowance	\$2,500.00	\$2,500.00
			<b>Category Total</b>	<b>\$202,500.00</b>
Event Lawn				
Clearing, Grubbing, Demolition, and Rough Grading	0.95	acres	\$30,000.00	\$28,500.00
Utilities	1	lump sum	\$10,000.00	\$10,000.00
Covered Stage	1	lump sum	\$25,000.00	\$25,000.00
Turf	33,160	sq. ft.	\$1.00	\$33,160.00
Planting (shrubs/ groundcovers)	6,555	sq. ft.	\$10.00	\$65,550.00
Irrigation (per sq. ft. allowance)	39,715	sq. ft.	\$1.00	\$39,715.00
Trees	18	each	\$500.00	\$9,000.00
Park Signage	1	allowance	\$2,500.00	\$2,500.00
Park Furniture	1	allowance	\$10,000.00	\$10,000.00
			<b>Category Total</b>	<b>\$223,425.00</b>
Entra Plaza - Enota Place				
Clearing, Grubbing, and Rough Grading	0.38	acres	\$25,000.00	\$9,500.00
Concrete Paving - Entry Plaza	5,405	sq. ft.	\$7.00	\$37,835.00
Concrete Paving - Enota Place Sidewalks	3,180	sq. ft.	\$7.00	\$22,260.00
Concrete Paving - Bike Parking Pad	210	sq. ft.	\$7.00	\$1,470.00
Decorative Concrete Paving - Enota Place Crosswalks	2,790	sq. ft.	\$12.00	\$33,480.00
Seat Wall and Entry Sign	70	linear feet	\$150.00	\$10,500.00
Park Signage	1	allowance	\$2,500.00	\$2,500.00
Park Furniture	1	allowance	\$15,000.00	\$15,000.00
Planting (shrubs/ groundcovers)	3,135	sq. ft.	\$10.00	\$31,350.00
Planting (Enota Place landscape strip)	2,315	sq. ft.	\$5.00	\$11,575.00
Irrigation (per sq. ft. allowance)	5,450	sq. ft.	\$1.00	\$5,450.00
Trees	12	each	\$500.00	\$6,000.00
Pedestrian Pole Lights - Enota Place	4	each	\$5,000.00	\$20,000.00
			<b>Category Total</b>	<b>\$206,920.00</b>



## Enota Park Cost Analysis by Construction Phase: Phase Two (continued)

Community Garden				
Clearing, Grubbing, Demolition, and Rough Grading	0.35	acres	\$35,000.00	\$12,250.00
Utilities	1.00	lump sum	\$25,000.00	\$25,000.00
Concrete Paving - Entry Walk	290	sq. ft.	\$7.00	\$2,030.00
Concrete Pavers - Entry Plaza	1,520	sq. ft.	\$12.00	\$18,240.00
Peagravel - Garden Walking Surface	2,680	sq. ft.	\$3.50	\$9,380.00
Entry Pergola	1	lump sum	\$5,000.00	\$5,000.00
Outdoor Kitchen	1	lump sum	\$12,000.00	\$12,000.00
Raised Planters	12	each	\$1,000.00	\$12,000.00
Stormwater Cistern - Irrigation	1	lump sum	\$10,000.00	\$10,000.00
Irrigation - Raised Planters	936	sq. ft.	\$2.00	\$1,872.00
Garden Area - Wood Perimeter Fence	275	linear feet	\$75.00	\$20,625.00
Garden Building with Restrooms	1,250	sq. ft.	\$150.00	\$187,500.00
Picnic Area Mulch	8,350	sq. ft.	\$2.00	\$16,700.00
Picnic Area Trees	16	each	\$500.00	\$8,000.00
Picnic Area - Wood Perimeter Fence	300	linear feet	\$75.00	\$22,500.00
Park Signage	1	allowance	\$5,000.00	\$5,000.00
Park Furniture	1	allowance	\$30,000.00	\$30,000.00
			<b>Category Total</b>	<b>\$398,097.00</b>
Natural Play Area				
Clearing, Grubbing, and Rough Grading	0.04	acres	\$25,000.00	\$1,000.00
Concrete Paving - Seating Area	850	sq. ft.	\$7.00	\$5,950.00
Granite Pavers - Entry Path	425	sq. ft.	\$15.00	\$6,375.00
Seat Wall	150	linear feet	\$150.00	\$22,500.00
Pergola	1.00	lump sum	\$20,000.00	\$20,000.00
Play Surface (mulch)	4,540	sq. ft.	\$2.00	\$9,080.00
Play Structures	1	allowance	\$50,000.00	\$50,000.00
Park Signage	1	allowance	\$2,500.00	\$2,500.00
Park Furniture	1	allowance	\$15,000.00	\$15,000.00
Trees	10	each	\$500.00	\$5,000.00
Planting (native woodland)	4,400	sq. ft.	\$2.50	\$11,000.00
			<b>Category Total</b>	<b>\$148,405.00</b>

## Enota Park Cost Analysis by Construction Phase: Phase Two (continued)

Basketball Court & Pocket Park				
Clearing, Grubbing, Demolition, and Rough Grading	0.75	acres	\$35,000.00	\$26,250.00
Concrete Paving - Trail	2,355	sq. ft.	\$7.00	\$16,485.00
Concrete Paving - Gateway	565	sq. ft.	\$7.00	\$3,955.00
Concrete Paving - Basketball Court	6,825	sq. ft.	\$7.00	\$47,775.00
Concrete Paving - Enota Place Sidewalks	2,245	sq. ft.	\$7.00	\$15,715.00
Seat Wall - Gateway	20	linear feet	\$150.00	\$3,000.00
Seat Wall - Basketball Court	20	linear feet	\$150.00	\$3,000.00
Park Signage	1	allowance	\$2,500.00	\$2,500.00
Park Furniture	1	allowance	\$15,000.00	\$15,000.00
Turf	9,915	sq. ft.	\$1.00	\$9,915.00
Planting (shrubs/ groundcovers)	4,100	sq. ft.	\$10.00	\$41,000.00
Planting (native woodland)	5,355	sq. ft.	\$2.50	\$13,387.50
Planting (Enota Place landscape strip)	2,120	sq. ft.	\$5.00	\$10,600.00
Irrigation (per sq. ft. allowance)	16,135	sq. ft.	\$1.00	\$16,135.00
Trees	26	each	\$500.00	\$13,000.00
Pedestrian Pole Lights - Enota Place	4	each	\$5,000.00	\$20,000.00
			<b>Category Total</b>	<b>\$257,717.50</b>
Entry Plaza - Greenwich Street				
Clearing, Grubbing, and Rough Grading	0.37	acres	\$25,000.00	\$9,250.00
Utilities	1.00	lump sum	\$25,000.00	\$25,000.00
Concrete Paving - Plaza	5,795	sq. ft.	\$7.00	\$40,565.00
Concrete Paving - Greenwich Street Sidewalks	1,370	sq. ft.	\$7.00	\$9,590.00
Seat Wall	60	linear feet	\$150.00	\$9,000.00
Park Signage	1	allowance	\$5,000.00	\$5,000.00
Park Furniture	1	allowance	\$20,000.00	\$20,000.00
Restroom Building	1,250	sq. ft.	\$150.00	\$187,500.00
Pergola	1.00	lump sum	\$20,000.00	\$20,000.00
Planting (shrubs/ groundcovers)	4,565	sq. ft.	\$10.00	\$45,650.00
Stormwater Cistern - Irrigation	1	lump sum	\$10,000.00	\$10,000.00
Irrigation (per sq. ft. allowance)	4,565	sq. ft.	\$1.00	\$4,565.00
Trees	14	each	\$500.00	\$7,000.00
Pedestrian Pole Lights	4	each	\$5,000.00	\$20,000.00
			<b>Category Total</b>	<b>\$413,120.00</b>



