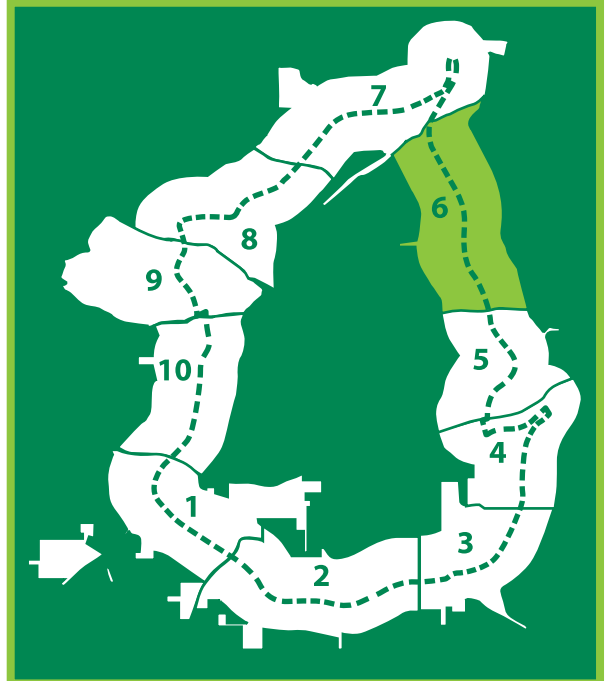
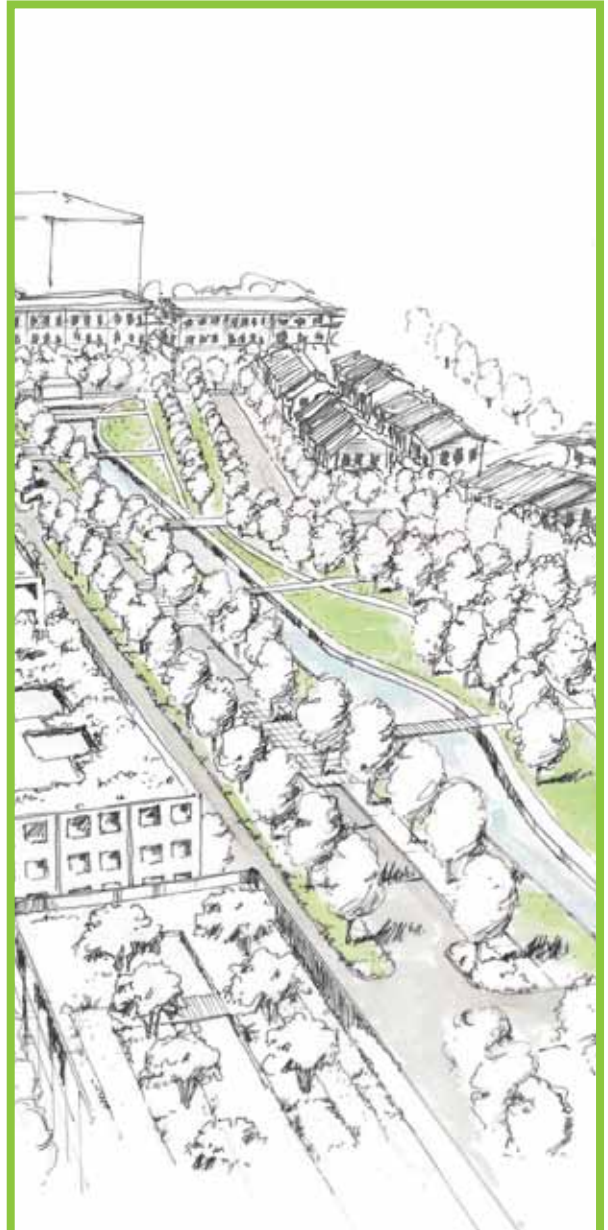


Atlanta BeltLine Master Plan

SUBAREA 6

PIEDMONT PARK / MONROE Executive Summary

Atlanta BeltLine, Inc.
Adopted by Atlanta City Council on December 5, 2011
11-O-1411, 11-O-1412, CDP-11-08



Executive Summary

Study Overview

The intent of the subarea master planning process is to build on and refine previous BeltLine and City of Atlanta planning efforts, including the TAD Feasibility Study and the Atlanta BeltLine Redevelopment Plan, and to establish the foundation for overall BeltLine project implementation by refining strategic-level recommendations related to parks, open space, mobility, circulation, land use, and urban design.

The specific purpose of the Subarea 6 master plan is to:

- Reflect recent development activity;
- Finalize the land use to be incorporated into the Atlanta Comprehensive Development Plan;
- Review and refine the proposed street framework;
- Complete station area plans for Midtown Promenade/ Home Depot and Ansley Mall
- Create a framework for transit-supportive redevelopment;
- Define streetscape, pedestrian and roadway projects and associated cost estimates; and
- Incorporate recommendations from the Connect Atlanta transportation plan

Subarea Context

Subarea 6 includes a diverse mix of land uses, mobility options, and historic and cultural resources. The majority of the area is a collection of historic residential neighborhoods, such as Ansley Park, Morningside and Virginia-Highland, with commercial uses along major

corridors. The major roads serving the area are Monroe Drive and Piedmont Avenue. Ponce de Leon Avenue creates the southern boundary of the study area while Interstate 85 creates the northern edge. 10th Street and Virginia Avenue are the only significant east-west streets serving the study area, although a very short portion of 14th Street is located on the western edge of the area.

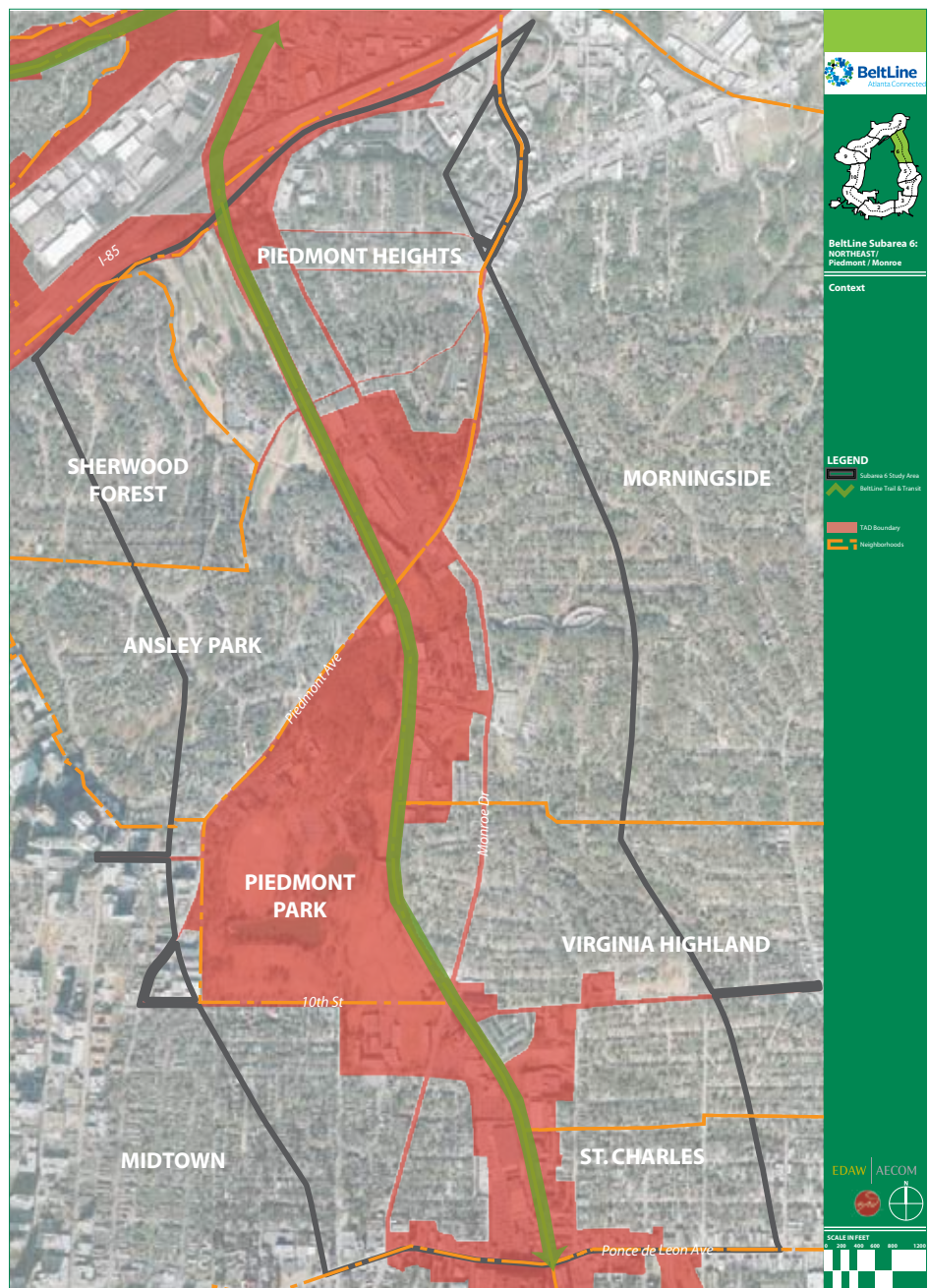


Figure 01 - BeltLine TAD and Subarea 6 Study Area.

MARTA heavy rail does not serve the study area, but several bus routes are available. Although the study area is popular for bicyclists, the only marked on-street bike lane is in the Ansley Park neighborhood. There are no multi-use trails in the study area except for those within Piedmont Park.

Piedmont Park is the City's most popular regional park. It is actively expanding the North Woods section of the park, adding another 53 acres of publicly accessible greenspace to the existing 185 acres. The Piedmont Park Conservancy has adopted a long-term future expansion plan that the Subarea 6 Master Plan incorporates.

Other planning efforts have been reviewed and incorporated into the Master Plan. In particular, the Piedmont Heights Blueprint Plan, which heavily influenced the land use and circulation recommendations presented in the Master Plan.

Methodology and Community Input

The recommendations in this report reflect the results of detailed technical analyses as well as feedback from stakeholders engaged in the overall public participation process established for the BeltLine-wide master planning studies. The process has included the regular review of concepts by the Northeast study group and a more geographically focused Planning Committee that consists of neighborhood representatives, non-profit organizations, and business interests from Subarea 6. The study group and Planning Committee met at three key milestones in the planning process based on the review of existing conditions, land use concepts and draft recommendations.

This planning process had consistently strong community participation, both in terms of attendance and meetings and voicing of opinions about aspects of the plan. The planning process for this subarea began in December 2007 with the first of 14 community meetings. The final Study Group meeting was held on July 9, 2009. To the originally scheduled six community meetings, BeltLine planners added eight additional community meetings and dozens of smaller

meetings, site visits and walk-throughs with members of the community to address specific concerns.

Community input and detailed technical analysis were critical components in producing a plan that balances the hopes and expectations of the community with the needs of the BeltLine project and the city overall. The *Appendix* contains information on the specific meetings held during the Subarea 6 master planning process.

Overview of Subarea Goals

As part of the engagement process with the Planning Committee and study group, the planning team identified the following specific goals for Subarea 6. These general goals support the specific land use, parks, mobility, and connectivity recommendations of this master plan and strategically frame the implementation of future projects and policy actions.

Land Use & Design

- Protect existing single family neighborhoods
- Put highest density development close to transit stops
- Improve environmental quality
- Emphasize quality design
- Protect historic structures and artifacts
- Promote public art

Mobility

- Maximize accessibility to BeltLine transit
- Emphasize pedestrian connectivity and safety
- Mitigate traffic impacts of BeltLine redevelopment
- Enhance street grid and improve street connectivity
- Promote alternative mobility options such as walking and biking
- Foster transit-supportive economic development along the BeltLine
- Provide connectivity to all neighborhoods

STUDY GROUP AND PLANNING COMMITTEE MEETINGS		
MEETING TYPE	PURPOSE	DATE
Planning Committee Meeting	Kickoff Meeting	12/11/07
Study Group Meeting	Review Planning Process, Goals, and Objectives	02/04/08
Study Group Meeting	Study Area Existing Conditions, Refine Goals and Objectives	04/10/08
Planning Committee Meeting	Study Area master plan Concept Plans	06/30/08
Planning Committee Meeting	Study Area master plan Concept Plans	07/14/08
Study Group Meeting	Study Area master plan Concept Plans	07/17/08
Planning Committee Meeting	Workshop-style Land Use and Design Exercise	08/11/08
Study Group Meeting	Study Area master plan Revised Concept Plans	09/11/08
Study Group Meeting	Study Group Meeting, Discussion of Transit Supportive Development, Street Connectivity, and Zoning Entitlement	10/13/08
Planning Committee Meeting	Study Area master plan Draft	11/19/08
Study Group Meeting	Study Area master plan Draft	02/12/09
Planning Committee Meeting	Study Area master plan Revised Draft	05/07/09
Study Group Meeting	Study Area master plan Final Draft	06/11/09
Study Group Meeting	Study Area master plan Revised Final Draft	07/09/09
Office Hours	Various Topics	Sept. 2009

Table 01 - Study Group and Planning Committee Meetings

Parks & Greenspace

- Maximize public access to existing and planned parks and greenspaces
- Ensure safe pedestrian access to parks and greenspaces
- Restore historic Clear Creek
- Enhance connections between parks and schools

Plan Summary

The recommendations are intended to reinforce four overarching themes guiding master plans in all of the BeltLine subareas: redevelopment should be at a density sufficient to support public transit; design should celebrate the distinct character of the area through public art opportunities; the layout of streets should promote cross-BeltLine connectivity; and redevelopment should respect the existing historic context and promote the preservation of historic resources, wherever possible.

Land Use & Design

Figure 02 depicts the proposed land uses in the study area. The land use recommendations for the study area include:

- Mixed use development (5-9 stories) along BeltLine Right-of-Way (ROW) at the Midtown Promenade/Home Depot site.
- Lower density townhome development on the west side of the Midtown Promenade/Home Depot site.
- Pocket developments along BeltLine ROW at Amsterdam Walk and Dutch Valley Road
- Redevelopment of Ansley Mall site into a mixed use development that acts as a central activity center for that area of the city.

Mobility

Mobility recommendations in the study area include new streets, improved trail connections, and additional bike and pedestrian connections. Figure 03 depicts these recommendations:

- The plan includes a refined street grid based on the street typology utilized across all BeltLine subareas to enhance mobility and



The restored Meadow at Piedmont Park



Sig Samuel's Dry Cleaners



Historic main building at Grady High School

circulation as parcels redevelop. New streets include:

- Cross streets and street extensions at the Midtown Promenade/Home Depot Site.
- New street connecting Ponce de Leon Avenue and Monroe Drive.
- Redesign of Monroe Drive and 10th Street intersection to relieve congestion and create a more efficient intersection.
- Street extensions to connect to the BeltLine from Monroe Drive.
- New street network at Ansley Mall redevelopment site, including connection between Monroe Drive to Piedmont Road at the intersection of E. Morningside and Piedmont Road.
- New internal road network at Monroe Crescent development.
- Street network improvements at Monroe Circle and Piedmont Road.
- Connection across Piedmont Road to Cheshire Bridge from Monroe Circle.
- Intersection improvements throughout the Subarea including major intersections, such as Monroe Drive and Piedmont Road, as well as Monroe Drive and 10th Street.
- Bike lane recommendations for a number of streets including Piedmont Road, Monroe Drive, Virginia Avenue and 10th Street.
- Traffic calming on neighborhood streets.
- New pedestrian and bike links to the BeltLine, Piedmont Park and proposed open space

- New pedestrian connections to Piedmont Park
- New linear park at the Ansley Mall redevelopment site which runs parallel to Clear Creek.

Project Implementation

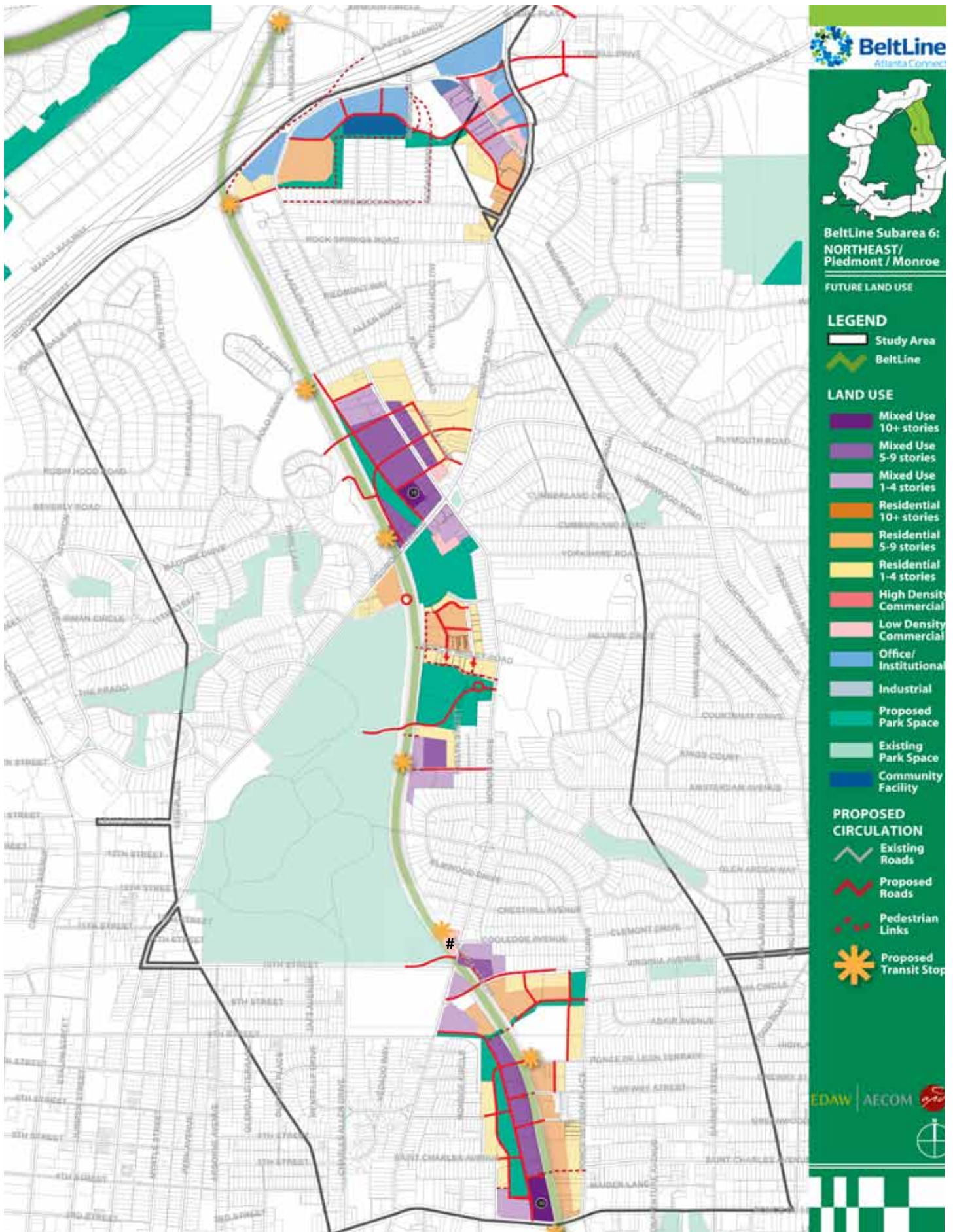
After the adoption of all subarea master plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in the individual subareas. This phased approach will help ensure a uniform approach to implementing projects and an equitable distribution of development opportunities across all geographies of the BeltLine over time-regardless of the sequencing of subarea master plans.

