



Atlanta BeltLine Master Plan

SUBAREA 4

MEMORIAL DRIVE/ GLENWOOD AVE

Plan Recommendations Report

Prepared for
Atlanta BeltLine, Inc.
By Ecos Environmental Design
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and Dovetail Consulting

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Atlanta
BeltLine





<u>Executive Summary</u>	i	<u>IV. Parks & Open Space</u>	55
a. Study Overview	i	a. Parks & Open Space Policies	55
b. Subarea Context	ii	b. Park Improvements	55
c. Methodology and Community Input	iv	c. Greenway Trail Improvements	57
d. Overview of Subarea Goals	iv	d. Other Open Space Improvements	58
e. Plan Summary: Land Use and Design	v	e. Project Implementation: Parks & Open Space	
f. Plan Summary: Mobility	x	Recommendations Summary	59
g. Plan Summary: Parks and Open Space	xi		
 		<u>V. Public Involvement</u>	
<u>I. Overview</u>	1	<u>Summary</u>	61
a. Background	1	a. Process Description	61
b. Guiding Principles	3	b. Major Themes & Issues	62
c. Project Implementation Summary	3	c. Ongoing Engagement Activities	65
 		<u>Appendix</u>	
<u>II. Land Use & Design</u>	5	CDP Amendments	
a. Land Use & Design Policies	5	Zoning Recommendations	
b. Future Land Use & Circulation	6	Transportation Analysis Report	
c. Development Opportunities	11	Meeting Summaries	
d. Historic Resources Strategies	21	Inventory & Assessment Report	
e. Art & Culture Strategies	23	Support Documents	
f. Project Implementation: Land Use			
Recommendations Summary	30		
<u>III. Mobility</u>	31		
a. Mobility Policies	31		
b. Connectivity & Accessibility Improvements			
Overview	31		
c. Street Framework Plan	32		
d. Operational & Capacity Improvements	37		
e. Pedestrian & Bicycle Improvements	41		
f. Transit Improvements	43		
g. Project Implementation: Mobility			
Recommendations Summary	48		



List of Figures & Tables

Figures

Figure 01 - BeltLine Subareas	i
Figure 02 - Subarea 4 Context Map	ii
Figure 03 - Project Timeline	iii
Figure 04 - Reynoldstown Focus Area Land Use Plan	v
Figure 05 - Inman Park/Reynoldstown MARTA Station Illustration	vi
Figure 06 - Memorial Drive Focus Area Land Use Plan	vii
Figure 07 - Memorial Drive Focus Area Illustration	vii
Figure 08 - Moreland/ Memorial Focus Area Land Use Plan	viii
Figure 09 - Glenwood Station Area Plan	viii
Figure 10 - Glenwood Focus Area Land Use Plan	ix
Figure 11 - Glenwood Focus Area Illustration	ix
Figure 12 - Proposed Memorial Drive Road Diet Diagram	x
Figure 13 - Proposed Lang-Carson Park Expansion in Reynoldstown Neighborhood	xi
Figure 14 - Subarea 4 Master Plan	xiii
Figure 15 - Subarea 4 Circulation & Mobility Plan	xiv
Figure 16 - Greenspace & Public Art Plan	xv
Figure 17 - Subarea 4 Context Map	2
Figure 18 - Recently Redeveloped Areas in the BeltLine TAD	6
Figure 19 - Previous Studies: Land Use	7
Figure 20 - Previous Studies: Transportation	7
Figure 21 - Subarea 4 Draft Master Plan	9
Figure 22 - Subarea 4 Focus Areas	11
Figure 23 - Final Draft Plan: Reynoldstown Focus Area	11
Figure 24 - Inman Park MARTA Station Illustration	12
Figure 25 - Final Draft Plan: Memorial Drive Focus Area	13
Figure 26 - Memorial Drive Station Area Plan	14
Figure 27 - Memorial Drive Illustration	14
Figure 28 - Final Draft Plan: Moreland/ Memorial Focus Area	17
Figure 29 - Final Draft Plan: Glenwood Focus Area	19
Figure 30 - Glenwood Avenue Station Area Plan	20
Figure 31 - Glenwood Avenue Illustration	20
Figure 32 - Historic & Cultural Resources Map	22
Figure 33 - Existing and Proposed Greenspace & Public Art Opportunities	24
Figure 34 - Street/ Multi-Family Typology	33
Figure 35 - Avenue/ Residential Typology	33
Figure 36 - Street Thoroughfare Typology Map	35
Figure 37 - Current Truck Conflict Potential	39
Figure 38 - Relocation of Westbound Stop Bar	39
Figure 39 - Extension of Howell Drive and Arkwright-Memorial Intersection	40
Figure 40 - Existing Woodward Avenue Diagram	41
Figure 41 - Proposed Woodward Avenue Diagram	41
Figure 42 - Woodward Boulevard Bicycle Boulevard Phases	42
Figure 43 - Grant Street Alternative A	44
Figure 44 - Grant Street Alternative B	44

List of Figures & Tables

Figure 45 – Memorial Drive at Chester Alternative A	44
Figure 46 – Memorial Drive at Chester Alternative B	44
Figure 47 – Existing Memorial Drive at Oakland Cemetery (Looking West)	45
Figure 48 – Proposed Memorial Drive Alternative A (No Transit)	45
Figure 49 – Proposed Memorial Drive Alternative B (Transit)	45
Figure 50 – Chester Avenue Adjacent to LaFarge (Looking North)	45
Figure 51 – Bill Kennedy Way	46
Figure 52 – Wylie Street Alternative A	46
Figure 53 – Wylie Street Alternative B	46
Figure 54 – Project Implementation Map: Mobility Recommendations Summary for Streets	50
Figure 55 – Project Implementation Map: Mobility Recommendations Summary for Sidewalks	53
Figure 56– Park, Open Space and Connectivity Recommendations Map	55
Figure 57 – Proposed Park Expansion	56
Figure 58 – Project Implementation Map: Parks & Open Space Recommendations Summary	60

Tables

Table 01 - Market Forecast Summary for Atlanta BeltLine	6
Table 02 - Development Quantification	47
Table 03 - Project Implementation Table: Mobility Recommendations Summary for Streets	48
Table 04 - Project Implementation Table: Mobility Recommendations Summary for Sidewalks	51
Table 05 - Project Implementation Table: Parks & Open Space Recommendations Summary	59
Table 06 - Mobility Feedback	63
Table 07 - Land Use and Design Feedback	64
Table 08 - Parks and Open Space Feedback	64



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I. Executive Summary

The recommendations of the Atlanta BeltLine Master Plan for Subarea 4 are summarized in the following pages. The recommendations include brief sections on land use, design, mobility, and parks. Complete recommendations follow this section in the Plan Recommendations Report.

a. Study Overview

The Atlanta BeltLine will combine greenspace, trails, transit, and new development along 22 miles of historic rail segments that encircle the core of the city. It will connect 45 neighborhoods and affect more than 100,000 people who live within one-half mile of the corridor.

In 2005, the Atlanta City Council adopted the BeltLine Redevelopment Plan. This important planning document created a broad vision for the Atlanta BeltLine project and enabled the creation of the BeltLine Tax Allocation District (TAD), a key source of implementation funds. The Subarea 4 Master Plan builds on the foundation of previous planning efforts by refining recommendations and project lists via an expanded community input process. This process integrates land use, urban design, circulation, mobility, greenspace, and public art into a comprehensive master plan for one of ten subareas along the 22-mile Atlanta BeltLine. This Master Plan includes the following purposes:

- To update and refine Atlanta BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies.
- To review the land use plan and circulation plan included in the 2005 BeltLine Redevelopment Plan in combination with other land use plans previously completed for the subareas and finalize the land use to be incorporated into the Comprehensive Development Plan.
- To review and refine the new street recommendations for incorporation in the Street Framework Plan and implementation through the BeltLine Overlay Zoning District.

- To better define streetscape, pedestrian and roadway projects and associated cost estimates for high priority corridors necessary to support future development as identified in the Redevelopment Plan and Street Framework Plan.
- To refine projects and programming related to parks and open spaces along the BeltLine.

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

Master Plans by their nature are subject to periodic review and changes to reflect changing local conditions, refined neighborhood visions and city policies, demographic shifts, and other factors. This plan has been developed for the year 2030 based on a variety of data including projections of population and employment growth, economic conditions, and travel patterns and behaviors, as well as existing physical constraints and opportunities. Accordingly, from time to time, with appropriate community and technical input, this plan may be revisited and adjusted.

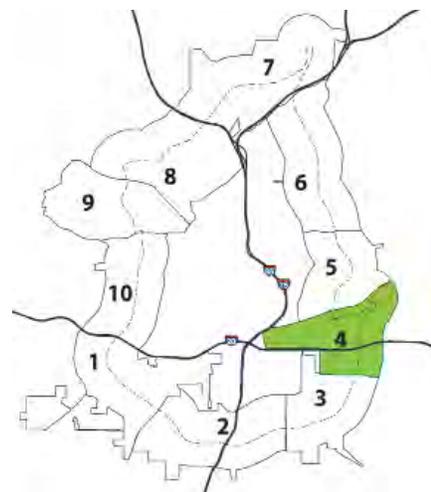


Figure 01 - BeltLine Subareas

b. Subarea Context

Subarea 4 is located in the southeastern portion of Atlanta BeltLine, east of I-75/I-85 and bisected by I-20. It is bounded by DeKalb Avenue to the north, Moreland Avenue to the east, and Berne Street to the south (see Figures 1 and 2). The study area is centered on the Atlanta BeltLine corridor and generally includes the land within one-half mile of either side. The study area encompasses over 1,200 acres and includes 415 acres of the BeltLine Tax Allocation District.

Subarea 4 incorporates several Neighborhood Planning Units (NPU's), City Council Districts, and neighborhoods, including portions of:

- Southeast Study Group.
- NPUs N, O, and W.
- City Council Districts 1 and 5.
- Neighborhoods of Cabbagetown, Capital Gateway, Edgewood, Grant Park, Ormewood Park, and Reynoldstown.

The study area includes four significant redevelopment focus areas containing numerous abandoned or underutilized properties, along with properties that may transition away from industrial over the next 20 years. Each of the focus areas presents opportunities for transit-oriented redevelopment at the appropriate scale and with appropriate transitions to the existing single-family neighborhoods. A synopsis of the recommendations for each focus area begins on page 11.

Subarea 4 includes two major physical barriers: Interstate 20 and the CSX Hulseley Yard intermodal transfer facility. Both present challenges for connectivity and require special attention around their edges from land use, mobility, air quality and noise pollution perspectives.

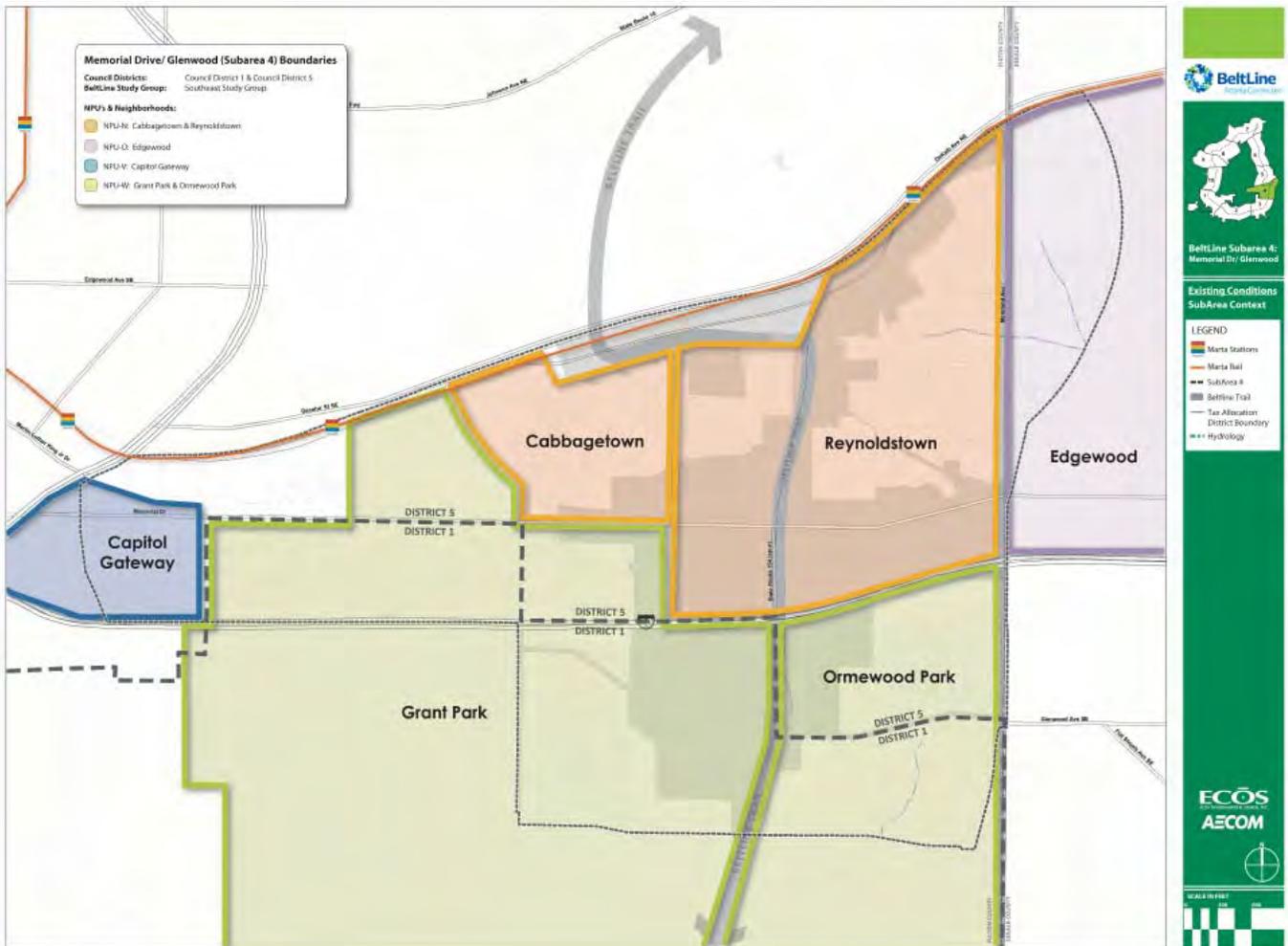


Figure 02 - Subarea 4 Context Map

The study area contains both the King Memorial and Inman Park/Reynoldstown MARTA heavy rail stations. The Tier I Atlanta BeltLine transit and trail Environmental Impact Statement (EIS) has identified three connectivity alternatives for connecting to the MARTA rail network. The alternatives contemplate tying into either station. While the decision at the time of this planning report was not yet determined concerning which connection and alignment option will be implemented, this master plan will accommodate any of the three alternative and connection options.

The study focused on the Bill Kennedy Way, Memorial Drive, Moreland Avenue and Wylie Street corridors and included detailed traffic analysis and forecasting for each of these roadways, detailed in the Transportation Analysis appendix. This analysis informed detailed pedestrian, bicycle, and vehicular mobility improvements for the study area.



Southeast BeltLine Study Group Meeting

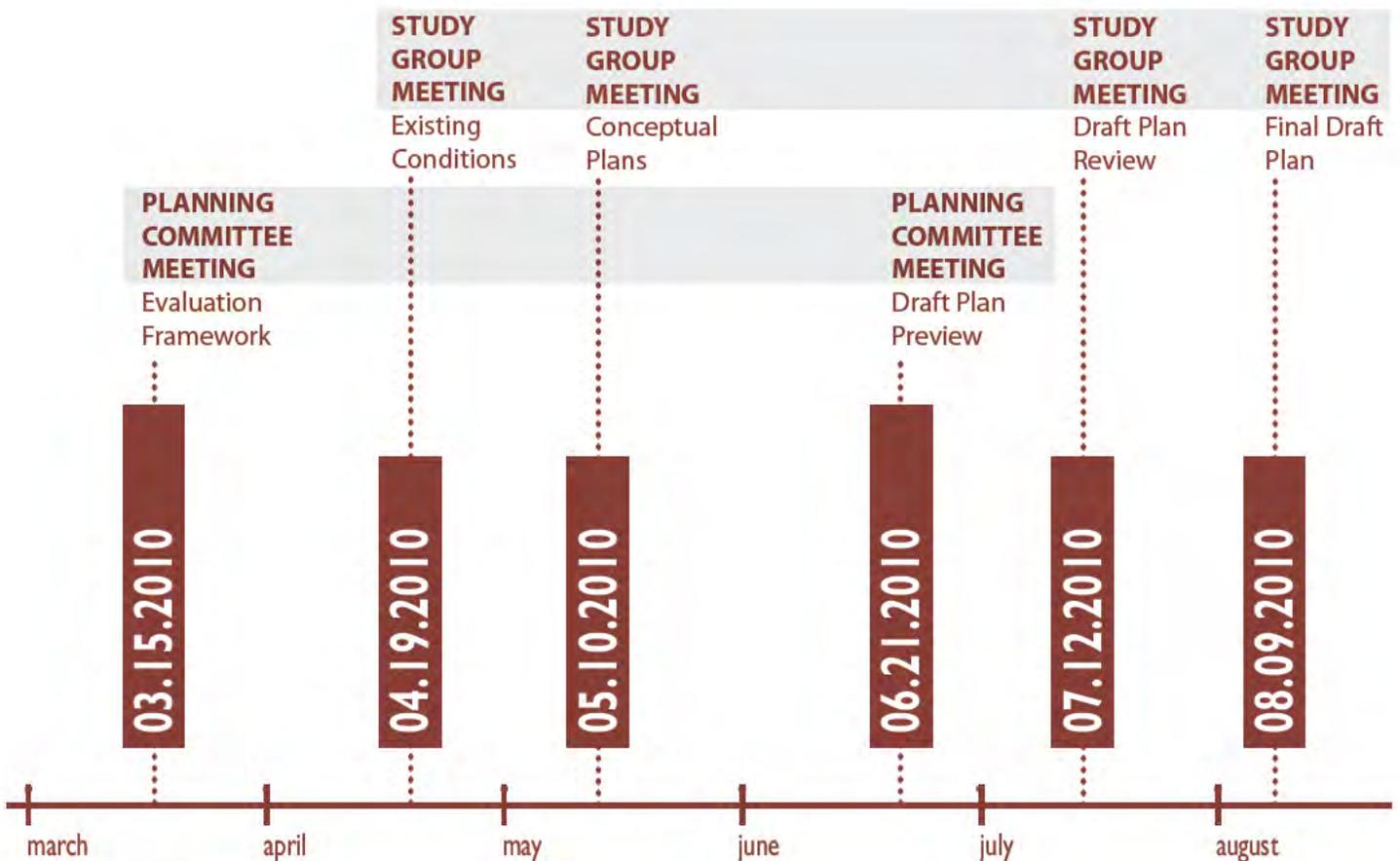


Figure 03 - Project Timeline

c. Methodology and Community Input

The Subarea 4 Master Plan was developed with input from the Southeast Study Group, Office Hours, Quarterly Briefing updates, the BeltLine.org website, and a Planning Committee established exclusively to review and guide this study. Utilizing a series of planning committee meetings and four study group meetings (public meetings) at key points in the process, community members and stakeholders had the opportunity to shape both the goals of and the recommendations for the Subarea 4 Master Plan. Community feedback, in addition to detailed existing conditions, identified opportunities, challenges, and recommendations from previous studies, which led to the development of two alternative concept plans. Through the refinement of these two concepts into a single draft, the Subarea 4 Master Plan integrates the community goals and principles of placemaking into its recommendations for land use and urban design, circulation and mobility, and greenspace and public art.



Establishing Goals at Study Group Meeting

d. Overview of Subarea Goals

The Subarea 4 Master Plan centers on the principles of placemaking which include well balanced elements, appropriate scale and quality design. The community goals for Subarea 4, refined by the Planning Committee and validated by the Study Group, are organized by the three plan elements: (1) land use and urban design, (2) circulation and mobility, and (3) greenspace and public art.

Throughout the planning process, the continual integration of both the principles of placemaking with the community's goals ensured a master plan solution that outlined future growth for the study area in a manner that is appropriate, aesthetic, economical and sustainable.

The Subarea 4 goals are as follows:

Land Use and Urban Design Goals

- Encourage a variety of uses at appropriate locations within the subarea to support future transit, promote reuse of historic properties, facilitate economic growth and improve community health.
- Promote development that supports and serves the needs of the neighborhoods - such as day-to-day services, housing and employment, community facilities (post office, library, community centers), and institutions (schools, medical facilities) - at a scale and intensity commensurate with community values and future needs.
- Retain the rich diversity and distinct character of the community through quality architecture, design cohesiveness of streetscapes and a variety of civic spaces.
- Strengthen the subarea's identity as a series of neighborhoods and marketplaces offering housing choices, employment diversity and recreational opportunities for all ages.

Circulation and Mobility Goals

- Provide compatibility, connectivity and continuity in community-wide transportation solutions for all modes of travel through innovative strategies that also protect the character and integrity of the neighborhoods.

- Provide a safe, efficient and continuous network of pedestrian and bicycle facilities as part of all planned streetscape and roadway improvements for improved access to transit and better health of the community.
- Maintain and improve traffic flow along the major thoroughfares of Memorial Drive, Moreland Avenue, Boulevard and DeKalb Avenue, while employing appropriate safety measures, improving accessibility to local businesses, and meeting the parking needs of the community.

Greenspace and Public and Cultural Arts Goals

- Ensure the livability of the subarea by improving the accessibility and quality of parks, open spaces and recreational opportunities, enhancing streetscapes, preserving cultural and historic assets and integrating a public arts program.
- Provide diverse, open, cultural, and civic spaces to promote social interaction, celebrate local art, improve community health, and retain distinctive neighborhood character.

e. Plan Summary: Land Use and Design

The Subarea 4 Master Plan encourages a variety of uses that reflect community character through quality architecture, preservation of historic resources, open spaces and cohesive streetscape design, while providing the appropriate transitions to established neighborhoods. The master plan promotes connectivity and encourages safe, walkable pedestrian and vehicular networks.

Key land use and design policies and strategies include:

- Encourage repurposing of historic structures without compromising the physical character of the resource to embrace and celebrate the subarea’s unique character and historic contributions to the City of Atlanta.
- Recommend priority storefront spaces where appropriate to create a vibrant, walkable commercial corridors that facilitate economic growth and improve the vitality of the streetscapes.

- Provide appropriate transitions to existing residential neighborhoods. Higher intensities are located around transit stations (to provide ridership and ‘eyes on the BeltLine’ for improved safety) and along major corridors, with the recommendation that these heights and intensities gradually reduce, or ‘step down’ when adjacent to or across from the existing single-family residential areas.
- Create smaller blocks within existing superblocks and reestablish former street connections, where appropriate.