## Enota Park Cost Analysis by Construction Phase: Phase Two (continued)

Multi-Purpose Play Field				
Clearing, Grubbing, and Rough Grading	0.86	acres	\$25,000.00	\$21,500.00
Utilities	1.00	lump sum	\$50,000.00	\$50,000.00
Synthetic Turf Field	20,000	sq. ft.	\$5.00	\$100,000.00
Field Lighting	1	lump sum	\$150,000.00	\$150,000.00
Perimeter Wall	615	linear feet	\$150.00	\$92,250.00
Perimeter Fence (vinyl coated chain link)	615	linear feet	\$50.00	\$30,750.00
Park Signage	1	allowance	\$1,500.00	\$1,500.00
Park Furniture	1	allowance	\$5,000.00	\$5,000.00
Planting (shrubs/ groundcovers)	1,155	sq. ft.	\$10.00	\$11,550.00
Irrigation (per sq. ft. allowance)	1,155	sq. ft.	\$1.00	\$1,155.00
Woodland Restoration	0.32	acres	\$5,000.00	\$1,600.00
Trees	30	each	\$500.00	\$15,000.00
			<b>Category Total</b>	<b>\$480,305.00</b>
Trails				
Clearing, Grubbing, and Rough Grading	0.50	acres	\$25,000.00	\$12,500.00
Concrete Paving - Trails	12,500	sq. ft.	\$7.00	\$87,500.00
Concrete Paving - Gateways	1,260	sq. ft.	\$7.00	\$8,820.00
Concrete Paving - Overlook	630	sq. ft.	\$7.00	\$4,410.00
Seat Walls - Gateways	140	linear feet	\$300.00	\$42,000.00
Retaining Wall - Overlook	80	linear feet	\$500.00	\$40,000.00
Concrete Paving - Sidewalks (Altoona Place)	810	sq. ft.	\$7.00	\$5,670.00
Concrete Curb (Altoona Place)	100	linear feet	\$20.00	\$2,000.00
Concrete Steps	265	sq. ft.	\$15.00	\$3,975.00
Step Cheek Walls	50	linear feet	\$150.00	\$7,500.00
Park Signage	1	allowance	\$5,000.00	\$5,000.00
Park Furniture	1	allowance	\$15,000.00	\$15,000.00
Planting (shrubs/ groundcovers)	240	sq. ft.	\$5.00	\$1,200.00
Turf	6,650	sq. ft.	\$1.00	\$6,650.00
Irrigation (per sq. ft. allowance)	6,890	sq. ft.	\$1.00	\$6,890.00
Trees	30	each	\$500.00	\$15,000.00
			<b>Category Total</b>	<b>\$264,115.00</b>
Playground				
Clearing, Grubbing, and Rough Grading	0.22	acres	\$25,000.00	\$5,500.00
Play Surface (rubber)	5,445	sq. ft.	\$10.00	\$54,450.00
Play Structures	1	allowance	\$100,000.00	\$100,000.00
Retaining Walls - 4'-6' height	200	linear feet	\$500.00	\$100,000.00
Park Signage	1	allowance	\$1,000.00	\$1,000.00
Park Furniture	1	allowance	\$5,000.00	\$5,000.00
Planting (shrubs/ groundcovers)	2,200	sq. ft.	\$10.00	\$22,000.00
Irrigation (per sq. ft. allowance)	2,200	sq. ft.	\$1.00	\$2,200.00
Trees	7	each	\$500.00	\$3,500.00
			<b>Category Total</b>	<b>\$293,650.00</b>

### Enota Park Cost Analysis by Construction Phase: Phase Two (continued)

Terraced Lawn				
Clearing, Grubbing, and Rough Grading	0.25	acres	\$25,000.00	\$6,250.00
Seat Wall / Retaining Wall - 18" height	1,685	linear feet	\$150.00	\$252,750.00
Park Signage	1	allowance	\$1,000.00	\$1,000.00
Park Furniture	1	allowance	\$2,000.00	\$2,000.00
Turf	7,665	sq. ft.	\$1.00	\$7,665.00
Irrigation (per sq. ft. allowance)	7,665	sq. ft.	\$1.00	\$7,665.00
Trees	10	each	\$500.00	\$5,000.00
Category Total				\$282,330.00
PHASE TWO Subtotal				\$3,170,584.50
Contingency (20%)				\$634,116.90
Design and Engineering (7.5%)				\$237,793.84
PHASE TWO TOTAL				\$4,042,495.24

### Enota Park Cost Analysis by Construction Phase: Summary

Phase One	
Trails	\$153,925.00
Woodland Preservation	\$156,500.00
Stream Cleanup	\$50,000.00
PHASE ONE Subtotal	\$360,425.00
Contingency (20%)	\$72,085.00
Design and Engineering (7.5%)	\$27,031.88
PHASE ONE TOTAL	\$459,541.88
Phase Two	
Stream Restoration	\$202,500.00
Event Lawn	\$223,425.00
Entry Plaza - Enota Place	\$206,920.00
Community Garden	\$398,097.00
Natural Play Area	\$148,405.00
Basketball Court & Pocket Park	\$257,717.50
Entry Plaza - Greenwich Street	\$413,120.00
Multi-purpose Play Field	\$480,305.00
Trails	\$264,115.00
Playground	\$293,650.00
Terraced Lawn	\$282,330.00
PHASE TWO Subtotal	\$3,170,584.50
Contingency (20%)	\$634,116.90
Design and Engineering (7.5%)	\$237,793.84
PHASE TWO TOTAL	\$4,042,495.24
ENOTA PARK TOTAL	\$4,502,037.11



# Appendix 7: 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 feasible 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. Furthermore, the BeltLine is already subject to an existing overlay zoning district which requires basic elements of good 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, road diets, bicycle and pedestrian improvements, and an expanded street network. 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 connecting to the existing BeltLine trail system. In the long term, proposed BeltLine transit will greatly enhance travel options.*

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

*Subarea 1 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) 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. The BeltLine corridor itself is envisioned as a mixed-use employment center with shops, offices, and live-work units. 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 neighborhoods, but offers poor connectivity across the BeltLine in many areas. The plan identifies opportunities to improve this with new vehicular and pedestrian connections to and across the BeltLine corridor. 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. The plan proposes pedestrian improvements to Lee Street to better connect proposed BeltLine transit with the existing MARTA West End transit station and facilitate walking transfers.*

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 sidewalks and new bicycle facilities.*

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

*The plan is intended to promote long-term economic growth in the subarea by reusing industrial facilities as they are abandoned for new businesses that benefit the local economy. 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 a number of times to guide the planning process. In addition, Atlanta BeltLine, Inc. conducted field outreach, contacted individual stakeholders, and offered office hours and informal meetings to review and discuss plans. The community expressed support of the plan at master planning meetings and at subsequent neighborhood planning unit 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 1, infrastructure investments will focus on parks, multi-use trails, affordable housing, transit and pedestrian facilities, new street connections, and vehicular upgrades.*

## Appendix 8: Public Meeting Minutes





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**Subarea 1 Study Group Meeting  
February 2, 2010 at 7:00 p.m.**

*Agenda Items Covered:*

1. Welcome, Introductions, & General BeltLine Update
  2. Introduction to Master Planning and Process
  3. Questions and Answers
  4. Presentation of Existing Conditions
  5. Questions and Answers
  6. Goals Exercise
  7. Next Steps & Adjourn
- 

The meeting began approximately 15 minutes early, due to the early adjourning of the West End Neighborhood Development (WEND) meeting, many of whose attendees also stayed for the BeltLine meeting. Total attendance was about 50 people, including approximately 7 Atlanta BeltLine, Inc. (ABI) employees or consultants.

The meeting began with opening remarks by Rukiya Eaddy of ABI. She explained that the goal of the meeting was to move forward with the Subarea 1 master planning effort. She asked for a show of hands of those who had attended previous meetings. Approximately 10 had attended the previous kickoff in January 2009; approximately 5-6 had attended a BeltLine 101 class, and approximately 5-6 others had participated in a BeltLine tour.

Cleta Winslow, City Council Member for District 4, briefly announced the Small Business Summit to occur on February 3, as well as an upcoming homebuyer's seminar.

Eaddy then proceeded to give a brief overview of the BeltLine project. She asked the audience to name aspects of the BeltLine, and people mentioned transit, parks, walking trails, connecting neighborhoods, greenspace, nature reserves (the arboretum), historic preservation, revitalization, economic development, affordable housing, and streetscape lighting. One gentleman mentioned that streetscape lighting had not been included with the White Street trail. Eaddy explained that BeltLine transit will be important for commuters and will connect to 45 neighborhoods and to MARTA.

Eaddy emphasized the importance of staying involved throughout the planning process and being consistent. She also asked everyone to sign in if they hadn't already, because it is important for ABI to track public involvement. She asked if anyone had any questions about materials discussed at the previous kickoff meeting or so far tonight. There were no questions. Eaddy then gave a brief overview of the agenda and pointed out the contact information on the back of the agenda.

James Alexander of ABI then thanked WEND for sharing their meeting attendees and said that we were excited to be here and that the master planning process is a great opportunity to create an intelligent framework for growth around the BeltLine.

Alexander then explained what master planning is and why are we here. The master plan, he explained, focuses on the elements of land use, transportation, and the public realm. Land use involves creating a policy guide and plan for the location, type, and intensity of future development. Transportation involves the identification of new sidewalk, road, intersection, and street improvements, as well as enhancing how you get to, from, and around the BeltLine. The public realm involves a detailed master plan for Enota Park and the identification of additional locations for public spaces.

The reasons for master planning, Alexander explained, are to manage growth (even though it is slow now and there are vacancies) and shape redevelopment early, connect to and across the BeltLine, and create a master park plan. Tools for implementing the plan include the City's Comprehensive Development Plan, community enforcement (by study groups, neighborhood planning units, and neighborhood groups) of the BeltLine plan, zoning conditions for new street framework with redevelopment, and tax allocation district (TAD) or park bond funds for new park improvements.

Alexander then gave a brief overview of other planning efforts, including how this master planning effort would go into more detail than the 2005 Redevelopment Plan. He discussed the environmental impact study (EIS) that defines where the transit would go, the BeltLine Affordable Housing Trust Fund policy, and the five-year work plan generated by each subarea planning effort.

Project and planning decisions, Alexander clarified, are informed by community input, environmental impacts, technological feasibility, and affordability. ABI then provides final recommendations to Atlanta City Council.

The planning area for Subarea 1 was shown on the screen, including the study area and the TAD, in which specific land use recommendations are made and in which TAD money can be spent. The planning process was outlined, including Phase I (existing conditions and goals), Phase II (concepts), Phase III (draft plan), Phase IV (final plan), and Phase V (approval). The planning committee members, Alexander said, would be finalized before the next meeting, and would include residents and property owners.