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

Parks & Greenspace

A summary of recommendations includes (Figure 04):

- Pedestrian and bike path connections to the BeltLine Trail.
- New linear park at the Midtown Promenade/Home Depot site, which includes the restoration of Clear Creek



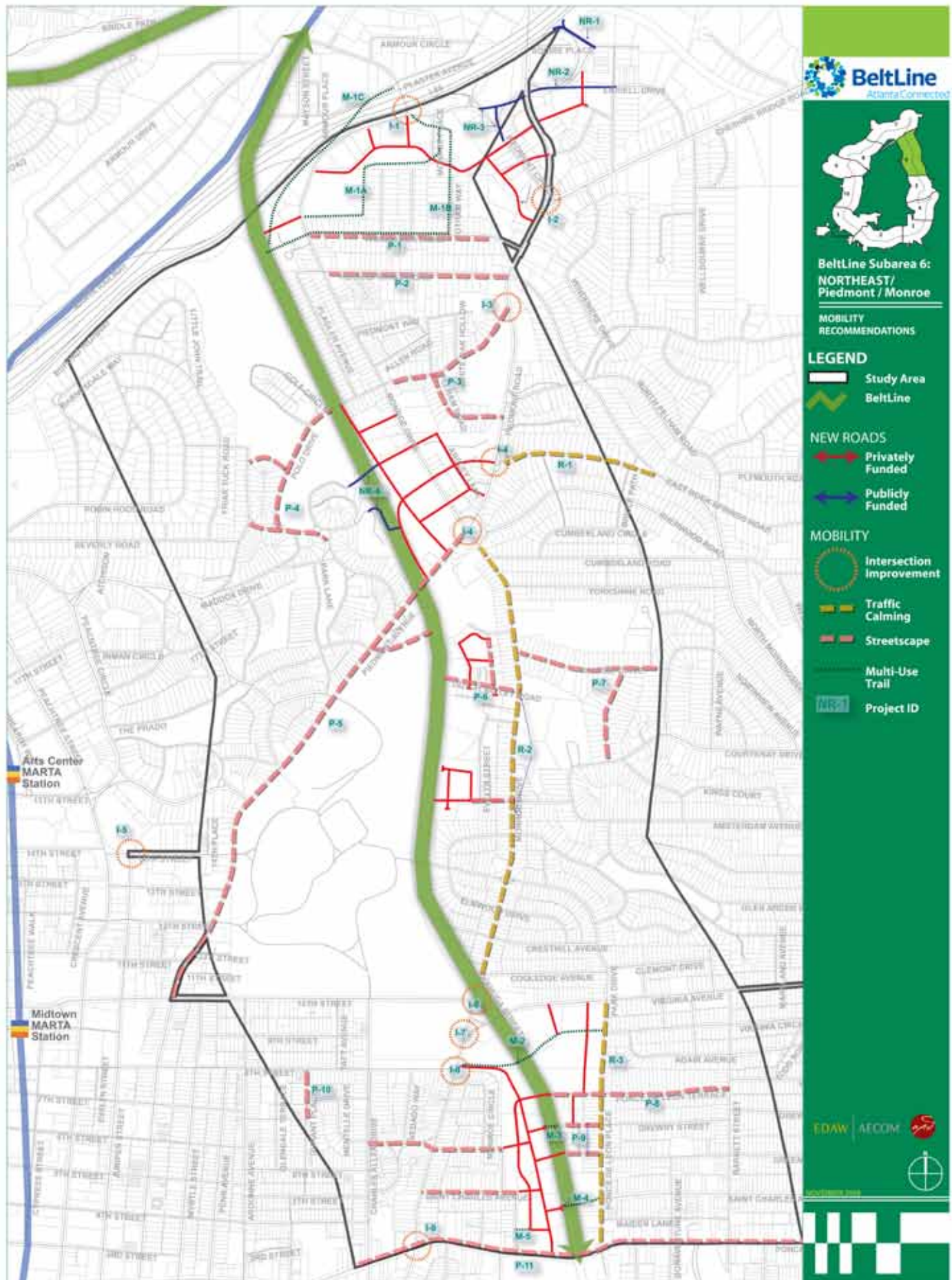
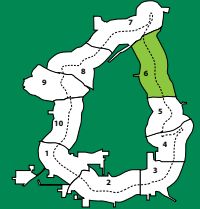
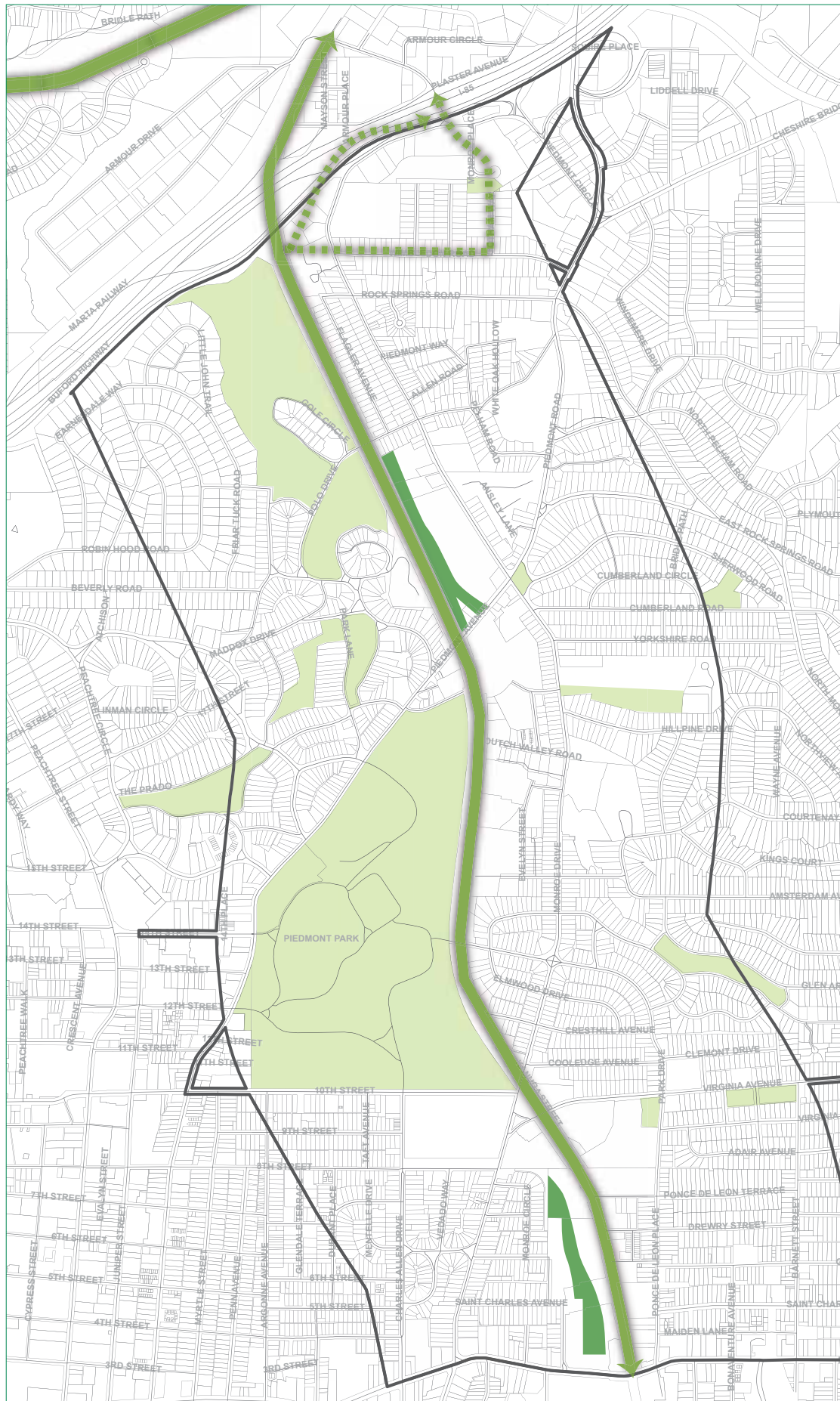


Figure 03 - Subarea 6 - Mobility Recommendations



**BeltLine Subarea 6:
NORTHEAST/
Piedmont / Monroe**

Open Space Plan

LEGEND

- Study Area
- BeltLine

OPEN SPACE

- Existing
- Proposed

EDAW | AECOM

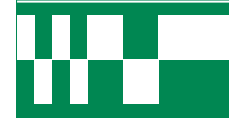


Figure 04 - Parks and Open Space Plan

Atlanta BeltLine Master Plan

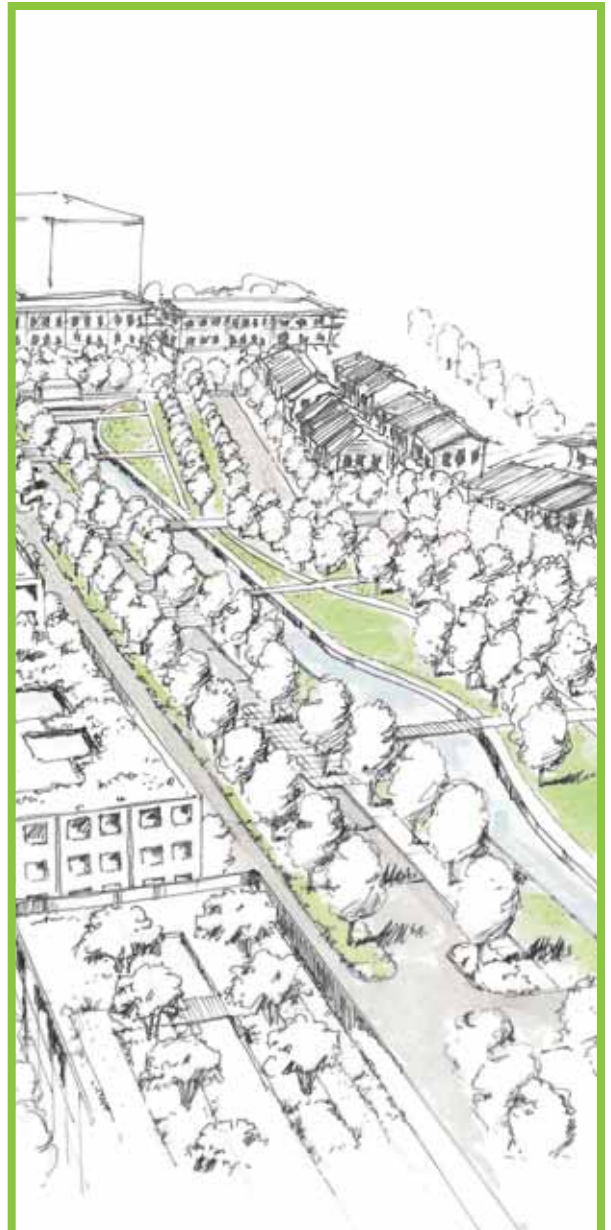
SUBAREA 6

PIEDMONT / MONROE Plan Recommendations Report

Atlanta BeltLine, Inc.
Adopted by Atlanta City Council on December 5, 2011
11-O-1411, 11-O-1412, CDP-11-08



Atlanta
BeltLine





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Acknowledgements

Many stakeholders participated in the engagement process and contributed to development of the vision for Subarea 6 and the recommendations of this master plan.

The Honorable Mayor Kasim Reed

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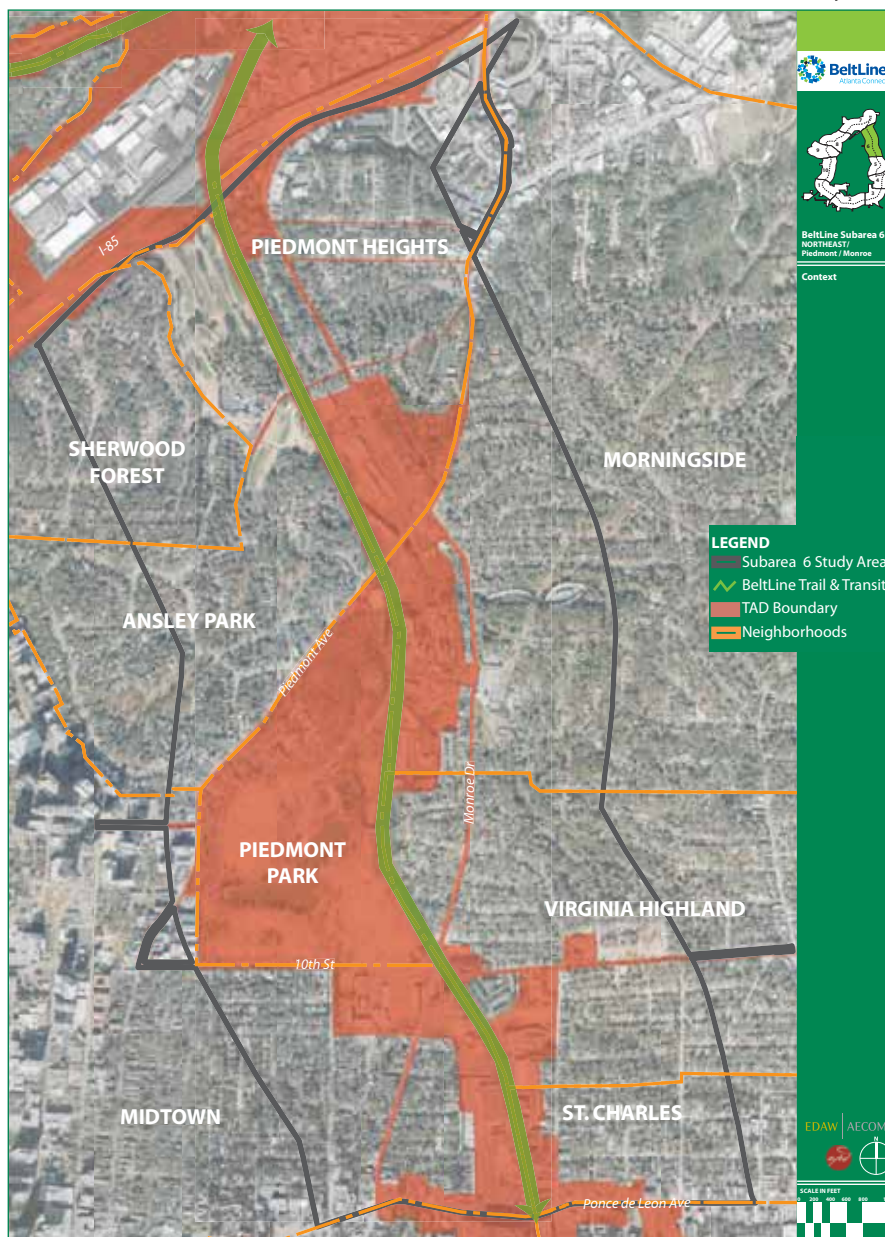
Overview

Background

Subarea 6 is a diverse mix of land uses, mobility options, and historic and cultural resources. The majority of the area is residential with suburban style commercial uses along major corridors. The major road corridors serving the area are Monroe Drive and Piedmont Avenue. Ponce de Leon Avenue creates the southern boundary of the study area while Interstate 85 creates the northern edge. 10th Street and Virginia Avenue are the only significant east-west streets serving the

study area, although a very short portion of 14th Street is located on the western edge of the area. Figure 01 shows the study area outlined in black, the Tax Allocation District (TAD) in red, and the neighborhoods in orange.

MARTA heavy rail does not serve the study area, but several bus routes are available. Although the study area is popular for bicyclists, the only marked on-street bike lane is in the Ansley Park neighborhood. The only multi-use trails in the study area are within Piedmont Park.



Presently, Piedmont Park is the City's most popular regional park. It is actively expanding the North Woods section of the park, adding another 53 acres of publicly accessible greenspace. The Piedmont Park Conservancy has adopted a long-term future expansion plan that the Subarea 6 master plan incorporates.

Other planning efforts have been reviewed and incorporated into the master plan. The Piedmont Heights Blueprint Plan has influenced the land use and circulation recommendations presented in the master plan.

Guiding Principles

As part of the engagement process with the Planning Committee and Study Group, the planning team identified the following goals for Subarea 6. These general goals support the land use, parks, mobility, and connectivity recommendations of this master plan and frame the implementation of future projects and policy actions.

Figure 01 - BeltLine TAD and Subarea 6 Study Area

Land Use & Design

- Protect existing single family neighborhoods
- Put highest density development close to transit stops
- Improve environmental quality
- Emphasize quality design
- Protect historic structures and artifacts
- Promote public art

Mobility

- Maximize accessibility to BeltLine transit
- Emphasize pedestrian connectivity and safety
- Mitigate traffic impacts of BeltLine redevelopment
- Enhance street grid and improve street connectivity
- Foster transit-supportive economic development along the BeltLine
- Provide connectivity to all neighborhoods

Parks & Greenspace

- Maximize public access to existing and planned parks and greenspaces
- Ensure safe pedestrian access to parks and greenspaces
- Restore Clear Creek
- Enhance connections between parks and schools



Attractive low and medium-rise residential development blend into the neighborhood and provide necessary density for transit.



A restored creek and wetlands area improves water quality in this neighborhood. A transit line is integrated into the design of the greenspace.



On-street parking, wide sidewalks, street-trees, street-level retail and pedestrian amenities make this a pleasant walking environment.

Land Use and Design

Land Use and Design Policies

In conjunction with the Planning Committee and Study Group, the planning team identified a series of land use and design goals for Subarea 6. The following goals are intended to enhance transit opportunities, preserve existing character, and promote land use compatibility:

- **Put highest density development close to transit stops and along main corridors**
- **Protect existing single family neighborhoods**
- **Protect historic structures and artifacts**
- **Promote public art**
- **Emphasize quality design**
- **Improve environmental quality**

The Subarea 6 master plan emphasizes vital communities built around development that blends with established neighborhoods and historic resources, readily connects transit and alternative transportation options, and creates comfortable, safe and attractive places for residents and visitors.

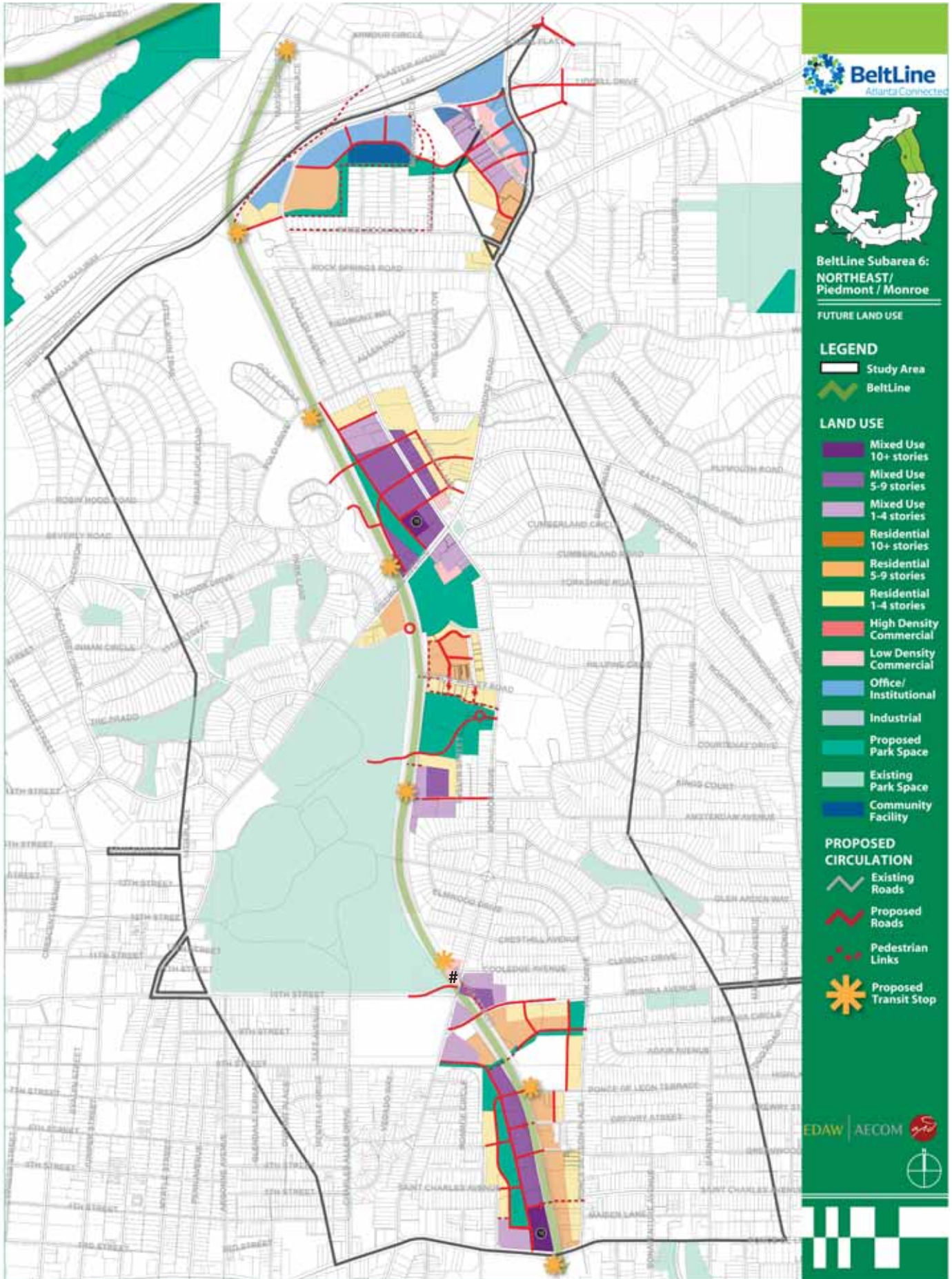
The master plan protects historic neighborhoods by gradually reducing development intensity near existing homes and guiding compact, mixed-use developments in activity centers and along main corridors. New development must contribute to the transportation network by re-establishing street connections, or creating new links. The master plan calls for several street connections across, and to, the BeltLine ROW and development nodes. There are many design guidelines already in place

for several of the public spaces around Subarea 6 including the Midtown Streetscape Standards and Piedmont Park development guidelines. These standards should be referenced when developing final design criteria for projects in the Subarea.

The Subarea 6 master plan proposes additional greenspaces along Clear Creek both in the Ansley Mall area and the Midtown Promenade/Home Depot site. The plan also identifies improved pedestrian connections to the BeltLine Trail and between activity centers.



Figure 02 - Subarea 6 Aerial and Boundary



Future Land Use and Circulation

The Subarea 6 master plan includes a detailed land use and circulation study with specific emphasis on two station areas: Ansley Mall and the Midtown Promenade / Home Depot site. These two station areas include the subarea's largest redevelopment opportunities, which, over time, can become more transit-supportive, better oriented to the BeltLine, and where critical circulation patterns must be established to ensure maximum mobility to the community. A detailed discussion of these two areas begins in the *Development Opportunities* section on page 11.

Although special attention is given to these planned station areas, the master plan includes recommendations for land use and circulation for the entire study area (See Figure 03). The master plan incorporates all the previous studies conducted for the area, including the Piedmont Heights Blueprint and Piedmont Park master plan, as well as city-wide plans such as the BeltLine Street Framework Plan and the Connect Atlanta Transportation Plan. Other streetscape standards, such as those used in Midtown, have been considered as well, and may be appropriate for use in some redevelopment projects (such as those by Sembler or Ackerman).

The proposed land use changes for Subarea 6 reflect a specific effort to concentrate development around transit stations. Higher densities around stations are necessary to have the critical mass to support transit. This is possible by providing a mix of uses, such as residential, office and retail that will contribute to transit usage by establishing an environment that is active at all times of the day.

Subarea 6 also includes several historic single family neighborhoods. The character and scale of these neighborhoods will be preserved and act as the end of a thread in an deliberate transition between higher density development near the station area, and BeltLine Right-of-way (ROW), and the adjacent single family neighborhoods.

Subarea 6 presents opportunities for new street connections and establishing a more efficient street network for the future. The Home Depot site is a significant example of a broken street network, in which the plan proposes a number of new east-west connections to stitch together Virginia-Highland and Midtown, as well as a north-south connection between Ponce de Leon Avenue and 8th Street.

Land Use Changes

The City of Atlanta's Future Land Use Plan and the BeltLine Redevelopment Plan, along with community input and professional expertise, provided the ingredients for the proposed Land Use Plan for Subarea 6. It is a vision which respects the existing neighborhoods, while understanding that future growth in the city will require higher intensity development and have convenient access to transit.

The future land use framework is organized into three geographic areas:

- **Monroe Crescent**
- **Ansley Mall to Amsterdam Walk**
- **10th Street & Monroe Drive and Midtown Promenade/Home Depot**

Monroe Crescent:

The City's Future Land Use plan has designated this area of Monroe Drive as low density commercial with limited medium to low density residential (see Figure 04). The community does not feel this is appropriate and desires a more walkable area. Proposed land use in the master plan is largely consistent with the Piedmont Heights plan proposed land use.

Monroe Drive between Wimbledon Road and the I-85 exit would mostly consist of office/institutional development¹ with some low to medium density residential and community facilities placed along interior streets. Interior to

¹ Note: The "O/I" land use category in the Monroe-Crescent area should not be implemented through the use of the O/I zoning category. Office uses should be permitted under a "C" or "MRC" zoning district.