The following section, which is organized into four focus areas, illustrates specific development opportunities within the study area.

Reynoldstown Focus Area

The land use recommendations for the Reynoldstown Focus Area encourage a lower intensity, neighborhood character within the existing Reynoldstown neighborhood, while providing for higher intensity uses near existing and future transit. This includes the following public and private sector actions:

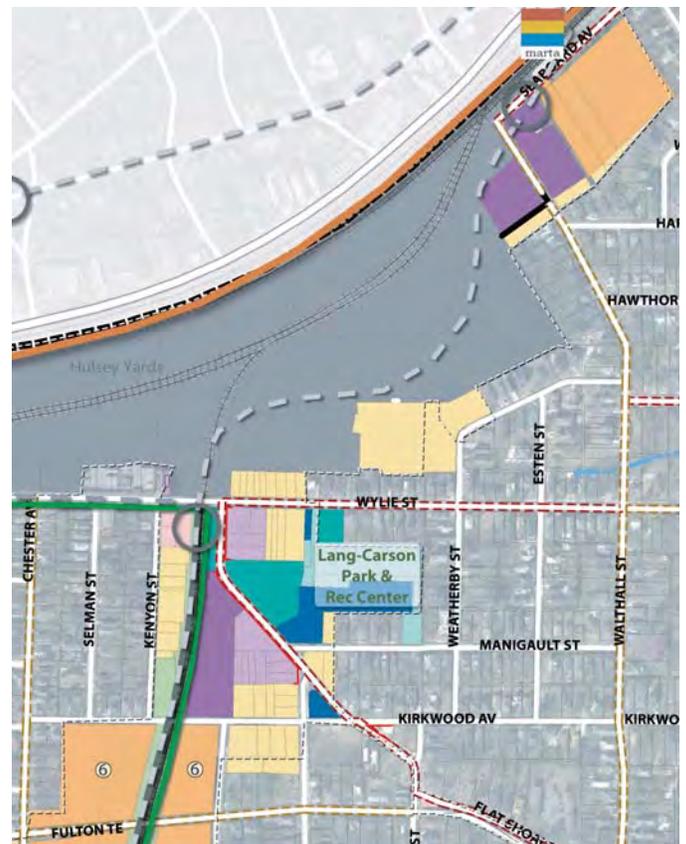


Figure 04 - Reynoldstown Focus Area Land Use Plan

- Identify priority storefront space along Flat Shoals Avenue to encourage the development of a neighborhood commercial street. Buildings on Flat Shoals should gradually increase in intensity as they approach the Atlanta BeltLine corridor.
- Redevelop the MARTA-owned and private properties south of the Inman Park/Reynoldstown MARTA Station into a combination of mixed-use and residential developments.
- Expand Lang-Carson Park to the west and north, increasing the street frontage along Flat Shoals and Wylie, creating a green connection to the Atlanta BeltLine corridor, and improving safety and accessibility.

Memorial Drive Focus Area

The land use recommendations for the Memorial Drive Focus Area identify higher intensity uses for properties fronting Memorial Drive and I-20 and lower intensity uses for those properties adjacent to the established single-family neighborhoods.

The plan also recommends creating several blocks of high-quality storefront space along Memorial on the western side of Bill Kennedy Way.

- Redevelop abandoned and underutilized properties with office, mixed use, and residential developments.
- Break up large superblocks with new streets lined with parallel parking, street trees and sidewalks.
- Preserve and rehabilitate the historic industrial buildings along Memorial Drive.
- Restore the historic A&WP train depot, the last remaining railroad structure along the Atlanta BeltLine, as a transit station. This structure is large enough to accommodate an ancillary use such as a restaurant, newsstand, or civic use such as a visitor information center or museum.
- Identify priority storefront space along Memorial Drive between Pearl Street and Chester Avenue to encourage the development of a pedestrian-oriented retail corridor.



Figure 05 - Inman Park/ Reynoldstown MARTA Station Illustration

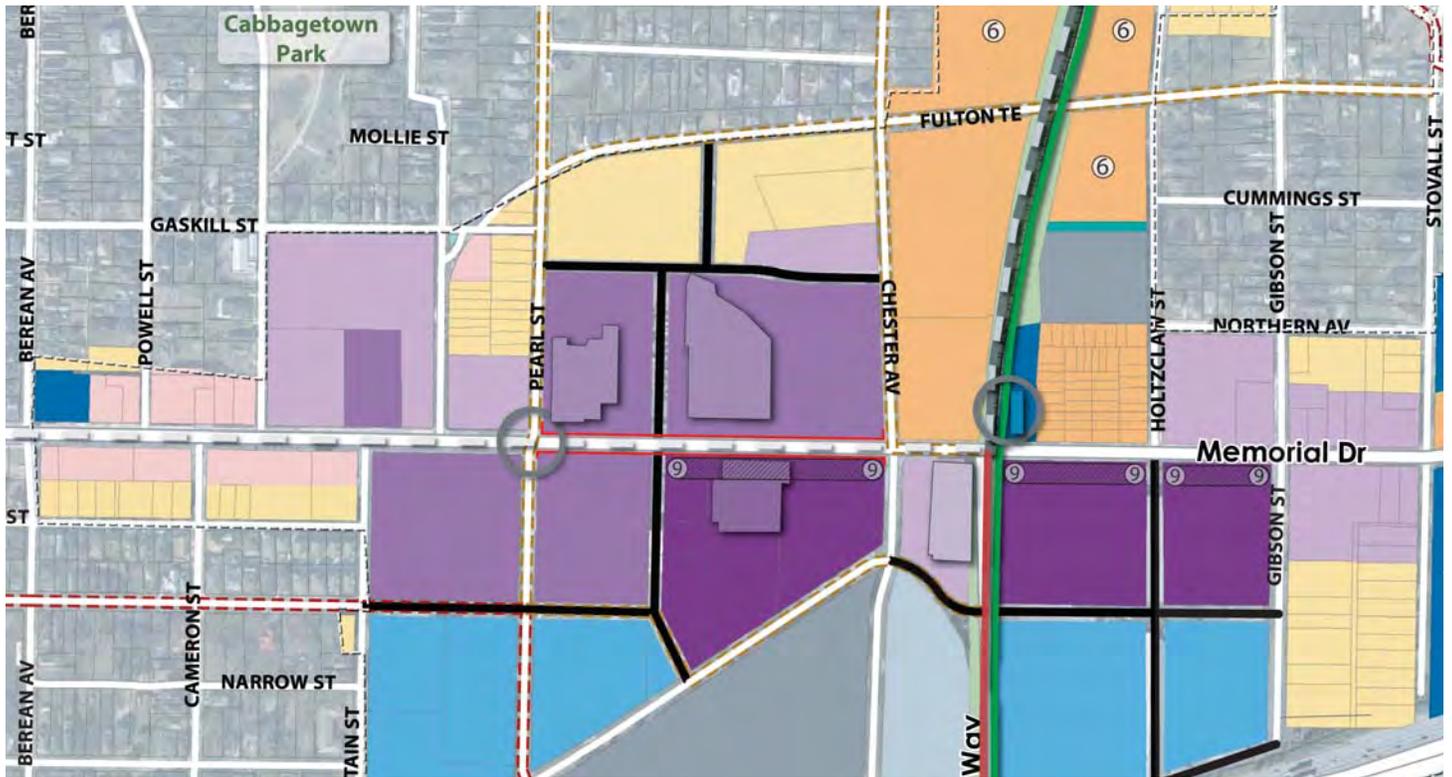


Figure 06 - Memorial Drive Focus Area Land Use Plan



Figure 07 - Memorial Drive Focus Area Illustration

Moreland/Memorial Focus Area

Located at the intersection of Moreland Avenue and Memorial Drive, the land use recommendations focus on reconnecting the street grid and modifying the existing land uses so that the area may better function as a mixed-use node adjacent to the interstate.

- Provide for mixed-use, low density commercial, and some residential redevelopment around the intersection.
- Overhaul the intersection of Arkwright/Memorial/I-20 and Moreland Avenue.



Figure 08 - Moreland/ Memorial Focus Area Land Use Plan

Glenwood Focus Area

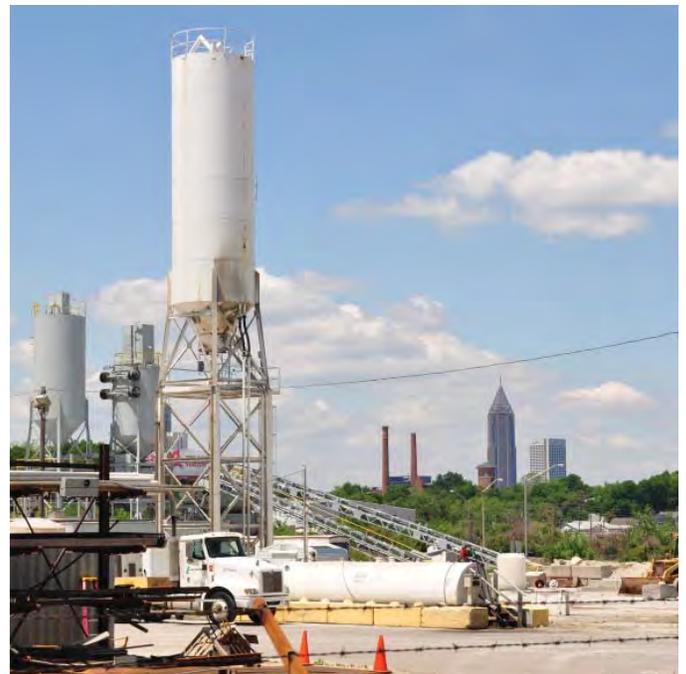
The land use recommendations for the Glenwood Focus Area support and enhance the existing retail uses at Glenwood Park by expanding residential, office, open space and community facility opportunities in the area.

- Identify priority storefront space at the intersection of Glenwood Avenue and Bill Kennedy Way to enhance the existing retail node at Glenwood Park.

- If the existing LaFarge operation relocates, allow residential and office redevelopment and require the introduction of new streets while protecting the multi-use trail along Chester Avenue.
- Utilize the forest and school yard around the historic Atlanta Stockade as publicly accessible parkspace, leveraging its uniqueness as a cultural resource.



Figure 09 - Glenwood Station Area Plan



Existing LaFarge Property

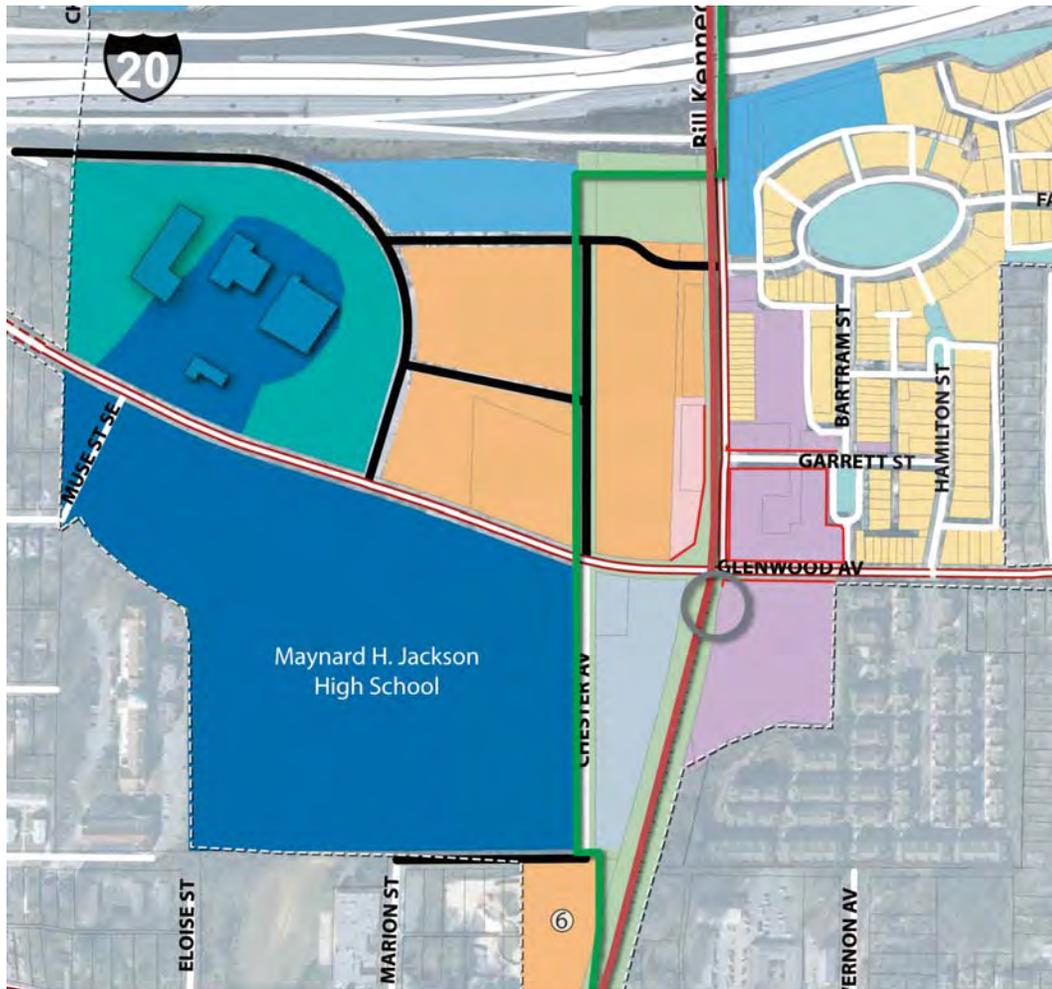


Figure 10 - Glenwood Focus Area Land Use Plan



Figure 11 - Glenwood Focus Area Illustration

f. Plan Summary: Mobility

Subarea 4 presents several opportunities to enhance mobility for future Atlanta BeltLine transit riders, bicyclists, pedestrians, and motorists. Central to the study area's future mobility is the BeltLine transit and trail. Additional tools include new pedestrian projects, new bicycle projects, developer-built streets, publicly-built streets, road diets and intersection improvements. All of the roadway recommendations are centered on the principles of "Complete Streets," providing multi-modal opportunities for all users (of all ages and abilities) whether pedestrians, bicyclists, transit users, or motorists within the right-of-way. Key recommendations are mapped in Figure 15 and summarized below:

- Improve traffic flow along major thoroughfares while employing appropriate safety measures and achieving mobility for all users. The recommendation to repurpose Memorial Drive via a road diet allows for a broader balance of travel modes and street functions, especially expansion of sidewalk and streetscape envelope, within Memorial Drive's constrained right-of-way. The road diet is also intended to reduce traffic speeds, create a safer pedestrian environment, and allow for improvements such as wider sidewalks or the addition of a landscaped buffer from traffic.
- Enhance connectivity within the existing street framework and provide new street networks. Through the recommended realignment/ modification of the Flat Shoals Avenue, Howell Drive and Arkwright Place intersection and new streets within the redevelopment of the larger parcels along Memorial, the Subarea 4 Master Plan will provide compatibility, connectivity and continuity for all modes of travel.

- Improve access to existing MARTA transit. The BeltLine transit and trail will greatly expand access to the MARTA rail system. Additionally, the plan recommends reconnecting Walthall Street to Seaboard Avenue (as it existed historically) south of the Inman Park/ Reynoldstown MARTA Station and creating a new pedestrian exit from the MARTA skywalk to Seaboard Avenue to shorten the walking distance to the Edgewood Retail District shopping center.
- Provide a safe, efficient and continuous network of pedestrian and bicycle facilities. Improving mobility for the non-motorist to and from the BeltLine corridor and community amenities will be met through the plan's recommendation of a hierarchy of "core" and "secondary" bicycle routes, sidewalk, streetscape, and multi-use trail projects. Specifically, Woodward Avenue is identified as a "Bicycle Boulevard," allowing bicyclists a wider, safer east-west route through the study area.
- Use of innovative strategies in the subarea's infrastructure that offer multiple benefits, reduce cost and protect the character and integrity of the neighborhoods. Incorporation of 'green street' strategies, where identified in the Subarea 4 Master Plan, provides the opportunity for the conventional 'grey' infrastructure to manage stormwater through more sustainable, impact-conscious design methods that will reduce costs and enhance the aesthetics of the subarea.

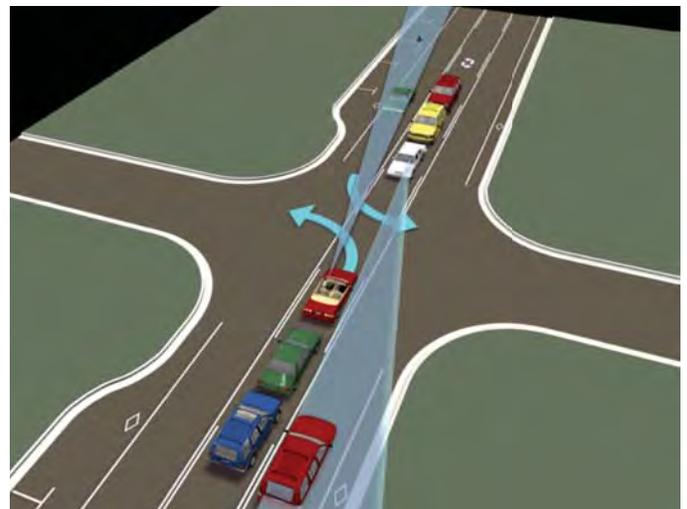


Figure 12 - Proposed Memorial Drive Road Diet Diagram

g. Plan Summary: Parks and Open Space

The Subarea 4 Master Plan includes a variety of open space opportunities, which build on the existing and planned greenspaces in the study area (See Figure 16- Greenspace & Public Art Plan). These recommendations help provide diverse open, cultural, and civic spaces to promote social interaction, celebrate local art, improve community health, and strengthen the area's distinctive character. Key parks and open space recommendations include:

- The Atlanta BeltLine corridor will add 7.4 acres of greenway to the study area. This includes the section from Berne Street to Glenwood Avenue and from Memorial Drive to Wylie Street. The corridor will ultimately have a portion allocated for transit, with the majority dedicated to the multi-use trail, landscaping, and pocket parks.
- Lang-Carson Park, a former school building and school yard turned community center and neighborhood park, is one of two city parks in Reynoldstown. The other city park, known as Manigault Street Playlot, is a 0.22 acre lot that shares a property line with Lang-Carson Park. Presently, Lang-Carson Park has minimal street frontage, with equally poor visibility and sight lines. The master plan recommends the expansion of Lang-Carson Park through the acquisition of key parcels along its northern and western borders. The proposed acquisitions will greatly increase visibility, safety and recreation opportunities, and will create a continuous connection between the BeltLine corridor and the park. The acquisitions will add approximately 1.4 acres of useable area, increasing the park to nearly five acres.

- The Department of Watershed Management owns a two-acre parcel on Holtzclaw Street. The property once housed a water tower and a replacement water tower is planned. The property has spectacular views of Downtown and Midtown. Full public access to the site is unrealistic because of the planned water tower. The master plan, however, recommends a pedestrian connection between Holtzclaw Street and the BeltLine corridor, along with an overlook and seating area.
- The ten-acre Atlanta Stockade site was identified during the process as a "jewel" within the subarea. The master plan recommends incorporating a public park into the community facility leveraging its panoramic views, existing tree cover, historic school yard area, and unique architecture.
- Several redevelopment sites are large enough to include private parkspace, similar to those incorporated into the Glenwood Park development.

Figure 16 also includes a public art plan, which identifies locations and types of public art well suited to the study area. These recommendations advance the BeltLine Cultural Planning Vision prepared in 2006.