The following questions were then asked my meeting attendees:



Q: Can money for down payment assistance and affordable housing only be spent in the TAD area, which is mostly industrial, and not in my neighborhood?

A: That's correct; the TAD area is primarily warehouses and vacant or industrial land, where redevelopment opportunities exist, but down payment assistance could be used in Sky Lofts. TAD boundaries were specifically drawn to exclude single-family areas.

Q: Why does the TAD not include the Westview commercial corridor? How can it be changed, since we didn't have input into the original decisions?

A: The TAD was created in 2005 to include areas with redevelopment opportunity, as well as places to pick up some tax increment, such as the McDaniel Glenn redevelopment. To change the TAD boundaries, we would have to start from scratch, but we can make sure the area is connected to the BeltLine with streetscapes.

Q: But the TAD locks the Westview district out of redevelopment potential?

A: Unfortunately, we can't change the TAD boundaries, but we want to highlight the area.

Q: Can you explain the difference between a TAD and a community improvement district (CID)?

A: A CID involves a tax assessment on those in a given area, while a TAD depends on increased tax revenue from future redevelopment. Both can be used in a given area; they are simply different tools

Q: So the taxes generated in a TAD have restrictions on where they are spent?

A: TAD money can only be spent within the TAD area. A list of projects will come out of the master plans and will be prioritized equitably by ABI. No subarea will retain all the money from its tax increment.

Q: Who is ABI? Who makes the decisions about where money is spent?

A: Atlanta BeltLine, Inc. is a non-profit affiliate of the Atlanta Development Authority. James Alexander, Rukiya Eaddy, and Fred Yalouris work for ABI as project managers, but the ABI Board makes final recommendations to Atlanta City Council, who makes the final decisions.

Q: Do you finish each part of the BeltLine before moving on, or work everywhere at once?

A: We have already completed master plans for 5 subareas and are working on 4 other ones (including this one); we hope for all master plans to be completed by the end of the year. Everything will not be completed in one area at once, but streetscapes and transit will be built in segments.

Fred Yalouris of ABI explained that ABI controls approximately half of the BeltLine loop and is already beginning to clean up rubbish and invasive species, fix up bridges (including the bridge over Martin Luther King, Jr. Drive which has already been repaired), and complete an 8-mile hiking trail by this May. An arts project will also be coming this summer. Specifics of how the trail, transit, streetscapes, and

redevelopment will look are also being decided soon, but will take 2-3 years with a lot of community meetings to finalize.

At this point, James Alexander introduced consultant Caleb Racicot of Tunnell-Spangler-Walsh & Associates (TSW) to discuss existing conditions within the subarea. Racicot's presentation slides are available on the web and included summaries of the study area, previous plans for the area, demographic and public safety data, land use patterns, environmental features, and the proposed Enota Park. The transportation portion of the presentation was not given due to time constraints, but is also available online.

Following the presentation, meeting attendees participated in a goals and objectives exercise that allowed them to visit one of three tables to express what they like, don't like, and want to see in the area and at Enota Park. This portion of the meeting lasted approximately 20 minutes. Literal transcriptions of the comments are as follow and scans of the comment maps are enclosed at the end of this report.

#### What I Like

- *Parks and open space*
- *John A. White Park and Golf Course, First Tee program*
- *White Park, West End Park, Howell Park, Outdoor Activity Center*
- *Old-fashioned neighborhood feel: walkable, kids in the street*
- *Style and affordability of housing*
- *Beautiful historic Westview Cemetery*
- *Pedestrian historic Westview commercial district*
- *Historic architectural design (homes)*
- *KIPP STRIVE Academy*
- *Hammond House Museum, Wren's Nest, Performing Arts Center*
- *Easy access to downtown*
- *Lack of commercial development and traffic at Langhorn access to I-20*
- *Atlanta Good Shepherd Community Church and farm*
- *Amenities: schools, businesses, post office, Kroger, Mall*
- *Brick sidewalks*
- *Candler warehouse artist district*
- *Multi-use, multi-income, family-friendly, transportation-friendly, walkable neighborhood*
- *Cultural heritage*

#### What I Dislike

- *New houses not consistent with old in terms of scale*
- *Proposed narrowing of Cascade Avenue: already congested*
- *Narrowing of Cascade Avenue is unacceptable*
- *Abandoned houses*
- *Lack of visibility of police*
- *Empty lots with trash*
- *No turn signal from Cascade to RDA (massive backups)*
- *Large segments/portions of Westview Cemetery underutilized*
- *Tons of vacant commercial buildings (Westview)*
- *Limitations on restaurants due to parking requirements (Westview)*



- *Neglected, narrow sidewalks and roads (Muse Street)*
- *Public transport that impedes other vehicles (RDA)*
- *Truck traffic on RDA (Lowery to West End)*
- *Storefronts on RDA*
- *High crime around West End Mall*

#### What I Want to See

- *Patrols to prevent dumping on Muse Street*
- *Candler warehouse and surrounding area redeveloped as an industrial area (perhaps a recycling processing center) to create jobs*
- *More elderly housing*
- *Amphitheater for jazz performances*
- *Performing arts center*
- *Large amphitheater (West End) and small amphitheater (Oakland City) for use by AUC and residents*
- *Walking trails*
- *More public safety and lighting*
- *Bike lanes on Cascade Avenue*
- *Farmers market under high voltage lines*
- *Solar street lights everywhere*
- *Keep old school name (J. C. Harris) on Lucile Avenue*
- *Mixed-use/retail on first half of 700 block of Cascade*
- *Commercial district as Cascade & Westhaven (could be improved with coffee shops, etc.)*
- *Mounted police patrols through walking trails, pedestrian police in other areas*
- *Studio/living space near Cascade & Westhaven*
- *Play equipment for young children (Westview Cemetery)*
- *Acquisition and development of section of Westview Cemetery for public park*
- *More park space (area north of RDA and west of BeltLine)*
- *Redevelopment of Westview commercial district*
- *Incentivize small business/commercial growth in Westview commercial area*
- *Transportation stop at Lucile and Muse*
- *Station/stop at Lucile Avenue to support Westview bus corridor*
- *Langhorn redevelopment (median with trees, etc.)*
- *Pedestrian lighting*
- *Petsmart or something like that near Kroger*
- *Farmers market*
- *Large farmers market*
- *Community gardens*
- *Tutoring, training center in old warehouses*
- *Redevelop mixed-use in Oakland City (sustainable, solar, water runoff, etc.)*
- *Streetscape needed on White Street*
- *Historic markers*
- *Safety for trail paths*
- *Coordinate with previous study*
- *Affordably single-family*
- *Walk, bike, jogging area under raised MARTA tracks*

- *Denser, higher tax-generating redevelopment near West End MARTA*
- *Streetscape to make corridor more attractive (Metropolitan)*
- *Historic renovation of Candler-Smith Warehouses*
- *Public transportation that does not impede traffic (buses on 2-lane streets that stop every other block and are hard to get around)*
- *Connection to AUC*
- *Student connection from Subarea 1 to Subarea 10*
- *Park/dog park at southwest corner of Oak Street and Peebles Street*
- *Sidewalk repair and walkability all over*

These comments will be used to develop goals and objectives for the master planning effort, and to assist in the inventory phase of the process.

The meeting was adjourned at 8:30 p.m. and the last participants left at 8:50 p.m.

#### Comment Card Notes

In addition to the three tables noted above, participants left the following comments in an optional comment card box:

- *Please protect elderly homeowners to preserve the age diversity in our community.*
- *Presentation was good. Helpful and empowering.*
- *Keep the streetscapes plan for West End Mall—Lowery to Lee. Walking social & commercial.*



[illegible]



[illegible]







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**Subarea 1 Planning Committee Meeting**  
**March 19, 2010 at 6:30 p.m.**

*Agenda Items Covered:*

1. Welcome and Introductions
  2. Meeting Purpose and Master Planning Process
  3. Goals and Objectives Recap
  4. Presentation of Land Use and Transportation Concepts
  5. Questions and Answers
  6. Concepts Stations
  7. Next Steps & Adjourn
- 

Fourteen people attended the meeting, including five Atlanta BeltLine, Inc. (ABI) employees and consultants. Rukiya Eaddy of ABI began by explaining that the purpose of the meeting was to discuss the proposed concepts for the subarea. All attendees then introduced themselves.

Eaddy proceeded to explain that the purpose of the planning committee was to represent all subarea stakeholders (such as churches, schools, neighborhoods, NPUs, and small businesses) and to provide feedback on draft plans and discuss them in a more intimate setting. The study group, in contrast, continues after this subarea master planning process and deals with other BeltLine efforts as well.

Eaddy then gave an overview of the master planning process.

- Phase 1 identified goals, issues, and opportunities;
- Phase 2 involves draft concepts based on comments from Phase 1;
- Phase 3 builds on the concepts to create a draft plan for public and NPU feedback;
- Phase 4 presents a final draft master plan; and
- Phase 5 involves approval by NPUs and City Council.

Even at the final draft stage, specific neighborhoods or organizations can attend “office hours” to discuss outstanding issues.

Consultant Caleb Racicot of Tunnell-Spangler-Walsh & Associates then proceeded to thank everyone for their attendance. He explained that a lot of work had been done to generate



some exciting ideas for discussion. He gave a brief overview of the extent of Subarea 1 and explained that the concepts focused on the Tax Allocation District area.