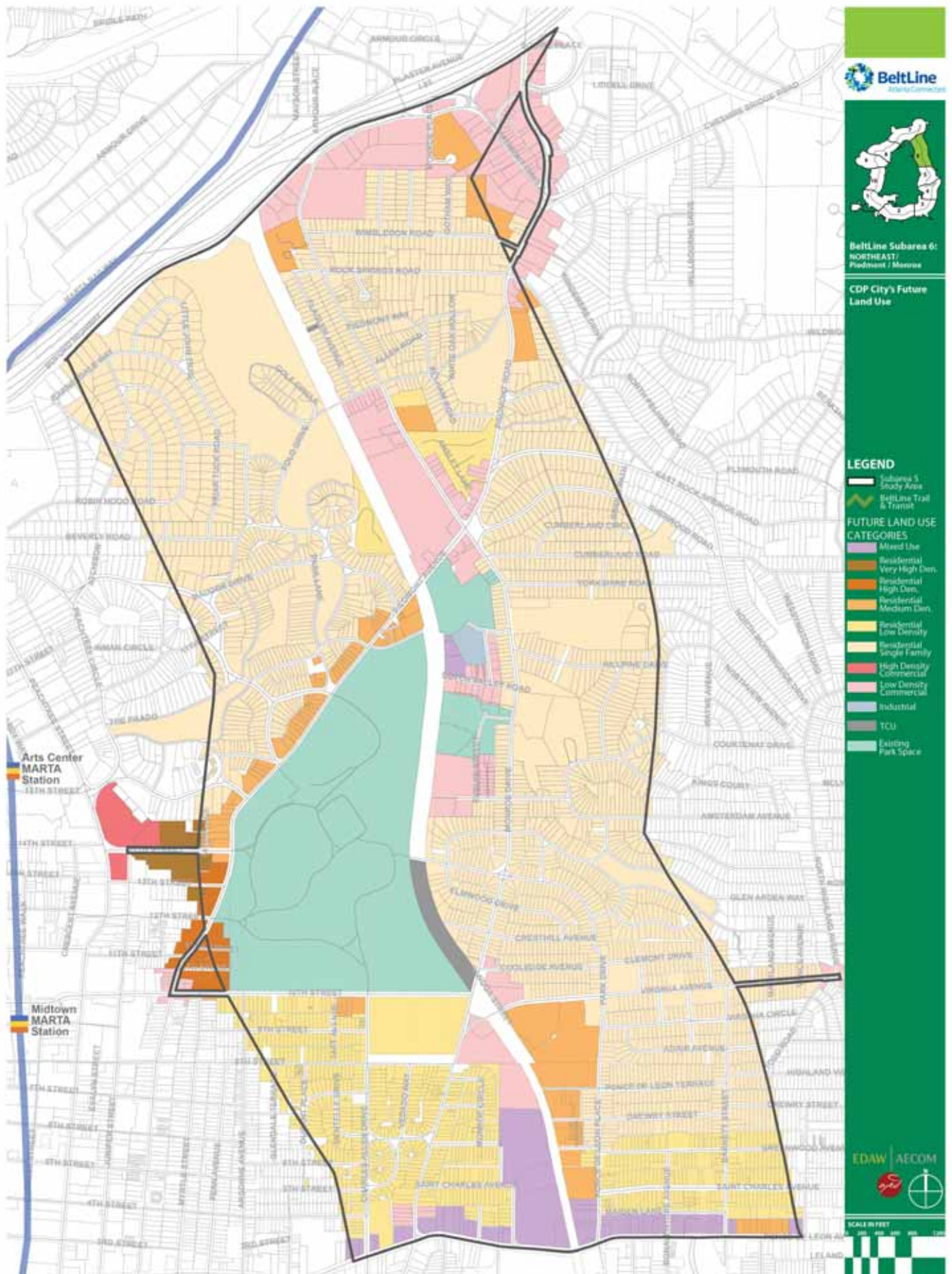


Figure 04 - Subarea 6 City of Atlanta Future Land Use

these development parcels would be proposed open space and park improvements for Gotham Park, as well as a potential route for the BeltLine trail.

As the development moves east toward Piedmont Road, it transitions into a medium density mixed use area with a street network that introduces walkable and efficient block sizes, as well as providing greater connectivity between Monroe Drive and Piedmont Road/Cheshire Bridge.

Ansley Mall to Amsterdam Walk:

Ansley Mall provides a significant and necessary redevelopment opportunity for the BeltLine. While the shopping center is a stable neighborhood resource now, it does not provide the residential density and mix of uses to support transit. In the future it could become a central activity center for the BeltLine and the City of Atlanta, offering open space, immediate trail and transit access and a wealth of amenities.

According to the proposed land use, the Monroe Drive corridor would feature 5-9 story mixed use buildings, in which the building massing would step back as they reach five stories to avoid a canyon effect along Monroe Drive. Interior to Monroe Drive the development would be a similar density, stepping down in height as it approaches the new open space along Clear Creek. The east side of Monroe Drive would transition from mixed use development to lower density residential in order to align the new development with the scale and character of the existing neighborhoods.

South of Ansley Mall along Monroe Drive and situated between the Piedmont Park planned expansion, an area on the north and south side of Dutch Valley Road is envisioned for a low to medium density residential development, consistent with recent redevelopments.

Amsterdam Walk, similar to Ansley Mall, remains a successful retail and entertainment development. However, in the long term, it provides an excellent opportunity to capitalize on its adjacency to the BeltLine. The future land use plan for this



Side-walk cafes along streets and fronting new green spaces facilitate people-watching and enjoying the pleasant Atlanta climate.



Street trees, porches and street-level retail encourage pedestrian activity.

area is 1-4 story mixed use buildings along the southern and western edge, 5-9 story buildings at the interior of the development and lower density residential buildings along the northern and eastern edges as it transitions back into the existing neighborhood.

The grade changes dramatically in this area, dropping over 50 feet from the existing single-family homes to the Atlanta BeltLine right-of-way. This grade change helps blend the heights of the proposed 5-9 story buildings into the lower-density neighborhood.

Midtown Promenade/Home Depot:

The site that has the greatest potential to integrate and stitch together the neighborhoods within Subarea 6 is the Midtown Promenade/Home Depot site. The area has evolved through numerous incarnations, but still impedes connectivity between Virginia-Highland and Midtown. To capitalize on its adjacency to the Atlanta BeltLine, the Ponce de Leon Avenue corridor, City Hall East redevelopment, the Historic Fourth Ward Park and Piedmont Park, the site could have substantial density, offering multifamily residential, office, a variety of retail, recreational amenities and civic uses.

The plan proposes 5-9 story mixed use development along the Atlanta BeltLine. The east side of these buildings would have immediate access to the transit and trail, while the west side of the block would front on a main street and linear park. The west side of the site will provide lower density (1-4 story) residential to complement the scale of the adjacent Midtown neighborhood. As the development moves north it will ultimately connect to 8th street at Monroe Drive.

10th Street & Monroe Drive:

The intersection of 10th Street and Monroe Drive is a vital node for the Midtown, Morningside, and Virginia-Highland neighborhoods and represents a unique opportunity to provide a national model for neighborhood revitalization. As the Atlanta BeltLine transit runs across Monroe Drive towards



Transit- supportive density, like shown here, is made more attractive by the inclusion of a public plaza.



The restoration of Clear Creek could provide additional open space and public amenities.



Lower-scale development helps transition into existing neighborhoods



The circulation plan puts safety first, emphasizing pedestrian and bicycle accessibility.



Creative street designs can enhance the pedestrian and bicyclist experience.



Where new streets are not feasible, provide bike and pedestrian paths as alternative connections.

Piedmont Park, this intersection could become a significant gateway into Piedmont Park, and the BeltLine corridor.

The recommendations for this site are a reflection of the feedback from the community, balancing the hopes and expectations of the neighborhoods with those of the city overall. The land use recommendations in this area elicited a wide variety of strongly held opinions about what is appropriate redevelopment adjacent to Piedmont Park. The planning team held numerous additional meetings with community members including special on-site visits, meetings in the neighborhood and at Atlanta BeltLine, Inc offices. Due to the wide variety of opinions regarding use and density in this area, and the fact that any redevelopment proposals seeking a change in the current zoning must engage the community via the standard public process, this master plan solely focuses on safety, transit, and open space considerations and reflects current in-place zoning.

This approach addresses several major challenges: the creation of new public space; safer, more rational pedestrian and bicycle flow; improved transit movement through the intersection by creating an environment that is safe for transit and trail mobility; and improved flow of vehicular traffic.

The Atlanta BeltLine right-of-way (ROW) used for transit and trail would create a clear and important demarcation between public and private space and a strong edge to the park. Adjacent to the park is the BeltLine ROW, where the trail and transit will be located. The land on the east side of the ROW, near Monroe Drive, is currently zoned low-density commercial. The recommendations would maintain this existing condition while creating a more pedestrian-friendly environment with more public space.

Circulation Changes

The specifics of circulation and transportation will be covered in the Mobility section of the document, but the following section provides a brief overview of proposed circulation changes within the redevelopment areas of Subarea 6.

The Monroe Crescent will provide further connections to Piedmont Road by adding direct access points between Piedmont Circle and Piedmont Road. An interior street will run parallel to Monroe Drive providing internal circulation for new development within the Monroe Crescent. A number of connections will exist between Monroe Drive and the new interior street constructing a block pattern that maintains a pedestrian scale.

As Ansley Mall is redeveloped, a grid pattern will be established, which offers a variety of connections internal to the development and ultimately to Monroe Drive and Piedmont Avenue. Constructing a block system allows drivers to consider multiple routes, which not only decreases congestion, but also provides walkable blocks for pedestrians and easier access to the BeltLine Corridor. This would be a welcome relief to the auto-dependent environment that exists

today at Monroe Drive and Piedmont Avenue. Additional connections will be made between Monroe Drive and Piedmont Avenue northeast of Monroe Drive. Special consideration should be given to the pedestrian entrance to the Piedmont Park expansion near the intersection of Piedmont and Monroe, providing easier access between Piedmont Park and Smith Park.

The Midtown Promenade/Home Depot site offers significant circulation improvements and new street connections. A north south connection between Ponce de Leon Avenue and 8th street is proposed, in addition to connecting Greenwood Avenue between Midtown and Virginia Highland. Ponce de Leon Terrace is also planned to connect to the new north-south street. St Charles Avenue will connect from Midtown east to the planned north-south street. Pedestrian connections to the BeltLine and associated development from the neighborhood will be provided throughout the area.

Development Opportunities

Two of the most significant development opportunities in the study area are immediately adjacent to the BeltLine: Ansley Mall and Midtown Promenade/Home Depot. Both sites are

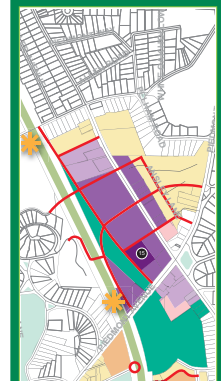


Figure 05 - Ansley Mall Perspective Rendering, looking south



**BeltLine Subarea 6:
NORTHEAST/
Piedmont / Monroe**

**MASTER PLAN:
ANSLEY MALL**



LAND USE

- Mixed Use
10+ stories
- Mixed Use
5-9 stories
- Mixed Use
1-4 stories
- Residential
10+ stories
- Residential
5-9 stories
- Residential
1-4 stories
- High Density
Commercial
- Low Density
Commercial
- Office/
Institutional
- Industrial
- Proposed
Park Space
- Existing
Park Space
- Community
Facility



Figure 06 - Ansley Mall Illustrative Plan

currently economically stable shopping centers that provide neighborhood services including groceries, restaurants and professional offices, as well as regional destinations, such as big box retail and a movie theater.

While these sites satisfy current demand and needs for the surrounding area, their suburban, low density character will ultimately be inappropriate for future transit-related development and the increasing value of the land on which they sit. Both sites have the potential to become activity centers for the city and offer the kind of development and uses that can support, and provide ridership for, an efficient transit system.

Ansley Mall Station Area

The Ansley Mall redevelopment area is bordered by the BeltLine to the west, Piedmont Road to the south/east and Montgomery Ferry/Pelham Road to the north. The site is a significant nexus where Ansley Park, Piedmont Heights and Morningside neighborhoods come together, and where two highly trafficked corridors cross paths: Monroe Drive and Piedmont Avenue. Both roadways serve as regional connections to the interstate and Buckhead respectively. As such, the Illustrative Plans (See Figure 06) shows how the site could be developed as an anchor for the northeastern section of Midtown rather than a neighborhood oriented development.

The plan breaks up the current Ansley Mall shopping center into a distinct block pattern with an internal street that runs parallel to Monroe Drive and the BeltLine. Monroe Drive will serve as a main thoroughfare with buildings that offer street front retail and multifamily residential units. As the development moves west towards the BeltLine, the Perspective Rendering (Figure 05) shows how it could step down in intensity and maintain a mixed used program.

The required development buffer from the top of the stream bank provides the impetus to create a linear park along the stream. The internal road would run along the park edge fronted by residential and limited retail. The Perspective



A visualization from the Atlanta BeltLine Corridor Design study.



And example of light rail transit from Bilbao, Spain.

Rendering shows how a central plaza could serve as a gateway to the redevelopment after crossing over Clear Creek. This open space system will provide a sense of continuity as one transitions from the BeltLine trail into the development. In addition, it will offer a short, but scenic path to the transit stop and Piedmont Park.

The development should continue to offer the neighborhood services that it currently provides, as well as hosting to any number of functions, such as hotel, conference, office, civic space, and residential.

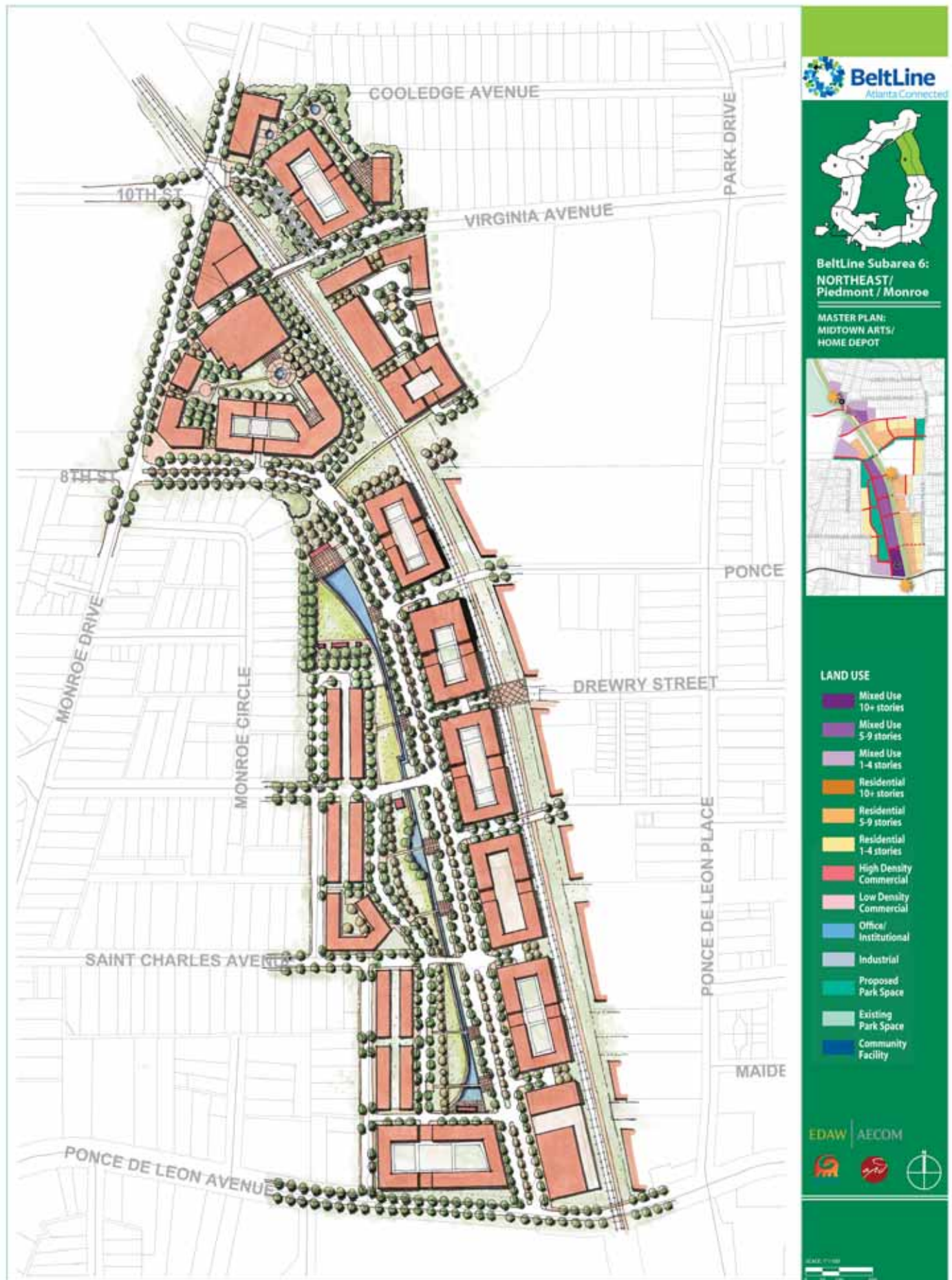




Figure 08 - Midtown Promenade/Home Depot Illustrative Plan, looking south

In addition to the mall redevelopment, the plan provides connectivity between Monroe Drive and Piedmont Road. The triangular-shaped area between the two roadways consists of strip retail, a historic commercial row along Piedmont Road and an older apartment complex accessible from Piedmont Road. Additional roadway connections between Monroe and Piedmont will ease the congestion that occurs at the intersection of the two corridors.

Adding additional roads within the Ansley Mall redevelopment site could provide alternatives between Piedmont Avenue and Monroe Drive, again lessening the delay experienced at the main intersection.

Additional development on the southwest corner of Piedmont and Monroe could be low scale commercial with a store-front presence on the Park. This would provide Piedmont Park users additional amenities and dining opportunities.

Midtown Promenade / Home Depot Station Area

This site, despite its in-town location surrounded by a well connected street network, function as a giant super block. There is no entry or connection through this site or along any of its edges. As such, one of the major tasks is to break up the site to provide additional connectivity throughout the neighborhood. The other opportunity is to capitalize on the site's adjacency to the BeltLine. This site is one of the most significant redevelopment areas along the BeltLine, as it effects the BeltLine's relationship to Piedmont Park, access to the Ponce de Leon Avenue corridor, interface with the Midtown and Virginia Highlands neighborhoods, and the eventual redevelopment of City Hall East.

From an environmental perspective, this site also offers the potential to reinterpret or daylight Clear Creek, which currently runs in a culvert pipe beneath the shopping center and re-emerges in Piedmont Park. Restoring the stream would add an additional open space amenity while filtering stormwater. The plan envisions the creek serving as the spine from which the rest



Figure 09- Midtown Promenade/Home Depot Street Level Perspective, looking south

of the development takes its shape. An internal main street would run parallel with the creek and connect Ponce de Leon Avenue and 8th Street at Monroe Drive.

The eastern side of this main street would be anchored by 5-9 story mixed use buildings providing street front retail on the ground floor and residential above. The development could also incorporate office uses where appropriate. The development between the main street and the BeltLine ROW would essentially have two faces. One would address the BeltLine transit and trail, while the other would face internally to the rest of the development and open space.

The western side of the site would be lower density residential, such as townhomes. This provides a context sensitive transition into the Midtown neighborhood which is largely residential. The lower-density development could address the existing external streets, such as Lakeview, by providing a front door presence,

as well as addressing the linear park in the same fashion. A one way local street, internal to the park and townhomes, would provide front access for the townhomes.

As the site moves north toward the intersection of 10th Street/Monroe Drive/Virginia Avenue, the intensity of development would step down. The intersection of 10th and Monroe could provide a significant gateway to Piedmont Park.

Finally, moving east along Virginia Avenue, in the station area that is currently Georgia Power property and a clustering of multi-family apartment buildings is planned as low to medium density residential to stay in character with the rest of the Virginia-Highland neighborhood, while still providing sufficient density to support transit.

Development Quantifications

In early 2008, Robert Charles Lesser and Company produced a market study for the entire BeltLine corridor. In the study, Subarea 6 is projected to

have 16,370 residential units by 2020, which is an increase of over 5,000 units from 2005. The study also shows an increase in retail of over 190,000 square feet; and increase in office space of over 264,000 square feet and a loss of industrial space. Table 01 summarizes the study findings in Subarea 6.

The full build-out of the master plan would result in an estimated increase of nearly 5,000 residential units. This estimate is based on generalized

BeltLine Market Study Summary: Subarea 6			
	2005	2020	Change
Households			
Owners	5,621	8,532	2,911
Renters	5,716	7,838	2,122
Total	11,337	16,370	5,033
Office (SF)			
Local ¹	856,544	928,082	71,538
Regional ²	157,825	351,001	193,176
Total	1,014,369	1,279,083	264,714
Retail (SF)			
Local ³	819,539	1,010,306	190,767
Regional ⁴	383,596	383,596	0
Total	1,203,135	1,393,902	190,767
Industrial (SF)			
Total	1,769,438	1,762,886	-6,522
Notes: 1) Local-serving office includes community-serving office space typically located in smaller mixed-use developments, retail centers, and office condominium developments 2) Regional-serving office is defined as mid-and high-rise office space typically found in major office cores 3) Local-serving retail is defined as grocery-anchored centers (at the high end of the size range), neighborhood centers, community centers, and unanchored retail 4) Regional-serving retail is defined as big-box retail centers, power centers, and regional malls			

Table 01 - BeltLine Market Study Summary: Subarea 6

land use assumptions utilized across all BeltLine subareas and aligns with the 2008 market study.

The Ansley Mall Transit Stop conceptual plan could add about 1,250 residential units, within a density of 32 units per acre. The Midtown Promenade Transit Stop conceptual development

could add over 1,600 new residential units, at about 38 units per acre.

Project Implementation

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

Implementation of projects identified in individual subarea master plans are dependent upon the active involvement of numerous organizations. There are a variety of programs and activities that are important for supporting healthy growth, and require the involvement of outside partners. These additional activities can be achieved with the collaboration and leadership of organizations with specialized expertise in these specific areas.

The Implementation Plan will distinguish between the activities within Atlanta BeltLine Inc.'s (ABI) control and those outside ABI's control, in which other organizations will help to achieve BeltLine objectives. The extent of ABI's control, and therefore the extent of ABI's leadership and leverage during implementation, has been categorized into three classifications:

- **ABI Control:** Projects that ABI is responsible for based on legislative authority and the use of flexible TAD funds.
- **ABI Influence:** Projects that are primarily controlled by outside parties with some ABI involvement and/or nominal TAD funding or adherence to BeltLine design standards.
- **External ownership:** Projects that require external leadership and ownership in order to most effectively achieve equitable development.