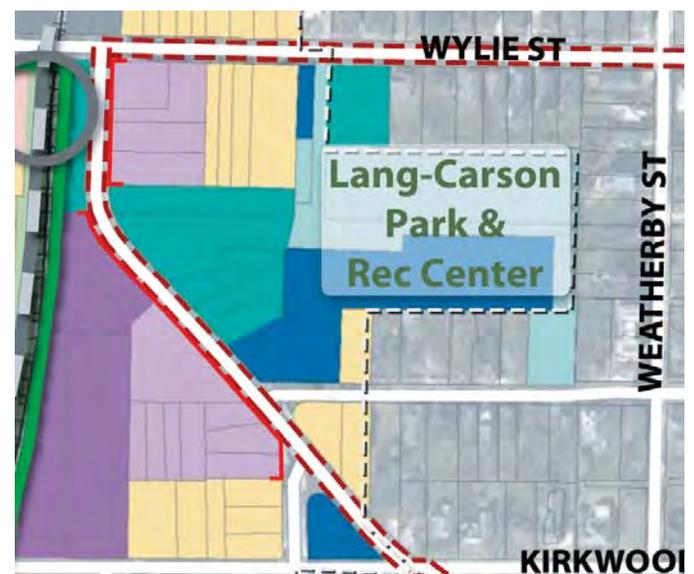
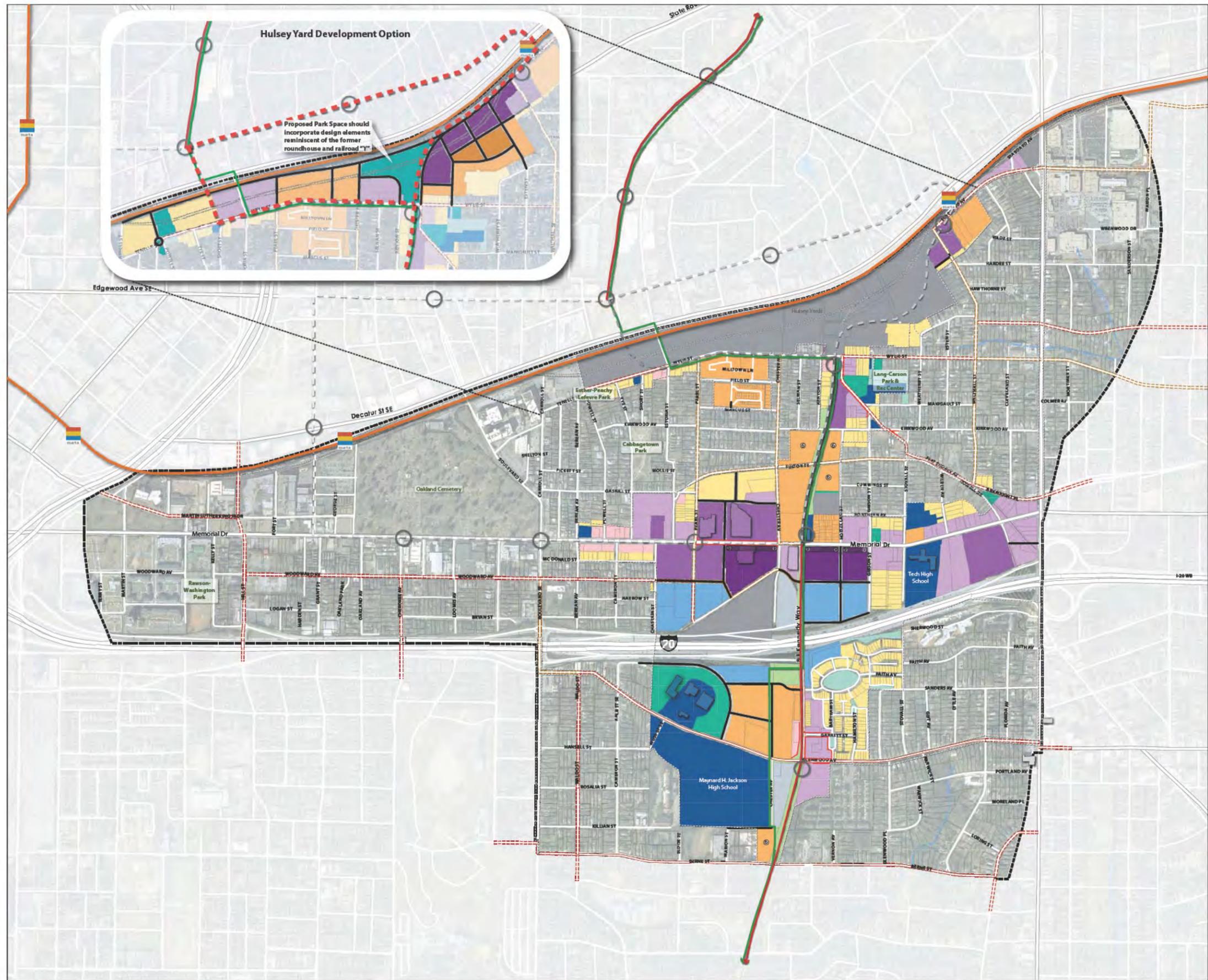


Figure 13 - Proposed Lang-Carson Park Expansion in Reynoldstown Neighborhood



Atlanta BeltLine

BeltLine Subarea 4: Memorial Dr/ Glenwood

Final Plan Land Use

Legend

- Subarea 4
- TAD Boundary
- Hulsey Yard
- Priority Storefront Space
- Priority Historic Structures
- Maximum Building Height
- Step down building height to nine or fewer stories

Vehicular Circulation

- MARTA Rail & Station
- Existing Streets
- Proposed Streets
- Removed Streets
- BeltLine Transit Stop
- BeltLine Transit
- BeltLine Transit Connectivity Alternatives

Pedestrian Circulation

- BeltLine Trail
- Existing Core Connection
- Proposed Core Connection
- Proposed Secondary Connection

Future Land Uses

- 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
- Community Facility
- Industrial
- TCU
- Existing Park Space
- Proposed Park Space
- BeltLine Corridor

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Figure 14 - Subarea 4 Master Plan



Atlanta BeltLine

BeltLine Subarea 4: Memorial Dr/ Glenwood

Final Plan Transportation Recommendations

Legend

- Subarea 4
- TAD Boundary
- Hulsey Yard

Vehicular Circulation

- MARTA Rail & Station
- Existing Streets
- Removed Streets
- BeltLine Transit Stop
- BeltLine Transit
- BeltLine Alternative Transit Alignments

Pedestrian Circulation

- BeltLine Trail
- Existing Core Connection

Intersections and Corridors requiring detailed study and analysis for Subarea 4

- Intersections
- Corridors

Recommendations

- Proposed Streets
- Removed Streets
- Proposed Core Connection
- Proposed Secondary Connection
- Proposed Ped Bridge
- Proposed Bike Boulevard
- Intersection Improvements
- Proposed Traffic Signal
- Proposed Pedestrian Hybrid Beacon

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Figure 15 - Subarea 4 Circulation & Mobility Plan



Atlanta BeltLine

BeltLine Subarea 4: Memorial Dr/ Glenwood

Final Plan
Existing and Proposed Greenspace & Public Art Opportunities

Legend

- Historic Structures
- Existing Public Art
- Existing Streets
- Proposed Streets

Future Public Art Opportunities:

- Gateways and Entrances
- Interpretive Installation
- Streetscape Installation
- Façade Installation
- Environmental Installation
- Landscape Installation
- Infrastructure Installation

Greenspace:

- Existing Park Space
- Proposed Park Space
- BeltLine Corridor

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Figure 16 - Greenspace & Public Art Plan

I. Overview

a. Background

The Atlanta Beltline will provide a network of public parks, multi-use trails and transit along a historic 22-mile railroad corridor circling downtown and connecting 45 neighborhoods. Due to the size, scale and unique character of each neighborhood, the BeltLine has been divided into ten different subareas for master planning.

The Subarea 4 master planning process integrates land use and urban design, circulation and mobility, and greenspace and public art to complete a comprehensive master plan and 5 year implementation strategy for one of ten subareas along the 22-mile BeltLine. The Subarea 4 Master Plan builds on the foundation of previous BeltLine planning efforts; refining recommendations; identifying projects and programming related to parks, open space, mobility, circulation and land use; and providing the concept work to support future, more detailed design/engineering of near-term projects.

Subarea 4 is located in the southeast portion of Atlanta, east of I-75/I-85 and bisected by I-20. It is bounded by DeKalb Avenue to the north, Moreland Avenue to the east, and Berne Street to the south. It encompasses over 1,200 acres and includes the neighborhoods of Cabbagetown, Capitol Gateway, Edgewood, Grant Park, Ormewood Park and Reynoldstown. While the BeltLine has the potential to enhance and connect the neighborhoods within Subarea 4, there are many opportunities and challenges that currently exist. These opportunities and challenges were addressed specifically through a nine month planning process that focused on redevelopment and rehabilitation of the industrial and vacant land dominating the Tax Allocation District. Utilizing a series of planning committee meetings and four study group meetings (public meetings) at key points in the process, community members had the opportunity to provide feedback and shape the goals and recommendations in the Subarea 4 Master Plan. The Subarea 4 Master Plan incorporates the established community goals and principles of placemaking to provide recommendations, outlined in the following pages of this report, for land use and design, mobility and parks and open space.

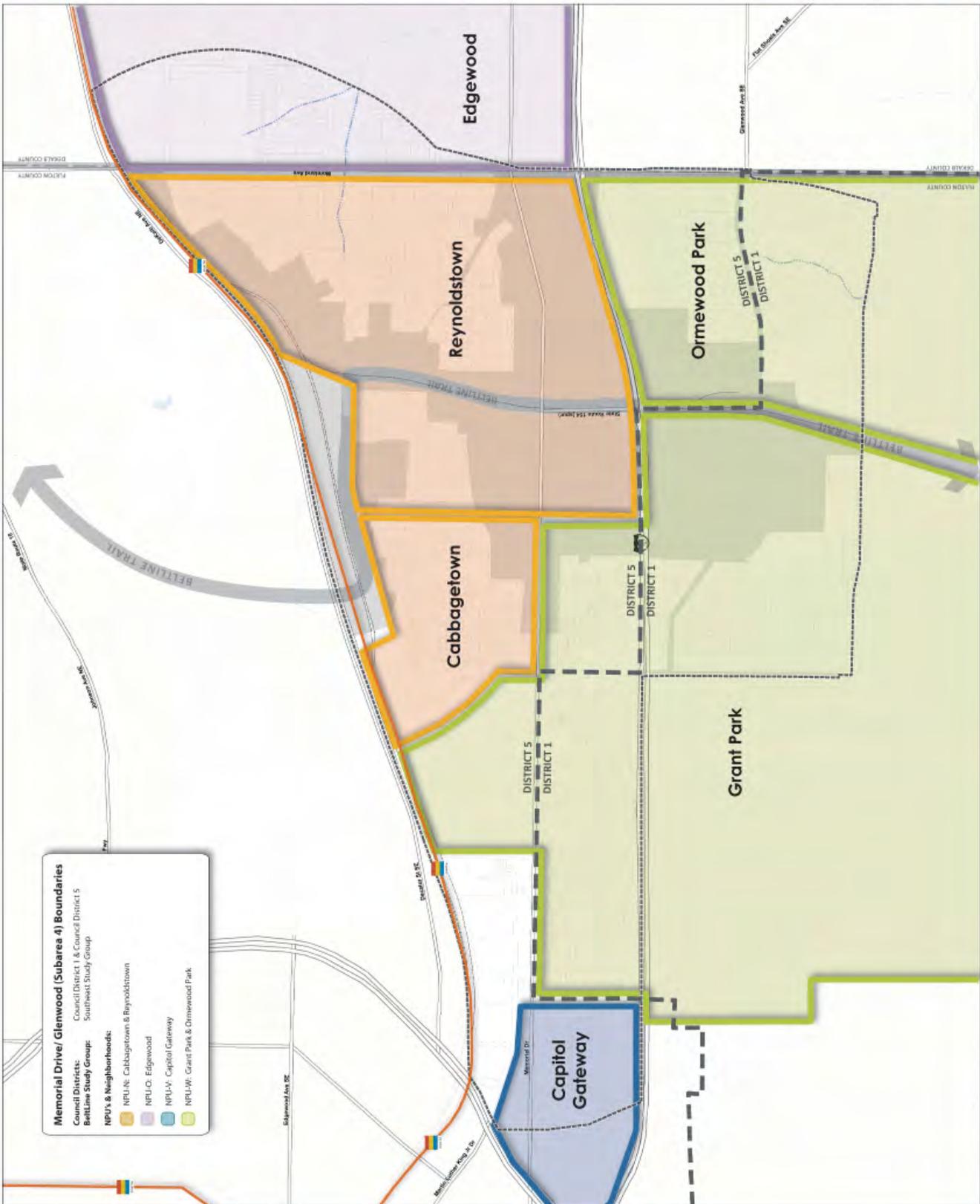


Figure 17 - Subarea 4 Context Map

b. Guiding Principles

Placemaking

The community goals for Subarea 4, reviewed and revised by the Planning Committee and validated by the Study Group, are organized by three plan elements: land use and urban design, circulation and mobility, greenspace and public art. The key to placemaking is to ensure these three elements are well-balanced, at the appropriate scale, and contain quality design that supports transit, as well as the community's goals.

Subarea 4 Master Plan Goals

Land Use and Urban Design

- Encourage a variety of uses at appropriate locations within the subarea to support future transit, promote reuse of historic properties, facilitate economic growth and improve community health.
- Promote development that supports and serves the needs of the neighborhoods - such as day-to-day services, housing and employment, community facilities (post office, library, community centers), and institutions (schools, medical facilities) - at a scale and intensity commensurate with community values and future needs.
- Retain the rich diversity and distinct character of the community through quality architecture, design cohesiveness of streetscapes and a variety of civic spaces.
- Strengthen the subarea's identity as a series of neighborhoods and marketplaces offering housing choices, employment diversity and recreational opportunities for all ages.

Circulation and Mobility

- Provide compatibility, connectivity and continuity in community-wide transportation solutions for all modes of travel through innovative strategies that also protect the character and integrity of the neighborhoods.
- Provide a safe, efficient and continuous network of pedestrian and bicycle facilities as part of all planned streetscape and roadway improvements for improved access to transit and better health of the community.
- Maintain and improve traffic flow along the major thoroughfares of Memorial Drive, Moreland Avenue, Boulevard and DeKalb Avenue, while employing appropriate safety measures, improving accessibility to local businesses, and meeting the parking needs of the community.

Greenspace and Public and Cultural Arts

- Ensure the livability of the subarea by improving the accessibility and quality of parks, open spaces and recreational opportunities, enhancing streetscapes, preserving cultural and historic assets and integrating a public arts program.
- Provide diverse open, cultural, and civic spaces to promote social interaction, celebrate local art, improve community health and retain their distinctive character.

c. Project Implementation Summary

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.

Implementation of projects identified in individual subarea master plans is dependent upon the active involvement of numerous organizations. Many of the projects are spearheaded and managed by Atlanta BeltLine, Inc. However, there is a variety of other programs and activities that are important for supporting healthy growth, and require the involvement of outside partners and stakeholders. These additional activities will be achieved with the leadership, collaboration, and resources of organizations with specialized expertise in these specific areas. Key areas of implementation include the following:

- 1. Developing and planning core BeltLine amenities** in a way that enhances quality of life and distributes economic development in an equitable manner
- 2. Recruiting economic development** in a way that creates business and job opportunities throughout the BeltLine
- 3. Minimizing displacement and leveraging economic opportunity** in a way that stabilizes neighborhoods
- 4. Incorporating community voice in project implementation**
- 5. Preserving and enhancing the historic and cultural character of neighborhoods**

The Implementation Plan will distinguish between the activities within ABI's control and those outside 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 and promote the forward movement of the BeltLine vision.

II. Land Use & Design

a. Land Use & Design Policies

To ensure the Subarea 4 Master Plan meets the community's goals and the principles of placemaking, it is imperative that community feedback be incorporated throughout the planning process. To better facilitate concerns and comments, the master plan was categorized into four focus areas which allowed the community to provide feedback on (1) land use and urban design, (2) circulation and mobility, (3) greenspace and (4) public art. This community feedback, from the discovery phase of reviewing existing conditions and previous studies, to the initial design phase of alternative concept plans, and through to the Draft and Final Draft Master Plans, has allowed the Subarea 4 Master Plan to incorporate recommendations and policies that reflect community values.

The Subarea 4 Master Plan encourages a variety of uses that reflect community character through quality architecture, incorporation of historic resources, open spaces and cohesive streetscape design, while providing the appropriate transitions to established neighborhoods. The master plan promotes connectivity and encourages safe, walkable pedestrian and vehicular networks.

Land Use and Design policies/strategies for Subarea 4 include:

- Encourage repurposing of historic structures without compromising the physical character of the resource. An example includes recommending the reuse of the historic A&WP train depot as a BeltLine transit stop. The depot is also large enough to accommodate an ancillary use such as a restaurant or a BeltLine visitor information center.
- Recommend priority storefront spaces where appropriate to create a vibrant, walkable commercial corridor that facilitates economic growth. A few key areas have been identified within Subarea 4 as appropriate for storefronts, although the scale would vary based on land use and community character. Areas identified for storefronts include mixed-use parcels along Flat Shoals Avenue near the proposed BeltLine transit stop at Wylie Street, mixed-use parcels at the intersection of Glenwood Avenue and Bill Kennedy Way and parcels along Memorial Drive from Pearl Street to Chester Avenue.
- Provide appropriate transitions to existing residential neighborhoods. Higher intensities are located around transit stations and along major corridors, stepping down building heights approaching single family residential and proposing lower intensity land uses for parcels adjacent to single family areas. While the master plan incorporates this strategy throughout the subarea, the uses and intensities recommended along Memorial Drive provide a clear example of this policy.
- Create an interconnected street network by proposing smaller blocks within existing superblocks and reestablishing former street connections where appropriate. Specific examples can be seen with the proposed reconnection of Walthall Street at the Inman Park/Reynoldstown MARTA station as well as the proposed street network within existing superblocks along Memorial Drive and Glenwood Avenue.
- Improve the quantity and quality of parks, open spaces and recreational opportunities within the subarea. While the lack of viable, large land parcels for new park space within existing neighborhoods creates a challenge, the master plan proposes a variety of open space types at varying scales throughout the subarea. Specifically, the master plan recommends the expansion of the existing Lang-Carson Park, a proposed park/ community facility at the historic Atlanta Stockade property in addition to the BeltLine Corridor as a transit and trail greenway.

b. Future Land Use & Circulation

Key influences affecting land use and transportation decisions include community feedback, the 2008 BeltLine Market Study and previous studies/ master plans. As mentioned in the previous section (a. Land Use & Design Policies) the Subarea 4 Master Plan supports the community goals for land use and urban design, circulation and mobility and greenspace and public art. A summary of the 2008 market forecast for the Atlanta Beltline Study Area produced by Robert Charles Lesser & Co. projects the following increases for households, retail and office uses in Subarea 4:

- Households are forecasted to increase by 95% by 2030
- Retail space is forecasted to increase by almost 25% by 2030
- Office space is forecasted to increase by 23% between 2005-2020, then increase by 120% between the years of 2020-2030. The total increase in office space uses between the years of 2005-2030 is approximately 170%.

Update of Market Forecasts for Atlanta BeltLine Study Area

Robert Charles Lesser & Co. – January 15, 2008
(Forecast data used for the percentages listed above)

Market Forecast for Atlanta BeltLine Study Area	
Subarea 4 Household Growth 2005 - 2030	
2005 Existing Households	3,909
2020 Forecast Households	5,998
2030 Forecast Households	7,631
2005 - 2030 Total Growth	3,722
2005 - 2030 Percent Growth	95%
Subarea 4 Retail Space Growth 2005 - 2030	
2005 Existing Retail Space	760,432 sf
2020 Forecast Retail Space	860,316 sf
2030 Forecast Retail Space	939,562 sf
Subarea 4 Office Space Growth 2005 - 2030	
2005 Existing Office Space	128,522 sf
2020 Forecast Office Space	158,487 sf
2030 Forecast Office Space	349,000 sf

Table 01 - Market Forecast Summary for Atlanta BeltLine

The previous studies/ master plans within the subarea were analyzed and summarized during the beginning of the planning process as depicted in Figures 19 and 20. For more information, see the Subarea 4 Inventory and Assessment Report located in Appendix E.

The Subarea 4 Master Plan takes all of the aforementioned influences into consideration to ensure the final recommendations for land use and circulation are fully informed. The following section, which is organized into four focus areas, illustrates development opportunities proposed for the Subarea 4 Master Plan.