The previous Subarea 1 meeting, Racicot explained, included an overview of land use and transportation findings, a summary document of which will be available shortly for review. The previous meeting also asked what people like, dislike, and what to see in the area. Comments received emphasized the rich history of the area, the “old fashioned neighborhood feel,” the fact that many needs are in walking distance, the variety of housing types, the diversity of residents, a sense of heritage or pride, the farms or community gardens, and the community institutions.

Previous meeting comments about negative aspects focused on the lack of high-quality neighborhood services, crime, broken or missing sidewalks, vacant homes and land, dumping, and underutilized parks that don’t serve all needs.

Previous meeting comments about what locals wanted to see included respect for history, redevelopment focused in appropriate areas, allowing residents to stay in the neighborhood, public safety, better retail, farmers markets, better walking/bike/transit facilities, and art or aesthetics. Racicot explained that all input from the first meeting had been summarized in the draft list of Goals and Objectives provided to each meeting attendee. He encouraged attendees to read over the list and provide feedback.

Q: Do these draft goals include the subarea “fingers” such as Mechanicsville, etc.?

A: Yes.

Q: Goal 6 is good, but some neighborhoods have limitations on how many of each type of small business can be in the neighborhood (for example, only 3 loan stores, fingernail shops, etc.). Is that appropriate to add to this list? We want a good mix of small businesses.

A: We could add the word “healthy” mix or “holistic” mix.

Q: Goal 2 says we will “allow” long-time residents to remain in the area? Shouldn’t we say “encourage”?

A: We’re not specifying how these things will happen at this point. We can make the change to “encourage.” The intent is simply not to displace long-time residents.

Racicot then explained, using slides on a laptop computer because the slide projector was not working, about how there would be significant demand for new housing in the future (enough to fill existing vacant homes and allow for new housing).

Q: Have these projected housing demands been revised recently?

A: They’re 1.5 years old, so they’re not absolutely up to date, but we field checked vacancy numbers, and the Atlanta Regional Commission still believes there will be population growth in this area.

The future demand for commercial space, Racicot explained, could be accommodated in compact nodes focused along the BeltLine. These nodes would be a 5-10 minute walk from

center to edge and could include phased growth beginning with adaptive reuse and later including more significant redevelopment. All redevelopment would be subject to the transitional height plane and should respect existing low-rise residential areas. Another focus on redevelopment will be crime prevention through design and the creation of truly usable public spaces.

Racicot then gave an overview of the conceptual land use and transportation alternatives, explaining that Alternative A represented a low-growth concept based on existing development regulations, Alternative B represented a moderate growth concept based on some redevelopment potential, and Alternative C represented significant accommodation of growth.

Elements of land use, streets, trails, and parks could be mixed and matched from each alternative to create a final desired alternative, Racicot explained. He emphasized the land use plan and street framework plan would become official city policy, and that they should be considered as an interrelated whole, keeping in mind that a certain amount of redevelopment is necessary to pay for TAD investments.

- Q: Can we do the zoning class again? It would be really helpful for the new people.  
A: You're referring to the citywide conversation about density (which makes retail & transit possible) but we'll show tonight what each land use category could look like.

Racicot then proceeded to review each land use category. He explained that some scenarios show land use for churches changing, but that this doesn't mean the churches are going away, because they could redevelop their land as churches in Lakewood and the Old Fourth Ward have done. This would be a voluntary effort on behalf of the church.

The transportation alternatives incorporate all currently proposed projects and show streets that would be required to be built with redevelopment, Racicot explained. James Alexander of ABI added that just because streets are shown on private property doesn't mean that the city is taking your property. Rather, when property owners are ready for redevelopment, they will be required to put in the street infrastructure.

Racicot then gave a brief overview of the residential density associated with each conceptual alternative.

- Q: Does the federal government look at existing density or planned density when funding transit projects?  
A: The plan comes into play.
- Q: Does the 3.1 units/acre number include vacant houses?  
A: Vacant houses are not counted here, but all apartments are assumed to be occupied.

Racicot then proceeded to explain the three conceptual land use and transportation alternatives, covering each activity center.



Q: Why is Lee Street not shown as an existing activity center?

A: We chose areas with large commercial areas, but the Lee Street area is included in Oakland City plan.

Q: Can these alternatives still happen if Kroger stays?

A: Yes. The owner says is a very profitable property, but could keep the Kroger and redevelop other parts of the property.

Q: Isn't there a stream near residential White Street and Rose Circle?

A: We'll look into that.

Racicot then presented a series of ideas to better connect the West End MARTA station with the proposed BeltLine transit station at Lee Street.

Q: What if we don't like any of these options because we don't want to walk?

A: The MARTA station has to be flat and with no turns, so to relocate the MARTA station to the south they would have to redo a long track and this might not be feasible.

Q2: What if the BeltLine transit was rerouted to the MARTA station?

A: BeltLine transit could follow Lee Street (or even Allene Avenue) to the West End station, but operationally this isn't ideal.

An Atlanta Public Schools representative on the Planning Committee then explained that there are no plans for the parking lot south of Brown Middle School. The PATH Foundation has an easement, but there are no plans to do anything with the property or to get rid of the property. The school board wants to reduce foot traffic by not having any trails near the school.

Racicot then proceeded to explain the final concepts. Meeting attendees adjourned to examine the concept boards for the Kroger area, Lawton Street area, and Lee Street area. Committee members recorded their comments on a worksheet regarding which aspects of which concepts they preferred.



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**Subarea 1 Study Group Meeting #2**  
**March 25, 2010 at 6:30 p.m.**

*Agenda Items Covered:*

1. Welcome & General BeltLine Update
  2. Meeting Purpose & Master Planning Process
  3. Goals & Objectives Recap
  4. Presentation of Land Use and Transportation Concepts
  5. Questions and Answers
  6. Concepts Stations
  7. Next Steps & Adjourn
- 

The meeting was attended by approximately 35 people, including 5 consultants or representatives of Atlanta BeltLine, Inc. (ABI). It began with a welcome by Rukiya Eaddy. She explained that the agenda listed all of the partners in the planning process as well as planning committee members and who they represent. She mentioned that the position of study group coordinator was still vacant. Eaddy then explained how to sign up for the BeltLine e-mail list and emphasized the importance of staying involved throughout the five-step process.

Each attendee of the meeting then introduced themselves and James Alexander of ABI gave a brief welcome and overview of the purpose of the meeting. He explained that the meeting was to review the land use and transportation concepts for the master planning process, which includes a park master plan for Enota Park. Alexander referred everyone to the handout showing the process and schedule, emphasizing that the concepts being presented were not final and that public input was important.

Caleb Racicot of Tunnell-Spangler-Walsh & Associates then took the floor to present the land use and transportation concepts based utilizing slides which are available on the BeltLine website. He gave a brief overview of the extent of subarea 1 and the tax allocation district, along with a summary of the comments from the previous Study Group meeting about what stakeholders like, dislike, and want to see in the area. Racicot asked the group to review the list of draft goals provided on a handout and to provide feedback, because the goals would serve as a guide for the remainder of the planning process.



Racicot then proceeded to present the land use and transportation concepts. He began by discussing housing and commercial growth potential in the area, as well as principles that applied to all concepts, including walkability, land use transitions, crime prevention, and park design. He explained that some alternatives showed land uses on church property changing, but that this doesn't mean the churches are going away. Rather, it shows potential for redevelopment of adjacent land when churches are ready.

Racicot then explained that components of land use, transportation, and parks could be combined from each of the three concepts to create the best alternative. He gave an overview of total development density under each scenario, and described in detail how each scenario would affect existing and proposed development nodes in each part of the subarea. He concluded with an explanation of potential connections between the West End MARTA station and the BeltLine.

The floor was then opened for questions and the following were asked:

Q: Regarding the path through Westview Cemetery, I heard there are unmarked graves that could prevent a trail from running through it?

A: This could be the case, but it must be noted that the routes shown this evening are conceptual. All trails would have to go through a detailed engineering and historic review before construction.

Q: Will streets be widened to accommodate increased density?

A: Once we determine final plan density, our transportation engineers will determine vehicular, transit, and bicycle facilities needed to accommodate density, but we are already showing potential new streets on the concept plans.

Q: How much commitment is there to develop public transit instead of just building more and wider streets?

A: A commitment to transit is at the core of the BeltLine project, but this is more in the medium to long-term. The five-year work plan focuses on parks, trails, and studies such as an environmental impact statement to be ready to apply for transit funding.

Q: Successful transit must go where people want to go, but BeltLine transit wouldn't be convenient to use if you have to walk to MARTA.

A: It is the goal to connect to MARTA in four places. In the West End, one option includes the BeltLine transit diverging to connect directly to MARTA. This said, that is a longer term option, and right now we're looking at how to make the pedestrian connection friendlier today, even though a direct transit connection is still on the table.

Q: Part of the problem with MARTA is that it doesn't go where people want to go (work, shopping centers, Turner Field). BeltLine transit must address this, perhaps with a shuttle, or it is pointless.

A: Early in the transit planning process we conducted an exercise and found that more people live than work along the BeltLine, with exceptions such as Piedmont Hospital and City Hall East, but we must see BeltLine transit as part of a larger transit network that

connects with MARTA and proposed streetcar service on Peachtree Street (Lee Street) and on Pryor Road.