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

Historic Resource Strategy

The Subarea 6 study area includes established neighborhoods of classic brick bungalows and stately homes with smaller commercial areas at major intersections. Neighborhoods in the study area include: 1.) Sherwood Forest, 2.) Piedmont Heights, 3.) Lindridge Martin Manor, 4.) Morningside, 5.) Ansley Park, 6.) Midtown, 7.) Virginia-Highland and 8.) St. Charles.

Design in Subarea 6 should reflect the goal of blending with existing neighborhoods, each of which has a distinctive character. To achieve context sensitivity, design should follow a series of guiding principles that reflect the diverse character of study area surroundings. Design efforts in historic settings should also be carefully coordinated with the City's BeltLine planners and Atlanta Urban Design Commission to uphold standards of appropriateness. The community identified priority structures for protection by the Atlanta Urban Design Commission, listed in Table 02 and shown on Figure 11.

Although not officially recognized by the Atlanta Urban Design Commission, many structures and homes within the study area hold some historic value. The recommended land uses reinforce the importance of these structures and districts by stepping down intensity where necessary.



Rock Springs Presbyterian Church is listed on the National Register of Historic Places



Grady High School Historic Stadium is located at the intersection of 10th Street, Monroe Drive, and Virginia Avenue.

BELTLINE SUBAREA 6 HISTORIC RESOURCES RECOMMENDATIONS		
<i>Atlanta Urban Design Commission Protection Recommendations (in Addition to Listed Properties on the National Register of Historic Places)</i>		<i>Designation</i>
Trust Company Bank Building	2160 Monroe Dr NE	Landmark
The Villa Condominiums	200 Montgomery Ferry Dr NE	Historic
Commercial Row at Piedmont and Monroe	1574-1590 Piedmont Ave NE	Historic
Park Drive Bridge	Park Drive at BeltLine	Landmark
Piedmont Golf Clubhouse	500 10th St	Landmark
Grady High School	929 Charles Allen Dr NE	Historic
<i>Listed National Register of Historic Places</i>		
Rock Springs Presbyterian	1824 Piedmont Ave. NE	Landmark
Habersham Memorial Hall	15th St.	Historic
Piedmont Park Apartments	266 11th Street, NE	Historic

Table 02 - Historic Resources Recommendations

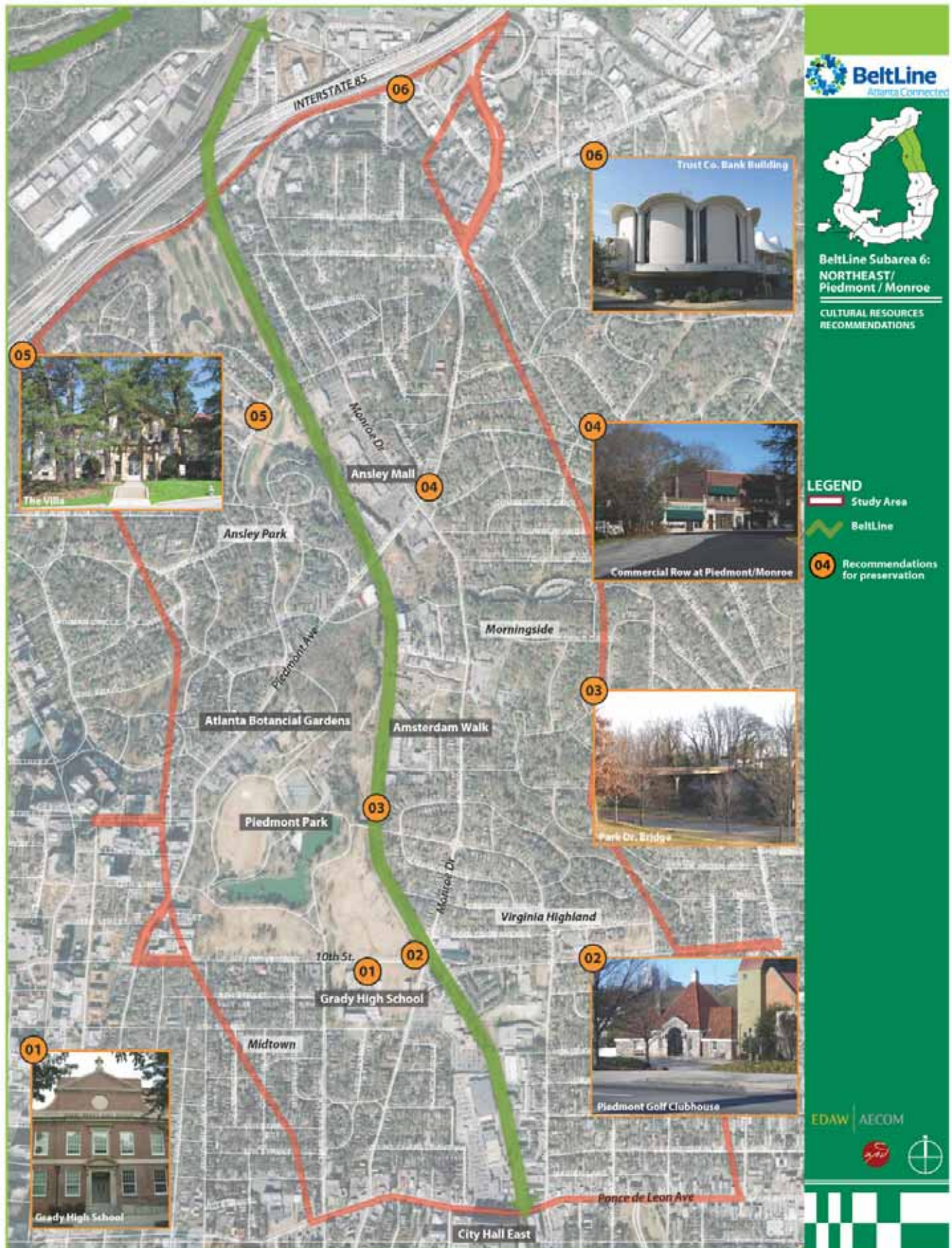


Figure 11 - Existing Historic Resources

Art and Cultural Strategies

The City’s Office of Cultural Affairs maintains the *BeltLine Cultural Art Vision* and the *Public Art Master Plan*, published in 2001. The *Public Art Master Plan* articulates guidelines for public art locations, including areas that:

- Experience high levels of pedestrian traffic;
- Are easily visible and accessible to the public;
- Serve to anchor and activate the site;
- Enhance the overall public environment;
- Enhance the streetscape experience;
- Help to create a place of congregation and activity;
- Establish landmarks and neighborhood gateways; and
- Are dispersed throughout the City.

Public art can interpret the history of an area or express its contemporary character. The use of public art can distinguish the individual neighborhoods joined along the corridor, acting as district gateways. The Beltline will have many physical elements, such as signs and lighting that are consistent along the 22 mile corridor. In this capacity, public art should be viewed not just as a series of discrete physical objects, but as part of the landscape and the overall public realm.

For example, wayfinding signage can incorporate public art, as can bike racks, bus stops or murals, walls and other structural elements.

Public art is a manifestation of a richer, broader network of diverse, creative people and organizations living and working within a community. The presence of art can thus elevate the BeltLine above a transportation and recreation corridor to a cultural and tourism amenity that attracts additional investment and supports a community-based creative sector.

The Subarea 6 community observed that existing public art is highly concentrated at Piedmont Park. The neighborhoods wish to disperse public art throughout the study area. The master plan focuses public art efforts on the BeltLine or in close proximity to the corridor. Public art should also be encouraged as part of private redevelopments along the corridor, especially at high activity areas where private users and the general public may interact with the art.

Figure 11 depicts the recommendations for potential public art sites. The numbers on the map coincide with the numbers of the pictures on the following pages. Each number represents a potential public art site and makes suggestions for the type of installation that is appropriate for the context of the site.

BELTLINE SUBAREA 6 PUBLIC ART RECOMMENDATIONS		
Map ID	Art Location	Type
01	City Hall East overpass	Mural
02	Home Depot/ Midtown Arts Cinema	Sculpture or Installation
03	Virginia Avenue Overpass	Mural or Bridge/ Infrastructure Art
04	10th Street and Monroe Drive	Civic Sculpture
05	Piedmont Park Parking Lot Redevelopment Site	Sculpture/ Information Kiosks
06	Park Drive Bridge to Piedmont Park	Bridge and Trail Art Installation
07	Amsterdam Walk Parking Lot	Interactive Public Art or Playground
08	Amsterdam Walk Along BeltLine Tracks	Shelter and Information Kiosks
09	Dutch Valley Road at the BeltLine	Landmark Art
10	Ansley Mall at the BeltLine	Entry Piece/ Station Wayfinding

Table 03 - Public Art Recommendations

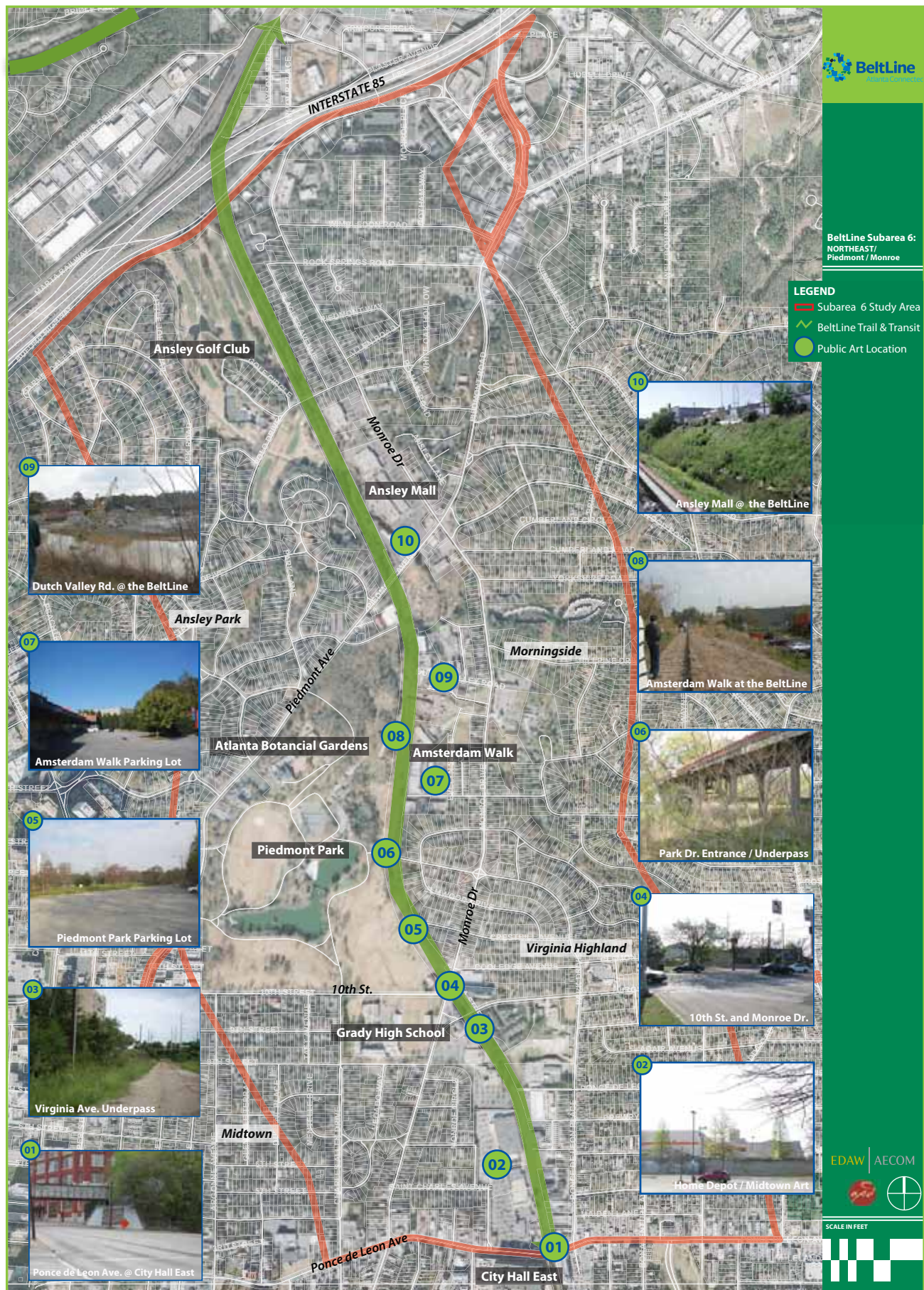


Figure 12 - Proposed Locations for Public Art

01

City Hall East*Object*

Proposed Sites for Public Art



- Located between the City Hall East building and the Ford Factory lofts, the existing mural may be restored or a new piece could be installed to mirror the existing piece. Visibility is key issue for this art piece as it will be approached by both pedestrians and motorists.



02

Home Depot / Midtown Art Cinema*Object*

- When developed, this site will be located in the center of a new linear park that follows the restored Clear Creek. The piece should be a sculpture or art installation, as it will have a strong interactive, public presence.

03

Virginia Avenue Underpass

Land Based Art



- The BeltLine passes under Virginia Avenue at the intersection of Virginia Avenue / Monroe Drive / 10th Street. The art should be positioned so it can be seen by vehicular and rail passengers, as well as pedestrians on the trail system.



04

10th Street and Monroe Drive

Object

- This key intersection to the BeltLine and Piedmont Park should be accompanied by a piece of civic art which reflects the importance of Piedmont Park as the gateway to Midtown and emphasizes its role as a public space which caters to the entire City of Atlanta.





- The BeltLine ROW will pass through the current surface parking lots along Piedmont Park off of Monroe Drive and 10th Street. The Meadow in Piedmont Park lies to the west of the BeltLine ROW. An installation piece where the Meadow meets the BeltLine ROW could provide a visual connection and demarcation between the park and the BeltLine ROW. Considering the proximity of a proposed BeltLine station, this would be an appropriate site for information kiosks as well.



- A secondary entrance to Piedmont Park for vehicular and pedestrian traffic is on Park Drive, off of Monroe Drive. The BeltLine and Clear Creek run under the bridge. This would be an ideal location for an installation on the bridge itself. A significant entry piece would be appropriate for this site.



07 Amsterdam Walk Parking Lot

Interactive



- When Amsterdam Walk is ultimately transformed into a mixed-use development, artwork that identifies with the surrounding neighborhood would be appropriate. This could be in the form of interactive public art or a playground for local residents.



08 Amsterdam Walk Along the BeltLine Tracks

Information/Wayfinding



- The proposed Amsterdam Walk station, adjacent to a new development site, is an appropriate location for information/wayfinding and kiosks. The intersection of transit, trails, open space and development create a nexus which begs for information for visitors.

09 Dutch Valley Road at the BeltLine

Object

- When this area is redeveloped as an addition to Piedmont Park, there will be significant opportunities for public art, wayfinding, information kiosks and cultural landmarks. Art which reflects the industrial nature of the area and the growth of the park would be appropriate.



10 Ansley Mall at the BeltLine

Information/Wayfinding



- When the redevelopment of Ansley Mall occurs, artwork which acts as an entry piece to the development should address Piedmont Avenue and Monroe Drive. A civic piece could be located in the interior of the development in a public plaza. In addition, artwork along Clear Creek could act as an engaging transition between the BeltLine and the Ansley Mall development

Public Art Typologies

Land Based Art

Working with the natural terrain, site, surroundings and topography, land based art is both interactive, tactile and organic. It is able to express its own statement without leaving the context from which it was created. As the BeltLine finds its way through Subarea 6 there are opportunities for land forms or land based art, either in the ROW or in adjacent open space. Piedmont Park and the two new proposed parks offer spaces for land based art.



Object

As a stand alone piece of art, an “object”, whether sculpture, mural or installation, stands independent of its surroundings. While it may be inspired or informed by its environment, it is not meant to be interactive. Subarea 6 offers spaces for “object” based art at station entrances, trail heads and along the trail itself.



Information/Wayfinding

Kiosks, signage and wayfinding are both information based (directions, landmarks, cultural markers) and aesthetically aware. They draw the viewers eye, while serving a functional purpose. Subarea 6 would locate information based art at station entrances, along the trail, outside the BeltLine ROW as directional signage and in development sites.



Interactive

A basic intent of art is to engage an audience. If art is meant to affect a public, then interactive public art brings that relationship one step further, blurring the lines and the distance between the artist and the user. It may be something as simple as a play sculpture, but this relationship provides engagement and physical communication. Subarea 6 can accommodate this dynamic through playgrounds, site furniture and interactive sculpture.



Mobility

Mobility Policies

As part of the community engagement process with the Planning Committee and Study Group, the planning team identified the following specific mobility goals for Subarea 6. These goals serve as the basis for the mobility and connectivity recommendations of this master plan and lay the groundwork for implementation actions.

Mobility

- Maximize accessibility to BeltLine transit
- Emphasize pedestrian connectivity
- Mitigate traffic impacts of BeltLine redevelopment
- Enhance street grid and improve street connectivity, especially across the BeltLine
- Foster transit-supportive economic development along the BeltLine
- Provide connectivity to all neighborhoods

Connectivity & Accessibility Improvements Overview

Figure 13 on the following page illustrates the Mobility Recommendations for Subarea 6. The big moves to improve mobility in the area include the introduction of a street grid network at the Ansley Mall redevelopment site and the Midtown Promenade/ Home Depot redevelopment site, a “road diet” along portions of Monroe Drive, and a handful of intersection improvements, most notably the 10th Street/ Monroe Drive intersection

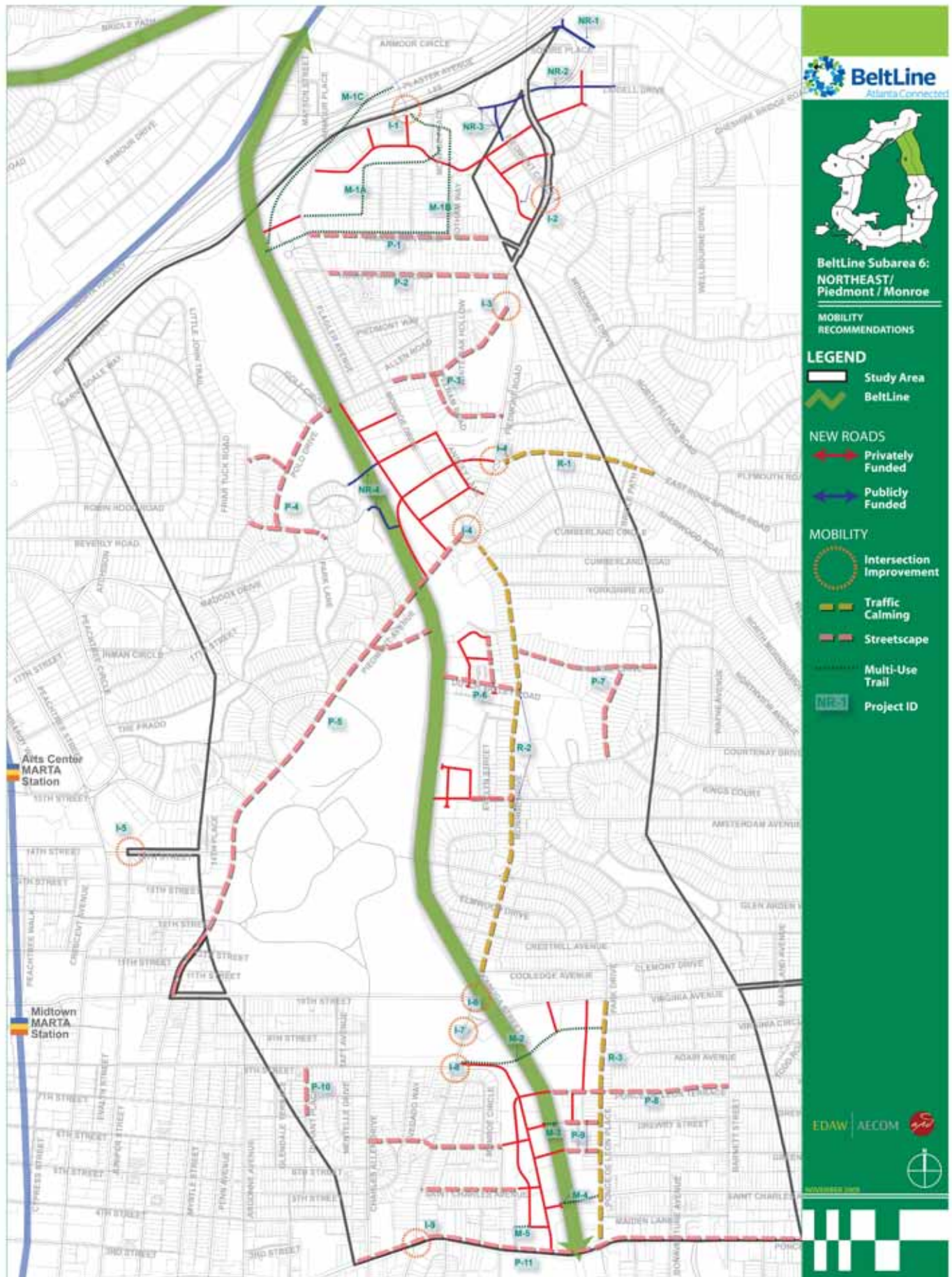
Subarea 6 is characterized by charming historic neighborhoods, developed at a time when the area was considered suburban. Today, however, the study area is considered “In-town” and many roadways that were designed to be bucolic residential streets have become regional roadways, serving as cut-through routes between the Interstate, Downtown Atlanta, and the Buckhead area. Because the majority of the study area is already developed into neighborhoods, and the preservation of these communities is of

the utmost importance, the ability to introduce major new roadway facilities is stymied. This is not considered a negative to the community, though, and provides the impetus to promote and enhance alternative modes of transportation, such as bicycling, walking and riding transit.

The majority of connectivity improvements recommended for the study area pertain to these alternative modes, and especially improving the safety of pedestrians. It should not be underestimated, however, the importance of a network of small neighborhood streets for serving pedestrians and bicyclists alike. Where redevelopment opportunities exist, it is fundamental to frame the development with a connected system of roadways. The Street Framework Plan, discussed in the following section, provides greater detail and explanation of the specific network recommendations.

There are two areas where redevelopment provides the opportunity to introduce new roads around and across the BeltLine. However, the community is sensitive to cut-through traffic and long uninterrupted stretches of road. Therefore, recommended new streets should create a series of off-set connections and short blocks, reducing travel speeds of vehicles while ensuring connectivity for pedestrians and bicyclists. This is especially important on the Midtown Promenade/ Home Depot redevelopment site where new cross-BeltLine streets are off-set from highly trafficked roadways. Another area where a network of streets is woven into the existing neighborhood fabric is the Ansley Mall redevelopment site, where several new roads create opportunities for great shopping streets as well as alternative routes to Piedmont Avenue and Monroe Drive.