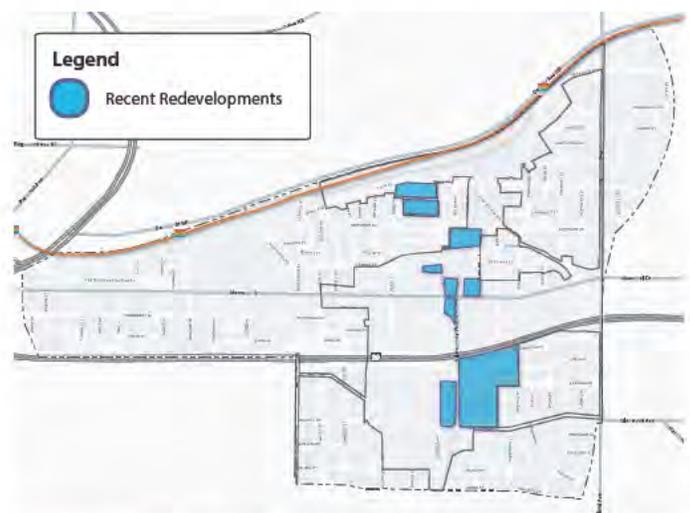


Figure 18 - Recently Redeveloped Areas in the BeltLine TAD

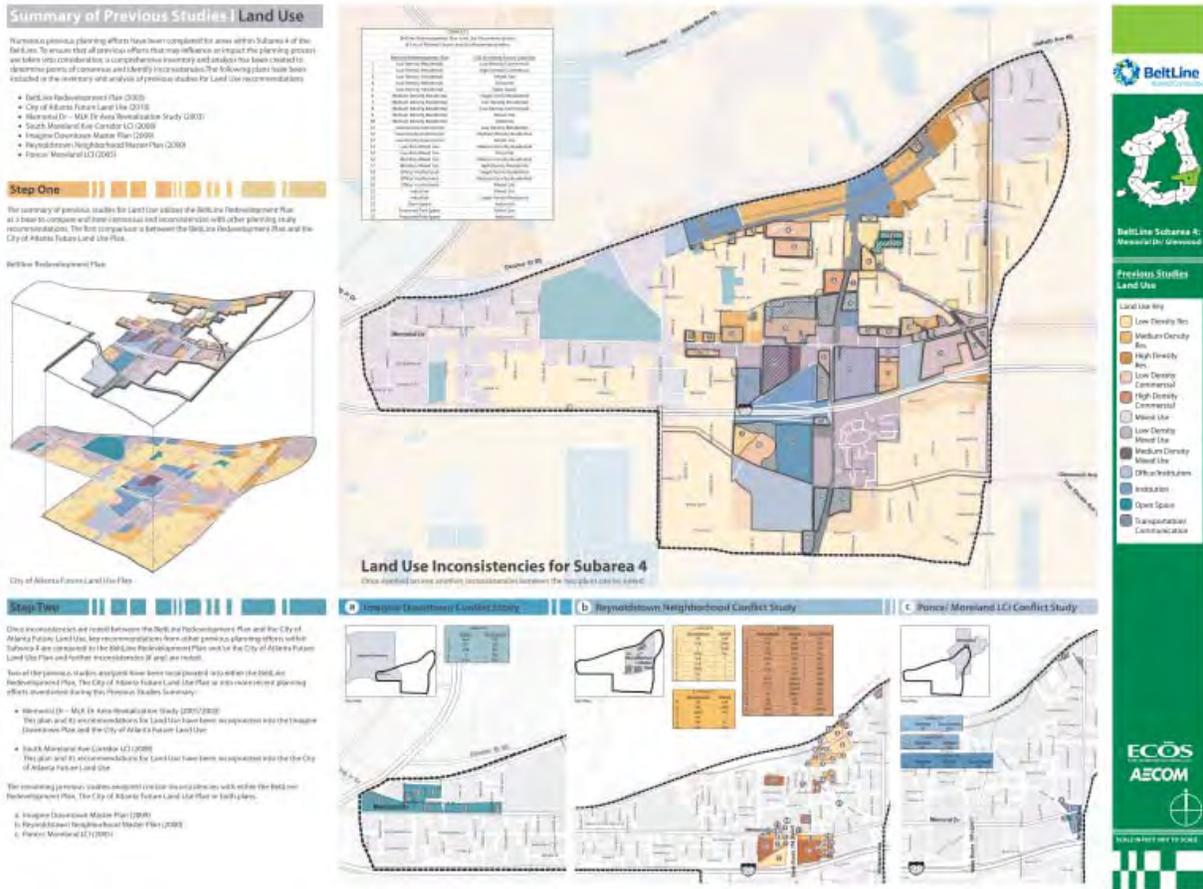


Figure 19 - Previous Studies: Land Use

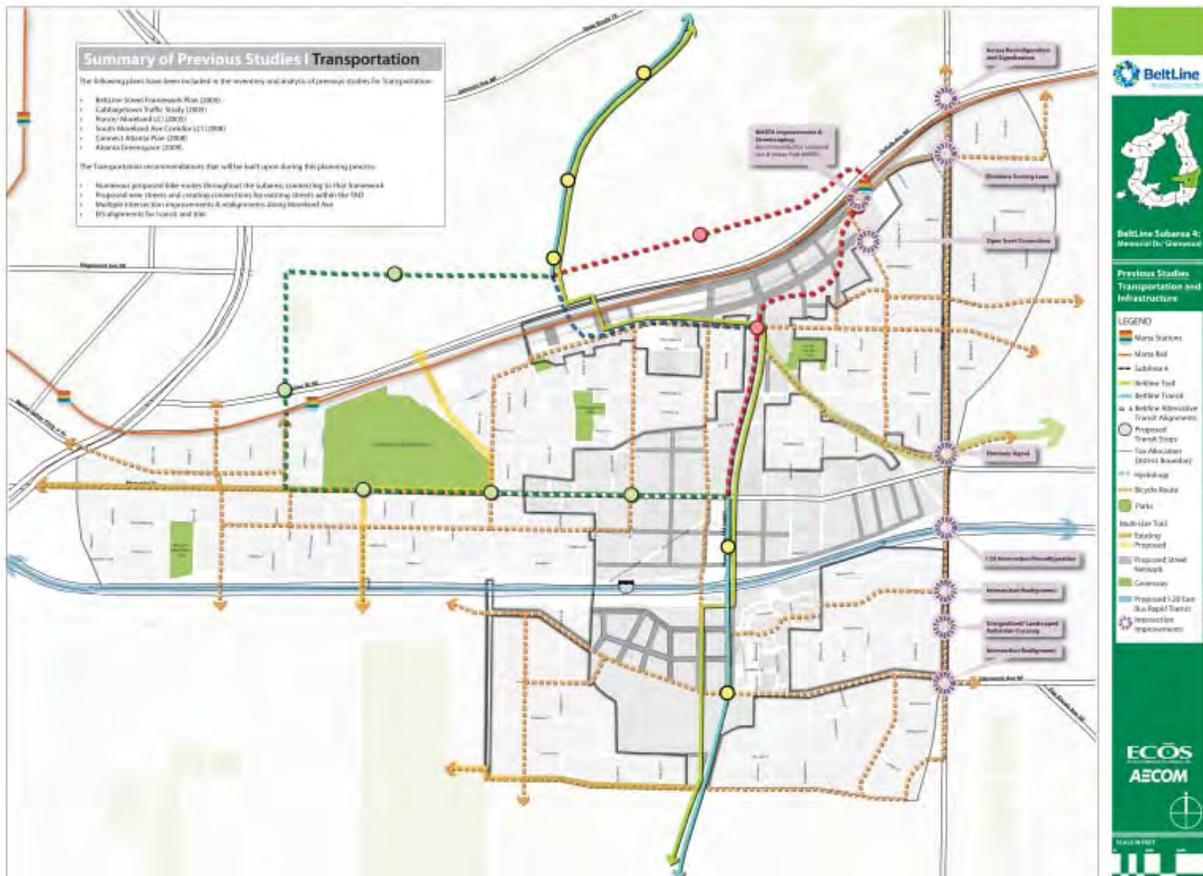
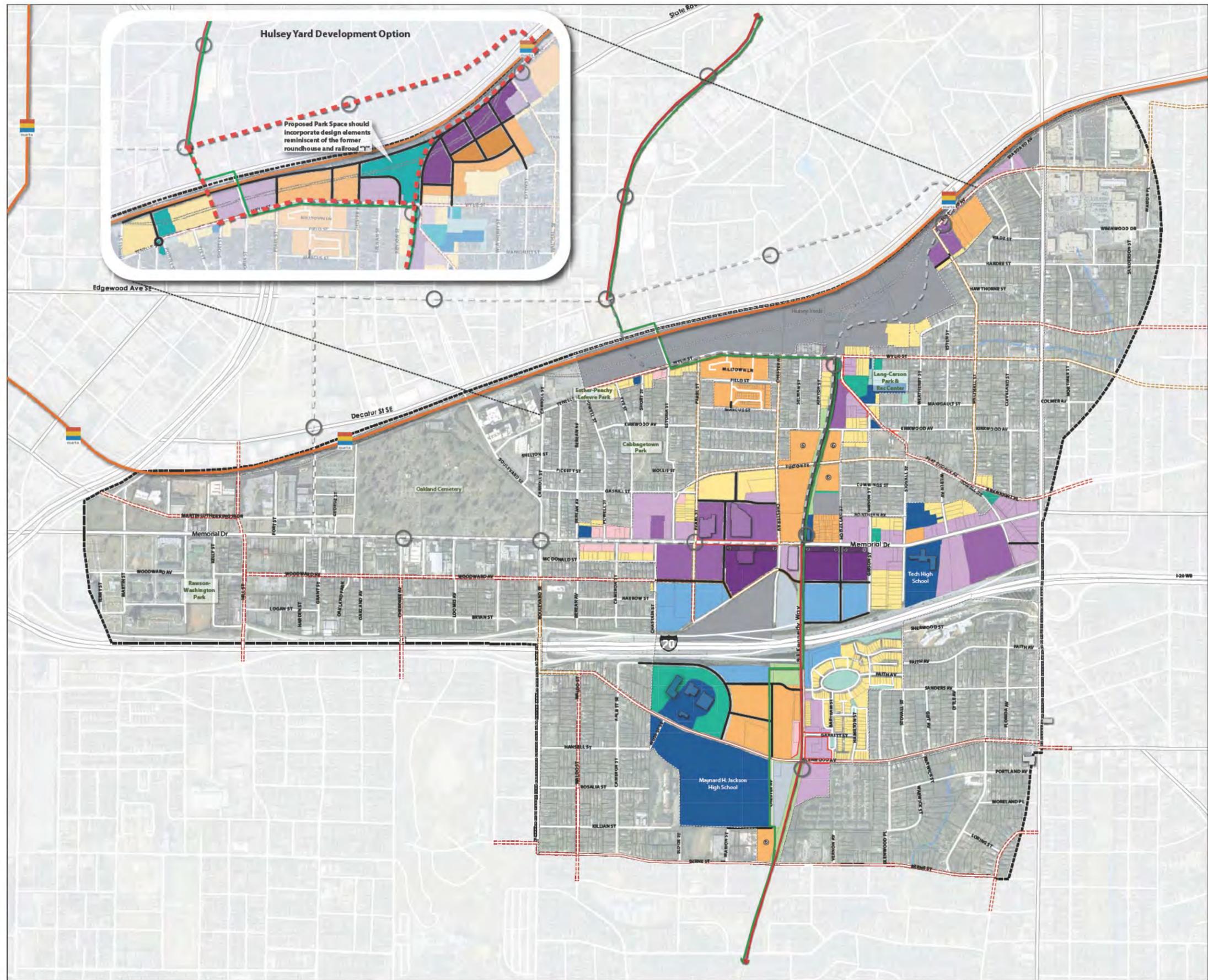


Figure 20 - Previous Studies: Transportation



Atlanta BeltLine

BeltLine Subarea 4: Memorial Dr/ Glenwood

Final Plan Land Use

Legend

- Subarea 4
- TAD Boundary
- Hulsey Yard
- Priority Storefront Space
- Priority Historic Structures
- Maximum Building Height
- Step down building height to nine or fewer stories

Vehicular Circulation

- MARTA Rail & Station
- Existing Streets
- Proposed Streets
- Removed Streets
- BeltLine Transit Stop
- BeltLine Transit
- BeltLine Transit Connectivity Alternatives

Pedestrian Circulation

- BeltLine Trail
- Existing Core Connection
- Proposed Core Connection
- Proposed Secondary Connection

Future Land Uses

- 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
- Community Facility
- Industrial
- TCU
- Existing Park Space
- Proposed Park Space
- BeltLine Corridor

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Figure 21 - Subarea 4 Master Plan

c. Development Opportunities

The Subarea 4 Master Plan includes detailed Land Use and Circulation recommendations which have been organized into four focus areas: Reynoldstown, Memorial Drive, Moreland/Memorial and Glenwood. These focus areas are the priority redevelopment areas for the Subarea 4 Master Plan; containing numerous abandoned or underutilized properties, along with properties that may transition away from industrial over the next 20 years. Each of the focus areas presents opportunities for transit-oriented redevelopment at the appropriate scale and with appropriate transitions to the existing single-family neighborhoods.

Reynoldstown Focus Area

The land use and circulation plan for the Reynoldstown Focus Area encourages a lower intensity, neighborhood character within the existing Reynoldstown neighborhood, while providing for higher intensity uses near existing and future transit. Recent redevelopments within the Reynoldstown Focus Area include the Milltown Lofts and the South Park Lofts – both medium density residential uses. The boundaries of this focus area were defined to include areas within the BeltLine TAD that will support and strengthen the existing neighborhood character as well as areas, such as the Reynoldstown/Inman Park MARTA Station, that are directly adjacent to the existing neighborhood but are not included/

better suited within another focus area of the Subarea 4 Master Plan. For instance, the southern boundary for the Reynoldstown Focus Area runs along the north side of Fulton Terrace. There are parcels along the southern side of Fulton Terrace that will also reflect this lower intensity neighborhood character but in addition to this, they provide the necessary transition from residential uses to the higher intensity mix of uses along Memorial Dr. These key parcels are located within the Memorial Drive Focus Area to clearly reflect this necessary transition. For the purposes of this planning effort, a mid-term timetable is assumed for redevelopment within the Reynoldstown Focus Area. This includes the following public and private sector actions:

- Neighborhood-oriented commercial uses proposed at the Wylie Street BeltLine transit stop; transitioning to mixed uses along Flat Shoals Avenue. Priority storefront space is identified along Flat Shoals Avenue to encourage the development of a neighborhood commercial street. Buildings along Flat Shoals Avenue should step up in intensity as they approach the BeltLine corridor. The proposed residential uses within this focus area include a variety of housing types.

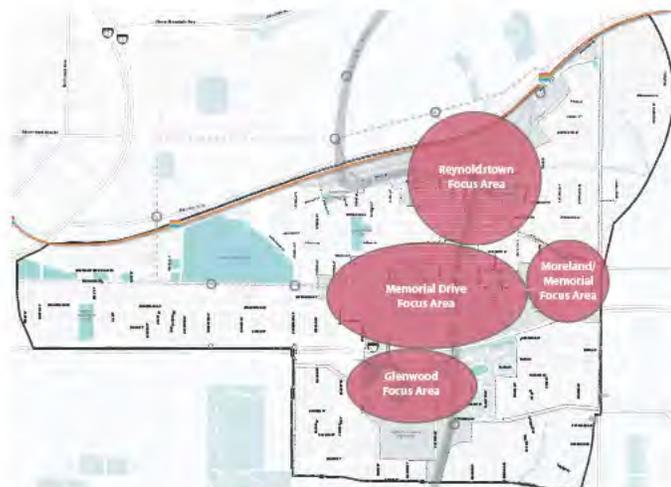


Figure 22 - Subarea 4 Focus Areas



Figure 23 - Final Draft Plan: Reynoldstown Focus Area

- Medium density mixed-use and medium density residential (both 5-9 stories) are proposed for property facing the BeltLine Corridor. A maximum building height of six stories is noted for the two medium density residential uses on the north side of Fulton Terrace to ensure an appropriate transition to the single-family areas.
- Expand Lang-Carson Park to the west and north, increasing the street frontage along Flat Shoals Avenue and Wylie Street, creating a green connection to the BeltLine corridor, and improving safety and accessibility. (See Section IV – Parks & Open Space)



Placemaking in Reynoldstown Focus Area- Example Imagery

This focus area also includes recommendations to redevelop the MARTA-owned and private properties south of the Inman Park/Reynoldstown MARTA Station into a combination of mixed-use and residential developments. The Inman Park/Reynoldstown MARTA Station illustration (Figure 24) and example imagery to the right begin to visualize the character and intensity of these recommendations.



Figure 24 - Inman Park MARTA Station Illustration

- To provide a variety of uses within close proximity to transit, medium density mixed-use and medium density residential uses are proposed adjacent to the station. (LU-4)
- Proposed reconnection of Walthall Street will provide better access to the existing residential neighborhood to the south.
- Enhanced pedestrian wayfinding is recommended along Seaboard Avenue to the MARTA Station, primarily to provide better transit access to Moreland Avenue and the Edgewood Retail District.
- A new MARTA Station pedestrian entrance is proposed at Seaboard Avenue, east of existing entrance. This new entrance is recommended as a staircase only.
- Recommend mixed-use and residential building heights along Seaboard Avenue and the new extension of Walthall Street of 5 to 9 stories, stepping down to 4 or fewer stories next to single-family residences.
- The plan does not recommend any changes to the Cabbagetown Landmark District along Wylie Street.

Memorial Drive Focus Area

The land use and circulation plan for the Memorial Drive Focus Area identifies higher intensity uses for properties fronting Memorial Drive and I-20 and lower intensity uses for those properties adjacent to the surrounding single-family neighborhoods. Recent redevelopments within the Memorial Drive Focus Area include the A&P Lofts, Triumphs Lofts, 920 Memorial Dr (a residential condo development) and the Trees Atlanta Office. While many of the recent redevelopments are residential in nature, a mix of uses at higher intensities is needed to support the proposed BeltLine transit stop at the intersection of Memorial Drive and Bill Kennedy Way.

The Memorial Drive Focus Area is bounded by Fulton Terrace to the north, Berean Street to the west, I-20 to the south and Stovall Street to the east. The boundaries of this focus area were defined to include parcels within the BeltLine TAD that will support the higher intensity uses needed for transit in addition parcels that can provide the appropriate transition to surrounding single-family neighborhoods.

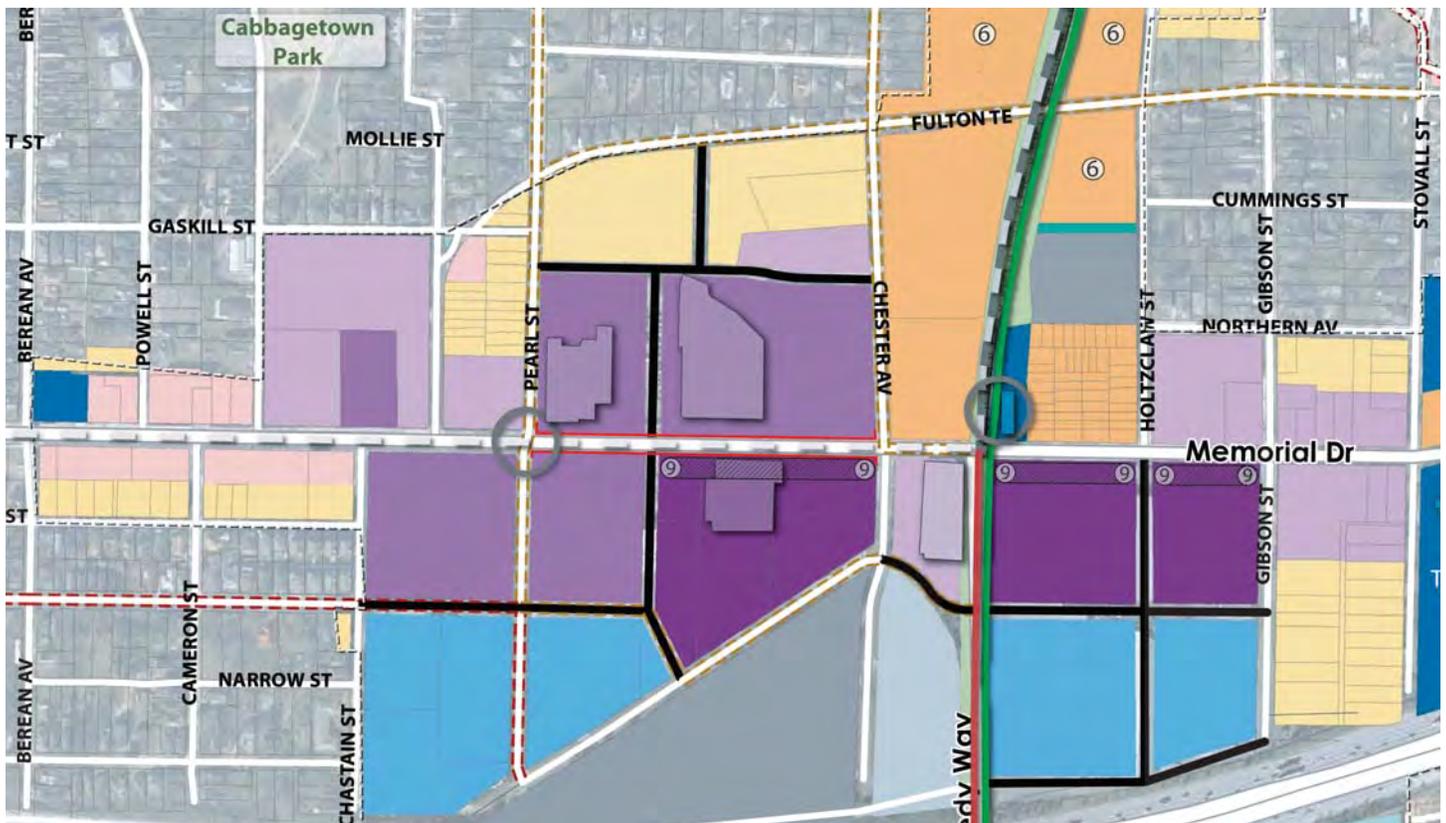


Figure 25 - Final Draft Plan: Memorial Drive Focus Area



Figure 26 - Memorial Drive Station Area Plan



Figure 27 - Memorial Drive Illustration

The land use and circulation recommendations have been categorized below from west to east, with north-south street names used as general boundaries. The Memorial Drive Station Area Plan, illustration and example imagery on the following pages begin to visualize the character, intensity, building configurations of these recommendations. For the purposes of this planning effort, a short-term and mid-term timetable is assumed for redevelopment within the Memorial Drive Focus Area.

Berean Street to Pearl Street

Along Memorial Drive, this western section of the BeltLine Tax Allocation District (TAD) is partially within the Cabbagetown Landmark District and the SPI-22 zoning district.

The plan recommends that the proposed land use and circulation concepts for this area encourage the development of mixed-use, residential and commercial uses. This mix of uses should utilize pedestrian oriented building forms, re-use and rehabilitation of historic structures (or facades when appropriate) and provide appropriate transitions between new development along Memorial Drive and established residences to the north and south.

- Starting at Berean Street and moving east, low density commercial use along Memorial Drive adheres to the existing use and scale in this area. Appropriate transitions are recommended for parcels adjacent to existing



Memorial Drive Focus Area- Example Imagery

residential. Once reaching Chastain Street the intensity of uses is increased due to proximity to proposed BeltLine transit and support by the community.

- North of Memorial Drive, low density mixed-use conforms to the Cabbagetown Landmark District Regulations. Due to maximum building heights and setback regulations within the Cabbagetown Landmark District, only a portion of this block facing Memorial Drive is recommended as medium density mixed-use.
- Existing single family residential between Estoria Street and Pearl Street to remain.
- Proposed low density commercial use of storefront building at the intersection of Estoria Street and Gaskill Street.
- Improve the underutilized grass median at this intersection to function as a gateway for the Cabbagetown neighborhood.

Pearl Street to Chester Avenue

The goals for land use and urban design for Subarea 4, which were reviewed, revised and validated by the Planning Committee and Study Group include, encouraging a variety of uses at appropriate locations supporting future transit, promoting reuse of historic properties, facilitating economic growth and improving community health. This portion of Memorial Drive provides the opportunity to achieve these goal established for Subarea 4.

- Mixed-use development along Memorial Drive should encourage re-use of existing historic structures without compromising the physical character of the resource and provide new street network to create smaller blocks, while providing the appropriate transition between higher intensity development and the established single-family residences to the north. This transition is symbolized on the master plan for high intensity mixed-use areas; requiring a step down to nine or fewer stories along Memorial Drive. Priority storefronts are identified along this section of Memorial Drive to encourage the development of a walkable, mixed-use/ retail corridor.

- Mixed-use and Office/ Institutional on the southern portion of Memorial Drive are recommended adjacent to I-20 and the City of Atlanta Telecommunication Tower. The plan recommends that parking structures for the parcels adjacent to I-20 and the telecommunications tower front Old Flat Shoals Road.

Chester Avenue to Gibson Street

At the center of Subarea 4, the intersection of Memorial Drive and Bill Kennedy Way is part of a direct route to downtown Atlanta with easy access to I-20 west. This area also includes a proposed stop for BeltLine transit and is one of three crossings of I-20 in the subarea.

- A key recommendation of the Subarea 4 Master Plan is use of the historic A&WP train depot as a BeltLine transit stop. The depot is large enough to accommodate an ancillary use such as a restaurant or BeltLine Visitor Center. As the only remaining structure associated with the railroad along the BeltLine, the train depot provides a unique opportunity for adaptive re-use which is reminiscent of its historic function. It also supports the preservation of a cultural and historic asset in addition to providing an interpretive opportunity to represent the history of the BeltLine.
- Several parcels within this area have been recently redeveloped and are proposed to remain. These recent redevelopments include the A&P lofts which are shown as mixed-use due to live/work opportunities, the Triumph Lofts located on the west side of the depot and the townhomes at 920 Memorial Drive located directly east of the depot.
- The industrial parcel just south of the A&P lofts which is utilized by GDOT is recommended to remain.

- The remaining parcels north of Memorial Drive, with the exception of the City of Atlanta Watershed Management property on Holtzclaw Street, are proposed as residential uses fronting the BeltLine, stepping down in building height to transition into the existing neighborhood fabric and mixed-use along Memorial Drive.
- The City of Atlanta Watershed Management property on Holtzclaw Street is intended to remain a city property and provide a location for water storage in the future. Although this property cannot have full public access, the Subarea 4 Master Plan proposes a public access path along the northern boundary of the property from Holtzclaw Street to an overlook structure providing views of the BeltLine Corridor and Downtown Atlanta. The Reynoldstown Civic Improvement League and NPU-N have recommended the parcel for a future park space.
- The remaining parcels south of Memorial Drive provide another opportunity for higher intensity mixed-use and office/ institutional, creating new street networks and smaller redevelopment blocks while providing the appropriate transition between higher intensity development and the established single-family residences to the north. This transition is symbolized on the master plan for high intensity mixed-use areas, requiring a step down to nine or fewer stories along Memorial Drive.

Gibson Street to Stovall Street

Located between two major intersections along Memorial Drive, this area proposes a lower intensity of uses which preserve existing residential neighborhoods to the north and south while encouraging a mix of uses along the corridor. The master plan also suggests expansion of the existing Wonderroot community garden at Gibson Street and Memorial Drive as an interim use of the adjacent vacant parcels until redevelopment occurs.