Q: But people don't just travel from one neighborhood to another; they go from their neighborhood to work or to commercial areas.

A: We're here tonight to talk about commercial nodes along the BeltLine and ways to link transportation and land use like what you're saying.

Q: I bought property along the BeltLine hoping that community would develop there, but we're putting the cart in front of the horse. The plan for mixed-use nodes is great, but we need to focus on existing assets such as the Atlanta University Center and how they relate to the BeltLine. Some connections will occur naturally, such as at City Hall East, but others will be expensive, so it's important to focus less on future density and more on convenience and efficiency in the plan.

A: We want to lead with existing assets, including the Atlanta University Center, but we must also have density to make transit feasible, so it is an issue of the chicken and the egg.

Q: Which of the three concepts presented tonight do you (the planning team) prefer?

A: ABI has no opinion yet; we're here to listen to what you like about each option. Based on this, we'll present a draft plan that reflects a synthesized vision.

Q: Will the only transit stop serving the West End be located at Kroger?

A: No, there are also proposed stops at Lawton and Lee Streets.

Q: There are several proposed redevelopments near the West End: near the Atlanta University Center, near Turner Field, and near Fort McPherson. We must decide if we want the traffic they will generate to go through or around the West End historic district.

A: The Oakland City MARTA station area plans we're presenting tonight are closely related to the Fort McPherson redevelopment, but the plans for near the stadium won't have as much impact on the West End.

Q: Is Alternative A the only option that preserves industrial uses?

A: Yes, but in alternatives B and C, the industrial buildings could remain for adaptive reuse in the short-term, even though in the long term economics probably dictate that industry will relocate to the fringes of the metro region or abroad, and that urban industrial sites will redevelop into other uses.





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**Subarea 1 Planning Committee Meeting: Enota Park Master Plan Concepts**  
**April 15, 2010 at 6:30 p.m.**

*Agenda Items Covered:*

1. Welcome & BeltLine Update
  2. BeltLine Master Planning Process
  3. Enota Existing Conditions Recap
  4. Enota Concepts
  5. Discussion and Question and Answer
  6. Next Steps & Adjourn
- 

The meeting was attended by 6 stakeholders and 4 consultants or representatives of Atlanta BeltLine, Inc. (ABI). It began with a welcome and introductions by Rukiya Eaddy. She invited everyone to upcoming BeltLine meetings for other subareas, and reminded them that April 22 was the next meeting about Enota Park. Eaddy briefly reviewed the role of the Planning Committee.

James Alexander of ABI then invited everyone to join him and Eaddy for a canvassing of the neighborhoods adjacent to Enota Park on Tuesday, April 20 beginning at 2:00 p.m. in the parking lot of the Fulton County facility on Langhorn Street. He explained that tonight's meeting was the beginning of the Enota Park Master Planning process, and that the concepts presented would be refined and ultimately lead to a final conceptual plan that would proceed through design and construction.

Alexander also explained that funding would be available to do a Phase 1 clean-up of the park before the full design is implemented. He also pointed out the final conceptual plans of other BeltLine parks that were in the back of the meeting room.

**Q: Wasn't a plan already completed for Enota Park?**

**A: Yes, the Park Pride plan is the foundation for our more detailed plan.**

Ryan Jenkins of Tunnell-Spangler-Walsh & Associates then proceeded to give an overview of the area surrounding Enota Park. Jenkins presented photos of the existing park site, gave an overview of the Park Pride plan and the elements it included, and outlined the proposed Greenwich Street connection.

**Q: Have the crosswalk locations already been decided?**

**A: No, we're still at the concept phase and are seeking your input.**

Jenkins then proceeded to present Concept Plan A for the park, including adjacent potential redevelopment, overlooks and visibility, pavilions, gateways, trails, and all other park elements.

**Q: How long have the residents of the non-owned homes you are showing as part of the park lived there? Some people live 30-40 years in the same rental home.**

**A: We don't know, but even rental homes would require willing sellers to be incorporated into the park, and we're already in contact with property owners.**

**Q: We ask that you consider long-term renters.**

**A: Our canvassing on Tuesday will help us get to know renters on Enota Place.**

**Q: How would the proposed crosswalks at Langhorn Street and Sells Avenue affect I-20 access?**

**A: Cars would still be able to access I-20, but the intersection would be realigned, and new crosswalks would make it safer for pedestrians.**

**Q: The crosswalk should not be installed unless there is a stoplight.**

**A: We're recommending a stoplight at Sells and Langhorn, consistent with the City's Comprehensive Transportation Plan.**

**Q: Who owns the land where you are proposing private development?**

**A: Those properties are owned by the Georgia Department of Transportation. A private developer would purchase the land to redevelop it, but would be required to go through the rezoning process and therefore NPU approval. We hope the NPU will keep these redevelopment concepts in mind.**

**Q: What about rail noise from BeltLine transit near the playground?**

**A: The trains will be quiet—and kids will love watching them!**

**Q: Why is there an entry to Enota Park proposed near KIPP STRIVE Academy? There are no residents in that area, so this entry would be a waste of money.**

**A: Access there will provide an entry for existing and proposed residences, as well as those coming from the West End neighborhood. Also, KIPP has limited outdoor recreation space and could really take advantage of the park.**

**C: I would like my disagreement noted; I don't want any BeltLine funds spent on charter schools. We must keep in mind that these improvements will exist for many years.**

Jenkins then proceeded to Concept Plan B for the park. He explained the differences between the two concepts.

**Q: What would the barrier between the multi-purpose field and the back yards of the homes along Altoona be like?**



A: We haven't gotten to the detailed phase yet, but there could be a fence or vegetative buffer, or the area could be open.

Q: Could there be solar-powered lighting in the park?

A: We'll look at that in the detailed design phase. All BeltLine parks will be energy neutral, but shade from the mature trees may be an issue for solar panels in Enota Park.

Each person in the room proceeded to give their comments on the park concepts. Comments were as follows:

- I like the playground near the multi-purpose field in Concept A
- I'd rather have less woodland preserve area
- Use a portion of the passive lawn in Concept B for a community garden
- Both concepts could use more water retention—maybe a rainwater capture feature that would be a place for dogs to get a drink
- Changes along Sells Avenue near Langhorn Street may restrict access to I-20
- I like the trails and the playground being near the multi-purpose field
- The woodland preserve idea restricts visibility into the park
- Can the waterway be designed to water the community garden on one side and have dogs from the dog park drink from the other side?
- Electrical hookups will be needed for park events
- The pocket park on Concept A should incorporate a small gazebo or structure, maybe with solar panels
- Passive lawn is better than woodlands, because it gives young people a place to come relax or use their laptops
- We need a unifying theme or vision for the park
- Both the dog park and community garden are needed
- The Park Pride plan focused on gathering places and a community center (in one of the houses along Enota Place) was high priority
- Need a covered picnic area or pavilion
- I like Concept A and I like the solar panel idea
- Soft trails are preferable to hard
- Passive lawn could be a great family area, maybe with giant chess sets or tables for playing checkers
- There should be a reading area
- Perhaps unprogrammed areas could be determined by a design competition with local schools
- Park needs a destination for those from outside the neighborhood
- We must make places that create a neighborhood worth living in
- Outdoor pizza oven like mansions have
- Gateway arch or flowers, etc. near I-20 could welcome people to West End
- Unpaved walkways are great—a vacation from your life
- Lawns should have a natural edge—don't cut down trees just for the sake of the community garden
- Ode to Green—a truly green park, perhaps with roof gardens on adjacent development
- Barrier to I-20 is important, but the park should look nice to those driving on I-20 too

- Colored or pervious pavement on walkways
- Outdoor classrooms with small seating areas, or outdoor labs with labeled trees and shrubs
- Terraced community gardens could fit on slopes
- Mini golf course
- Redevelopment and stream restoration are good ideas
- Local youth could help remove invasive species
- Treetop gardens or elevated walkways between trees
- NEOS electronic playground game equipment
- Skatepark is a good idea, or just a ramp in the BeltLine trench for the short term
- A stage for artists
- We need lighting in the wooded areas
- Perhaps the area shown as a multi-purpose field could remain as woods—owls live there





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**Southwest Study Group Meeting: Enota Park Master Plan Concepts  
April 22, 2010 at 6:30 p.m.**

***Agenda Items Covered:***

1. Welcome & BeltLine Update
2. BeltLine Park Master Planning
3. Review of Land Use Concepts Feedback
4. Enota Concepts
5. Question and Answer
6. Feedback
7. Adjourn

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The meeting was attended by approximately 30 people, including 3 representatives of Atlanta BeltLine Inc. (ABI) and 3 consultants. Rukiya Eaddy of ABI welcomed everyone to the meeting, and all attendees introduced themselves.

James Alexander of ABI went over the agenda and explained where we are in the BeltLine Master Planning process. He explained that feedback received at tonight's meeting would lead to the final draft park master plan. Alexander listed the specific things addressed by the park planning process: park theme, footprint, program, location of amenities within park, and feasibility.

Caleb Racicot of Tunnell-Spangler-Walsh & Associates (TSW) then reviewed the public comments received at the previous Study Group meeting regarding the three land use alternatives for Subarea 1. He covered comments received regarding the density and nature of development as well as related street network options. Racicot explained that a final draft land use plan would be formulated based on public comments and a synthesis of the three options.