Another recommendation to improve accessibility in the study area is the Monroe “road diet”. The community feels very strongly about safety issues, traffic speeds and general congestion along Monroe Drive between Piedmont Avenue and Ponce de Leon Avenue. Given several design scenarios, a majority of the community participants desired a *reduction* in vehicular



capacity along this section of the corridor. The design of the Monroe “road diet” is described in greater detail within the Operational and Capacity section of this chapter

The complete Transportation Analysis Report is available in the Appendix. Below are the connectivity and accessibility improvements recommended for Subarea 6 and shown in Figure 13:

- Traffic calming measures along E. Rock Springs Road, Monroe Drive from 10th Street to Piedmont Avenue and along Ponce Place.
- Pedestrian safety improvements at intersections along Monroe Drive including Cumberland Road, Piedmont Avenue, and at the ‘new streets’ designated as part of the Ansley Mall Redevelopment.
- Monroe Drive improvements include a “road diet” from 4 lanes to 3 lanes. This would allow for sidewalk expansion.
- Intersection improvements at a number of currently congested and dangerous intersections (these are described in greater detail in the Operations and Capacity Section):
 - Monroe Drive/Armour Drive at I-85
 - Piedmont Avenue at Cheshire Bridge Road
 - Piedmont Avenue at Montgomery Ferry
 - Piedmont Avenue at E. Rock Springs Road
 - Piedmont Avenue at Monroe Drive
 - Monroe Drive at 10th Street
 - Monroe Drive at 8th Street
 - Monroe Drive at Ponce de Leon Avenue
- Sidewalk and streetscape improvements throughout the subarea. Streetscape improvements will vary in scale and design, as a number of neighborhood streets are targeted, as well as main corridors, such as Piedmont Avenue and Ponce de Leon Avenue.
- Trail connections will occur at multiple points. Trail connections from Virginia-Highland west to the BeltLine will offer direct

neighborhood accessibility to the trail and transit. Trail connections will also provide additional access between Virginia-Highland and Midtown.

- The BeltLine trail will break away from the current ROW as it moves north toward the Monroe Crescent. These alternatives are described in the Greenway Trail Alignment section within the Parks and Open Space Chapter. These recommendations have been transmitted to the environmental planning team for the Tier I Environmental Impact Study currently underway.



Piedmont Road and Monroe Drive: Looking West



Monroe Drive and 10th Street: Looking North



Street Framework Plan

The recommended Street Framework Plan for this subarea is a refinement of the existing Street Framework Plan, developed as part of a graduate-level studio course at Georgia Institute of Technology, and other previous circulation plans including Piedmont Heights Blueprints, Cheshire Bridge Corridor Plan, and the Connect Atlanta Plan. The proposed additional connections would enhance mobility and provide needed circulation as parcels redevelop. Early and carefully coordinated planning is required in the area to address grade challenges before redevelopment. The resulting refined street network will establish a framework for appropriate block sizes and a walkable pedestrian-friendly environment, especially near the proposed BeltLine transit stops (Figure 14).

The expanded street framework proposes making east-west connections across the Midtown Promenade/Home Depot site, thereby stitching the two neighborhoods together. The new north-south street that would run alongside the restored Clear Creek would connect Ponce de Leon Avenue to 8th Street at Monroe Drive. It would also provide a spine with which east-west connections, such as Ponce de Leon Terrace would engage.

New streets would also be created where development opportunities exist along Piedmont Park in order to provide needed circulation for new development, as well as providing additional accessibility between the park and Monroe Drive. New streets would be constructed in the Amsterdam Walk development site, as well as the site north of Dutch Valley Road.

New activity centers at Ansley Mall and Monroe Crescent would require additional streets as well. The Ansley Mall development would institute a formal grid pattern, providing circulation within the development and logical connections to Piedmont Avenue, Monroe Drive and to the Piedmont Heights neighborhood. Additional connections may cross Clear Creek and the BeltLine to the west in order to connect to Ansley Park.

The new street network in the Monroe Crescent area would address the current convoluted and congested circulation routes. New streets would create an internal network for the development that would run parallel to Monroe Drive at I-85. But even more importantly, a reconfiguration of the existing connections in the Monroe Drive/Piedmont Road/Cheshire Bridge area could greatly simplify circulation confusion and ease traffic. New streets that run from Monroe Circle directly across Piedmont Road and connecting to Cheshire Bridge would reduce traffic congestion that currently happens at the intersection of Monroe Drive, Piedmont Road and Cheshire Bridge Road.



Wide sidewalks, cafe zones and street trees create a dynamic environment based on movement, observation and soft boundaries



Where street connections are not possible, wide pedestrian and bicycle paths should be constructed.

Street Typology

Traditional transportation planning standards categorize road types based on their role in the overall road network and their capacity to carry vehicles. Road categories such as primary arterials, collectors and local streets may be commonly used, but they do not clearly inform the design of the street or define the pedestrian experience. The BeltLine planning process developed a framework of street typologies based on the 'complete streets' concept of accommodating all modes of travel. The six or seven BeltLine Street Typologies used for all planning subareas are designed dependant on the surrounding land use and facility needs. Each of the street types are context sensitive and respond to the surrounding land use.

Based on the land use plan and existing street network, Subarea 6 uses three of the BeltLine street types: 1) Mixed-use Avenue (AV/MU 90), 2) Residential Avenue (AV/R 78), and 3) Multi-family Street (ST/MF-60). The three cross-sections are depicted in Figures 15-17 below.

The new street that runs parallel and south of Monroe Drive in the Monroe Crescent area and the new street that connects Ponce de Leon Avenue and Monroe Drive at 8th Street will both be Mixed-use Avenues. The Mixed-use Avenue will have on-street parking on both sides, a bike lane on both sides and two travel lanes on either side of a 12 foot median. The sidewalks will be 15 feet wide, including a 5 foot planting strip and furniture zone. The 90 foot right-of-way is an appropriate size for the scale of the buildings that will be framing it.

The major street that through the Ansley Mall redevelopment across Monroe Drive to Piedmont Road will be a Residential Avenue. This street type is similar in dimensions to the Mixed-use Avenue with the exception of the median. This street type could also apply within the Midtown Promenade site.

Finally, the remaining new streets will be Multi-family Streets. These streets will have a 6 foot sidewalk and a 5 foot planting zone. They have on-street parking and no bikes lanes. This street type will be applied to all remaining new streets in the Subarea.





Figure 16 - Residential Avenue has a 78-foot Right-of-Way



Figure 17 - Multi-family Street has a 60-foot Right-of-Way

Operational and Capacity Improvements Summary

While the previous sections focus on the connectivity improvements within the study area, some operational and capacity improvements are necessary to improve overall mobility. The sections below summarize the intersection improvements and the 'road diet' proposed for Monroe Drive. The full Transportation Analysis Report is attached as a separate document to the Appendix. Please refer to this document for specific operational details.

Intersection Improvements

The first intersection improvement is the realignment of Montgomery Ferry and Piedmont Avenue. The southbound slip lane from Piedmont onto Montgomery Ferry should be removed and the intersection aligned as close to a right angle as possible, thereby improving safety for vehicles and pedestrians. This improvement is also recommended in the Connect Atlanta Transportation Plan. This intersection may require a traffic signal in the long-term future if volumes along Piedmont Avenue continue to grow. (See Figure 18).

The next intersection improvement farther south down Piedmont Road is with the East Morningside intersection. Similar to Montgomery Ferry Road, the slip lane would be removed and the intersection adjusted to be closer to a ninety degree intersection. A north- and south-bound turning lane can be added by utilizing the slip lane right-of-way and adjusting the travel lanes. The full Transportation Analysis Report explains why this project actually increases delay along Piedmont Avenue at this intersection, but decreases the delay at the intersection of Monroe Drive and Piedmont Avenue just south of here. This is a result of the new road between Monroe Drive and Piedmont, connecting at this intersection, adding another leg to the intersection and thereby increasing the delay along Piedmont. (See Figure 19).

Working south, the next major intersection improvement is at 10th Street and Monroe

Drive. The existing 10th Street leg should be moved further north so that the trail and transit cross Monroe Drive through the middle of the intersection. This will improve pedestrian safety at the intersection, and have little effect on vehicular operations. Realigning the Virginia Avenue intersection with Monroe Drive, including consolidating the two slip lanes into one perpendicular intersection, will improve both pedestrian safety and vehicular operations. (See Figure 20).

The intersection of Monroe Drive and 8th Street is the last major intersection. When the connector street between Ponce de Leon Avenue and Monroe Drive is completed, this intersection will need to be rebuilt. The Ponce-Monroe connector street will help relieve and calm traffic on Monroe Drive in Midtown. The key community concern is that the northbound traffic on the new street continue to use 10th Street, and not 8th Street, for trips to and from the Midtown business district. This is the predominant travel pattern today and the intersection design, alignment and signal phasing must support and reinforce this travel pattern. Figure 21 illustrates a possible solution providing the critical turning movement two right-hand turn lanes. The signal phasing should give preference to this turning movement while affording minimal green time to the westbound through movement. Overall signal coordination with the Monroe and Virginia and 10th and Monroe intersections will facilitate the desired travel line. Further, the intersection has all-new crosswalks and pedestrian infrastructure to allow Grady High School students and staff and Midtown residents to safely travel to the Atlanta BeltLine corridor.

Subarea 6 recommendations support those made by the bordering study areas. Subarea 7 to the north studied and propose the realignment of the Buford Highway ramps at Armour Drive and Piedmont Road. This proposed road network and ramp realignments is also supported in the Piedmont Heights Blueprints plan and the Connect Atlanta Transportation Plan. Subarea 6 land use and circulation recommendations support these proposed alignments.



Figure 18 - Piedmont Avenue at Montgomery Ferry Realignment



Figure 19 - Piedmont Avenue at East Morningside Road Realignment



Figure 20 - Monroe Drive at 10th Street Realignment



Figure 21 - Monroe Drive and 8th Street Intersection Improvement



Monroe Drive: Existing Condition looking north



Figure 22 - Preferred Alternative: Monroe Road Diet and Streetscape Improvement

Subarea 5 to the south recommends the addition of turn lanes at the intersection of Ponce de Leon Avenue and Monroe Drive. This recommendation is also supported by Subarea 6 circulation and land use recommendations.

Monroe Drive Road Diet

As shown in Figure 21 on the following pages, Monroe Drive provides a four lane road with two lanes in either direction. The issues with Monroe Drive revolve around the lack of sufficient pedestrian linkages and narrow, unaccommodating sidewalks, particularly for the typical travel speeds of the road, which are usually much faster than posted. As Piedmont Park is expanded and development occurs in the Amsterdam Walk and Dutch Valley areas, more pedestrian and bike activity will occur.

Monroe Drive is targeted for bike lanes in the Connect Atlanta Plan. The community explored several options for Monroe Drive, including the bike lanes identified in the Connect Atlanta Plan. When offered multiple scenarios, the community identified the "road diet" scenario as the preferred alternative

The “road diet” for Monroe Drive would accommodate one vehicle travel lane in either direction with a center median and turn-lane, as shown in Figure 22. This section of Monroe Drive runs parallel to the proposed BeltLine trail system, allowing for ready accessibility to the trail for bicyclists. Because of this, the “road diet” utilizes the additional right-of-way for wider sidewalks on the west side of Monroe.

One of the main concerns with streetscape improvements along Monroe Drive is the presence of high tension power lines. Any redesign and construction would have to take into account their permanence and work around the power lines.

Pedestrian & Bicycle Improvements

New streets constructed during redevelopment will meet the street typology designs and thereby provide much-needed pedestrian and bicycle connectivity in the study area. Other than the multi-use trail improvements discussed in the upcoming *Parks and Open Space* section, there are a few additional areas where bicycle and pedestrian enhancements can be made.

Pedestrian Improvements:

Currently, the only points of access to the BeltLine are at 10th Street and Monroe Drive, Montgomery Ferry, Pylant Street and Greenwood Avenue (see Figure 23). The BeltLine makes only one at-grade crossing in Subarea 6 as it crosses Monroe Drive, which is why the 10th Street intersection is recommended for realignment. As such, there will be little pedestrian conflict between the BeltLine and street traffic. Once the BeltLine is developed, there will be multiple pedestrian access points to both the rail stations and the trail.

Figure 23 shows the current state of pedestrian access to the BeltLine within a 1/4 mile radius of the BeltLine right-of-way. Access is limited and caters to only a few areas of Subarea 6, largely between Ponce and Monroe Drive on eastern side of the BeltLine. Safety concerns have been raised about pedestrian access from Morningside and Greystone Park to the Ansley Mall area, Piedmont Park West property expansion, and the BeltLine, as

well as several crossings at Monroe Drive. Figure 24 shows improved pedestrian access to the BeltLine once the stations have been developed, streets have been connected to the BeltLine and trail access has been established. At the build-out of the plan, any pedestrian within a 1/4 mile radius will have convenient, direct access to the BeltLine.

Additional pedestrian improvements (illustrated on Figure 13) include streetscape and sidewalk improvements along Piedmont Avenue, Ponce de Leon Avenue, Montgomery Avenue and additional minor streets. Pedestrian safety is a primary concern of the Subarea 6 plan. It is recommended that signal warrant studies be performed to address safety concerns at unsignalized crossings, such as Cumberland/Monroe, Piedmont/Monroe, and just north of Monroe/Piedmont at New Street/Monroe. Traffic calming is also recommended along East Morningside Drive. Monroe Drive is a barrier within the community and additional pedestrian improvements at key intersections are recommended, such as potentially narrowing the travel lanes on the northern and eastern edges of the park, thus expanding the park and slowing the cars. Figure 13 shows suggested pedestrian improvements, which are discussed in detail in the Transportation Analysis Report.

Bicycle Improvements:

The BeltLine is a strong impetus to create new bike lanes, not only in the BeltLine right-of-way



Bike lanes improve mobility

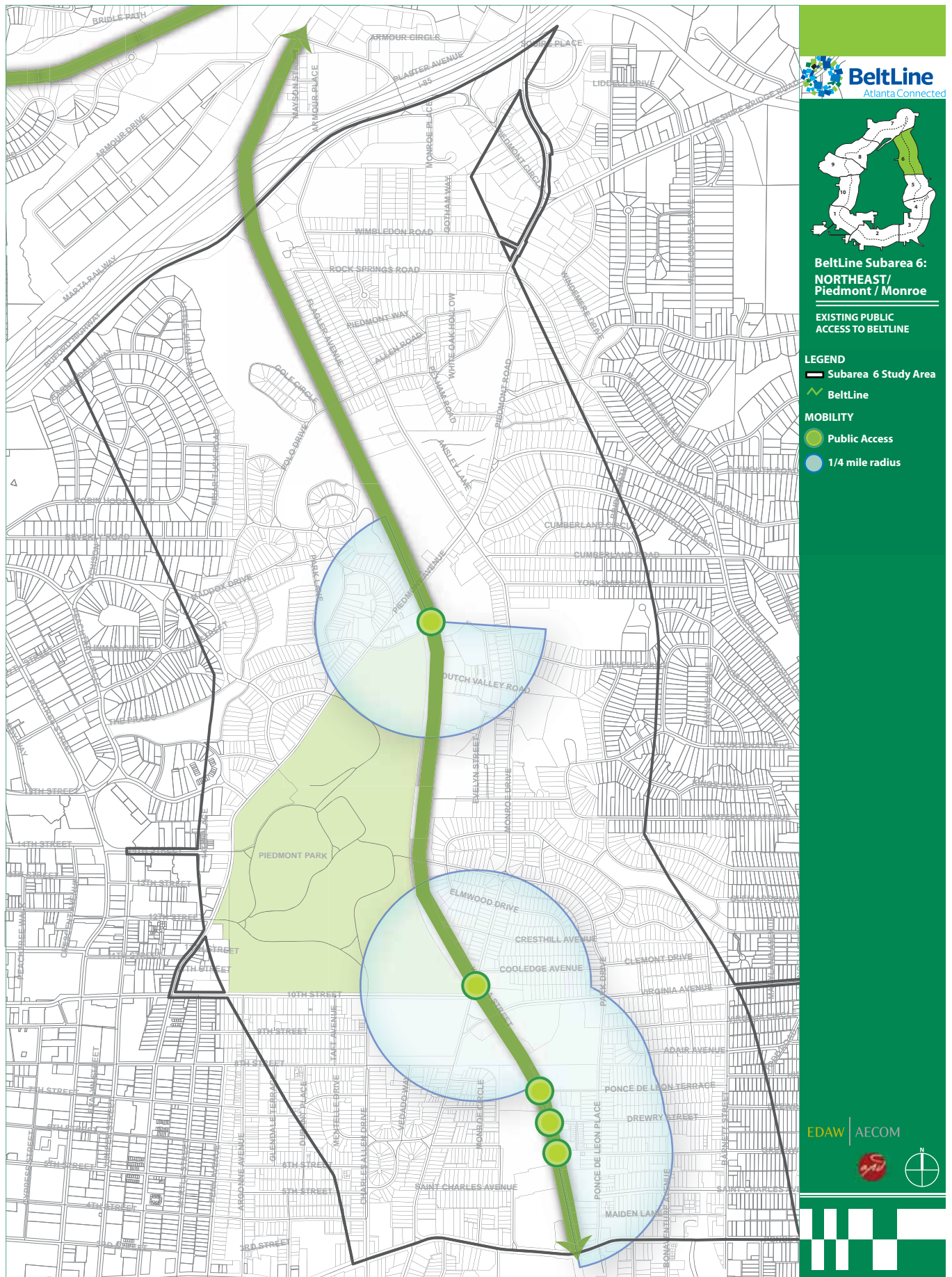


Figure 23 - Existing Public Access

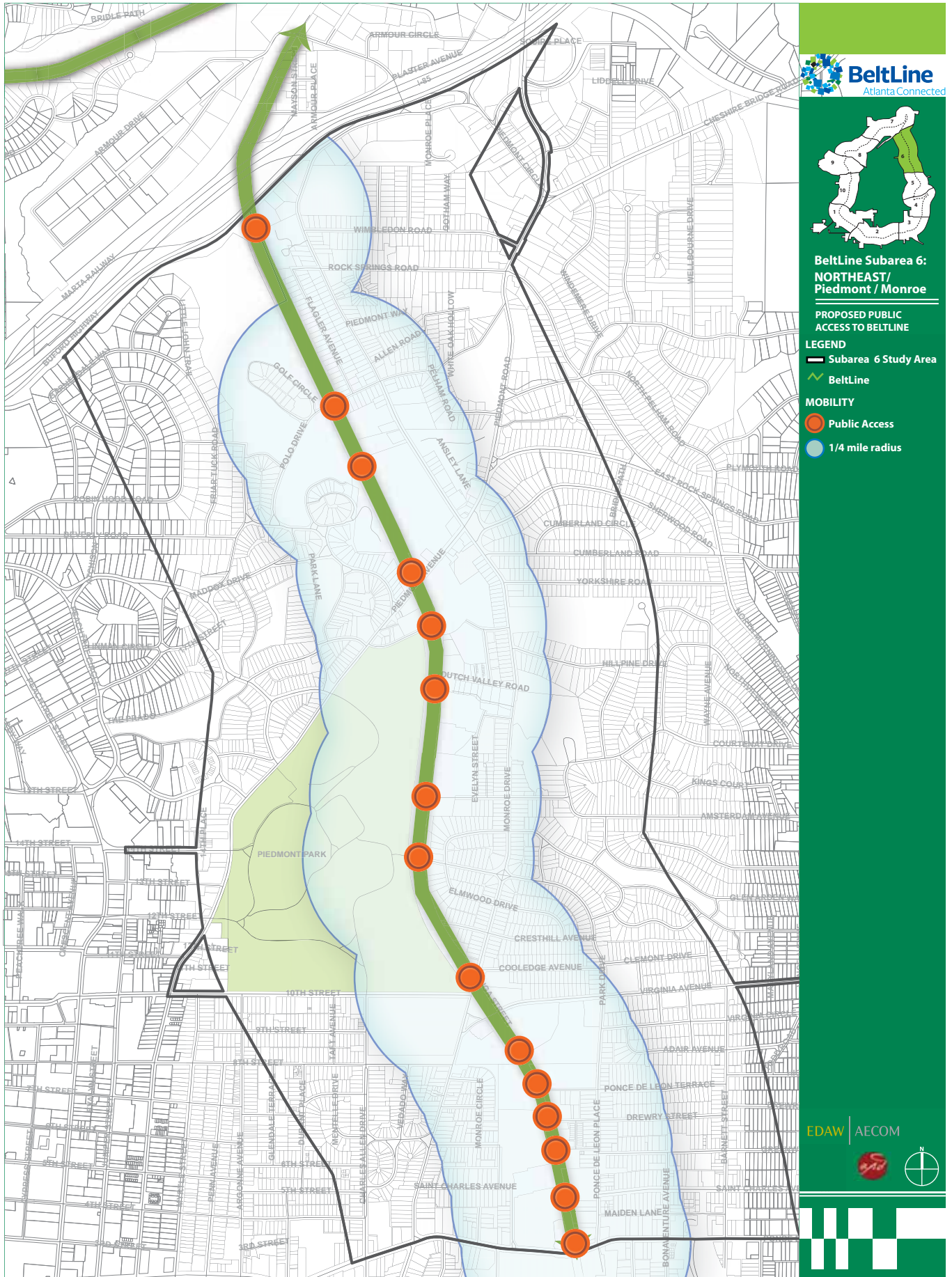
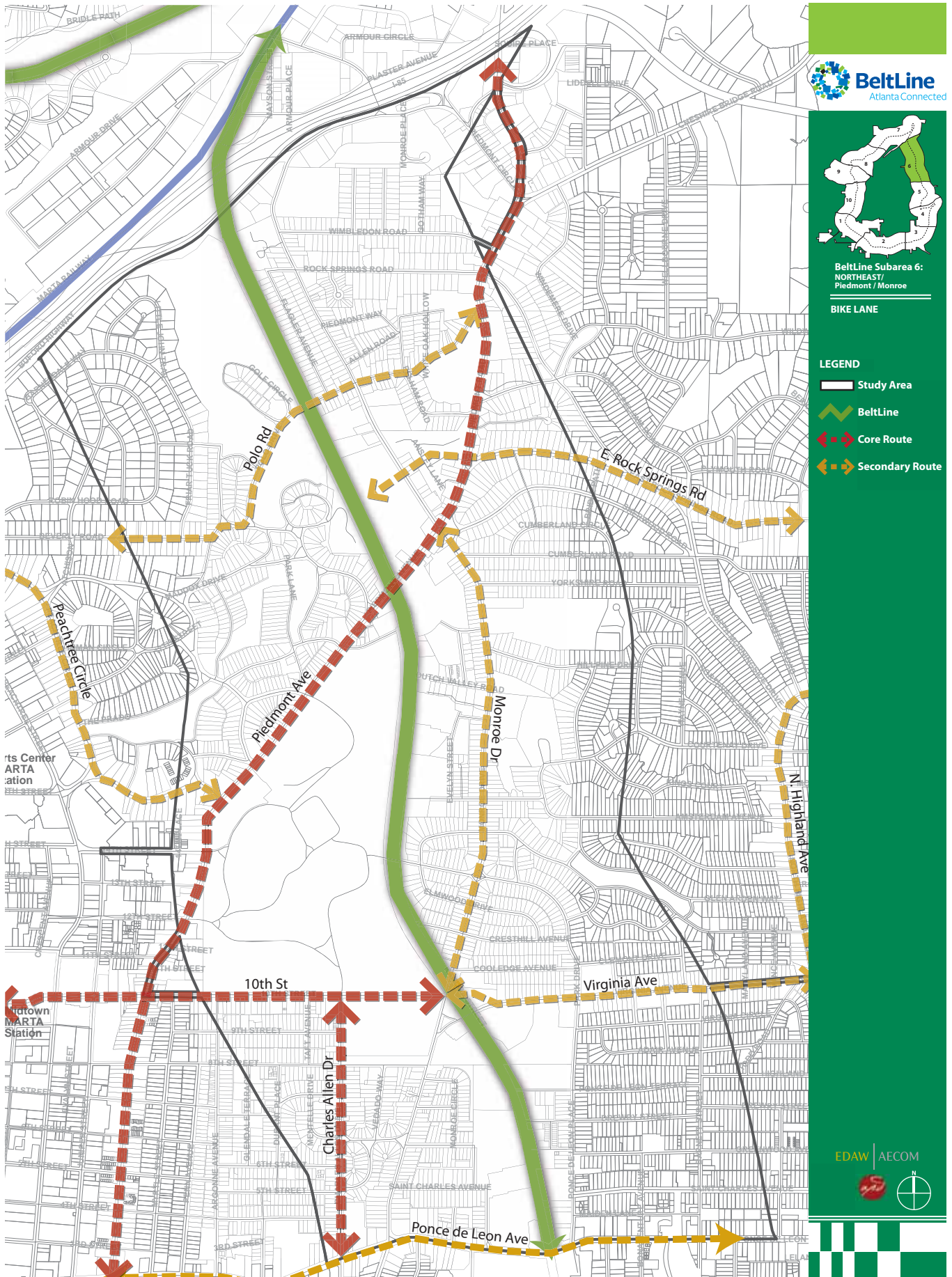