Moreland/Memorial Focus Area

The land use and circulation plan for the Moreland/Memorial Focus Area include several street grid reconnections and modifications which allow this area to function better as a mixed-use center adjacent to the interstate. The Moreland/Memorial Focus Area includes all the parcels to the east of Stovall Street within the BeltLine TAD. Stovall Street is a logical boundary line between the Memorial Drive Focus Area and the Moreland/Memorial Focus Area due to the relative distance of its location from the proposed BeltLine transit stop at Memorial Drive and Bill Kennedy Way to the west and the intersection of Moreland Avenue and Memorial Drive to the east. Additionally, the existing institutional uses along the east side of Stovall Street, both north and south of Memorial Drive are slated to remain, which further divides the focus of areas for redevelopment.

The Moreland/Memorial Focus Area, which is not located within close proximity of the proposed BeltLine transit but is adjacent to an interstate exit, has not seen any recent redevelopments. For the purposes of this planning effort, a long-term timetable is assumed for redevelopment within the Moreland/Memorial Focus Area.

- Mixed-use (1-4 stories) proposed along Memorial Drive with mixed-use (5-9 stories) adjacent to I-20 and residential (1-4 stories) transitioning to the existing single-family neighborhood.
- Realignment/ modification of the Flat Shoals Avenue, Howell Drive and Arkwright Place street network (see Mobility section, pg 40 for more details).

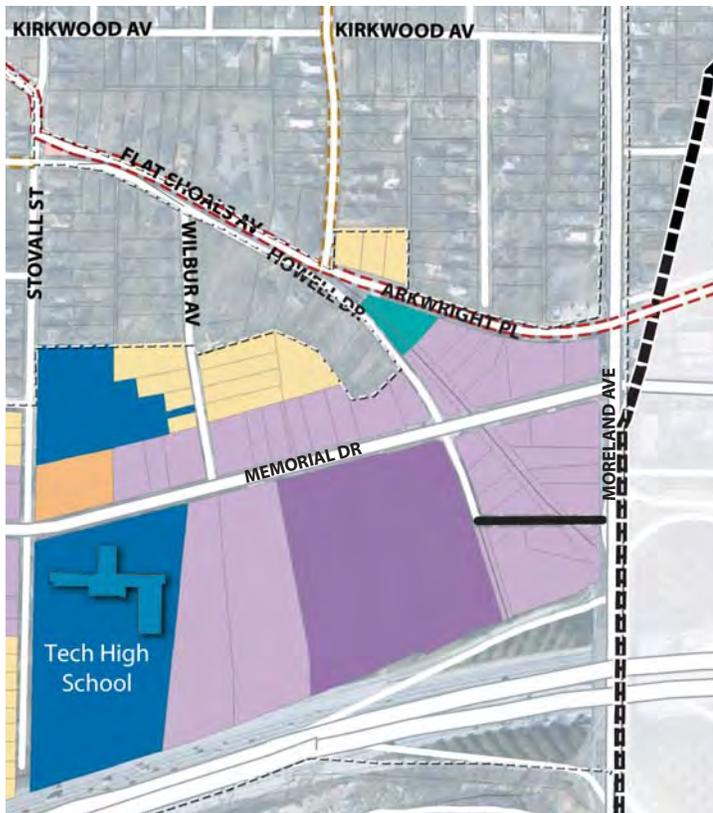


Figure 28 - Final Draft Plan- Moreland/Memorial Focus Area

Moreland/Memorial Focus Area - Example Imagery

Glenwood Focus Area

The land use and circulation plan for the Glenwood Focus Area supports and enhances the existing retail uses at Glenwood Park by expanding residential, office, open space and community facility opportunities in the area. Recent redevelopments within the Glenwood Focus Area include Glenwood Park (a 28 acre mixed-use development) and a multi-family development at 880 Glenwood Ave.

The Glenwood Focus Area is bounded by I-20 to the north and Berne Street to the south. The boundaries of this focus area were defined to include parcels within the BeltLine TAD that will enhance and support the existing retail and residential uses within the area. Several additional parcels just north of Berne Street that outside of the TAD, but currently being used by LaFarge for industrial purposes, are also identified within the Glenwood Focus Area. This area is a clear node of redevelopment potential surrounded by existing residential uses but for the purposes of this planning effort, a long-term timetable is assumed for redevelopment within the Glenwood Focus Area.

- Proposed BeltLine transit stop located just south of the Glenwood Avenue/ Bill Kennedy Way intersection. The transit stop will complement the low density mixed-use proposed south of Glenwood Avenue and strengthen the intersection as a mixed-use node. Priority storefronts are identified at Glenwood Avenue/ Bill Kennedy Way to encourage the development of a mixed-use/ neighborhood commercial node and to complement the existing storefronts located on the north side of Glenwood Avenue.

- The parcel located southwest at the Glenwood Avenue/ Bill Kennedy Way intersection, currently a concrete batch plant, is recommended to remain industrial.
- Office/Institutional uses are proposed directly south of I-20 within the existing LaFarge property and in the undeveloped portion of Glenwood Park just east of Bill Kennedy Way.
- The 880 Glenwood redevelopment, which is currently underway, will be a medium density residential development of approximately 5 stories. The property is bounded by Bill Kennedy Way on the east and the BeltLine trail which parallels the proposed extension of Chester Avenue on the west.
- Medium density residential is proposed for the majority of the LaFarge property, located just west of the BeltLine trail and Chester Avenue extension, providing a complementary density and use for both sides of the corridor.
- Built in 1896, the Atlanta Stockade was once the largest city-built penal complex in the State. The site contains the former prison, blacksmith shop and stables; all three are on the National Register of Historic Buildings. The site also includes The Arts Exchange building, which is not on the National Register, but is noted by the AUDC's Historic Resource Survey as a contributing non residential structure. These historic gems, hidden from street view with dense vegetation, are located on one of the highest points in the area, rising 50-feet above the Lafarge site to the east.

The Subarea 4 Master Plan proposes that the forest and school yard around the historic Atlanta Stockade be utilized as publicly accessible parkspace, leveraging its uniqueness as a cultural resource while providing open space in a much needed location.



Glenwood Focus Area- Example Imagery

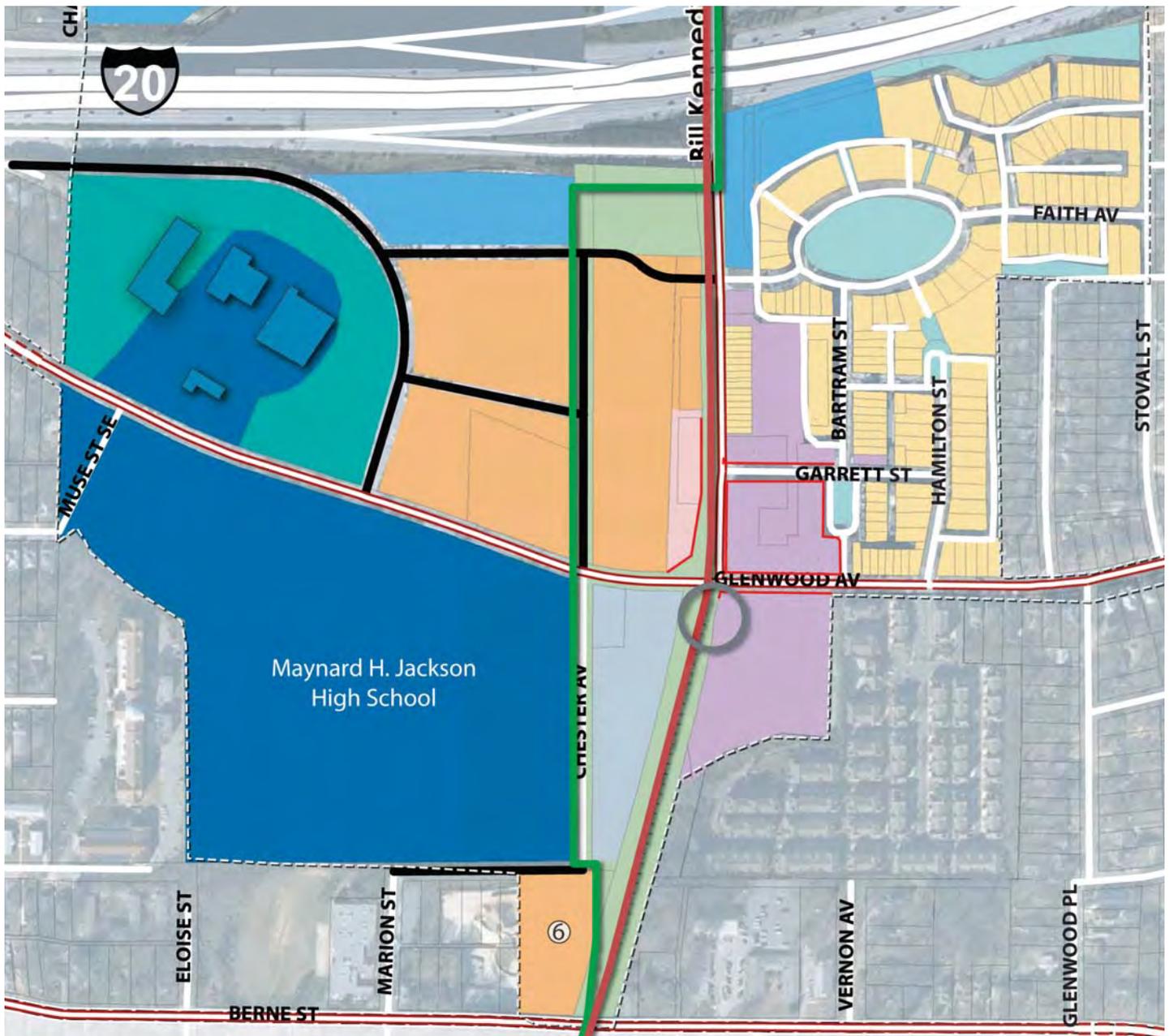


Figure 29 - Final Draft Plan: Glenwood Focus Area



Figure 30 - Glenwood Avenue Station Area Plan



Figure 31 - Glenwood Avenue Illustration

d. Historic Resources Strategies

Historic and cultural resources are key to the preservation of character along the BeltLine Corridor. They also provide educational opportunities on the history of Atlanta, and more specifically within Subarea 4.

There are a number of historic and cultural resources within Subarea 4, including historic neighborhoods, schools, churches and various structures such as the Atlanta Stockade and the Great Atlantic & Pacific Tea Company Building. The lists below show the nationally and locally designated historic features within the subarea.

National Register of Historic Places:

Buildings:

- Atlanta Stockade
- Great Atlantic & Pacific Tea Company

Districts:

- Grant Park Historic District
- Grant Park North Historic District
- Cabbagetown Historic District
- Reynoldstown Historic District
- Oakland Cemetery Historic District

Preliminary Findings by AUDC Staff of Significant Historic Resources within the BeltLine TAD

The Atlanta Urban Design Commission (AUDC) conducted a survey of the entire BeltLine corridor titled Historic Preservation & the BeltLine. The mission of the AUDC survey is “to integrate historic preservation into the (BeltLine) planning process” and to identify “historic resources (as) a key component of the BeltLine’s future.” From this comprehensive survey, a shorter list of priority historic resources was created to identify key features to be protected by the AUDC.

Priority Historic Resources within the BeltLine TAD for Subarea 4 include:

Buildings:

- Atlanta Stockade
- The Arts Exchange
- Great Atlantic and Pacific Tea Company Building
- Martha Brown United Methodist Church
- Masonic Grand Lodge
- Tech High
- Atlanta & West Point Depot
- Pittsburg Plate Glass Company
- Nextran Truck Center
- Parmalat
- Reynolds Store

The Historic & Cultural Resources Map (Figure 32) displays the information described above, as well as the nationally and locally listed features. Other resources noted on the map include community facilities such as churches and schools within the area and additional structures identified during the planning process for potential recognition and protection.

Future development and design within Subarea 4 should respect the existing historic structures and neighborhoods by preserving existing facades and/or overall structures while blending in with the existing neighborhood character and scale.

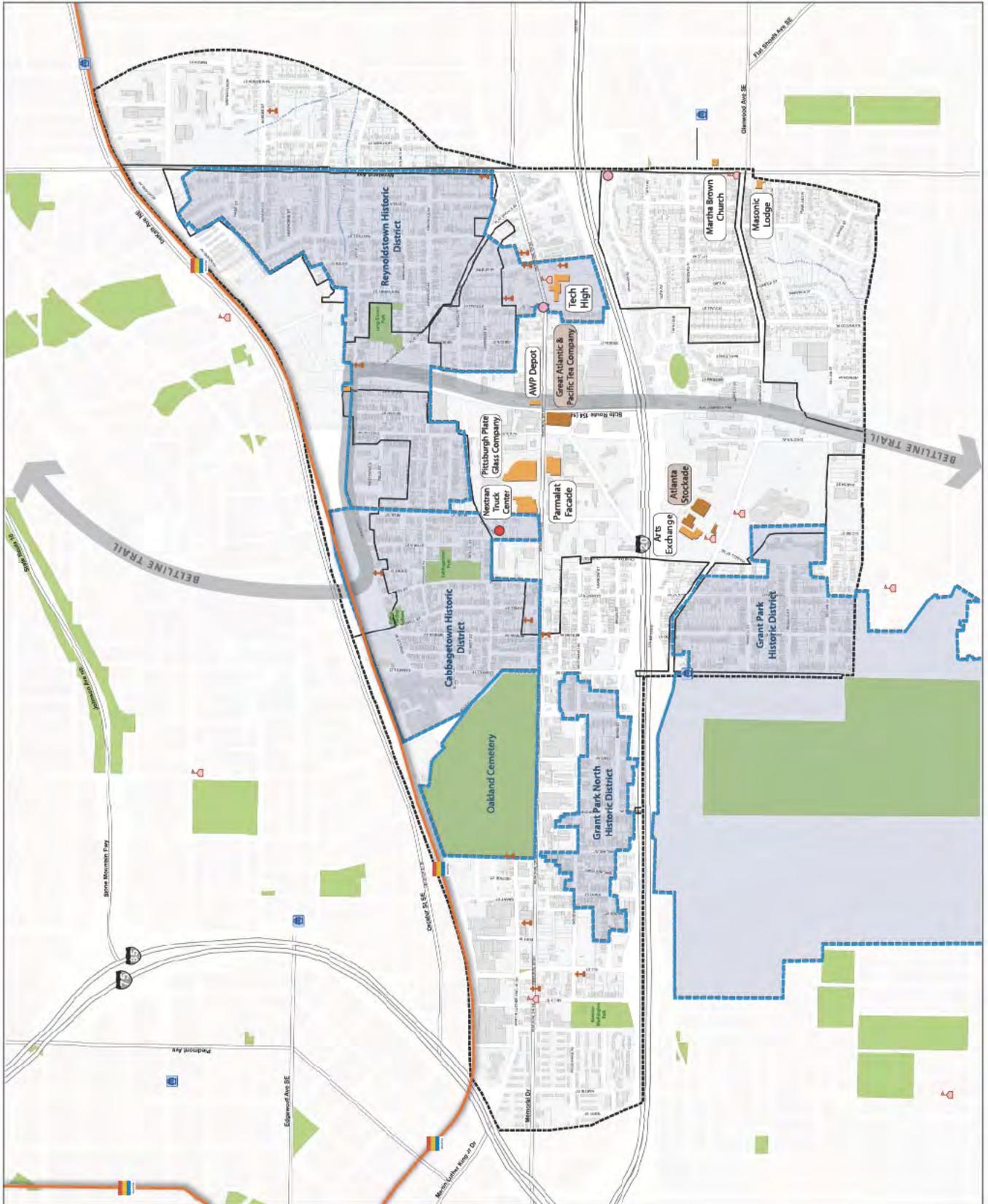


Figure 32 - Historic & Cultural Resources Map

e. Art & Culture Strategies

The arts and culture element of the Subarea 4 Master Plan builds upon the BeltLine Cultural Planning Vision (2006) as well as the community goals for greenspace and public art. The draft community goals, which were reviewed and revised by the Planning Committee and validated by the Study Group, include the following:

- Ensure the livability of the subarea by improving the accessibility and quality of parks, open spaces and recreational opportunities, enhancing streetscapes, preserving cultural and historic assets and integrating a public arts program.
- Provide diverse open, cultural, and civic spaces to promote social interaction, celebrate local art, improve community health and retain the distinctive character.



Example of Interpretive Sidewalk Installation

With an understanding of the community desires, the example applications from the BeltLine Cultural Planning Vision were categorized into the following groups:

- **Gateways and Entrances**
- **Interpretive Installations**
(Examples: historical reclamation with cultural programming, memorials and monuments)
- **Streetscape Installations**
(Examples: sidewalk pattern and patina designs, site furnishings, sewer- manhole cover designs)
- **Façade installations**
(Examples: murals, retaining walls, tunnels)
- **Environmental Installations**
(Examples: environmental arts, natural amphitheater, water works)
- **Landscape Installations**
(Examples: community gardens, arboretums)
- **Infrastructure Installations**
(Examples: transit stations, pedestrian bridges)

The Subarea 4 Master Plan incorporates gateways and public art installations striving to highlight existing art and significant features. The following is list of potential gateways and installations within Subarea 4. The numbers and descriptions below coincide with the numbered photographs on the Existing and Proposed Greenspace and Public Art Opportunities Map (Figure 33)



Example of Neighborhood Gateway

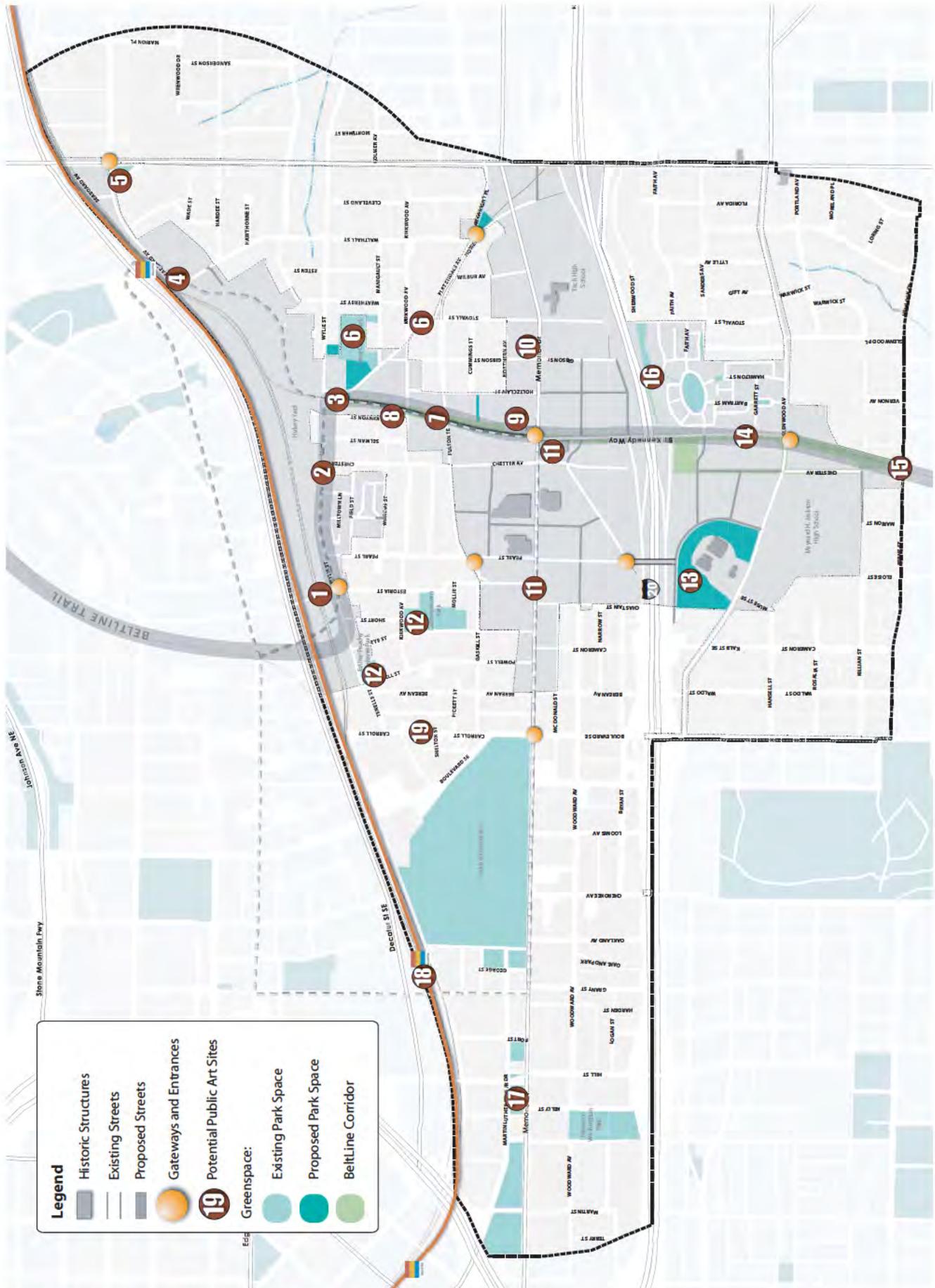


Figure 33 - Existing and Proposed Greenspace & Public Art Opportunities

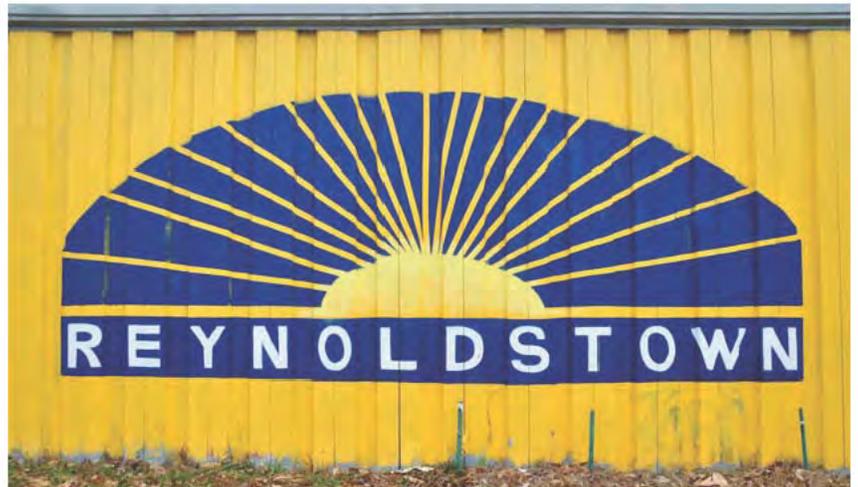
1 Krog Tunnel | Facade Installations and artist assigned lighting



2 Wylie Street | Streetscape and facade installations



3 Flat Shoals Avenue and Wylie Street | Gateways and Entrances



4 **Inman Park MARTA Station**
Infrastructure Installations



5 **Reynoldstown Neighborhood**
Gateway and Facade Installations



6 **Lang-Carson Park and Park Grounds Coffee House**
Interpretive and Landscape Installations



7 **Fulton Terrace Underpass** | Facade Installations



8 BeltLine Corridor I Interpretive and Landscape Installations



9 A&WP Depot I Gateways/ Entrances and Interpretive Installations



10 WonderRoot Community Garden Landscape Installations



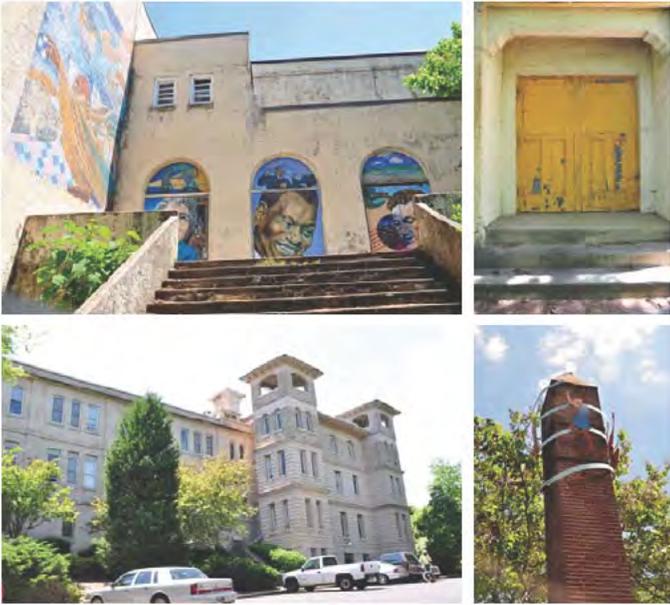
11 Memorial Drive: Incorporating Historic Structures Interpretive and Streetscape Installations



12 Cabbagetown Park and Esther-Peachey Lefevre Park Interpretive and Landscape Installations



13 Atlanta Stockade | Interpretive, Facade and Environmental Installations



14 Bill Kennedy Way | Streetscape Installations



15 Berne Street Overpass | Facade Installations



16 Glenwood Park: Community Garden and Neighborhood Park
Interpretive and Landscape Installations



17 Memorial - MLK Greenway
Interpretive Installations



18 MLK MARTA Station
Infrastructure Installations



19 Carroll Street | Streetscape Installations



f. Project Implementation: Land Use Recommendations Summary

Please refer to Appendix A: CDP Amendments for land use recommendations summary and map.