Ryan Jenkins of TSW then began with an overview of the area surrounding Enota Park and existing conditions within the park, including photographs. He explained that the park amenities came from the 2007 Park Pride plan. Jenkins reviewed both concept plans for the park, with proposed adjacent redevelopment and all park amenities, including trails, lookout, buffers, lawns, playground, pavilion, stream restoration, and woodland preserve.

Jenkins also addressed the potential easements and property acquisitions that would be necessary to create a cohesive park with the extent shown in the concept plans.

Q: What will lighting be like along the trails?

A: That's a good question—how much lighting does everyone think is appropriate?

R: We want everything lit as much as possible, except lighting should turn off at night when park is closed.

Q: Will there be any retail, restaurants, or bars along the park like in Piedmont Park?

A: The building footprints shown as potential redevelopment would be amenable for retail.

Q: Will there be traffic calming incorporated into the Greenwich Street extension to prevent speeding? There is also speeding on Lucile, Mathewson, and Sells.

A: We will consider alternative traffic calming measures within the neighborhood as part of our detailed transportation recommendations. Elements such as street trees, parallel parking, bicycle lanes, and bulbouts are possibilities.

Q: Where will people park their cars when they visit the park?

A: The design includes additional on-street parking along Langhorn Street; visitors would either arrive on foot or transit, or park on street.

Q: There is already a shortage of parking in the neighborhood, so is there a way to give priority for parking spaces to residents when there are events in the park? It will also be important to coordinate with MARTA regarding events in the park.

A: We won't specifically recommend or not recommend residential parking permits as part of this process, but it's something we'll keep in mind as the BeltLine is implemented. The vision for the park is to be a neighborhood park within walking distance and a regional park for those arriving on transit.

Q: Teen delinquency is an issue because youth have no place to go—will there be a place in the park for teens to gather? A lot of kids play basketball in the street now because there is nowhere else; maybe we should include a basketball court.

A: We want to make sure park programming has activities to attract area youth; let us know if other things should be included in the park.

Q: Will these parks coordinate with the city parks and recreation department and have similar activities?

A: Yes, ultimately all BeltLine parks will be owned and operated by the city. The Old Fourth Ward Park also has a conservancy for maintenance.

Q: Will sidewalks along Greenwich and Sells continue into the neighborhood? They are not present now.

A: Yes, we will extend pedestrian access into the neighborhood.

Q: Can elements from concepts A and B be combined?

A: Yes.



## Summary of Public Comments

Should the park plan area be expanded?	Should any areas be removed from the park?
<ul style="list-style-type: none"> <li>○ No (4)</li> <li>○ It would be ideal to include the six houses currently cutting into the park.</li> </ul>	<ul style="list-style-type: none"> <li>○ No (4)</li> </ul>

What is most important in Concept A?	What is most important in Concept B?
<ul style="list-style-type: none"> <li>○ Woodland preserve (2)</li> <li>○ Event lawn (3)</li> <li>○ Stream restoration (2)</li> <li>○ Multipurpose play field (3)</li> <li>○ Playground (4)</li> <li>○ Pocket park (2)</li> <li>○ Dog park (2)</li> </ul>	<ul style="list-style-type: none"> <li>○ Trees on passive lawn dispersed throughout community garden</li> <li>○ Event lawn (4)</li> <li>○ Multipurpose play field (5)</li> <li>○ Playground (5)</li> <li>○ Stream restoration</li> <li>○ Walking trail/track</li> <li>○ Plaza</li> <li>○ Passive lawn (4)</li> <li>○ Community garden (2)</li> <li>○ Open space</li> </ul>

### Woodland Preserve and Passive Lawn

- Remove a few trees, not many!
- I like the woodland but hope it's thin enough for seating and walking through without being afraid for your life.
- Yes, remove some trees to create a passive lawn (2)
- Lawn is better concerning security.
- Passive lawn is safer.
- A mix of trees and passive recreation (2)
- Passive lawn with anchor trees
- Add passive lawn
- Keep the trees.
- Natural habitats are important to the growth of the ecosphere, as well as human evolution integrating the natural habitat back into their daily lives.

### Woodland Preserve and Passive Lawn

- Communal activity/sports
- Play space
- West End, cultural diaspora, arts (this area has been the other Little Five Points for years, but unrecognized)
- Bring Westview and surrounding areas into one ideal.
- Rediscovering life

## Other Comments

- Both plans could include a community garden, even if size has to be compromised, to promote urban agriculture.
- Event lawn should not be in park
- Parking is needed. Space could be allotted in areas designed to allow space for cars.
- Water fountain or “circles” of water like Centennial Park.
- Water area with sprinklers for kids.
- Need adequate equipment to accommodate young people up to age 10.
- Adequate lighting after hours or gates to be locked.
- The event lawn and the multipurpose field could be combined.
- Community garden could be moved closer to Langhorn or Lucile.
- Dog park could be moved closer to Langhorn or Lucile.
- The main concerns we have are speed bumps, lighting, parking, and security.
- Playground should be moved to other side.
- Low maintenance.
- We only need one woodland preserve.
- The area might make more use out of a dog park because there are other potential areas for gardens.
- I don't quite see the purpose of the plaza-gateway area by corner of Greenwich and Enota. Could area be used for a basketball court.
- Lighting and security is very important.
- The proposed Greenwich Street bridge would actually decrease traffic by allowing more routes for people to get through.
- Park visitors can't park on-street because fire trucks won't be able to get in. We need a parking lot in the park with at least 300-400 spaces.
- Playground could be moved to pocket park site to have a little more room—there are a lot of kids in the immediate neighborhood.
- Consider using Cedar Works playground equipment.
- Maybe there is room for a traditional and a more natural playground?
- Have places for trash disposal
- Need eating/grill pavilion for community events
- Hope there are sufficient hard surfaces in the park for bike/skating
- Need additional areas for recreation for teens such as basketball court and an area to play chess.
- Going forward is important. Community impact will be major. Improvement—no doubt! Expect new voices.
- Make it very public when clean-up is needed: residents, churches, business. We want to be there!
- Residential lot nearest park should have a restaurant and patio space.
- BeltLine transit stop should be moved to Lucile Avenue where there are more people. It will not get enough traffic where currently shown. (2)
- I'm a big fan of community gardens, but think we'd be better off with a dog park. We could incorporate community gardens within the neighborhood in pocket lots.
- Incorporate restaurants in multi-family developments.
- Basketball for the teens, security to keep out the drug traffic.
- Stage area for open plays and dance performances.



## Park Elements Comment Board

### Enota Park Master Plan Program Elements

Please make a tick mark next to the elements you think are most important to include in each part of the park.  
Then write in additional elements you think should be considered for inclusion in each area.

#### Community Garden

	Area Lighting	Additional Elements
	Chicken Coop	SUSTAINABLE TECH. - SOLAR POWER OUTDOOR CLASSROOM PAVILION - OUTDOOR COOKING
///	Compost Areas	
	Picnic Tables	
/	Potable Water Supply	
	Raised Planter Beds	
	Storage Building	
	Unpaved Surfaces	
///	Rainwater Harvesting	

#### Dog Park

	Area Lighting	Additional Elements
/	Dog Training & Obstacle Course	WASTE DISPOSAL
/	Double Gate Entries	
//	Fenced Boundary	
/	Potable Water Supply	

#### Event Lawn

	Area Lighting	Additional Elements
/	Electrical Hookups	PARKING RESTROOMS
//	Paved Surface Walkways	
///	Performance Stage	

#### Gateway

	Architectural Monuments	Additional Elements
///	Area Lighting	PARKING - NAME CHANGE ?
//	Park Signage	
//	Seat Walls	

#### High Point Pavilion

	Area Lighting	Additional Elements
///	Covered Pavilion	MATERIALS - GRANITE PIZZA OVEN
///	Grills & Cooking Stations	
///	Picnic Tables	

#### Multi-Purpose Play Field

	Area Lighting	Additional Elements
/	Artificial Turf Field	RUBBER WALKING TRACK SOCCER BASKETBALL VOLLEYBALL BOCCIE 4 SQUARE
//	Buffer to Private Property	
/	Exercise Stations	
	Field Lighting	
///	Natural Turf Field	
/	Paved Walking Track	
/	Restrooms	

#### Passive Lawn

	Area Lighting	Additional Elements
///	Planted Edges	
///	Shade Trees	

#### Playground

	Adventure Play Areas	Additional Elements
///	Interactive Play Equipment	2 PLAY AREAS - TRADITIONAL - GREENWICH - NATURAL - STREAM "NEOS 101" BENCH SWINGS
//	Jungle Gym Play Equipment	
/	Natural Play Areas	
/	Restrooms	
/	Sand Play Areas	
/	Seat Walls	
/	Shade Structures	
///	Swings	
///	Water Feature	

#### Plaza

	Area Lighting	Additional Elements
	Covered Pavilion	
///	Public Art	
/	Raised Planters	
/	Restrooms	
//	Seat Walls	
//	Wi-Fi Access	

#### Pocket Park

	Area Lighting	Additional Elements
/	Lawn	- MED. HERBS
///	Ornamental Garden	
	Restrooms	
	Seat Walls	
/	Unpaved Surfaces	

#### Stream Restoration

	Interpretive Signage	Additional Elements
///	Observation Platforms	SEATING
//	Unpaved Trails	

#### Trails

	Area Lighting	Additional Elements
///	Exercise Stations	SEATING ADA DRINKING FOUNTAINS - PEOPLE & DOGS
//	Paved Surfaces	
/	Unpaved Surfaces	

#### Woodland Preserve

	Area Lighting	Additional Elements
/	Interpretive Signage	TREE HOUSE
///	Picnic Tables	
///	Ropes Course	
/	Unpaved Trails	



**Subarea 1 Study Group Meeting #3**  
**July 22, 2010**

**Summary of Previous Public Comments: Land Use and Transportation**

The following is a summary of public comments received on the land use and transportation alternatives presented at the March 25, 2010, Beltline Subarea 1 Study Group meeting. For efficiency, comments have been summarized and multiple comments indicated with a number in parenthesis.