Figure 24 - Proposed Public Access



Figure 25 - Proposed Bike Access to BeltLine



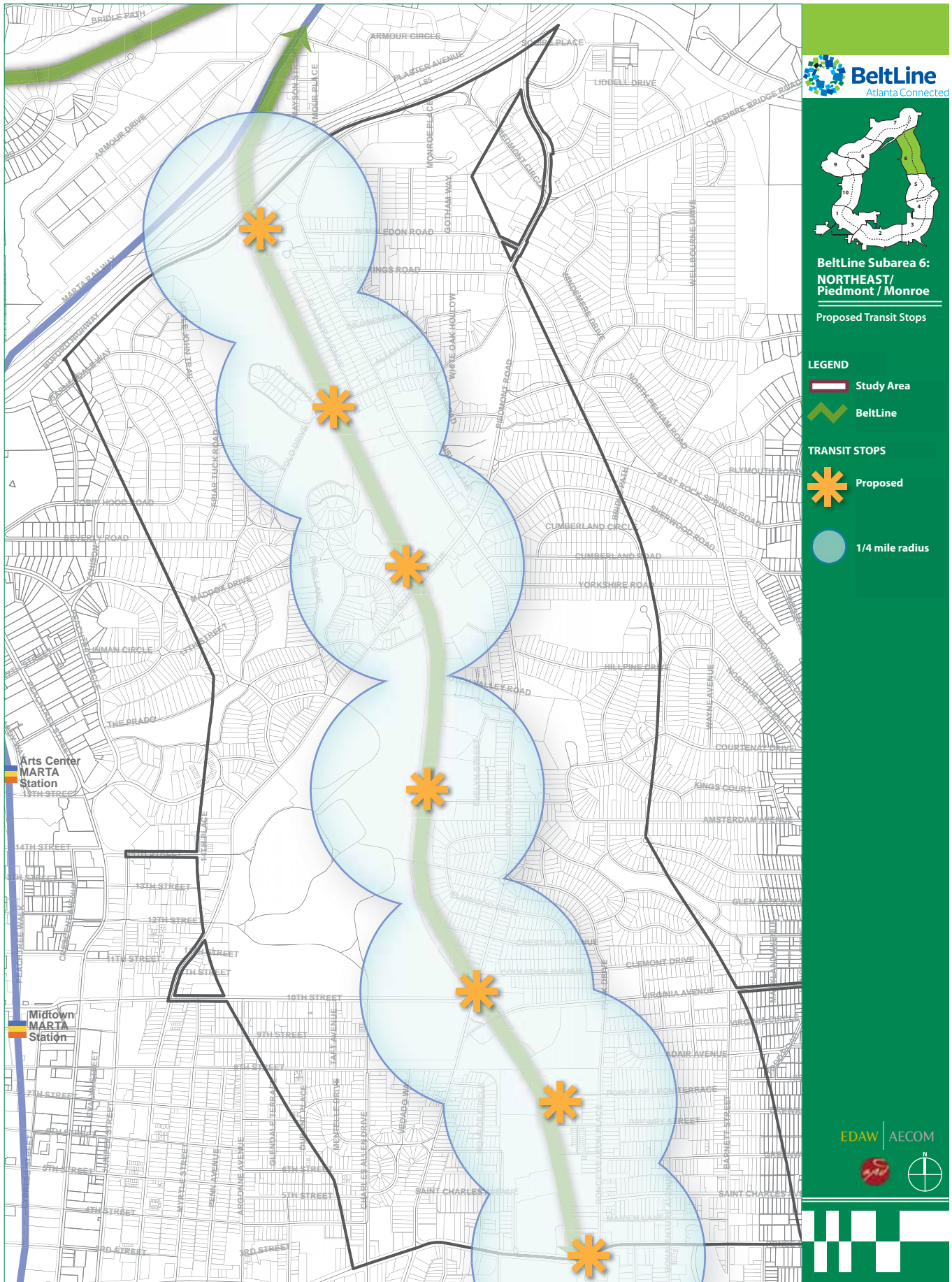


Figure 27 - Proposed Transit Stops

or planned development areas, but throughout the city. The bicycle plan in Figure 26 is based on the Connect Atlanta Proposed Bicycle Routes. It identifies Piedmont Road, 10th Street and Charles Allen Drive as main bike routes within Subarea 6. Piedmont is an appropriate north-south corridor that is able to compromise some of its existing right-of-way to add bicycle lanes. The main east-west connection is 10th Street, which would provide a direct route connecting Virginia-Highland, Midtown, and Georgia Tech.

New BeltLine streets will also provide additional bike access to the BeltLine. This, in combination with the Connect Atlanta Plan, will provide a complete a bike network that will ultimately provide bike mobility and connections to the BeltLine from anywhere in the city.

Transit Improvements

The initial BeltLine Redevelopment Plan laid out potential BeltLine transit stop locations. Some revisions to these locations are proposed to reflect community input, the ability to accommodate planned redevelopment, and to maximize potential ridership capture based on proximity to existing commercial activity. Some stops are relocated based on topography and accessibility. The design of the transit stops will follow the BeltLine Design Standards set forth by ABI. The following is a revised list of potential BeltLine transit locations:

- **Piedmont Heights:** South of I-85, this station would provide access to residents in the Piedmont Heights neighborhood and redevelopment along Monroe Drive.
- **Montgomery Ferry:** At the northern end of the Ansley Mall redevelopment. Would provide additional access and proximity for the northern end of the development. This stop would serve the Piedmont Heights, Ansley Park and Sherwood Forest neighborhoods.
- **Ansley Mall:** Located directly north of Piedmont Avenue and west of Clear Creek. Would provide access for Ansley Mall redevelopment and Ansley Park and Piedmont Heights neighborhoods.



Trail with guard-rail adjacent to light rail transit



Trails that run alongside light rail often share the same Right-of-Way



This transit station is conveniently located close to higher density housing and commercial uses.

- **Amsterdam Avenue:** Would provide direct access to Piedmont Park from the Amsterdam Walk redevelopment. This stop would serve the Morningside and Virginia-Highland neighborhoods.
- **Monroe and 10th Street:** Located near the intersection of Virginia Avenue, Monroe Drive and 10th Street. It would provide direct access to Piedmont Park. This stop would serve the Midtown, Morningside, Virginia-Highland and St. Charles neighborhoods as well as Grady High School and the Children's School.
- **Pylant Street:** At the junction of Pylant Street and the BeltLine. Would provide access to the redevelopment at Midtown Promenade/Home Depot site. This stop would serve the Midtown, Virginia-Highland, and St. Charles neighborhoods as well as Grady High School and Inman Middle School
- **Ponce de Leon Avenue:** Access would be through the redeveloped City Hall East property, adjacent to the Ford Factory. This stop would provide access to the St. Charles and Midtown neighborhoods.

Proposed Density Near Transit Stops

A guiding principle of the BeltLine is to provide transit and the necessary transit-supportive density. Table 04 lists the number of residential units and new jobs within a quarter mile buffer of each proposed stop if the area is built according to the proposed plan. Several

stops are closer than a half-mile to each other, creating overlapping buffers. Therefore, the table also includes a total summary of all proposed residential and employment within the quarter mile buffers around the stops without this overlap.

The number of residential units and jobs within the quarter mile buffer is based on a dwelling unit per acre assumption utilized across all subareas of the BeltLine. The employment figures do not account for the replacement or displacement of existing jobs on redevelopment sites. Overall, a vast majority of the new jobs and residential units created by redevelopment in the study area will be within a quarter mile of a potential transit stop.

It should be noted that the density of dwelling units and employment listed in Table 04 are estimates that include proposed development and existing development. The Amsterdam Avenue stop and Monroe/ 10th Street stop have lower residential densities than other stops in the study area. This is due, in some part, to the fact that a larger portion of the quarter-mile walking distance is within Piedmont Park. While employment centers are typical transit destinations, a regional park like Piedmont Park is also considered another type of transit destination.

With the help of the community, the proposed land use plan in the Study Area balances the goal of providing transit-supportive densities near proposed transit stops and protecting existing single-family neighborhoods.

STOP LOCATION	RESIDENTIAL DWELLING UNITS	ESTIMATED DWELLING UNITS PER ACRE	EMPLOYMENT (JOBS)	ESTIMATED JOBS PER ACRE
Piedmont Heights*	494	5	1,943	18
Montgomery Ferry	1,335**	6	254**	2
Ansley Mall	1,722	7	448	2
Amsterdam Avenue	347	2	122	1
Monroe and 10th St.	870	5	340	2
Pylant Street	1,702	13	403	3
Ponce de Leon Ave.*	1,105	21	304	6
Total without overlap	7,655	7	3,324	6

Table 04 - Proposed Density Within 1/4 mile of Potential Transit Stops

* These estimates only include the portion within the study area

**These estimates cover the Northern portion of Ansley Mall

Project Implementation and Summary

The following implementation table lists the recommended mobility improvement projects such as traffic calming, pedestrian crossings, intersection improvements, and multi-use trails.

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET)	PROJECT DESCRIPTION
I-1	Armour Drive and Monroe Drive intersection	Intersection	N/A	Align intersection. Refer to Connect Atlanta Plan for details. Also studied in Subarea 7 BeltLine master plan.
I-2	Cheshire Bridge and Piedmont Avenue intersection	Intersection	N/A	Realign intersection. Refer to the Connect Atlanta Transportation Plan for details. Also discussed in Subarea 7 of the BeltLine.
I-3	Piedmont Avenue and Montgomery Ferry intersection	Intersection	N/A	Realign Montgomery Ferry to a right angle with Piedmont Avenue. Remove slip lane.
I-4	Piedmont Avenue and East Morningside Drive intersection	Intersection	N/A	Align East Morningside to a right angle with Piedmont Avenue. Remove slip lane and use additional right-of-way for center turn lane. Extend center turn lane to the south, thereby extending the southbound left turns from Piedmont onto Monroe Drive.
I-5	14th Street and Juniper Street intersection	Intersection	N/A	Work on this intersection would be tied to two-way conversion of Juniper Street as recommended in the Connect Atlanta Plan. Specifically this would include restriping of intersection to allow adequate storage space for all approaches and pedestrian improvements to allow crossings on all sides of intersection.
I-6	10th Street and Monroe Drive intersection	Intersection	N/A	Align 10th Street farther north so that the BeltLine rail corridor is included in the intersection. Include scramble signal phase for trail crossing.
I-7	Virginia Avenue and Monroe Drive intersection	Intersection	N/A	Align Virginia Avenue to a right angle with Monroe Drive. Paint bike lanes on Virginia Avenue.
I-8	8th Street and Monroe Drive intersection	Intersection	N/A	Redesign intersection to facilitate westbound to northbound right turn lanes, including striping, laneage, and signal timing. Project tied to the Monroe-Ponce street connection.
I-9	Ponce de Leon and Monroe Drive intersection	Intersection	N/A	Additional southbound turn lanes. Refer to BeltLine Subarea 5 master plan for details.

Table 05 - Implementation Summary

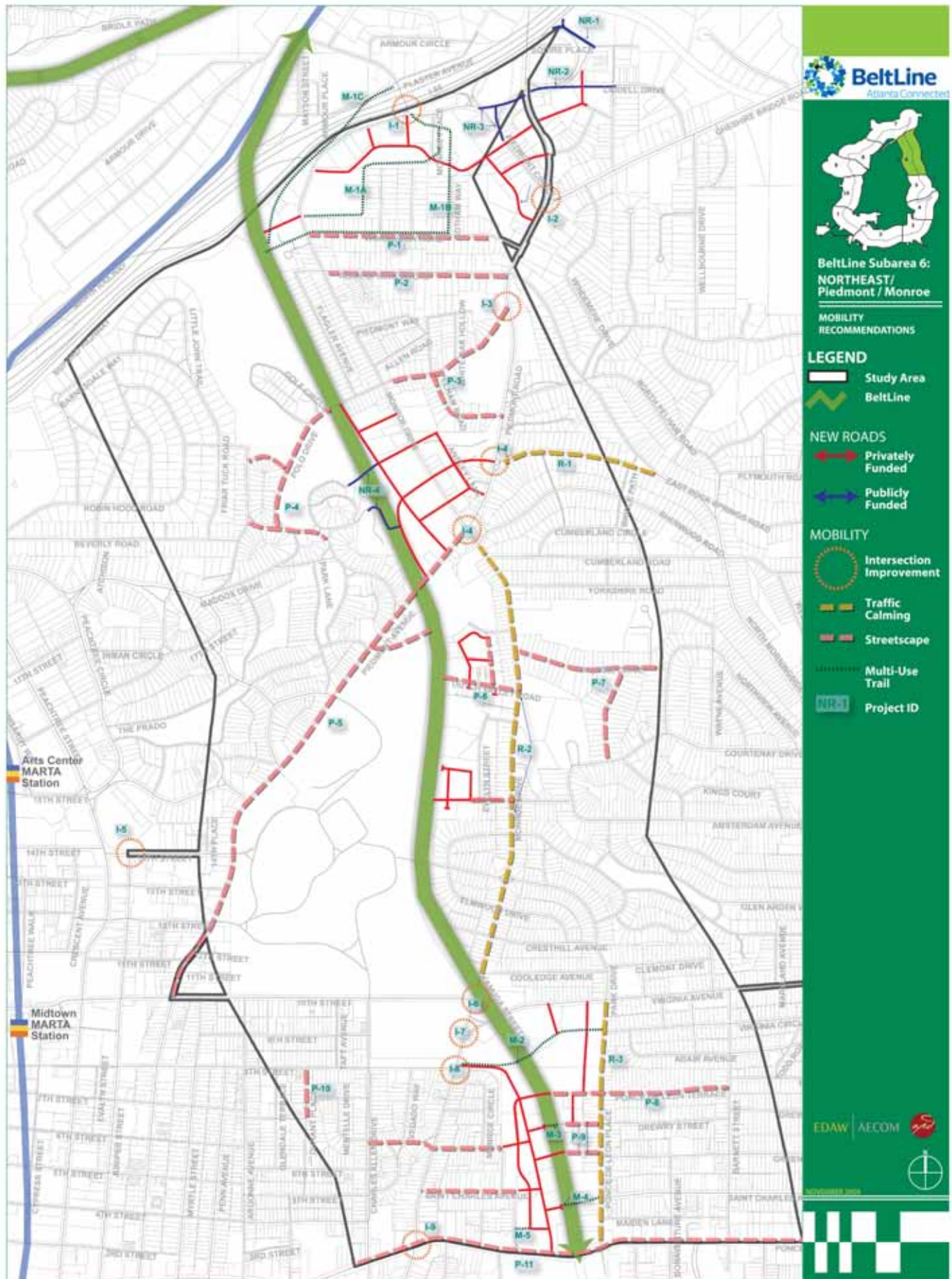


Figure 28 - Mobility Recommendations

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET)	PROJECT DESCRIPTION
NR-1	New on-ramps	New Street	975	Publicly funded new street and on-ramps to I-85 and Buford Connector
NR-2	Liddell Drive extension	New Street	1017	Extend Liddell Drive to intersect with Lambert Drive and/or Buford Connector on-ramps
NR-3	Monroe Drive extension	New Street	496	Realign Monroe Drive to intersect with Piedmont Road
NR-3	Piedmont Circle realignment	New Street	309	Publicly funded realignment of Piedmont Circle to intersect with Monroe Drive Extension
NR-4	Avery Drive BeltLine crossing	New Street	437	Publicly funded street connecting Ansley Mall redevelopment streets with Ansley Drive NE and Ansley Park neighborhood
NR-4	BeltLine crossing	New Street	643	Publicly funded crossing the BeltLine connecting the Ansley Mall redevelopment site to Ansley Park neighborhood

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH	PROJECT DESCRIPTION
M-1A	Monroe Crescent Trail Option 1A	Multi-use Trail	2,784	Redevelopment route
M-1B	Monroe Crescent Trail Option 1B	Multi-use Trail	4,524	Wimbledon Road Route
M-1C	Monroe Crescent Trail Option 1C	Multi-use Trail	2,415	Underneath Connector route
M-2	8th Street extension Multi-use Trail	Multi-use Trail	1,874	Trail connecting 8th Street to Ponce de Leon Terrace, serving Inman Middle School
M-3	Drewry Street extension Multi-use Trail	Multi-use Trail	161	Connect new street across beltLine to Drewry Street via multi-use Trail
M-4	Saint Charles Avenue Extension Multi-Use Trail	Multi-use Trail	496	connect new street across BeltLine to Saint Charles Avenue via multi-use trail
M-5	Lake Street Multi-use Trail	Multi-use Trail	132	Connect Lake Street to new streets and BeltLine trail

Table 05 - Implementation Summary Table, continued

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET)	PROJECT DESCRIPTION
P-1	Wimbledon Road Streetscape	Streetscape	2563	Sidewalks along Wimbledon Road
P-2	Rock Springs Road Streetscape	Streetscape	2178	Sidewalks along Rock Springs Road
P-3	Montgomery Ferry Streetscape	Streetscape	1792	Sidewalks along Montgomery Ferry
P-3	Pelham Road Streetscape	Streetscape	1146	Sidewalks along Pelham Road
P-4	Ansley Park Streetscape	Streetscape	2687	Bike lanes and sidewalks along select roads in Ansley Park
P-5	Piedmont Avenue Streetscape	Streetscape	6710	Bike lanes and other improvements along Piedmont Avenue. Refer to Connect Atlanta Plan for details
P-6	Dutch Valley Road Streetscape	Streetscape	751	Sidewalks along Dutch Valley Road
P-7	Hill Pine Streetscape	Streetscape	3362	Sidewalks along Hill Pine Street and other Virginia-Highland neighborhood streets
P-8	Ponce Terrace Streetscape	Streetscape	2182	Sidewalks along Ponce de Leon Terrace and Pylant Street
P-9	Drewry Streetscape	Streetscape	519	Sidewalks along Drewry Street
P-9	Greenway Streetscape	Streetscape	468	Sidewalks along Greenway Street
P-10	Durant Streetscape	Streetscape	621	Sidewalks along Durant Street
P-11	Ponce de Leon Streetscape	Streetscape	5438	Roadway improvements along Ponce. See Connect Atlanta Plan for details

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET)	PROJECT DESCRIPTION
R-1	East Morningside Drive Traffic Calming	Traffic Calming	1,917	Traffic calming measures such as bulb-outs or speed humps
R-2	Monroe Drive Road Diet	Traffic Calming	5,806	Reduce to 1 travel lane in each direction with center median/ turn lane. Widen western sidewalk.
R-3	Ponce de Leon Place Traffic Calming	Traffic Calming	2972	Traffic calming measures potentially including bulbouts and chicanes.