III. Mobility

a. Mobility Policies

Subarea 4 presents several opportunities to enhance mobility for future Atlanta BeltLine transit riders, bicyclists, pedestrians, and motorists. Central to the study area's future mobility is the BeltLine transit and trail. Additional tools include new pedestrian projects, new bicycle projects, developer-built streets, publicly-built streets, road diets and intersection improvements. All of the roadway recommendations are centered on the principles of "Complete Streets," providing multi-modal opportunities for all users (of all ages and abilities) whether pedestrians, bicyclists, transit users, or motorists within the right-of-way.

The community goals for circulation and mobility for the Subarea 4 master plan, which were refined by the Planning Committee and validated by the Study Group, are listed below:

- Provide compatibility, connectivity and continuity in community-wide transportation solutions for all modes of travel through innovative strategies that also protect the character and integrity of the neighborhoods.
- Provide a safe, efficient and continuous network of pedestrian and bicycle facilities as part of all planned streetscape and roadway improvements for improved access to transit and better health of the community.
- Maintain and improve traffic flow along the major thoroughfares of Memorial Drive, Moreland Avenue, Boulevard and DeKalb Avenue, while employing appropriate safety measures, improving accessibility to local businesses, and meeting the parking needs of the community.

b. Connectivity & Accessibility Improvements Overview

Several challenges regarding mobility, connectivity and accessibility exist within Subarea 4. Two major physical barriers include Interstate 20 and the CSX Hulseley Yard intermodal transfer facility. The subarea also contains both the King Memorial and Inman Park/Reynoldstown MARTA heavy rail stations. The Tier I Atlanta BeltLine transit and trail Environmental Impact Statement (EIS) has identified three connectivity alternatives for connecting to the MARTA rail network. The alternatives contemplate tying into to either station. While the decision on which connection and alignment option gets built is still pending, this master plan was designed to accommodate any of the three alternatives.

Despite these challenges, the Subarea 4 Master Plan suggests several opportunities for capital projects or policy changes that will enhance the community's connection to the BeltLine corridor, offer more mobility options and improve connectivity and accessibility overall. Below are the connectivity and accessibility improvements recommended for Subarea 4. Mobility projects listed below that are also included within the Project Implementation section of this chapter (pg 48) are noted with the Project ID in parenthesis. The complete Transportation Analysis Report is located in Appendix C.

- New Streets
 - Reconnection of Walthall Street to Seaboard Avenue, south of the Inman Park/Reynoldstown MARTA Station. (NS-1)
 - Realignment/modification of the Flat Shoals Avenue, Howell Drive and Arkwright Place intersection includes:
 - Howell Drive extension and connection to I-20/Moreland Avenue interstate ramps. (NS-2)
 - Arkwright Place/ Moreland Avenue pedestrian-activated signal/crossing and right-in/ right-out configuration.

- New streets within the redevelopment of the larger parcels along Memorial Drive.
 - Two new north-south streets between Pearl St and Chester Avenue, north of Memorial Drive. One of these new streets also extends south of Memorial Drive, connecting to Old Flat Shoals Road. (NS-3 & NS-4)
 - New east-west street between Pearl St and Chester Avenue, north of Memorial Drive. (NS-5)
 - New east-west street between Chester Avenue and Gibson Street, south of Memorial Drive. (NS-6)
 - Extension of Holtzclaw Street south across Memorial Drive. (NS-7)
 - New east-west street between Bill Kennedy Way and Gibson Street, south of Memorial Drive. (NS-8)
- Extension of Woodward Avenue to the east, connecting to new streets. (NS-9)
- Chester Avenue extension, south of I-20 which parallels the BeltLine trail. (NS-10)
- New streets within the redevelopment of the LaFarge parcel and Atlanta Stockade area along Glenwood Avenue.
 - Extension of Kalb St, which currently ends in the Arts Exchange parking area, to curve southeast, around the existing forested areas, providing a connection to Glenwood Avenue. (NS-11)
 - Two new east-west streets connecting to the Chester Avenue extension and Bill Kennedy Way. (NS-12 & NS-13)
- Killian St extension, from Marion Street to Chester Avenue (NS-14)
- Repurposing Memorial Drive (Memorial Road diet) (OC-1)
- Additional bicycle and pedestrian connections (PB-3 & PB-4)
 - Identification of Core and Secondary bicycle routes
 - Woodward Avenue Bicycle Boulevard
 - New pedestrian exit from the Inman Park/ Reynoldstown MARTA skywalk to Seaboard Avenue

c. Street Framework Plan

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

Atlanta Beltline, Inc. with the City of Atlanta, Department of Planning, have created a BeltLine Street Framework Plan including new street typologies to be applied to proposed streets within subareas during the planning and development process. The new street typologies are a way to ensure that the principles of “Complete Streets” (providing multi-modal opportunities for all users (of all ages and abilities) whether pedestrians, bicyclists, transit users, or motorists within the right-of-way) are applied to all new streets proposed during the master planning process.

The following new street typologies are recommended for Subarea 4: Street/ Multi-Family and Avenue/Residential. An additional street section is provided for the Chester Avenue extension, south of Memorial Drive, due to the BeltLine Trail alignment, which is parallel to this proposed street (see page 45).

The BeltLine Street Framework Plan, part of the BeltLine Overlay District, will be updated to include the new streets in Subarea 4. The Street Framework Plan includes public and privately funded streets. In this study area street NS-1 and NS-2 area publicly funded and, streets NS-3 to NS-14 are privately funded.

Street/Multi-Family (ST/MF-60)

Number of Lanes	2
Width of Lanes	11'
Bike Lanes	No
Sidewalk/Clear Zone	6'
Planting Strip/ Street Furniture Zone	5'
On-street Parking (from face of curb)	7'-6"
Median	No
Width of Median	
Right-of-Way	60'

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



Figure 34: Street/ Multi-Family Typology

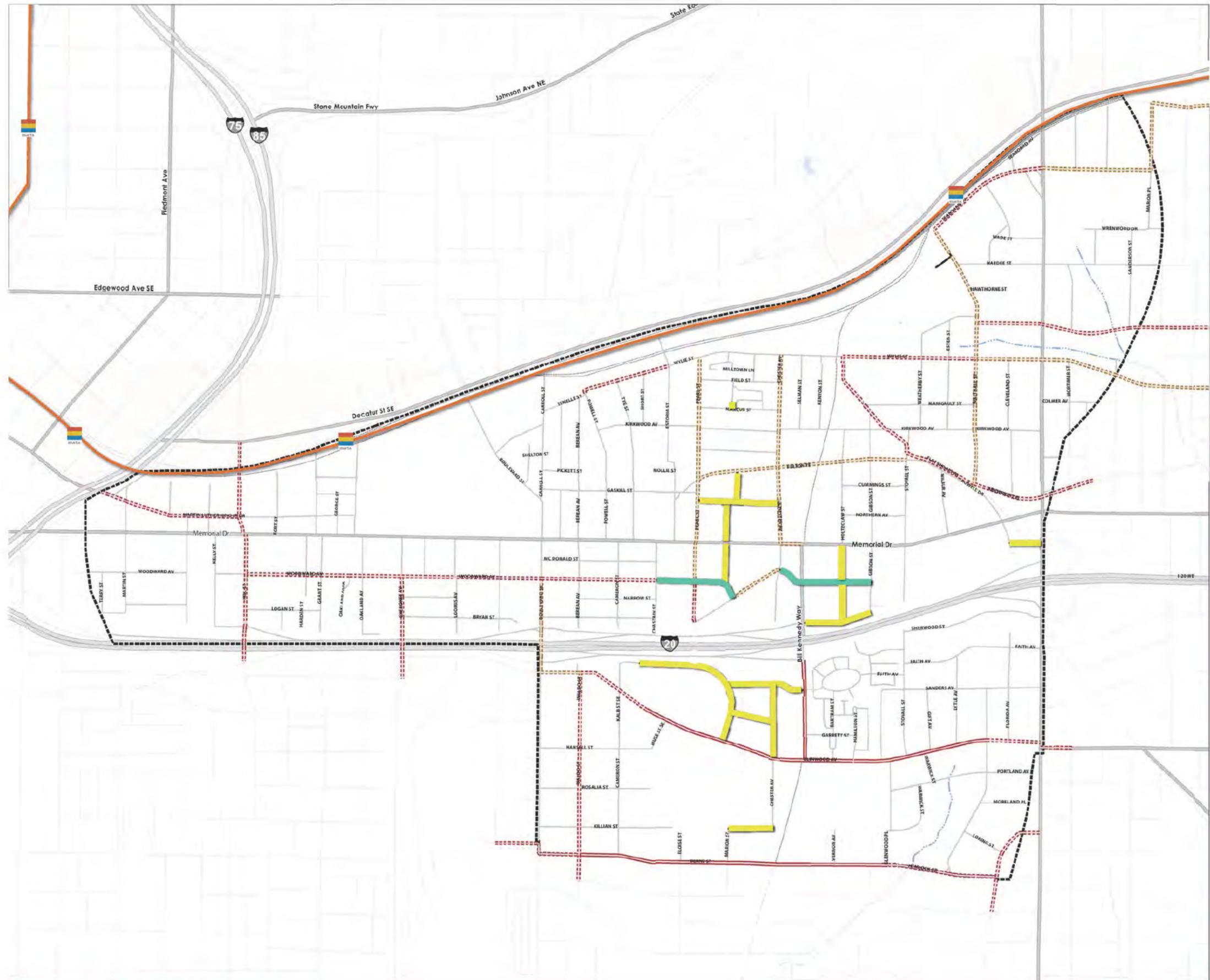
Avenue/Residential (AV/R-78)

Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk/Clear Zone	10'
Planting Strip/ Street Furniture Zone	5'
On-street Parking (from face of curb)	7'-6"
Median	No
Width of Median	
Right-of-Way	78'

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



Figure 35: Avenue/ Residential Typology



BeltLine Subarea 4:
Memorial Dr/ Glenwood

Final Plan
Application of Street
Thoroughfare Types

- Legend**
- Subarea 4
 - TAD Boundary
 - Hydrology
 - Vehicular Circulation**
 - MARTA Rail & Station
 - Existing Streets
 - Recommended Application of Thoroughfare Types to New Street Network**
 - Street/Multi-Family (ST/MF-60)
 - Avenue/Residential (AV/R-78)
 - Proposed Core Connection
 - Proposed Secondary Connection



October 2010



Figure 36 - Street Thoroughfare Typology Map

d. Operational & Capacity Improvements

Several existing operational and capacity issues were identified and discussed with the community and planning committee during the planning process. Stakeholder suggestions, many of which had been developed in previous plans and studies, including the Connect Atlanta transportation plan and the various Livable Centers Initiative (LCI) studies undertaken in the area, were incorporated into the transportation analysis.

The transportation analysis (which includes trip generation, operational analysis, intersection modeling, in addition to many other transportation related analyses) was completed to ensure that mobility recommendations are feasible, valid and support future land uses and build out scenarios. The complete Transportation Analysis report is located in Appendix C.

The planning team performed analysis on several different scenarios for capital projects and traffic projections in order to refine and provide support for its final recommendations. This analysis yielded the following findings, establishing a foundation for the more detailed recommendations.

- Traffic in Subarea 4 does not and will likely not exhaust the capacity of the subarea's roadway infrastructure.
- Mobility problems in the Subarea are intersection-specific and not constant throughout an entire corridor's length. This is particularly the case with regard to Memorial Drive and the Memorial/Boulevard intersection. Here, many of the problems related to traffic movement are due to heavy northbound through and left turn movements from Boulevard, themselves due in part to the connection to Grant Park and the interchange with Interstate 20. This intersection is a known problem to area mobility because of the heavy demands for signal time that this movement generates and the constraints on adding new vehicle-carrying capacity. However, the heavy

northbound movements occur regardless of changes to land use and traffic within Subarea 4; new development within Subarea 4 that adds eastbound and westbound traffic to Memorial Drive will not worsen this movement.

- The limitations to street network, such as the barrier formed by Interstate 20 and the superblock formed by the Oakland Cemetery, require both Subarea-originating and regional traffic to pass through a small number of points, which consequently are the most congested intersections.
- New development scenarios will lead to longer travel times through the Memorial and Bill Kennedy corridors, but not primarily because of the volumes of traffic they add. The main reason for longer travel times is the increase in signalized intersections, although these are likely to be warranted as necessary because of new development.

The following are the traffic and transportation-related recommendations for Subarea 4 :

- **Memorial Road Diet**
Memorial Drive is recommended to be changed from a four-lane and five-lane undivided roadway to a three-lane roadway from Hill Street to Pearl Street. In the short term, this would leave Memorial's existing curbs intact and simply restripe the roadway surface to accommodate the desired lane configurations, adding on-street parking where dimensions allow and where this space is not needed for other auxiliary lanes. In the long term, street reconstruction should relocate curbs to more closely fit a three-lane profile. This may require the removal of parking that is added in the short term, but this is recommended to increase sidewalk width, especially along the north side of Memorial adjacent to the Oakland Cemetery. (OC-1)

Corridor-specific street improvements, including the major design details for Memorial Drive are presented more extensively on pg 64 of this section.

- **Removal of Memorial Reversible Lane**
Between Pearl Street and Flat Shoals Avenue, Memorial Drive is recommended to be a three-lane section with two travel lanes and a two-way left turn lane. This would replace its current configuration with the middle reversible travel lane.

When designed in conjunction with the road diet, the two-way left turn lane of Memorial Drive east of Pearl Street should be aligned with the current reversible lane of Memorial Drive.

Into the future, the entire Memorial Drive three-lane cross section as proposed through the road diet and the reversible lane can allow medians in place of the proposed two-way left turn lane where appropriate. In the short term, it is likely that a two-way left turn will be needed for access to parcels on Memorial that are currently served by driveways. However, as redevelopment continues along the corridor and mid-block driveway cuts are replaced with alternative forms of access (such as alleys and driveways from cross-streets), the two-way left turn lane can be converted to raised medians as appropriate. Detailed study of intersection turning movements should be undertaken at the time that medians are being placed to determine what left turn lane lengths need to be preserved for left turning storage at intersections. In general, it is not recommended that any streets be closed from left turn access from Memorial Drive by extending a median through the intersection. This would compromise the effectiveness of new street network in being able to evenly accommodate traffic growth in the subarea and in reducing the need for mid-block driveways directly on Memorial Drive. (OC-1)

- **Memorial/Boulevard intersection improvements**

At the intersection of Memorial Drive and Boulevard, a westbound right turn lane is recommended only in conjunction with the road diet along Memorial Drive to maintain traffic flow and to reduce delay at the intersection in the morning peak period.

However, the core capacity problem with this intersection is related to northbound movements, specifically in the AM peak period. Both the northbound left turn and through movement experience lengthy queues and delay. Although additional northbound through-movement capacity would also help to alleviate congestion and delay at this intersection, such an approach is not recommended due to its impact on surrounding property and the difficulty of merging two lanes of northbound traffic back into a single lane north of the Boulevard/Memorial Drive intersection. The short distance between this intersection and the Boulevard curve at Carroll Street suggest that such merging would need to happen immediately. This would likely result in slow and awkward traffic operations, potentially negating the benefit of the added capacity. (I-1)

- **Memorial/Bill Kennedy intersection improvements**

Although capacity at this intersection will remain adequate for future development, its current operational challenges due to insufficient lateral width for truck and heavy vehicle turning movements could be alleviated by modifying the southeast corner curb radius and by relocating the stop bar of the middle lane. This allows trucks to make their movement without a possible stop and time spent waiting on westbound queued vehicles to reverse and allow sufficient clearance space.

Although the current turn radius at the southeast corner is designed to accommodate trucks to make this movement, detailed design of this recommended project should evaluate the effectiveness of the current radius to determine whether a larger curb radius is needed. This should be considered in light of the land use recommendations of the plan and the intersection design should consider the critical need for safe and convenient pedestrian access through this intersection, especially given the BeltLine corridor's use of Bill Kennedy Way and the Subarea 4 Master Plan's recommendation for a transit station immediately north of the Memorial Drive /Bill Kennedy Way intersection. (I-2)

Refer to Figures 37 and 38 for an illustration of these recommendations.

- **Howell Drive extension and connection to I-20 ramps/Moreland ramps**

Although this is not a capacity-based recommendation, the extension of Howell Drive south and east to intersect with Moreland Avenue opposite the westbound I-20 off-ramp would create operational benefits for a larger area.

One of the principal operational benefits of this project is the ability for vehicles exiting from westbound Interstate 20 to cross Moreland Avenue (as opposed to turning right there) and to use the Howell extension to turn left on Memorial and proceed west. Currently, vehicles must turn right at the end of the ramp and then left immediately, forcing vehicles to merge across moving traffic lanes and potentially slowing traffic operations (or causing vehicle conflict).

This project was originally a recommendation of the Connect Atlanta transportation plan, which envisioned Flat Shoals Avenue as the street to be connected due to its existing signal with Moreland Avenue. However, upon closer analysis of property development potential that was performed for Subarea 4, the use of Howell Drive would allow for more flexibility in redevelopment of these properties and more optimal spacing between signals. (I-3)

Coordination with GDOT will be required to ensure the alignment of the ramps and the Howell Drive extension. In addition, the signal controlling the westbound off-ramp at Moreland would need to be reconfigured to allow for westbound movements. Specific phasing and signal equipment to be used, especially in accommodating turning movements, should be determined with a more detailed traffic study based on conditions at the time of the project's advancement.



Figure 37 - Current Truck Turning Conflict Potential



Figure 38 - Relocation of Westbound Stop Bar

- **Arkwright/Moreland right in/right out configuration**

In addition to the Howell Drive extension, the removal of the Arkwright/Moreland signal would eliminate a problem of insufficient spacing between this signal and the Moreland/Memorial signal. Currently, turning traffic from Memorial may be 'trapped' at this signal and can quickly exhaust the storage capacity of the short block. To facilitate pedestrian crossings at this intersection, the signal should be replaced with a rectangular rapid flash beacon (RRFB), a pedestrian-activated traffic control device that alerts motorists to a pedestrian crossing with flashing lights and signage. (I-4)

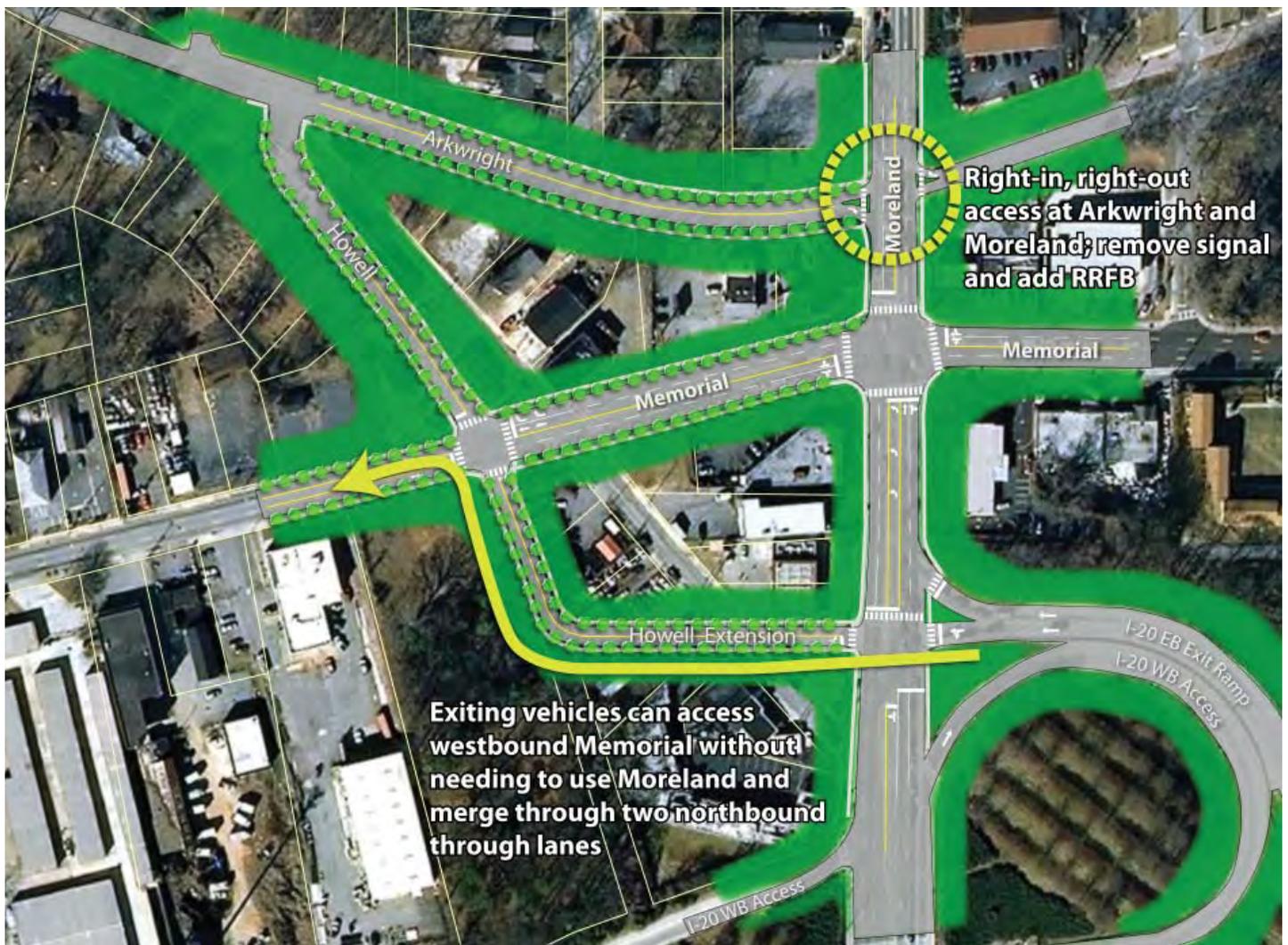


Figure 39 - Extension of Howell Drive and Arkwright-Memorial Intersection

e. Pedestrian & Bicycle Improvements

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

- Woodward Avenue Bicycle Corridor**
 Throughout the Subarea 4 planning process, community members expressed an interest in east-west bicycle facilities, but emphasized their concerns and discomfort with use of Memorial as a primary bicycle corridor. The recommendation of the Subarea 4 plan is to use Woodward Avenue as a bicycle route, configured as a bicycle boulevard emphasizing free movement of bicycles and calmed vehicle traffic.