**Alternative A: Low Growth**

What do you like?	What do you dislike?
<ul style="list-style-type: none"> <li>○ The lower density is less intrusive and preserves the neighborhood feel (3)</li> <li>○ The plan keeps industrial uses (3)</li> <li>○ Lower buildings at Kroger (2)</li> <li>○ Large green areas</li> <li>○ This plan could accommodate agriculture, “eco-tec” and green houses</li> </ul>	<ul style="list-style-type: none"> <li>○ Mechanicsville is too under-developed</li> <li>○ There is little new commercial land</li> <li>○ The plan is too horizontal and less urban</li> <li>○ It keeps industrial uses</li> </ul>

**Alternative B: Moderate Growth**

What do you like?	What do you dislike?
<ul style="list-style-type: none"> <li>○ The open spaces shown (4)</li> <li>○ The plan has a good mix of land uses (2)</li> <li>○ Land uses shown at the Kroger (2)</li> <li>○ Higher density by MARTA stations</li> <li>○ The higher density Mixed-Use 5-9 stories</li> <li>○ The plan makes transit viable</li> <li>○ This is a favorable alternative</li> <li>○ Land uses shown at Lawton Street</li> <li>○ Linear parks with “European style” buildings</li> </ul>	<ul style="list-style-type: none"> <li>○ Two frontage streets along BeltLine (4)</li> <li>○ The loss of industrial land (2)</li> <li>○ The loss of homes by John A White Park for potential park expansion.</li> </ul>

**Alternative C: High Growth**

What do you like?	What do you dislike?
<ul style="list-style-type: none"> <li>○ The reworked Rose Circle Park area (3)</li> <li>○ This plan makes the most sense (2)</li> <li>○ High densities at West End (2)</li> <li>○ The land uses shown at the Kroger</li> <li>○ The land uses shown at Lawton Street</li> <li>○ The park south of Brown Middle School</li> <li>○ Density at Oakland City MARTA</li> <li>○ Increased retail opportunities</li> <li>○ Linear parks</li> <li>○ The design</li> </ul>	<ul style="list-style-type: none"> <li>○ This plan is too dense (3)</li> <li>○ There should be Mixed-Use 5-9 Stories at the core of the Lawton Street node</li> <li>○ There is too much density at Kroger</li> <li>○ Candler-Smith Warehouses should not be redeveloped</li> </ul>



## Preferred Alternative

If you had to choose one alternative, which would it be?

       Alternative A

  8   Alternative B

  2   Alternative C

## General Transportation Alternatives

What do you like?	What do you dislike?
<ul style="list-style-type: none"><li>○ Covered sidewalks from West End MARTA to the BeltLine (2)</li><li>○ Alternative B's trail system</li><li>○ Alternative C's trail system better serves Oakland City and could one day connect to the Fort McPherson redevelopment</li><li>○ Alternative C</li><li>○ Bike lanes on Cascade Road</li><li>○ I like Alternative B's streets between White Street and Donnelly Avenue</li></ul>	<ul style="list-style-type: none"><li>○ The possibility that the BeltLine transit may not directly connect to the West End MARTA station (2)</li><li>○ There should be trail to Fort McPherson</li><li>○ The Connect Atlanta Plan's extension of J.E. Lowery Blvd to Sylvan Road will encourage traffic in the neighborhood</li><li>○ Alternative C could create too much pedestrian and motor traffic</li><li>○ Public transit could impede car traffic</li></ul>

## West End MARTA/BeltLine Connection Alternatives

Which alternative do you prefer for connecting the West End MARTA station to the BeltLine?

  7   BeltLine transit

  3   Alternative #1: New station entrance and sidewalks

  3   Alternative #2: New station entrance, extended platform, and sidewalks

  2   Alternative #3: New station entrance, walkway inside buildings, and sidewalks

If funding were no issue, would you support covered sidewalks from the West End MARTA Station to the BeltLine?

 11  Yes

  1  No

## Other Comments

- I do not want anything more intense than Alternative B in the inner areas, but Alternative C is appropriate at the Oakland City MARTA station and Mechanicsville.
- The BeltLine project is a plus and is a good idea for the area.
- I like Alternative B's land uses but Alternative C's transportation plan.
- Overall, I like all the plans; it just depends on economic viability.
- All options should include public art.
- We need the plan to be "green."
- Trams or people movers are better options for longer-distance connections.
- Traffic is a problem on Lee Street by the Mall at West End.
- The portion of the BeltLine trail currently along White Street needs better lighting.
- We need incentives to get industries into vacant buildings today, rather than waiting for long-term redevelopment.
- The BeltLine must include good connections to the Atlanta University Center .

## Summary of Previous Public Comments: Enota Park

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- Playground could be moved to pocket park site to have a little more room—there are a lot of kids in the immediate neighborhood.
- Consider using Cedar Works playground equipment.
- Maybe there is room for a traditional and a more natural playground?
- Have places for trash disposal
- Need eating/grill pavilion for community events
- Hope there are sufficient hard surfaces in the park for bike/skating
- Need additional areas for recreation for teens such as basketball court and an area to play chess.
- Going forward is important. Community impact will be major. Improvement—no doubt! Expect new voices.
- Make it very public when clean-up is needed: residents, churches, business. We want to be there!
- Residential lot nearest park should have a restaurant and patio space.
- BeltLine transit stop should be moved to Lucile Avenue where there are more people. It will not get enough traffic where currently shown. (2)
- I'm a big fan of community gardens, but think we'd be better off with a dog park. We could incorporate community gardens within the neighborhood in pocket lots.
- Incorporate restaurants in multi-family developments.
- Basketball for the teens, security to keep out the drug traffic.
- Stage area for open plays and dance performances.



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**Subarea 1 Study Group Meeting #3**  
**July 22, 2010 at 6:30 p.m.**

The meeting was attended by approximately 36 people, including 4 consultants or representatives of Atlanta BeltLine, Inc. (ABI). It began with a welcome by Rukiya Eaddy. She explained how community input had been sought to bring us the draft plan that would be presented.

James Alexander of ABI then gave a brief overview of the BeltLine master planning process for land use, transportation, and parks. He explained that the draft plan was the result of months of effort on the part of community participants, ABI, and the consultant team. After giving an overview of the boundaries of Subarea 1, he asked for everyone to ask questions and contribute input on the draft plan at the end of the meeting in order for the plan to be tweaked.

Woody Giles of Tunnell-Spangler-Walsh & Associates then took the floor to present the final draft land use and transportation plan using slides which are available on the BeltLine website. The presentation included an overview of public comments received at the previous meeting, as well as the refined land use and circulation plan that was a result of those comments.

Giles gave an overview of the land use plan and focused on conceptual plans for the Kroger site, the BeltLine corridor, and the Outdoor Activity Center, emphasizing that they showed one potential, long-term vision for the area. He also explained the proposed street network to be built with redevelopment by private funds, and the trail system which would connect the BeltLine to surrounding neighborhoods.

Ryan Jenkins of Tunnell-Spangler-Walsh & Associates then proceeded to explain the plans for Enota Park, incorporating changes made based on public comments at the last meeting, and based on guiding principles of design. He gave an overview of the park area and proposed adjacent redevelopment, and used photo examples of proposed elements in the park to explain the plan.

The floor was then opened for Enota Park questions and the following were asked:

Q: The community garden and picnic area in Enota Park are too close to I-20. It's noisy and polluted and people wouldn't want to eat there.

A: That's a valid point. We can look at mitigating there by increasing the buffer, even though the effects of I-20 can't be completely buffered.

Q: Isn't there a steep slope where you are showing the picnic area?

A: That slope is located closer to the creek, just east of the picnic area.



Q: How tall would the tree barrier between the athletic field and the adjacent houses be?  
We need a visual and sound barrier.

A: A combination of taller trees and lower undergrowth plants would provide a good visual screen. An opaque wall is also possible.

Q: Can we have a dog park instead of a community garden?

A: We didn't hear a lot of support for the dog park at the last meeting, but we can incorporate it into the final plan.

Q: How will you address the mosquito problem?

A: Stream restoration will help by eliminating the stagnant pools. Bat boxes could also be installed.

Q: If the park becomes a destination, what about parking?

A: There will be 116 new parallel parking spaces added along Langhorn Street and Greenwich street with improvements. These, combined with parking along neighborhood streets, will adequately serve the park. BeltLine trail and transit will also allow many park visitors to arrive without a car.

Q: How will the narrowing of Langhorn Street work with traffic from I-20?

A: That recommendation came from the city's Comprehensive Transportation Plan. New traffic signals will help traffic flow while making things safer for pedestrians.