Table 05 - Implementation Summary Table, continued

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET)	PROJECT DESCRIPTION
NR-0	Street Framework Plan	New Street	452	New Street with 50 foot r-o-w to be constructed by private developer
NR-0	Street Framework Plan	New Street	1407	Privately funded new street
NR-0	Street Framework Plan	New Street	224	Privately funded new street
NR-0	Street Framework Plan	New Street	308	Privately funded new street
NR-0	Street Framework Plan	New Street	614	Extension of Bismark Road to intersect with Piedmont Road.
NR-0	Street Framework Plan	New Street	289	Privately funded new street
NR-0	Street Framework Plan	New Avenue	2529	New avenue to spur redevelopment
NR-0	Street Framework Plan	New Avenue	722	New avenue connecting realigned East Morningside Drive to Monroe Drive
NR-0	Street Framework Plan	New Avenue	1157	Privately funded new avenue connecting Piedmont Avenue to Monroe Drive and aligning with new avenue across Monroe.
NR-0	Street Framework Plan	New Street	2154	New street within the Ansley Mall redevelopment site. Street lines park space, so opposite side is encouraged to have wider sidewalks and plazas for outdoor dining, etc.
NR-0	Street Framework Plan	New Street	511	Privately funded new street connecting new development streets to Montgomery Ferry and Monroe Drive.
NR-0	Street Framework Plan	New Street	464	Privately funded new street within Ansley Mall redevelopment
NR-0	Street Framework Plan	New Street	369	privately funded new street within the Ansley Mall redevelopment site.
NR-0	Street Framework Plan	New Street	1011	Privately funded new street within the Ansley Forest and Ansley Mall redevelopment sites.
NR-0	Street Framework Plan	New Street	896	Privately funded new streets with redevelopment if applicable
NR-0	Street Framework Plan	New Street	291	Privately funded new street with redevelopment if applicable
NR-0	Street Framework Plan	New Street	286	Extension of Amsterdam Avenue to new transit stop
NR-0	Street Framework Plan	New Avenue	856	Privately funded new avenue with bike lanes. Aligns with Virginia Circle
NR-0	Street Framework Plan	New Avenue	2752	New avenue within the Home Depot and Midtown Arts Shopping Centers
NR-0	Street Framework Plan	New Street	731	Privately funded new street within the Georgia Power site
NR-0	Street Framework Plan	New Street	521	Privately funded new street within the Virginia Highlands Apartment Complex

Table 05 - Implementation Summary Table, continued

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET)	PROJECT DESCRIPTION
NR-0	Street Framework Plan	New Street	286	Privately funded new street within the Virginia Highland Apartment Complex
NR-0	Street Framework Plan	New Street	318	Privately funded new street within the Virginia Highland Apartment Complex
NR-0	Street Framework Plan	New Street	381	Privately funded new street with the redevelopment of the warehouse complex
NR-0	Street Framework Plan	New Street	743	Privately funded new street with the redevelopment of the warehouse complexes
NR-0	Street Framework Plan	New Street	330	New street connecting the Home Depot shopping center to Pyland Street crossing the BeltLine
NR-0	Street Framework Plan	New Street	348	Privately funded new street within the Home Depot shopping center crossing the BeltLine and connecting to Greenwood Avenue
NR-0	Street Framework Plan	New Street	302	Privately funded new street connecting Greenwood Avenue to the Home Depot Shopping Center redevelopment site.
NR-0	Street Framework Plan	New Street	265	Privately funded new street connecting St. Charles Avenue to the Home Depot Shopping Center redevelopment site
NR-0	Street Framework Plan	New Street	197	Privately funded new street within the Home Depot Shopping Center redevelopment site
NR-0	Street Framework Plan	New Street	216	Privately funded new street within the Home Depot Shopping Center redevelopment site
NR-0	Street Framework Plan	New Street	1974	Privately funded new street within the Home Depot Shopping Center
NR-0	Street Framework Plan	New Avenue	407	new street to help spur redevelopment
NR-0	Street Framework Plan	New Street	982	Privately funded new street
NR-0	Street Framework Plan	New Street	190	Privately funded street
NR-0	Street Framework Plan	New Street	309	Privately funded new street
NR-0	Street Framework Plan	New Street	301	Privately funded new street
NR-0	Street Framework Plan	New Avenue	368	Avenue

Table 05 - Implementation Summary Table, continued

Parks and Open Space

Parks and Open Space Policies

As part of the community engagement process with the Planning Committee and Study Group, the planning team identified the following specific goals for Subarea 6. These general goals inform the parks and open space design recommendations of this master plan and will set an overarching framework for the implementation of future projects and policy actions.

Parks & Greenspace

- Create a linear park system
- Maximize greenspace opportunities
- Include active and passive activities for people of all ages at all times
- Ensure parks are safe
- Create tree-filled parks and greenspaces
- Expand connections to parks and schools
- Build upon existing plans and studies

Subarea 6 is home to Atlanta's Piedmont Park. The park's boundaries are 10th Street to the south, Piedmont Avenue to the west, Monroe Drive and



Piedmont Park is the major open space in Subarea 6.

Piedmont Road to the north and the BeltLine right-of-way (ROW) to the east. As it forms the eastern boundary of the park, the BeltLine has a clear and direct opportunity to capitalize on its proximity to the park. In some places, the eastern boundary of the park will go beyond the BeltLine to Monroe Drive, as it begins its expansion. The park's 53-acre expansion plan will add natural/passive park space, recreational fields and amenities and formal open space design.

While the Subarea 6 plan does not make any alterations to the Piedmont Park expansion plan, it has incorporated the park plans for future land use and circulation patterns that engage with the park edges, as well as informing locations of future transit stops and trail access points.

New significant greenspace opportunities exist in the two development sites previously identified: Midtown Promenade/Home Depot and Ansley Mall.

Park Improvements

Midtown Promenade/Home Depot

Perhaps the major, organizing element to the plan is the interpretation of Clear Creek. The stream currently runs underground in a culvert pipe and comes to the surface at Piedmont Park. Interpreting the stream as it runs through the site would offer an open space amenity, potential environmental remediation and implementation of storm water control. Running and walking paths could line either side of the stream as it runs parallel to the main proposed street connecting Ponce de Leon Avenue and 8th Street. The stream would anchor the concept of a linear park which runs along that spine. The linear park element also provides a good buffer between the high density development to the east side of the main street and the lower density residential development proposed on the western side of the site next to the existing residential neighborhood. This open space would connect to the BeltLine, as well as provide a continuous green link to Piedmont Park from the Midtown Promenade/Home Depot site.



Day-lighting of Clear Creek would run through the center of the redevelopment and anchor a linear park



This could be an arena for urban horticulture, gardens and educational programs



The presence of the stream and green space creates a needed respite from the urban condition

Figure 29 - Midtown Promenade / Home Depot Park



Figure 30 - Midtown Promenade /Home Depot Perspective Rendering, looking south



Figure 31 - Midtown Promenade /Home Depot Conceptual Section, looking south

Ansley Mall

The Illustrative Plan adds to the required 75-foot stream buffer a linear park between the stream and the new development to the east. The park could be anchored on one side by Clear Creek and the other by a street running parallel to Clear Creek. The plans shows how a street could create a front door presence on the park, lined with street front retail and residential uses above. The new park space could act as a natural transition from the trail, over Clear Creek and into the redeveloped Ansley Mall site.

In addition to the linear park, plans shows a proposed plaza at the intersection of Piedmont Avenue and the new internal street that runs parallel to Monroe Drive. This plaza could function as a central gathering point for the new activity center and draw residents from adjacent neighborhoods. As a true civic space, it could be host to any number of events, celebrations, community gathering and public uses such as a farmer's market, an arts festival, or a musical performance.



Figure 32 - Ansley Mall Park



Incorporation of water into urban landscape



Clear Creek could offer educational opportunities



Figure 33 - Ansley Mall Perspective Rendering, looking south

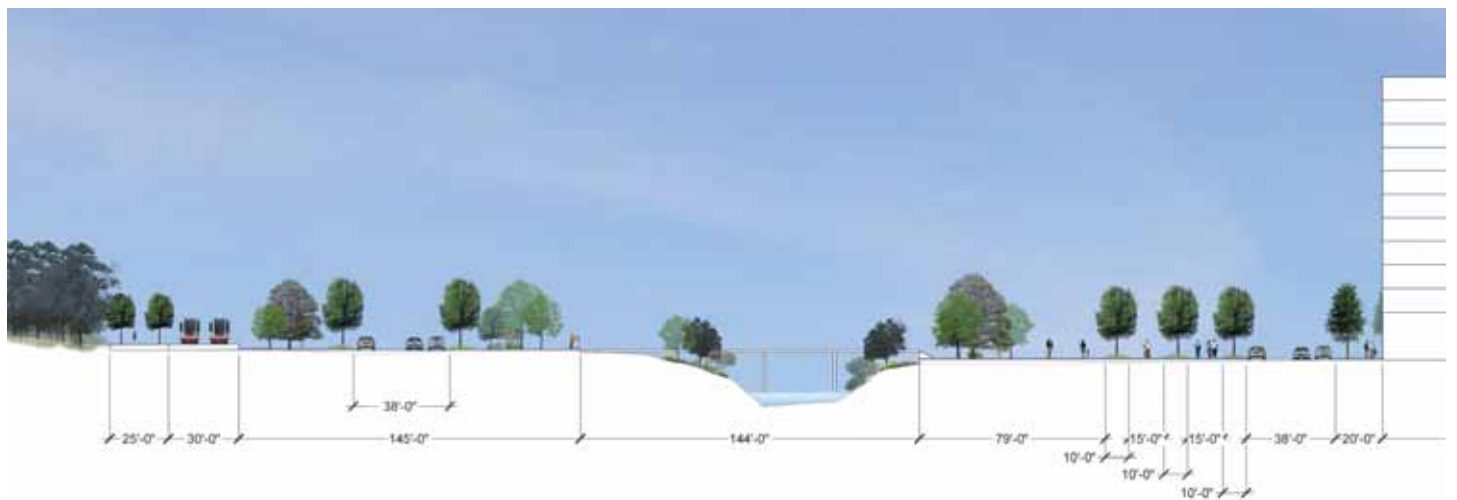
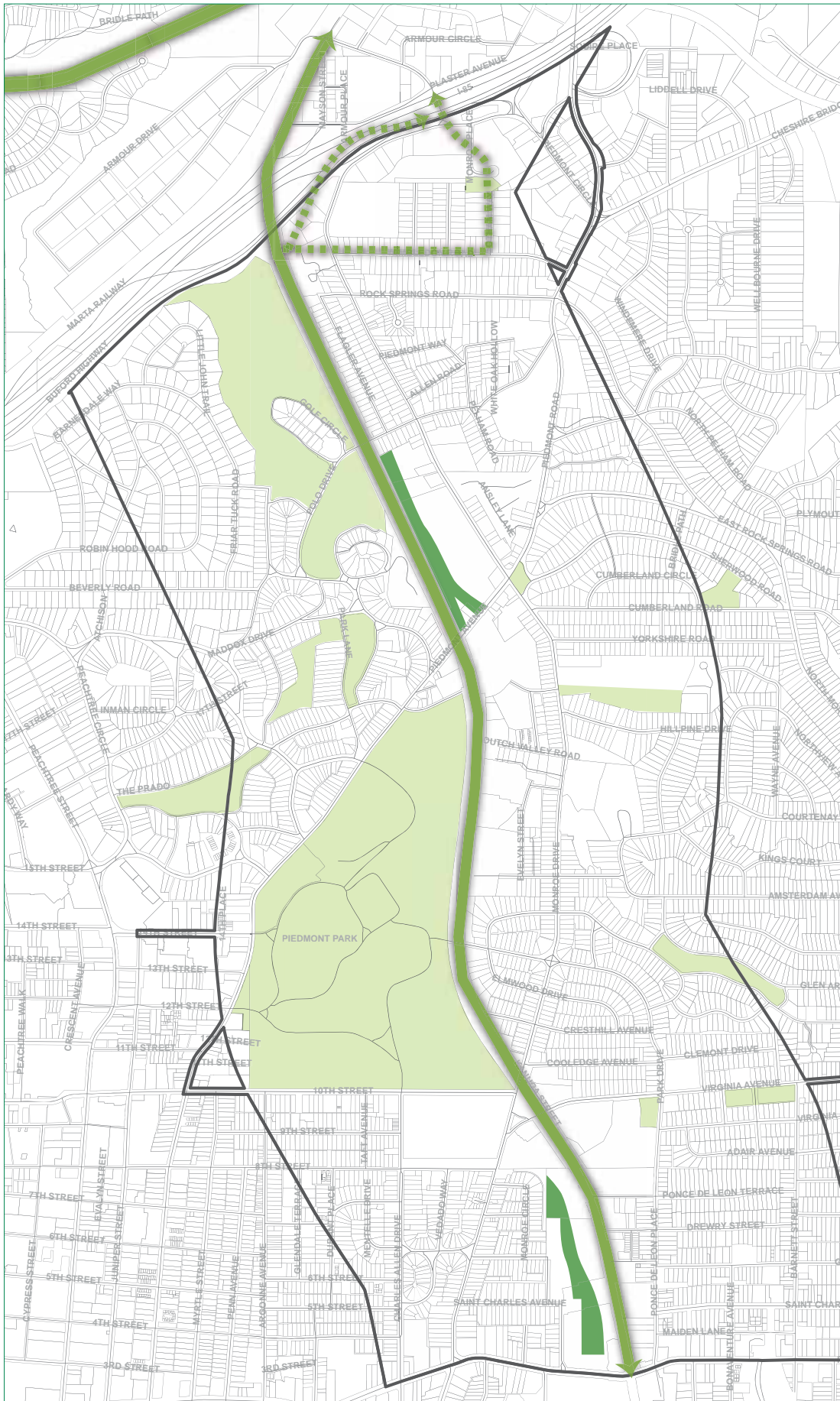


Figure 34 - Ansley Mall Park Conceptual Section, looking north



**BeltLine Subarea 6:
NORTHEAST/
Piedmont / Monroe**

Open Space Plan

LEGEND

Study Area

BeltLine

OPEN SPACE

Existing

Proposed

EDAW | AECOM

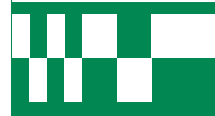


Figure 35 - Open Space Plan

Greenway Trail Improvements

The BeltLine is envisioned as the Emerald Necklace around the city core, connecting a series of existing and proposed parks. Integral to this vision is the Greenway Trail element, stitching together the multi-faceted and historic areas of the city.

The Greenway Trail winds past some of the city's most precious parks including Piedmont Park and the Piedmont Park expansion. The trail alignment in Subarea 6 proposed in this plan was derived from the Trust for Public Land (TPL) 2004 Greenspace and Trail study, the BeltLine Redevelopment Plan (2005), and the Atlanta BeltLine Arboretum Plan. The trail alignment alternatives have been forwarded to the environmental planners for the ongoing Tier One Environmental Impact Statement.

In addition to the potential trail alignments, this section also reviews the potential access issues to the trail. Significant grade changes next to the BeltLine can pose accessibility challenges that should be addressed in the Environmental Impact Study. These challenges are reviewed below.

The Current BeltLine Trail Alignment

The BeltLine trail in Subarea 6 begins in the southern end of the study area at City Hall East crossing over Ponce de Leon Avenue. A historic bridge carries the rail over Ponce de Leon Avenue, but a separate bridge may be necessary to accommodate the trail.

Trail connections from the neighborhoods between Ponce de Leon Avenue and Virginia Avenue will occur from east-west streets or pedestrian paths. Pedestrian connections will have to climb up to the level of the ROW from the west, as the development sits below the elevation of the ROW. In some cases, especially at the Home Depot site, grade changes are so dramatic that redevelopment will have to have multiple ground levels.

As the trail/rail alignment runs from Ponce de Leon Avenue north to Virginia Avenue, it steadily



BeltLine overpass on Ponce de Leon Avenue, looking east



BeltLine ROW at Home Depot look south to City Hall East

declines in elevation (a 45 foot decline over 3800 feet). Various alignment options of the rail and trail are currently under consideration in the Environmental Impact Study. At this point, the rail is below the grade of Virginia Avenue, at-grade across Monroe Drive, and above the grade of Piedmont Park.

As the trail moves north of the intersection of Monroe Drive and 10th Street, it continues to share the same alignment and ROW with the rail. The alignment runs along the entire eastern boundary of Piedmont Park. Before reaching the proposed station at Amsterdam Walk, public access to the trail from the east will be limited to Park Drive. The entire western edge of the BeltLine between Monroe Drive and Amsterdam Walk is open to Piedmont Park, which will offer a number of access points. The next proposed



BeltLine ROW looking north toward Virginia Ave underpass



Clear Creek and the BeltLine run parallel to one another at Ansley Mall

transit stop is at Amsterdam Walk 2,700 feet north of the Virginia Avenue Station.

Again, the grade change is minimal, dropping only 15 vertical feet over 2,700 linear feet. However, the grade change between the ROW and the adjacent development site is often significant. In this case, the redevelopment of the site should take advantage of the grade change by incorporating parking underneath any development at the edge of the BeltLine.

Between Amsterdam Walk and Ansley Mall, which is the next station, the trail takes minor deviations from the BeltLine rail. Prior to crossing Piedmont Road, the BeltLine must cross over Clear Creek. At this point the trail will veer away from the rail line, as it passes over the creek. The trail stays below Piedmont Avenue in this section.

Prior to being interrupted by I-85/Buford Highway, the trail alignment will break away from the ROW near the intersection of Monroe Drive and Wimbledon Road. Multiple options are possible at this point.

1. The trail could run east from the tracks, across Monroe Drive and up Wimbledon Road to Gotham Way. At this point, it would turn north through Gotham Park and ultimately connect to the intersection of Monroe Drive and Armour Drive.



View from Park Drive bridge looking north



BeltLine ROW at Amsterdam Walk looking north



Figure 36 - BeltLine Trail Options

2. The trail could run along the southern edge of Buford Highway exit ramp to the north shoulder of Monroe Drive. It would then have to elevate above the Buford Highway exit ramp and ultimately back down to the intersection of Monroe Drive and Armour Drive.
3. The trail could break away from the rail before it crosses over Buford Highway. There are two rail spurs at this point; one heads due north and the other breaks to the west. Both rails end up in the Ottley Yards. The BeltLine light rail is planned to take the spur which runs due north over Buford Highway and under the interstate. The trail could potentially run along the spur that breaks west and feeds into Ottley Yards. There are multiple options again once the trail crosses over the interstate in Subarea 7, but ultimately the concept is to direct the trail to the east-west CSX rail line with a spur that goes to Lindbergh station.



BeltLine Trail could run through Gotham Park toward Monroe Drive/ Armour Drive



Monroe Drive could potentially accommodate trail on its north shoulder as it approaches Armour Drive

Public Involvement Summary

Process Description

Community input played an integral role in the development of the Subarea 6 master plans. The Piedmont-Monroe Study Area plan was developed with input from the Northeast BeltLine Study Group, as well as a Planning Committee established exclusively to review and guide Subarea 6 planning activities. Additionally, information regarding the planning effort was periodically presented at citywide forums such as the BeltLine Quarterly Briefing, an Open House, and the BeltLine website.

Study Groups

The BeltLine is divided into five Study Groups for public involvement activities: Northeast, Northside, Southeast, Southwest and Westside. These groups provide input on the planning and implementation of the project within a specific geographic area. Study Group boundaries are based on recognized neighborhood boundaries and major physical dividers such as interstate highways, and include neighborhoods and business districts. The BeltLine Study Groups are open to all members of the community. To ensure Neighborhood Planning Unit (NPU) participation in the activities of the BeltLine Study Groups, each NPU was asked to designate a liaison and an alternate liaison to the BeltLine Study Group(s) in its area.

Planning Committee

To augment the Study Groups, a Planning Committee was created. Planning Committee representatives provided more detailed involvement and continual input throughout the subarea planning process. Membership included participants from the BeltLine Study Groups, but was augmented to draw from multiple stakeholder groups required to inform the planning and design process fully. The Subarea 6 Planning Committee included neighborhood residents, development community interests, and other key stakeholders.

Office Hours

Office Hours are a citizen participation opportunity where interested groups may schedule appointments to meet with BeltLine staff to review, ask questions, and provide input and recommendations to the draft master planning documents for consideration in finalizing the plans. The office hours focusing on the Monroe-Piedmont Subarea master plan were held in September 2009.

Primary concerns raised in the Office Hours interviews were:

- The “O/I” land use category in the Monroe-Crescent area should not be implemented through the use of the O/I zoning category.
- Pedestrian safety and access from Morningside and Greystone Park to Ansley Mall area, Piedmont Park West property expansion, and the BeltLine should be looked into. Safe crossings at Cumberland/Monroe, Piedmont/Monroe, and, just north of Monroe/Piedmont at New Street/Monroe are needed. It is recommended that signal warrant studies be performed to address concerns at unsignalized crossings. Unsafe pedestrian conditions were also noted at small park at Piedmont and Monroe. There is potential for narrowing the travel lanes on the northern and eastern edges of the park, thus expanding the park and slowing the cars.
- Midtown streetscape standards were mentioned, and a request was made that similar streetscape styles be used in any Ackerman or Sembler redevelopments.

Additionally, several transportation issues were discussed. These are specifically addressed in the Transportation Analysis Report.

Quarterly Briefings

Four times a year, ABI convenes a Quarterly Briefing and invites the general public to learn

about recent BeltLine developments and to respond to inquiries from Atlanta residents. These briefings usually consist of a two-hour long session at Atlanta City Hall, Atlanta Public Schools or another suitable venue. The Briefings are recorded and then shown on Atlanta's cable channel at a later time.

The consultant team supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council in July 2006. Specifically, consultant team members, under the direction of project managers from Atlanta BeltLine, Inc., attended both Study Group and Planning Committee meetings and led discussions of land use and circulation, mobility and park master planning. There were six Planning Committee meetings and eight Study Group meetings held over the course of the Piedmont-Monroe Subarea planning process. The agendas and meeting notes for each of these meetings are included within the appendix. The following list includes the meeting date and topic of all Northeast Study Group and Planning Committee meetings held during the planning process.

- a.) December 11, 2007: Planning Committee Meeting, Kickoff Meeting
- b.) February 4, 2008: Study Group Meeting, Review Planning Process, Goals, and Objectives
- c.) April 10, 2008: Study Group Meeting, Study Area Existing Conditions, Refine Goals and Objectives
- d.) June 30, 2008: Planning Committee Meeting, Study Area master plan Concept Plans
- e.) July 14, 2008: Planning Committee Meeting, Study Area master plan Concept Plans
- f.) July 17, 2008: Study Group Meeting, Study Area master plan Concept Plans
- g.) August 11, 2008: Planning Committee Meeting, Workshop-style Land Use and Design Exercise
- h.) September 11, 2008: Study Group Meeting, Study Area master plan Revised Concept Plans
- i.) October 13, 2008: Study Group Meeting,

Discussion of Transit Supportive Development, Street Connectivity, and Zoning Entitlement

- j.) November 19, 2008: Planning Committee Meeting, Study Area master plan Draft
- k.) February 12, 2009: Study Group Meeting, Study Area master plan Draft
- l.) May 7, 2009: Planning Committee Meeting, Study Area master plan Revised Draft
- m.) June 11, 2009: Study Group Meeting, Study Area master plan Final Draft
- n.) July 9, 2009: Study Group Meeting, Study Area master plan Revised Final Draft
- o.) September 2009: Office Hours, Various Topics

In addition to the large Study Group, Planning Committee meetings, and Office Hours held throughout the process, numerous small group meetings, appointments, and interviews were held to discuss special topics or meet with specific groups on narrower issues.