Woodward is recommended largely because of its parallel and proximate location relative to Memorial Drive and because of its relative lack of dimensional constraints. A street of ample width and paving such as Woodward Avenue



Figure 40 - Existing Woodward Avenue Diagram

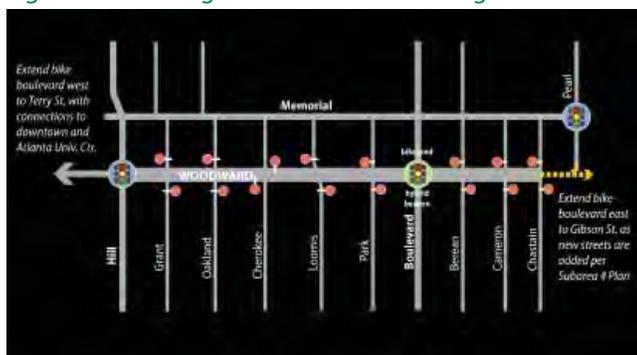


Figure 41 - Proposed Woodward Avenue Diagram

allows both bicycles and vehicles to share the road without compromising safety or vehicular level of service.

Several design criteria should be met before designating a bicycle boulevard, particularly because once it is an established route, bicyclists will expect the roadway to be safe and efficient. Bicycle boulevards are intended to provide direct through-travel in high-demand bicycle corridors, and can be effective in connecting other types of facilities (bicycle lanes, shared-use paths, etc.). The surface of the roadway where bicycles would generally travel should be smooth and the route should be maintained to keep roadway debris out of the bicycle travel areas. As one of the key principles of bicycle boulevards is priority to bicycle traffic at intersections it is recommended that stop-sign control on local streets be modified as needed to favor Woodward. (PB-1)

Figure 43 details recommendations for phasing of the boulevard to follow likely addition of street network.

Also recommended is the placement of a pedestrian hybrid beacon at the Woodward/Boulevard and Woodward/Cherokee intersections. This signal is activated by the pedestrian or cyclist by hand (in the case of one of the beacon's early demonstration projects, the activation button is located within easy reach of a mounted cyclist in the roadway). It does not give full movement access to vehicles on the cross-street: these remain controlled by a stop sign. It is intended to control cross-street traffic long enough to ensure a safe crossing of Boulevard for cyclists or pedestrians.

Its basic use is described as follows:

1. A pedestrian or cyclist approaches the intersection and pushes the button to activate the signal.
2. Signals controlling the main roadway flash a yellow beacon, then proceed on a solid yellow-red sequence to stop motorists, just

as a typical signal would.

3. The bicycles and pedestrians cross, guided by either a bicycle-based signal, a standard pedestrian signal, or both, while vehicle traffic on the same street remains controlled by a stop sign. Vehicle traffic can take advantage of the cross street being controlled by the HAWK's red light, but it must stop first and give priority to bicycles and pedestrians.
4. Bicycles and pedestrians are given warning that their phase ends and then controlled with a red beacon (or a 'do not walk' pedestrian signal beacon).
5. The main roadway's red beacon turns off and drivers proceed.

- **Boulevard/Glenwood Avenue Pedestrian Improvements**

At the intersection of Boulevard and Glenwood Avenue, immediately south of the I-20 off-ramps, there is currently no designated pedestrian crosswalk. While there is a crosswalk at the intersection of the eastbound off-ramp with Boulevard, this is located approximately 120 feet from the Glenwood/Boulevard intersection and is in a far larger cross-section of Boulevard intended to promote vehicle mobility and storage capacity for turning onto I-20 ramps.

Although it is not common practice to designate a mid-block crossing within such close proximity to an existing signal-protected crosswalk, the Subarea 4 Master Plan recognizes neighborhood pedestrian need and recommends that an additional crosswalk

be signed and striped slightly south of the south side of Glenwood Avenue, allowing a more direct crossing of Boulevard for residents of Glenwood Avenue. It is important that this crossing be enhanced with pavement markings, signage and, ideally, flashing lights or beacons activated by a push-button device that allow motorists to see that pedestrians wish to cross. This recommendation may be taken in conjunction with reducing the turning radii for the eastbound right turns from the I-20 off-ramp to slow traffic transitionally from the ramp to Boulevard, which is a City of Atlanta street (PB-2)

- **Core and Secondary Bicycle Routes**

Providing a safe, efficient and continuous network of pedestrian and bicycle facilities was identified as one of the Subarea 4 Master Plan goals for circulation and mobility. Improving mobility for the non-motorist to and from the BeltLine corridor and community amenities will be met through the plan's recommendation of a hierarchy of "core" and "secondary" bicycle routes, sidewalk, streetscape, and multi-use trail projects. Many of the core and secondary routes identified in this master plan were first identified in the bicycle master plan of the Connect Atlanta comprehensive transportation plan. Additional opportunities were explored and advanced in the Subarea 4 Master Plan to support and enhance the core and secondary network established in the Connect Atlanta bicycle master plan. See figure 56 for designated core and secondary routes. (BP-3 & BP-4)



Figure 42 - Woodward Boulevard Bicycle Boulevard Phases

f. Transit Improvements

Subarea 4 Master Plan considered five principal street corridors for design recommendations, noting the unique needs and roles of each in serving new development and transportation infrastructure. The recommendations for street design are detailed for each of these five corridors here.

- **Grant Street**

Grant Street is a relatively narrow cartway and is likely to change in character only if the BeltLine transit alignment using Memorial Drive and Grant Street is chosen. The cross-section (figures 44 & 45) details what would be needed for appropriate transit accommodation and suitable pedestrian space given the street's potential transit needs. If Atlanta BeltLine transit uses Grant Street, a transit traffic queue bypass should be considered by way of widening Grant Street to the east. (T-1)

- **Memorial Drive**

Considerable attention has been given to the operational logistics of the Memorial Drive road diet. The cross-sections (figures 46-50) detail its overall design, illustrating one location in the current reversible-lane section (between Bill Kennedy Way and Chester Avenue, adjacent to the present A&P Lofts building) and another in the current four-lane section (adjacent to Oakland Cemetery near Cherokee Avenue). (T-2)

- **Chester Avenue**

South of Interstate 20, Chester Avenue has been proposed for extension in the Subarea 4 Land Use Plan to accommodate currently-underway and potential future development at the 880 Glenwood Avenue and Lafarge properties, respectively. It is also the preferred location of this section of the BeltLine Trail alignment, with the trail being located on the

west side of the cartway. With these factors in mind, Chester Avenue is an exemplary residential street with a trail envelope serving a higher-intensity land use context, although it is intended to be a local street in function. Figure 51 details key design dimensions, especially travel lane widths and separation of the multi-use trail from the cartway. (T-3)

- **Bill Kennedy Way**

Bill Kennedy Way will likely carry both BeltLine transit and trail, unless a new, parallel bridge for the trail is constructed. The cross-section (figures 52 & 53) illustrates the location of the multi-use trail on the west side of the street, with signposted crossings of the I-20 access ramps. (T-4)

- **Wylie Street**

Wylie Street will carry the BeltLine multi-use trail and is one of the three alternatives to carry transit between the Reynoldstown and Decatur Belt sections of BeltLine right-of-way. As such, it will need reconfiguration to provide adequate width for the multi-use trail between the north curb of Wylie Street and the Hulsey Yard retaining wall, two 12-foot travel lanes that can accommodate light rail transit vehicles, and adequate sidewalk width to allow streetscaping and, if need be, a platform for a transit stop (figures 54 & 55). (T-5)

In addition specific corridors related to future transit, the Subarea 4 Master Plan recommends improved access to existing MARTA transit. The BeltLine transit and trail will greatly expand access to the MARTA rail system. Subarea 4 Master Plan recommends reconnecting Walthall Street to Seaboard Avenue (as it existed historically) south of the Inman Park/Reynoldstown MARTA Station and creating a new pedestrian exit from the MARTA skywalk to Seaboard Avenue to shorten the walking distance to the Edgewood Retail District shopping center.

Grant Street Enhancements



Figure 43: Grant Street Alternative A

Existing lane geometries dictate 12-foot lanes in both the north and south directions, with no median or other separation between the directions. This allows for eight foot sidewalks on both sides of the street.



Figure 44: Grant Street Alternative B

Lanes are again 12 feet wide, but this alternative indicates shared right-of-way by incorporating fixed guideway transit into existing vehicle lanes. Sidewalks remain eight feet wide. This alternative depends on the BeltLine transit alignment using Grant Street.

Memorial Drive at Chester



Figure 45: Memorial Drive at Chester Alternative A

This section of Memorial is currently operated as a reversible lane. Alternative A shows Memorial Drive as a fixed three-lane section, with one lane in each direction and a shared left-turn lane. This provides for sidewalks on both sides of the street with a planted separation from vehicular traffic. The sidewalk profile illustrates how a public-sector streetscape project could fit in existing right-of-way with minimum acquisition needs. As development occurs, private parties will abide by the sidewalk standards in their zoning district



Figure 46: Memorial Drive at Chester Alternative B

Here, Memorial Drive is illustrated as a BeltLine transit corridor, where transit shares right-of-way with vehicular traffic. The center lane is maintained as a two-way left turn lane, and sidewalks remain unchanged. This alternative depends on the BeltLine transit alignment using Memorial Drive.

Memorial Drive at Oakland Cemetery

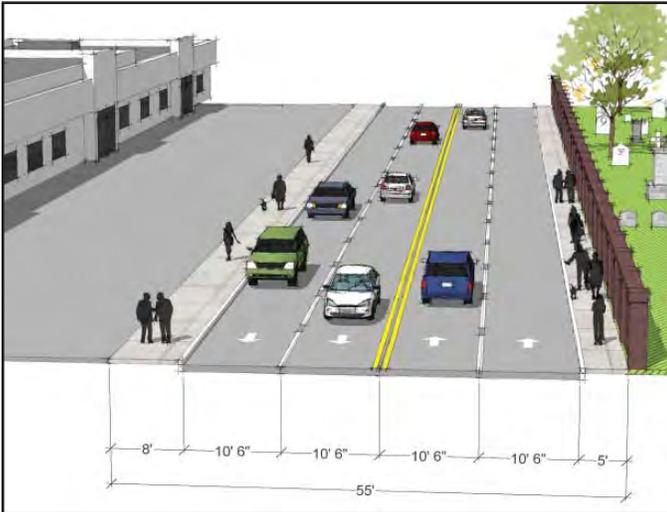


Figure 47: Existing Memorial Drive at Oakland Cemetery (Looking West)

Currently, Memorial Drive consists of two lanes in each direction, varying in width from 10 to 11 feet, with narrow sidewalks abutting Oakland Cemetery and storefront parking.



Figure 48: Proposed Memorial Drive Alternative A (No Transit)

Directional lanes are reduced to one in favor of adding a shared left-turn lane and providing additional space for pedestrians. Pedestrian safety and comfort is greatly improved with the addition of wider sidewalks and the use of plantings to separate pedestrians from vehicular traffic.



Figure 49: Proposed Memorial Drive Alternative B (Transit)

Directional lanes are reduced to one in favor of adding a shared left-turn lane and providing additional space for pedestrians. Pedestrian safety and comfort is greatly improved with the addition of wider sidewalks and the use of plantings to separate pedestrians from vehicular traffic. Transit service shares the directional lane with vehicular traffic, with some sidewalk space being used as neighborhood transit stops. The sidewalk profile illustrates how a public-sector streetscape project could fit in existing right-of-way with minimum acquisition needs. As development occurs on the south side of Memorial Drive, private parties will abide by the sidewalk standards in their zoning district.

Chester Avenue (adjacent to LaFarge Property)



Figure 50: Chester Avenue Adjacent to LaFarge (Looking North)

Chester is recommended as a two-lane street with onstreet parking on at least one side. The BeltLine trail alignment is on the west side of the street.

Bill Kennedy Way Enhancements

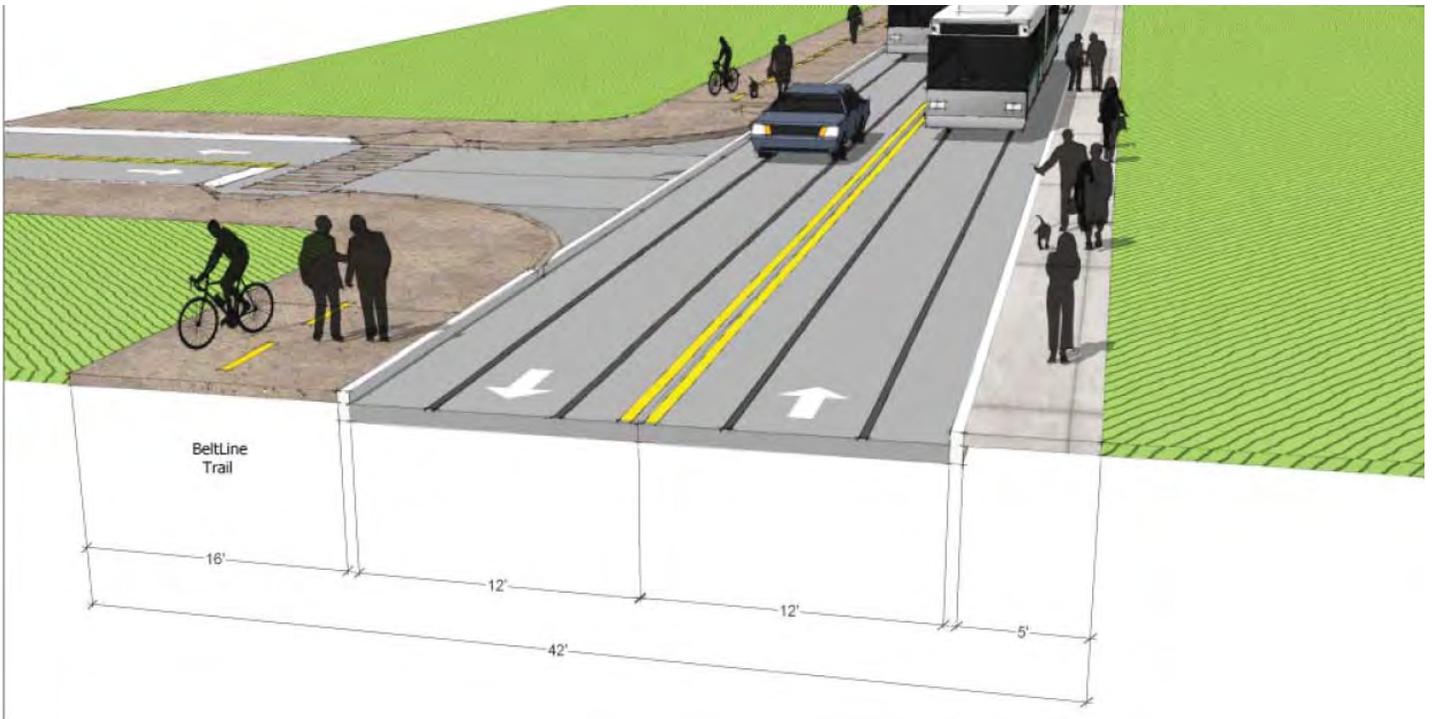


Figure 51: Bill Kennedy Way

BetLine Transit will likely use the existing Bill Kennedy Way crossing over I-20, as this image illustrates. Transit vehicles share the existing lanes dedicated to personal automobile traffic. The BeltLine trail remains on the western side of the roadway with an additional sidewalk to the east.

Wylie Street Enhancements

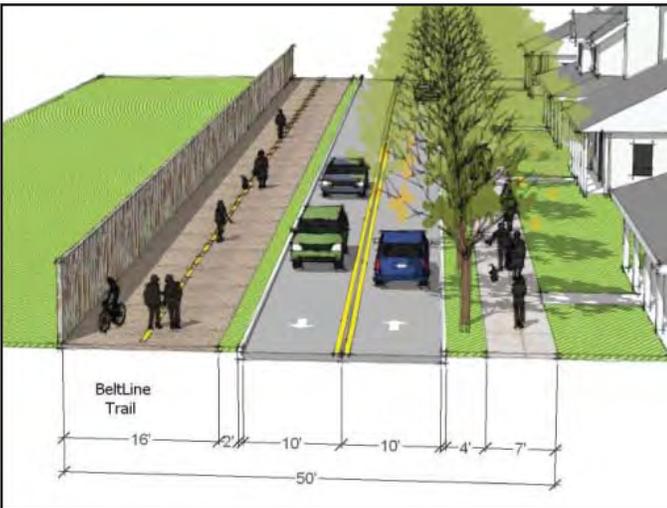


Figure 52: Wylie Street Alternative A

The BeltLine Trail runs adjacent to Wylie Street, as this cross-section displays. Lanes are demarcated as 12 feet in width, providing space for the trail on one side and an enhanced neighborhood sidewalk with a six-foot separation from the street along the other side.

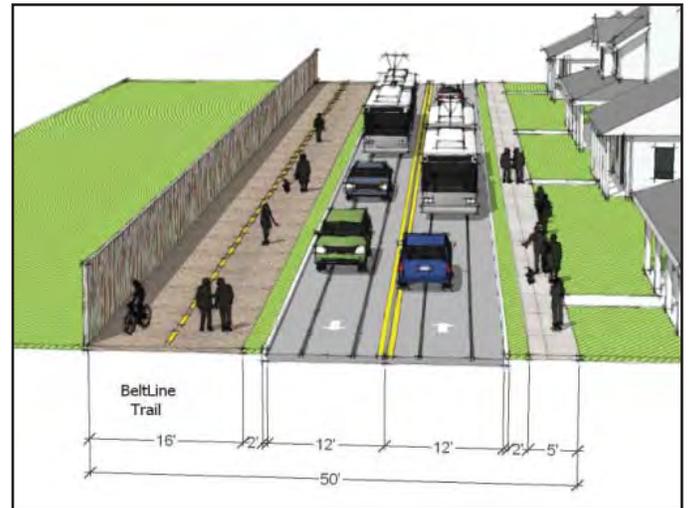


Figure 53: Wylie Street Alternative B

Alternative B illustrates the addition of transit service along Wylie Street. In this case, transit service shares right-of-way with existing vehicle lanes. This alternative maintains the BeltLine trail and enhanced sidewalks seen in Alternative A.

Development Quantification

The BeltLine Subarea 4 land use plan increases overall housing and employment density in the areas of its transit stations. Table 02 below details the residential dwelling units and employment (measured in jobs) for each of five BeltLine transit station areas: Glenwood Avenue at Bill Kennedy Way, the railroad depot at Memorial Drive and Bill Kennedy Way, Pearl Street at Memorial Drive, Wylie Street at Flat Shoals Avenue, and at the end of Seaboard Street (the likely transfer point to the Inman Park/Reynoldstown MARTA station). These represent the stations in all three of the BeltLine transit alignment alternatives that lie within the Subarea 4 TAD parcels and, consequently, the Subarea 4 redevelopment area.

To perform this analysis, the study team considered population and employment data from the ARC travel demand model traffic analysis zones (TAZ), which provide estimates for population, households and employment detailed by a range of industrial sectors. Each half-mile station area was applied to the TAZ boundaries with the percentage of each TAZ that lay within a given station area being applied to that TAZ's housing and employment figures. The sum total of housing units and employment for each TAZ portion were considered to be the current numbers for 2010.

The study team then applied each station area boundary to the Subarea 4 redevelopment plan, calculating those portions of the redevelopment plan/TAD area in each half-mile station area and applying standard multipliers for housing and employment density by land use type. These resulting housing and employment density figures were added to the TAZ-derived 2010 figures to arrive at a total station area housing and employment figure for the BeltLine Subarea 4 land use plan's hypothetical build-out.

In addition to these calculations being performed for each specific station area, they were also performed for the agglomerated area of all five station areas, allowing the analysis to control for geographic overlap between the station areas and what would be the resulting double-counting of households and employment. In general, the intent of this analysis is not to identify or forecast a precise number of dwelling units or jobs in each of the transit station areas, but rather to present an order-of-magnitude difference between current land uses and densities and those that could be allowed under the Subarea 4 land use plan.