Meeting attendees then asked questions related to the land use and transportation plan:

Q: What will the trail connection between John A. White Park and the BeltLine look like?

A: The connection would take several different forms: sharrows, bike lanes, or a path. Within the park it would be a hard surface trail.

Q: I'm concerned about the parking deck at Kroger—there are no other grocery stores nearby and there is already a lot of traffic?

A: Intersection improvements, biking, walking, and transit improvements will allow access without a car. We'll do a transportation analysis to look at effects on traffic.

Q: There is a lot of dumping, vacant housing, and violence along the length of Bridges Avenue. What will you do besides the improvements/extension of the end of Bridges?

A: The connections will help provide traffic that can make the area supervised and more clean. We can also look at streetscape improvements.

Q: A lot of trails depend on private development. Who is handling that? Has there been any interest?

A: The existing trail was built without private development, so there are other sources of funds. Atlanta BeltLine, Inc. will not in most cases develop land, but we want to create a framework for development and trail connections.

Q: Is the city or someone facilitating developers?

A: We are concentrating on putting the master plan in plan now, but have already reached out with one Developer Day. We have time to plan our outreach to developers, because the market is still down.

Q: What is the difference between the current and proposed zoning?

A: This plan is a general land use plan and would allow developers or others to rezone as long as it is consistent with the plan. In the SPI district, zoning is already consistent with the plan and could remain.

Q: What is the maximum height along White Street? I don't want another Atlantic Station.

A: There is a maximum of 5-9 (or 6 in many places) stories facing the BeltLine, stepping down to 1-4 stories along White and Donnelly facing existing homes. Higher density is allowed at Lee Street. If a developer wanted higher density, they would still have to go through neighborhood approval for rezoning.

James Alexander then thanked everyone for their attendance and input and discussed the next steps, including the next meeting on August 26. He asked everyone to send any additional comments about the draft plan to him by July 30 for incorporation into the final plan. Additional comments received at the meeting were as follows:

- A left turn lane on Cascade Avenue could help with traffic congestion near Kroger.
- Candler Warehouse site shows proposed streets, but it should not be redeveloped because of its historic value and importance to the arts community.
- Are temporary residential uses allowed by zoning on vacant lots?
- A covered connection between BeltLine transit and MARTA is extremely important.
- Altoona Place needs traffic calming
- Redevelopment east of Lee Street should connect to what's west of Lee Street.
- Narrowing Cascade Road could have negative traffic impacts.
- Potential mixed use in building near park to serve park users.
- North BeltLine frontage connect across Lawton
- Townhouse frame White
- Garden style?
- Dog park in Woodland preserve
- Sound barrier along I-20
- Electrical outlets at event lawn stage





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**Subarea 1 Study Group Meeting #4**  
**August 26, 2010 at 6:30 p.m.**

The meeting was held at West Hunter Street Baptist Church. Rukiya Eaddy of Atlanta BeltLine Inc. (ABI) gave a brief welcome, a review of previous meetings for the subarea master plan, and an invitation to attend the upcoming quarterly briefing. Approximately 25 people were in attendance, including 6 consultants or representatives of ABI.

James Alexander of ABI then thanked everyone for their participation with the BeltLine effort throughout the Master Planning process and explained that this meeting was the final meeting for the Subarea 1 Master Plan. He then gave a brief overview of the process, beginning with an analysis of existing conditions and proceeding through a conceptual phase that lead to the final draft plan being presented tonight.

Caleb Racicot of Tunnell-Spangler-Walsh & Associates (TSW) thanked everyone for coming out to the final meeting and presented a series of recommendations, including an overview of the study area. He addressed land use, transportation, and parks in three major areas: the BeltLine corridor, the area near the intersection of Cascade Avenue and RDA, and the area around Enota Park. He also detailed the specific actions necessary to achieve the plans for each area.

Racicot also explained the proposed network of multi-use trails and parks, as well as the proposed list of transportation projects for streets, intersections, sidewalks, and other improvements.

Q: When would Muse Street be closed?

A: That has not been determined, but a prioritization exercise tonight will help us understand when the various projects should happen.

Q: Could the plaza created by closing Muse Street work as a farmer's market area?

A: We're here tonight to talk about possibilities like that.

Q: The conflagration of roads at Cascade and RDA doesn't seem to really be eased. You're adding more businesses and traffic without fixing the problem.

A: We understand how chaotic that intersection is, and we looked at the option of closing White Street, but that would focus traffic on Hopkins Street. We are going to investigate more options for improving that intersection. Our traffic analysis for that intersection was based on the build out of that area, so we looked at reassigning lanes to increase throughput at White and Langhorn Street.

Q2: But the problem is the morass at Kroger and Cascade and Abernathy, and decreasing the number of lanes would be irrational! Cascade Road is the main corridor from this

side of town to I-285, so the road must be expanded and reworked before any redevelopment occurs.

A: We determined that a roundabout would not be a solution in that area, so since acquiring a lot of new land is not feasible, we determined that the recommendations presented tonight are the best solution.

Q3: Why can't the road be widened as redevelopment occurs on the Kroger site to add additional lanes to Cascade Avenue?

A: We're proposing a new street through the Kroger site, an extension of Hopkins Street, and other streets—adding to the network is more efficient than expanding capacity in a geometrically constrained area.

Q: That Kroger is the most profitable in the city; what are you basing its closure on?

A: We've been tasked with creating a long-term vision for growth; there would be a new grocery store in the redevelopment. This would be dependent on the property owner seeking redevelopment.

Q: Westview neighborhood currently has very wide streets and people speed through our neighborhood to avoid the Cascade/RDA intersection, so we must consider options for that intersection and what happens when people bypass it. Also, why are we showing historic buildings on our maps when not all of them are going to be preserved?

A: The plan has identified a large number of historic buildings in the subarea, including buildings with potential for adaptive reuse.

Q: At a previous BeltLine meeting, Murphy Avenue was discussed as a redevelopment corridor, so how will that (combined with the redevelopment on Lee Street) affect the number of cars? Not everyone will ride transit. Maybe you could have an alternating lane on Lee Street.

A: Murphy Avenue is not shown on this plan because it is part of the Subarea 2 Master Plan, which was already approved. Traffic from redevelopment will focus mostly on Lee Street rather than Donnelly Avenue and White Street. Lee Street is a state route and doesn't have plans to add an alternating lane now, but we can reexamine our model of how much traffic would be generated by redevelopment.

Q: Did you show a roundabout near I-20?

A: Yes, but that is in Subarea 10; we showed a sketch from the city's Comprehensive Transportation Plan.

Q: So you're trying overall to slow down the traffic, increase residential density, and push people to use transit.

A: Yep.

Q: Do these plans affect the Atlanta University Center?

A: AUC is outside this particular subarea, but there are pedestrian improvements planned in that area. A number of AUC students live in this area, so our proposed housing could provide good options for them.



James Alexander then directed everyone to the Next Steps diagram and explained that an executive summary of subarea recommendations would soon be assembled to show recommendations in more detail. He asked for comments on the executive summary when it was available online.

Alexander also explained that anyone or any neighborhood organization could call during the week after the executive summary was made available to set up a meeting to discuss the executive summary. The overall plan would then be presented to NPU T in September, and the park plan will be presented to the Atlanta Urban Design Commission. The plan will ultimately go before City Council for final approval, including changes to the official future land use plan.

Alexander then explained the prioritization exercise to allow the planning team to get a sense of which projects are the most important to local stakeholders. ABI will, after all subarea master plans are completed, conduct a BeltLine-wide reprioritization process to determine phasing.

Regarding Enota Park, Alexander explained that land is still be acquired before park construction can begin. After the land is purchased, invasive species can be removed and the land can be cleaned up and made accessible with interim trails. A more detailed design would precede complete construction of the park.

Q: When will this happen?

A: We'll know by the middle of next year whether the land acquisition process for the parcels in the woodland preserve is stalled; then we will decide how to proceed.

Q: Who will move into all these 10-story buildings? Are these all apartments? The southwest side of town usually has shelters and transitional housing and there is already a glut of foreclosures and condos.

A: There are 400 surplus vacant residential units in the subarea above normal vacancy rates. The vision for the 10 story buildings is a long term vision, but our marketing study supports a number of new residences in the mid term. We envision that they would be high quality, mixed-income housing. Most housing will be multifamily (condominiums, apartments, senior housing, etc.) because of land costs.

## Results of Prioritization Exercise

### *Transportation Project Priorities (Road/Intersection Improvements)*

Votes	Project
9	Langhorn Street Road Diet (including Sells traffic calming and traffic signal)
6	Intersection Improvements: Cascade/RDA/Langhorn
5	White Street pedestrian enhancements near Hopkins Street
1	New Street: Greenwich Avenue extension
1	New Street: Hopkins Street extension
1	New Street: Rose Circle realignment

### *Transportation Project Priorities (Pedestrian Improvements)*

Votes	Project
7	New sidewalks: Donnelly Avenue
7	New sidewalks/covered walkway: Lee Street between BeltLine and MARTA
3	New sidewalks: Lee Street from BeltLine south to city limits
2	New sidewalk: south side of White Street

### *Land Use/Redevelopment Areas*

Votes	Project
7	Kroger site
2	BeltLine corridor from Lawton Street southeast to Lee Street
1	BeltLine corridor from Lawton Street northwest to RDA
1	Multifamily adjacent to Enota Park