Major Themes and Issues

Throughout the course of the master planning process many important themes and issues were brought to the attention of BeltLine planners by community members and stakeholders. The BeltLine community engagement process gathered input from the community in order to help formulate future BeltLine recommendations. Community concerns and requests were well received by BeltLine organizers. Many conflicts were resolved quickly thanks to an actively involved community throughout the entire process. This, in part, may be attributed to successful leadership from both local Study Group Coordinators and Planning Committee members. The community members and planners shared many common goals and community-minded concepts. Subsequently, community members and representatives acted favorably to most recommendations produced by BeltLine staff and consultant teams. The community themes and issues that most heavily influenced planning design and recommendations are listed below. Themes and Issues are divided into three categories:

The Subarea 6 master planning effort yielded the following major themes:

- **Pedestrian safety and orientation.** The study area's Ponce de Leon, Monroe, and Piedmont corridors are relatively pedestrian unfriendly. When combined with the subareas five large suburban-style retail areas, it adds up to one of the greatest community concerns for improved pedestrian facilities and greater pedestrian safety. Since making it safe and enjoyable for the nearby neighborhoods to walk to the future transit is one key factor for a successful BeltLine transit system, this master plan contains numerous pedestrian improvements, including intersection redesigns, sidewalk and streetscape projects, and multi-use trails. The plan also recommends a re-orientation of new development to better address the street, include improved sidewalk environments, and balance all modes of access.
- **Traffic congestion.** Many participants were concerned about existing and future traffic congestion. This plan looked at a wide range of solutions and mitigating improvements to relieve traffic congestion. This included providing alternatives to driving, including BeltLine transit and trails, sidewalk improvements and streetscapes. The plan also includes new street connections to improve local accessibility, create opportunities for shorter trips through compact, mixed-use redevelopment, and slows traffic through traffic calming and intersection improvements.
- **Park Edge Redevelopment.** Many participants offered suggestions about how development could best relate to the parks in the area, especially Piedmont Park. Some of the key challenges for the master plan were determining where park edge redevelopment should occur, how high it should be, the appropriate mix of uses, and how it should step down to the park. The master plan includes a mix of uses and heights around the park, recommends that

all redevelopment re-orient itself towards the park expansion areas and BeltLine, and appropriately steps down to parkland.

- **Transit Supportive Development.** One focus of this study area is to create a framework for the gradual redevelopment of the large suburban-style strip malls into transit- and BeltLine-supportive redevelopment sites. The focus of these efforts has included improving the pedestrian environment, improving accessibility to the BeltLine corridor, creating a mix of uses, improving the street and pedestrian network, reorienting buildings so they front onto the new parks and transit greenway, and getting closer to transit-supportive densities around the light rail stations.

Ongoing Engagement Activities

Several proposed projects should include ongoing engagement activities as each progress from the planning stage to implementation. These projects include the following:

- a. BeltLine transit and trail planning and preparation of the Environmental Impact Statement (EIS)
- b. Improvements and "Road Diet" on Monroe Drive
- c. BeltLine Transit Planning
- d. New street connections through the Sembler and Ackerman properties, when or if they ever redevelop
- e. Trail alignment and design from the confluence of Clear and Peachtree Creeks to the south side of Buford Highway and the Northeast Corridor

Each of these proposed projects has generated considerable interest from Study Group participants and/or Planning Committee members. All projects were recommended for inclusion in the final plan by the Study Group and Planning Committee members, but will require additional public input as plans are more fully developed.

LAND USE AND DESIGN	
COMMENT	RESPONSE
O/I zoning is inappropriate along the Monroe Crescent	<p>The land use plan shows office use that could be accomplished through one of the C or MRC zoning districts</p> <p>The plan does not support use of the O/I zoning district.</p>
Building heights on Monroe Drive in the Ansley Mall redevelopment area	Included examples of how buildings can step back with terraces
Building heights behind historic row on Piedmont area too tall	Stepped down building heights behind the historic row
Development should step down to Piedmont Park	Increased step down at Clear Creek Shopping Center, Dutch Valley, and Amsterdam Walk
Support for greenway, transit, and trail in BeltLine corridor along Piedmont Park, especially near Park Tavern. This topic received the largest number of comments and most of the strongest held views. The majority of the comments received supported no development in this location. A smaller, but still sizable number of participants supported some development. A smaller number supported more development than is shown, while others supported development if it were kept to four stories.	<p>Includes greenway, transit, and trail for 18+ of the 22 acres in question</p> <p>Changed draft plan to only reflect the existing low-density commercial site currently in place fronting Monroe Dr.</p> <p>Eliminated concepts for single-family in the corridor</p> <p>Eliminated concepts for new streets in corridor</p> <p>Eliminated concepts extending into the R-4 zoned area.</p>
Height across from Grady High is too tall	Stepped down building heights across from the high school
Protect views of the Old Sears Building	New north-south avenue creates a terminal vista on the tower, maximizing the visual impact of the building

MOBILITY	
COMMENT	RESPONSE
Gotham Way Boulevard should be a two-lane cross section	<p>Originally sized to potentially include transit, an option that was eliminated from consideration by the EIS team</p> <p>The new street is now designated an "Avenue" two-lane cross section</p>
Add a transit station at the northern end of the Northeast Corridor to serve the Monroe Crescent area	The master plan shows this as a potential station location and the recommendation has been forwarded to the EIS study team for consideration
Consider a transit alignment that runs down Monroe Drive, more directly serving the Monroe Crescent redevelopment area	This recommendation has been forwarded to the EIS study team for consideration
Consider a right-in/right-out at the new street connection to Montgomery Ferry/Pollo Drive	This design alternative should be considered when the new street connection is being designed for construction
Improve pedestrian safety from Ansley Park and Sherwood Forest to the BeltLine	Added sidewalk project for Pollo Drive and nearby streets

Table 06 - Public Involvement Summary

MOBILITY (CONT)	
COMMENT	RESPONSE
Street framework in the area between Piedmont and Monroe creates unrealistic block sizes	Street framework was reworked in this area to improve block sizes
Concern about new street through Clear Creek Plaza redevelopment	Inadequate intersection spacing from Piedmont-Monroe intersection, removed from street framework plan
Improve pedestrian access to Piedmont Park and redevelopment areas	<p>Wider sidewalks and improved pedestrian crossings on Monroe and Piedmont</p> <p>Redevelopment with better relationship to the park and better access</p> <p>Creation of numerous additional access points to the BeltLine corridor and the park</p>
Concerned about Amsterdam-Monroe Intersection	Road diet on Monroe will help intersection
Opinions about the best design for the narrowing of Monroe Drive. Most supported sidewalk improvements. A minority supported adding bicycle lanes.	The plan recommends that the road diet include wider sidewalks and wider tree planting zone on the sidewalks. This was consistent with the larger majority of public opinion and the opinion of the staff and consultant team
Improve the pedestrian environment around the 10th and Monroe intersection. Also, clean up the intersection for vehicles.	<p>Refined intersection concept design based on a series of options</p> <p>Concept includes safer pedestrian realm and simpler alignment for vehicles</p>
Provide safe access between the BeltLine and Inman Middle and Grady High Schools	New greenway connection and improved sidewalks were added
Concerned about street connections into Midtown neighborhood	<p>Introduced an additional north-south street</p> <p>Connections from Virginia Highlands to Midtown are offset</p> <p>Reduced potential street crossings of the BeltLine from five to two. Streets occur with redevelopment</p>
Concern about the width of a potential new north-south street	Early in the process, it was not clear how many lanes would be necessary for the proposed street connection. The analysis lined up with community input: two lanes is the right size
Concern about vehicle speeds and cut-through traffic on Ponce de Leon Place	<p>Added traffic calming for Ponce Place</p> <p>Also have pedestrian improvements on Ponce de Leon Terrace, Drewry St, and Greenwood St</p>
Concern about pedestrian safety on Ponce de Leon Ave	Included streetscape project for the street
Time transportation improvements with redevelopment	<p>Street framework and local sidewalk improvements will occur at the time of redevelopment</p> <p>TAD funded improvements will occur over time</p> <p>Redevelopment activity is one factor to consider in funds allocation</p>

Table 06 - Public Involvement Summary Continued

MOBILITY (CONT)

COMMENT	RESPONSE
Concern about additional auto trips on 8th Street if the new Ponce-Monroe connector street is ever built	If the new Ponce-Monroe connector street is built, design and signage should discourage the through movement to 8th Street, such as giving the westbound right-hand turn lane an extended amount of green time and curtailing the westbound through movement's green time. If the cut-through traffic still became a problem, operational solutions could be recommended such as limiting the through movement during the AM peak to Grady High School and residents only, for example.

PARKS AND OPEN SPACE

COMMENT	RESPONSE
Create a green connection between Gotham Way Park and the BeltLine	Plan includes a green connection between the park and the BeltLine
Consider trail options that serve Monroe Crescent/ Piedmont Heights	Added two promising potential trail alignments through that area and forwarded them on to the EIS study team
Consider a spur trail to Midtown	Exploring the opportunity with Sherwood Forest and Midtown Alliance

Table 06 - Public Involvement Summary Continued

Appendix

CDP Amendments

Summary of Future Land Use Change Recommendations

As part of the implementation of the BeltLine subarea master plans, some changes to the City's Future Land Use Map are required. Table 01 summarizes the recommended changes for parcels in the study area shown on Figure 01 on page 67, including corresponding zoning changes.¹

Parcels shown in rose will need a category change. In most cases, the City's plan calls for the continued use of aged commercial properties as strip malls and other low density commercial uses. This subarea plan envisions these properties developing as exciting mixed use activity centers connected by future transit and trail.

The parcels shown in light pink are designated for Mixed Use on both the City's Future Land Use Map and the subarea master plan, but the BeltLine plans add clarity to this category by introducing height and intensity definitions.

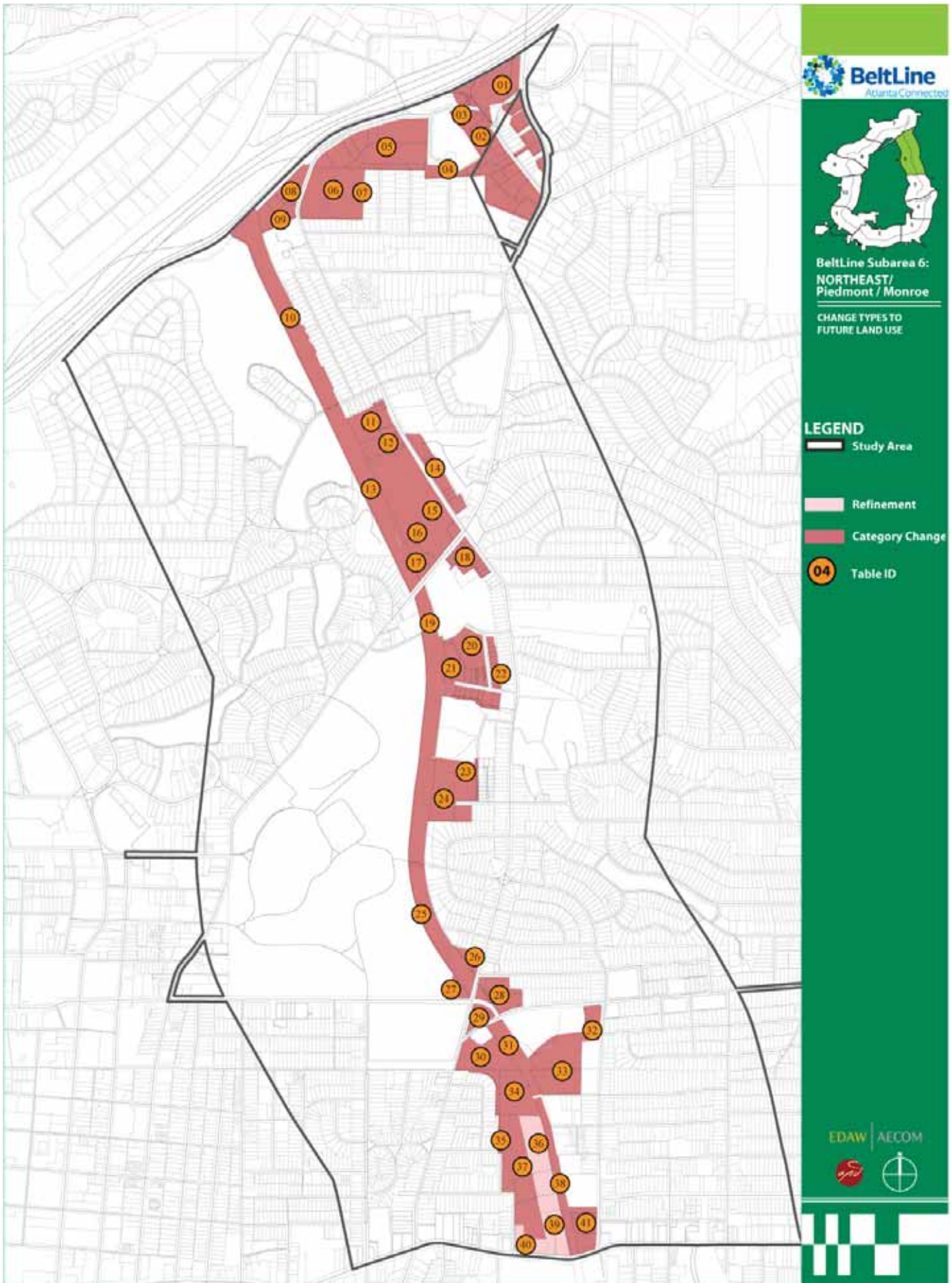
¹ It should be noted that while Office uses are planned in some areas of Subarea 6, the "O/I" zoning district is deemed inappropriate. Office uses should be permitted under a "C" or "MRC" zoning district, as reflected in Table 01.

MAP ID	CITY'S FUTURE LAND USE MAP	BELTLINE SUBAREA 6 PROPOSED LAND USE	RECOMMENDED CITY FUTURE LAND USE	R E C O M M E N D E D ZONING
01	Low Density Commercial	Office/ Institutional	MU, MD	(no change)
02	Low Density Commercial	Mixed Use, 1-4 stories	MU, MD	(no change)
03	Low Density Commercial	Community Facility	Community Facility	(no change)
04	Low Density Commercial	Proposed/ Existing Open Space	Private Open Space	(no change)
05	Low Density Commercial	Office/ Institutional	(no change)	(no change)
06	Low Density Commercial	Residential, 5-9 stories	O-I-R	(no change)
07	Low Density Commercial	Proposed Park Space	Private Open Space	(no change)
08	Low Density Commercial	Office/ Institutional	O/I	(no change)
09	Low Density Commercial	Residential, 1-4 stories	HDR	MR4
10	Transportation Communication Utilities	TCU	(no change)	(no change)
11	Low Density Commercial	Residential, 1-4 stories	HDR	MR4
12	Low Density Commercial	Mixed Use, 1-4 stories	MU, HD	MRC3
13	Transportation Communication Utilities	TCU	(no change)	(no change)
14	Low Density Commercial	Mixed Use, 5-9 stories	MU, HD	MRC3
15	Low Density Commercial	Mixed Use, 5-9 stories & Mixed Use, 10+ stories	MU, HD	MRC3
16	Low Density Commercial	Proposed Park Space	Private Open Space	(no change)
17	Low Density Commercial	Mixed Use, 5-9 stories	MU, HD	MRC3
18	Low Density Commercial	Mixed Use, 1-4 stories	MU, MD	MRC2
19	Transportation Communication Utilities	TCU	(no change)	(no change)
20	Industrial	Residential, 1-4 stories & Residential, 5-9 stories	HDR	MR4
21	Mixed Use	Residential, 5-9 stories	(no change)	(no change)
22	Low Density Commercial	Residential, 1-4 stories	MDR	MR3
23	Low Density Commercial	Residential, 1-4 stories	HDR	MR4
24	Low Density Commercial	Mixed Use, 1-4 stories & Mixed Use, 5-9 stories	MU, HD	MRC3
25	Transportation Communication Utilities	TCU	(no change)	(no change)
26	Single Family Residential	Low density commercial	(no change)	(no change)
27	Open Space	Open Space	(no change)	(no change)
28	Low Density Commercial	Mixed Use, 1-4 stories & Mixed Use, 5-9 stories	MU, HD	MRC3
29	Low Density Commercial	Mixed Use, 1-4 stories & Mixed Use, 5-9 stories	MU, HD	MRC3
30	Low Density Commercial	Mixed Use, 1-4 stories & Proposed Park Space	MU, HD	MRC3
31	Transportation Communication Utilities & Low Density Commercial	TCU	(no change)	(no change)

Table 01 - Summary of Future Land Use Map Changes

MAP ID	CITY'S FUTURE LAND USE MAP	BELTLINE SUBAREA 6 PROPOSED LAND USE	RECOMMENDED CITY FUTURE LAND USE	R E C O M M E N D E D ZONING
32	Single Family Residential	Proposed/ Existing Open Space	OS	(no change)
33	Medium Density Residential	Transportation Communication Utilities	TCU	(no change)
34	Low Density Commercial	Mixed Use, 5-9 stories & Proposed Park Space	MU, HD	MRC3
35	Mixed Use	Residential, 1-4 stories	(no change)	MRC2
36	Mixed Use	Mixed Use, 5-9 stories	(no change)	MRC3
37	Mixed Use	Proposed Park Space	(no change)	MRC3
38	Transportation Communication and Utilities	TCU	(no change)	(no change)
39	Mixed Use	Mixed Use, 10+ stories	(no change)	MRC3
40	Mixed Use	Mixed Use, 1-4 stories	(no change)	MRC3
41	Mixed Use	Residential, 1-4 stories & Residential, 5-9 stories	(no change)	MRC3

Table 01 - Summary of Future Land Use Map Changes (continued)



Zoning Recommendations

ASAP Amendments and Zoning Recommendations

The table presented in the CPD Amendments Appendix under Summary of Future Land Use Change Recommendations section presents the recommended amendments to the City's Future Land Use Map to allow the development of Subarea 6 as envisioned by the community and presented in this Master Plan. If a rezoning is also required to allow the recommended development, a potentially compatible zoning category is included in the table. This section explains the assumptions made to determine this compatibility. Zoning compatibility and recommended zoning changes were only made for parcels that are changes between the City's 15-Year Plan and the Subarea 6 Land Use Recommendations.

In general, land use recommendation compatibility with current zoning was determined using the Zoning Compatibility Table presented on the following page.

However, in the case where several parcels have been assembled and large developments are proposed, the compatibility table may suggest that the current zoning is incompatible with the proposed land use. Although land use recommendations are based on the land use proposals for those developments, the overall zoning for the assembled property may be more intense than the proposed use on a parcel within the assemblage. In these cases, it was determined that the zoning is compatible with the proposed land use given the context of the overall development proposal. This is especially relevant in the area around the proposed North Avenue Park where multiple redevelopment proposals have been approved and are under construction.

When a parcel is recommended for future park space, zoning is considered to be compatible since there is no specific zoning code for park space.

When the land use category Mixed-Use 1-4 Stories

is proposed on a major corridor, the compatible zoning is increased from MRC-1 to MRC-2. This same increase in intensity is also proposed for Mixed-Use 5-9 Stories along major corridors, where the recommended zoning category is increased from MRC-2 to MRC-3.

When multiple zoning categories are shown to be compatible with the proposed land use category, the table field will contain the most intense zoning category from the Zoning Compatibility Table.

Due to the flexible nature of each zoning district and its various special-use permitted uses, some recent developments do not strictly adhere to the suggested zoning codes in the Zoning Compatibility Table, even if the built development meets the Subarea 6 recommended land use category. In these cases, current zoning is determined to be compatible.

The rationale for the recommended zoning district for each land use category is described below.

Residential 1-4 Stories: Zoning Districts R-3 through R-5, RG-1 and RG-2, MR-1 and MR-2, and MR-4A were selected to be compatible. Districts R-1 through R-2B were eliminated because it is believed that the lot size requirements preclude them from being applicable in the Subarea 6 study area given property values and the desire of the City to promote transit supportive density. MR-1 is described as being single-family with a zero lot line on one side. MR-2 is included because even though it is multi-family, the building height is limited to 3 stories. MR-4B is included because it is often used for townhome developments.

Residential 5-9 Stories: Zoning Districts RG-3 through RG-5, MR-3, and MR-4A. The RG-3 district allows for Floor to Area Ratios that on smaller lots could potentially meet the recommended number of stories in the land use category. RG-4 and RG-5 allow for traditionally medium density multi-family intensities. MR-3 and MR-4A both have an 8 story height limit.

Residential 10+ Stories: Zoning Districts RG-6, MR-5A and B, and MR-6. RG-6 allows a 6.4 Floor to Area Ratio, that with the City's required open space would result in structures greater than 10 stories. MR-5A and B have 15 story maximums, and MR-6 has a 6.4 Floor Area ratio with a 22 story maximum.

Mixed-Use 1-4 Stories: The Mixed Use land use categories were the most difficult to determine compatibility because so many of the City's zoning districts allow mixed use by right. The zoning districts most closely following the scale of the least intense mixed use category are RL-C, LW, and MRC-1

Mixed-Use 5-9 Stories: MRC-2 is the compatible zoning code for this land use category. When this land use category is located on a major corridor, the recommended zoning category is bumped up to MRC-3

Mixed- Use 10+ Stories: MRC-3 is the compatible zoning code for this land use category. Meant to be used on developments with regional attraction, the areas recommended for this zoning district are located in close proximity to the proposed transit stations. In most cases, properties are already zoned to this category.

Low Density Commercial: NC and C-1 were determined to be the most compatible with this land use category. Although C-2 allows similar uses to C-1, its permitted building scale and intensity of these uses is determined to be too intense for this land use category, especially within the Subarea 6 study area.

Within the Subarea 6 study area, no recommendations for single-use office, industrial, high density commercial or community facilities are being made. Therefore, the Zoning Compatibility Table does not include recommended zoning categories. In addition, open space does not require a specific zoning code, so no recommendations are being made for Proposed Park Space.

Proposed Future Land Use Designation	Zoning Compatibility Table																																						
	PD-MU	PD-H	MRC-3	MRC-2	MRC-1	C-5	C-4	C-3	C-2	C-1	NC	LW	MR-6	MR-5B	MR-5A	MR-4B	MR-4A	MR-3	MR-2	MR-1	RL-C	RG-6	RG-5	RG-4	RG-3	RG-2	RG-1	R-5	R-4B	R-4A	R-4	R-3A	R-3	R-2B	R-2A	R-2	R-1		
Mixed Use 10+ Stories																																							
Mixed Use 5-9 Stories																																							
Mixed-Use 1-4 Stories																																							
Residential 10+ Stories																																							
Residential 5-9 Stories																																							
Residential 1-4 Stories																																							
High Density Commercial																																							
Low Density Commercial																																							
Office/Institutional																																							
Industrial																																							
Proposed Park Space																																							
Existing Park Space																																							
Community Facility																																							

Green boxes indicate compatible zoning within the land use category. These are generalizations. Height limitations suggested by land use should be adhered to.

Transportation Analysis Report

Meeting Summaries

Existing Conditions Report