SUBAREA 4 TRANSIT STATION POPULATION AND EMPLOYMENT ESTIMATES					
Stop Location		Residential Dwelling Units	Estimated Dwelling Units Per Acre	Employment (Jobs)	Estimated Jobs Per Acre
Glenwood Avenue	2010	1442	2.9	1103	2.2
	Buildout	3915	7.8	6997	13.9
Memorial-Depot	2010	1706	3.4	1263	2.5
	Buildout	7050	14.0	7946	15.8
Wylie/Flat Shoals	2010	1910	3.8	1055	2.1
	Buildout	5675	11.3	2317	4.6
Seaboard Street	2010	1862	3.7	961	1.9
	Buildout	2474	4.9	1098	2.2
Pearl Street	2010	1746	3.5	2125	4.2
	Buildout	6219	12.4	8448	16.8
TOTAL, Not Including Overlap	2010	4750	3.4	3163	2.3
	Buildout	10625	7.6	10022	7.2

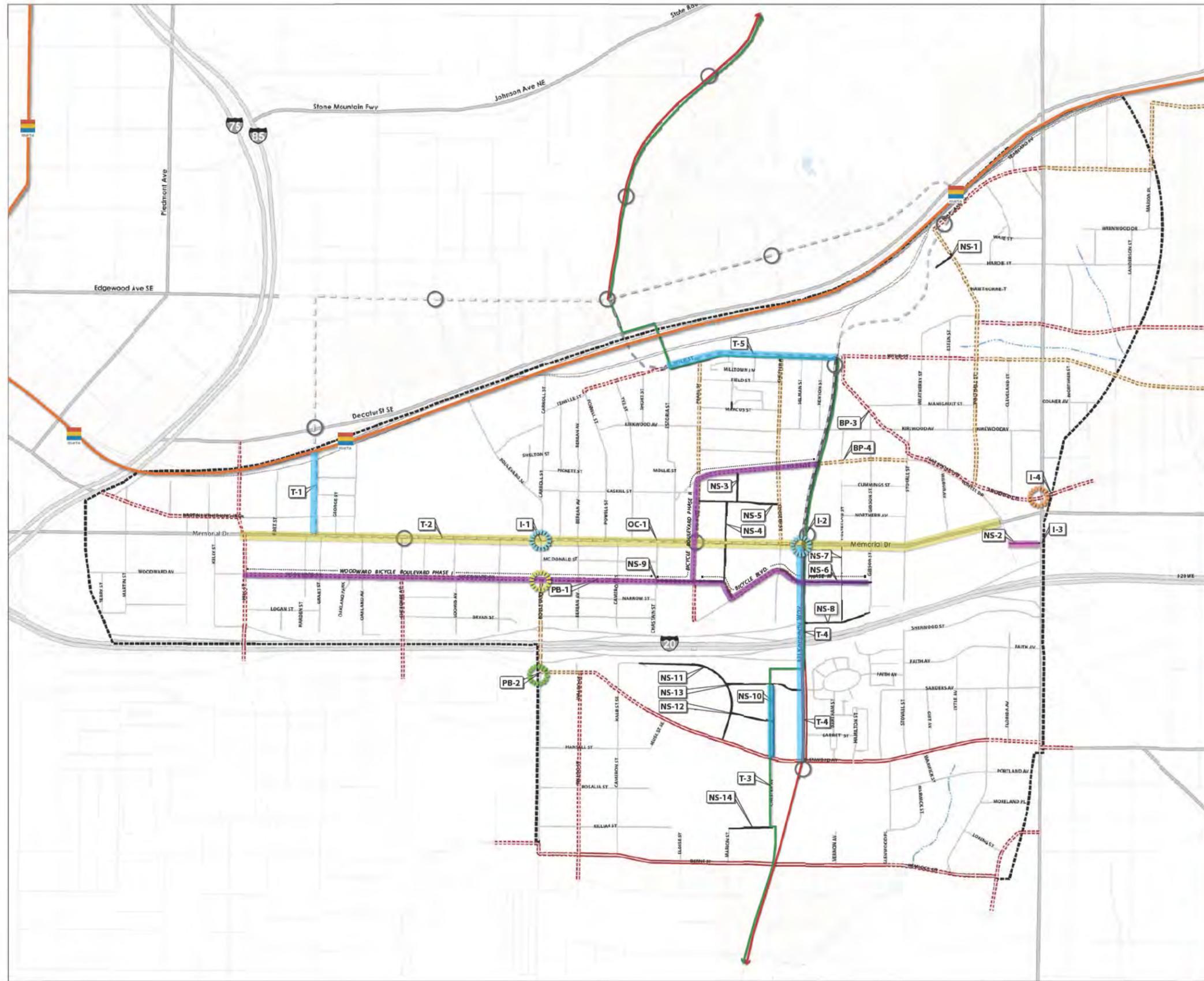
Table 02 - Development Quantification

g. Project Implementation: Mobility Recommendations Summary

Mobility Recommendations Summary: Streets				
Project ID:	Project Name:	Project Type:	Project Length (approx. linear feet):	Project Description:
I-1	Memorial/Boulevard intersection improvements	Intersection Improvement	NA	At the intersection of Memorial Drive and Boulevard, a westbound right turn lane is recommended only in conjunction with the road diet along Memorial Drive to maintain traffic flow and to reduce delay at the intersection in the morning peak period.
I-2	Memorial/Bill Kennedy intersection improvements	Intersection Improvement	NA	Modify the southeast corner curb radius and by relocating the stop bar of the middle lane to alleviate insufficient lateral width for truck and heavy vehicle turning movements.
I-3	Howell Drive extension and connection to I-20/Moreland ramps	Intersection Improvement	NA	The extension of Howell Drive south and east to intersect with Moreland Avenue and I-20 on/off-ramps.
I-4	Arkwright/Moreland signal closure and right in/right out configuration	Intersection Improvement	NA	Removal of the Arkwright Place/Moreland Avenue signal. Provide right-in/right-out access only
NS-1	Reconnection of Walthall Street	Street extension	45 lf	Reconnection of Walthall Street to Seaboard Avenue, south of the Inman Park/Reynoldstown MARTA Station
NS-2	Howell Drive extension and connection to I-20/Moreland Avenue interstate ramps.	street modification/realignment & new street	333 lf	Realignment/modification of the Flat Shoals Avenue, Howell Drive and Arkwright Place intersection. Howell Drive extension and connection to I-20/Moreland Avenue interstate ramps.
NS-3	New north-south street between Pearl St and Chester Avenue	New Street	347 lf	New north-south street between Pearl St and Chester Avenue, north of Memorial Drive
NS-4	New north-south street between Pearl St and Chester Avenue	New Street	925 lf	New north-south street between Pearl St and Chester Avenue, north and south of Memorial Drive.
NS-5	New east-west street between Pearl St and Chester Avenue	New Street	934 lf	New east-west street between Pearl St and Chester Avenue creating smaller blocks
NS-6	New east-west street between Chester Avenue and Gibson Street	New Street	1,092 lf	New east-west street between Chester Avenue and Gibson Street, connecting over Bill Kennedy Way
NS-7	Holtzclaw Street extension	Street extension	894 lf	Extension of Holtzclaw Street south across Memorial Drive.
NS-8	New east-west street between Bill Kennedy Way and Gibson Street	New Street	788 lf	New east-west street between Bill Kennedy Way and Gibson Street, paralleling I-20
NS-9	Woodward Ave. extension	Street extension	785 lf	Extension of Woodward Avenue to the east, connecting to new streets
NS-10	Chester Ave. extension	Street extension	855 lf	Chester Avenue extension, south of I-20 which parallels the BeltLine trail.
NS-11	Kalb St. extension	Street extension	1,743 lf	Extension of Kalb St, which currently ends in the Arts Exchange parking area, to curve southeast, around the existing forested areas, providing a connection to Glenwood Avenue
NS-12	new east-west street within LaFarge property	New Street	497 lf	New east-west street within LaFarge property, connection Kalb St extension and Chester Avenue extension
NS-13	new east-west street within LaFarge property	New Street	921 lf	New east-west street within LaFarge property, connection Kalb St extension and Chester Avenue extension and Bill Kennedy Way
NS-14	Killian St extension	Street extension	505 lf	Killian St extension, from Marion Street to Chester Avenue

Project ID:	Project Name:	Project Type:	Project Length (approx. linear feet):	Project Description:
OC-1	Memorial Road Diet and Removal of Memorial Reversible Lane	Operational/ Capacity	Phase I = 4030 lf Phase II = 5200 lf <i>(select one of the two options for Phase II)</i>	Phase I: Memorial Drive is recommended to be a three-lane section with two travel lanes and a two-way left turn lane from Moreland Avenue to Pearl Street. This would replace its current configuration featuring the middle reversible travel lane. Phase II, Option A: Road diet involving restriping, basic sidewalk improvements and street trees. No curb relocation. Phase II, Option B: Move all curbs, widen sidewalks, plant street trees and
PB-1	Woodward Avenue Bicycle Corridor	Pedestrian & Bicycle	Phase I = 5,328 lf Phase II = 2,400 lf Phase III = 2,250 lf Phase IV = 2,480 lf	Use Woodward Avenue as a bicycle route, configured as a bicycle boulevard emphasizing free movement of bicycles and calmed vehicle traffic. Phase 4 refers to western extension from Hill St west to Georgia Archives building (the extent of BeltLine Subarea 4).
PB-2	Boulevard/Glenwood Avenue Pedestrian Improvements	Pedestrian & Bicycle	NA	An additional crosswalk be signed and striped slightly south of the south side of Glenwood Avenue, allowing a more direct crossing of Boulevard for residents of Glenwood Avenue.
PB-3	Core Bike Routes	Pedestrian & Bicycle	29,425 lf	Identified throughout Subarea 4, core bike routes provide a designated bike line on road for cyclists
PB-4	Secondary Bike Routes	Pedestrian & Bicycle	20,050 lf	Identified throughout Subarea 4, secondary bike routes are noted with signage, although typically do not have a designated bike lane.
T-1	Grant Street	Transit Improvements	1,216 lf	Recommendations for appropriate BeltLine Transit accommodation and suitable pedestrian space
T-2	Memorial Drive	Transit Improvements	5,610 lf	Recommendations for appropriate BeltLine Transit accommodation and suitable pedestrian space
T-3	Chester Avenue	Transit Improvements	855 lf	Recommendations for appropriate BeltLine Trail accommodation and suitable pedestrian space
T-4	Bill Kennedy Way	Transit Improvements	2,486 lf	Recommendations for appropriate BeltLine Transit and Trail accommodation and suitable pedestrian space
T-5	Wylie Street	Transit Improvements	1,940 lf	Recommendations for appropriate BeltLine Transit and Trail accommodation and suitable pedestrian space

Table 03 - Project Implementation Table: Mobility Recommendations Summary for Streets



Atlanta BeltLine

BeltLine Subarea 4: Memorial Dr/ Glenwood

Project Implementation
Mobility

Legend

- Subarea 4
- TAD Boundary
- Hulsey Yard

Vehicular Circulation

- MARTA Rail & Station
- Existing Streets
- Removed Streets
- BeltLine Transit Stop
- BeltLine Transit
- BeltLine Transit
- Connectivity Alternatives

Pedestrian Circulation

- BeltLine Trail
- Existing Core Connection

Recommendations

- Proposed Streets
- Removed Streets
- Proposed Core Connection
- Proposed Secondary Connection
- Memorial Drive Road Diet and Reversible Lane Removal
- Howell Drive Extension to Moreland Avenue
- Street Design per to Sec. 2.3 of Transportation Analysis Report
- Proposed Bike Boulevard (Bike phases shown on map)
- Intersection Capacity Improvements
- Traffic Signal Removal
- Proposed Pedestrian Hybrid Beacon
- Pedestrian Improvements

Implementation Key

- Intersection
- Transit
- New Street
- Operational Capacity
- Pedestrian & Bicycle

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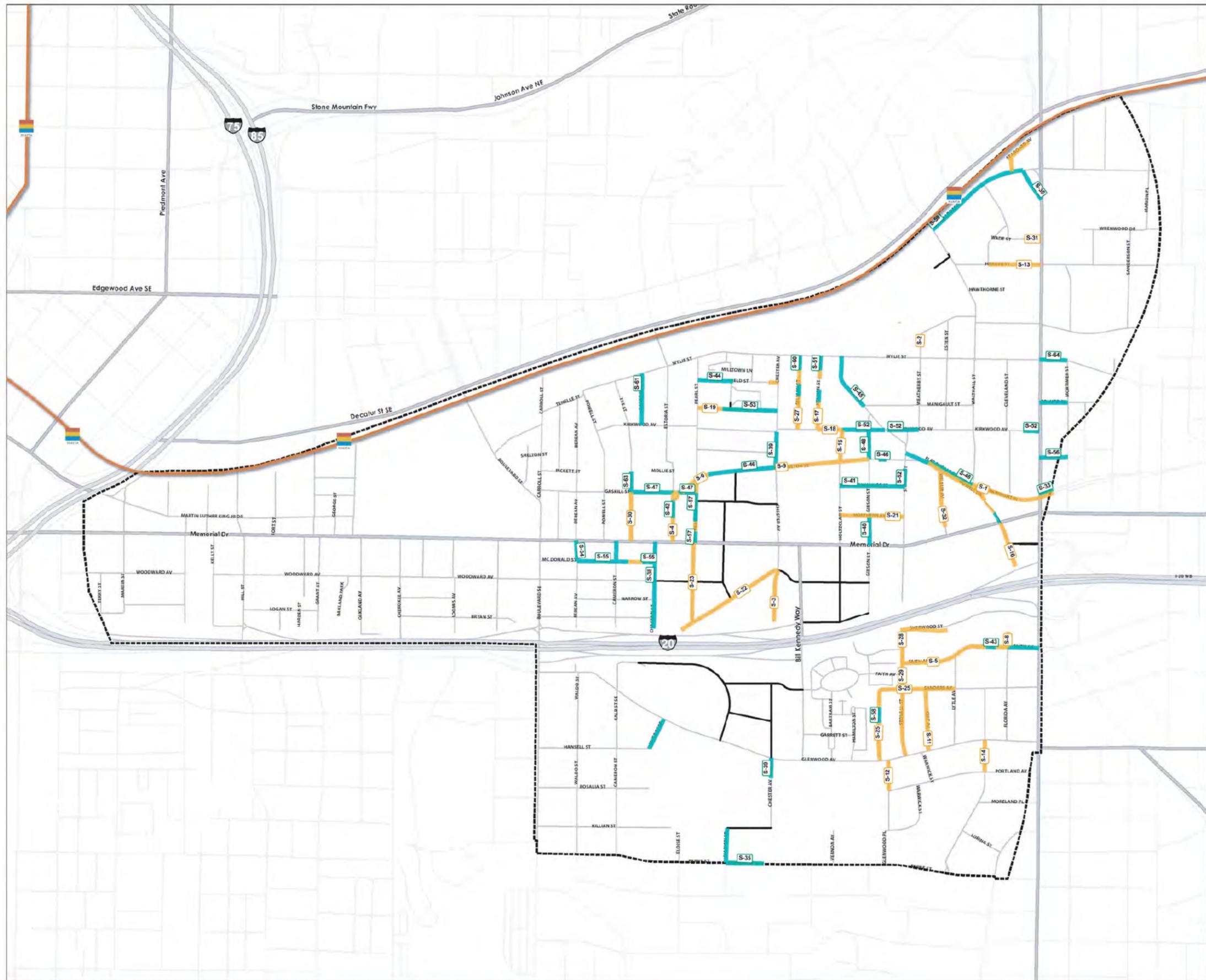
Figure 54 - Project Implementation Map: Mobility Recommendations Summary for Streets

Mobility Recommendations Summary: Sidewalks

Project ID:	Street Name:	Project Type:	Project Length: (approx. linear feet)	Project Description:
Roads Intersecting the TAD with no Sidewalk				
S-1	Arkwright Place	Sidewalk Enhancement	971 lf	Recommendation for sidewalk on both sides of the street
S-2	Boulevard Drive	Sidewalk Enhancement	130 lf	Recommendation for Sidewalk on both sides of the street
S-3	Chester Avenue	Sidewalk Enhancement	601 lf	Recommendation for Sidewalk on both sides of the street
S-4	Estoria Street	Sidewalk Enhancement	363 lf	Recommendation for Sidewalk on both sides of the street
S-5	Faith Avenue	Sidewalk Enhancement	1,145 lf	Recommendation for Sidewalk on both sides of the street
S-6	Field Street	Sidewalk Enhancement	112 lf	Recommendation for Sidewalk on both sides of the street
S-7	Flat Shoals Avenue	Sidewalk Enhancement	604 lf	Recommendation for Sidewalk on both sides of the street
S-8	Florida Avenue	Sidewalk Enhancement	173 lf	Recommendation for Sidewalk on both sides of the street
S-9	Fulton Terrace	Sidewalk Enhancement	1,157 lf	Recommendation for Sidewalk on both sides of the street
S-10	Gaskill Street	Sidewalk Enhancement	59 lf	Recommendation for Sidewalk on both sides of the street
S-11	Gift Avenue	Sidewalk Enhancement	708 lf	Recommendation for Sidewalk on both sides of the street
S-12	Glenwood Place	Sidewalk Enhancement	353 lf	Recommendation for Sidewalk on both sides of the street
S-13	Hardee Street	Sidewalk Enhancement	604 lf	Recommendation for Sidewalk on both sides of the street
S-14	Hemlock Circle	Sidewalk Enhancement	368 lf	Recommendation for Sidewalk on both sides of the street
S-15	Holtzclaw Street	Sidewalk Enhancement	367 lf	Recommendation for Sidewalk on both sides of the street
S-16	Howell Drive	Sidewalk Enhancement	1,342 lf	Recommendation for Sidewalk on both sides of the street
S-17	Kenyon Street	Sidewalk Enhancement	413 lf	Recommendation for Sidewalk on both sides of the street
S-18	Kirkwood Avenue	Sidewalk Enhancement	286 lf	Recommendation for Sidewalk on both sides of the street
S-19	Marcus Street	Sidewalk Enhancement	286 lf	Recommendation for Sidewalk on both sides of the street
S-20	McDonald Street	Sidewalk Enhancement	161 lf	Recommendation for Sidewalk on both sides of the street
S-21	Northern Avenue Street	Sidewalk Enhancement	737 lf	Recommendation for Sidewalk on both sides of the street
S-22	Old Flat Shoals Rd	Sidewalk Enhancement	1,316 lf	Recommendation for Sidewalk on both sides of the street
S-23	Pearl Street	Sidewalk Enhancement	1,190 lf	Recommendation for Sidewalk on both sides of the street
S-24	Robson Street	Sidewalk Enhancement	251 lf	Recommendation for Sidewalk on both sides of the street
S-25	Sanders Avenue	Sidewalk Enhancement	1,489 lf	Recommendation for Sidewalk on both sides of the street
S-26	Seaboard Avenue	Sidewalk Enhancement	445 lf	Recommendation for Sidewalk on both sides of the street
S-27	Selman Street	Sidewalk Enhancement	545 lf	Recommendation for Sidewalk on both sides of the street
S-28	Sherwood Street	Sidewalk Enhancement	742 lf	Recommendation for Sidewalk on both sides of the street
S-29	Stovall Street	Sidewalk Enhancement	1,227 lf	Recommendation for Sidewalk on both sides of the street
S-30	Tye Street	Sidewalk Enhancement	565 lf	Recommendation for Sidewalk on both sides of the street
S-31	Wade Street	Sidewalk Enhancement	197 lf	Recommendation for Sidewalk on both sides of the street
S-32	Wilbur Avenue	Sidewalk Enhancement	649 lf	Recommendation for sidewalk on both sides of the street

Project ID:	Street Name:	Project Type:	Project Length: (approx. linear feet)	Project Description:
Roads Intersecting TAD with Sidewalk on One Side				
S-33	Arkwright Place	Sidewalk Enhancement	174 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-34	Berean Aveune	Sidewalk Enhancement	238 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-35	Berne Street	Sidewalk Enhancement	437 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-36	Brantley Street	Sidewalk Enhancement	398 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-37	Cameron Street	Sidewalk Enhancement	236 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-38	Chastain Street	Sidewalk Enhancement	1,002 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-39	Chester Avenue	Sidewalk Enhancement	637 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-40	Colmer Avenue	Sidewalk Enhancement	328 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-41	Cummings Street	Sidewalk Enhancement	745 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-42	Estoria Street	Sidewalk Enhancement	204 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-43	Faith Avenue	Sidewalk Enhancement	470 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-44	Field Street	Sidewalk Enhancement	408 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-45	Flat Shoals Avenue	Sidewalk Enhancement	2,126 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-46	Fulton Terrace	Sidewalk Enhancement	875 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-47	Gaskill Street	Sidewalk Enhancement	690 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-48	Gibson Street	Sidewalk Enhancement	674 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-49	Hansell Street SE	Sidewalk Enhancement	381 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-50	Howell Drive	Sidewalk Enhancement	127 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-51	Kenyon Street	Sidewalk Enhancement	305 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-52	Kirkwood Avenue	Sidewalk Enhancement	1,039 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-53	Marcus Street	Sidewalk Enhancement	633 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-54	Marion Street	Sidewalk Enhancement	396 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-55	McDonald Street	Sidewalk Enhancement	732 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-56	Merlin Avenue	Sidewalk Enhancement	329 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-57	Pearl Street	Sidewalk Enhancement	453 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-58	Sanders Avenue	Sidewalk Enhancement	181 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-59	Seaboard Avenue	Sidewalk Enhancement	1,272 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-60	Selman Street	Sidewalk Enhancement	304 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-61	Short Street	Sidewalk Enhancement	597 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-62	Stovall Street	Sidewalk Enhancement	208 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-63	Tye Street	Sidewalk Enhancement	234 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist
S-64	Wylie Street	Sidewalk Enhancement	316 lf	Recommendation for addition of sidewalk on side of street where sidewalk does not currently exist

Table 04 - Project ImplementationTable: Mobility Recommendations Summary for Sidewalks



Atlanta BeltLine

BeltLine Subarea 4: Memorial Dr/ Glenwood

Final Plan
Mobility Recommendations: Sidewalks

Legend

- Subarea 4
- TAD Boundary
- Hulsey Yard

Vehicular Circulation

- MAFTA Rail & Station
- Existing Streets
- Removed Streets

Recommendations

- Proposed Streets
- Removed Streets
- Streets with No Sidewalk
- Streets with Sidewalk on One Side
- Streets with Sidewalk on Both Sides

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Figure 55 - Project Implementation Map: Mobility Recommendations Summary for Sidewalks

IV. Parks & Open Space

a. Parks & Open Space Policies

The community goals for greenspace and public art strive to improve the quantity, quality and accessibility of parks, open spaces and recreational opportunities within Subarea 4. They also seek to provide diverse open, cultural, and civic spaces to promote social interaction, celebrate local art, improve community health and retain the distinctive character. While the lack of viable, large land parcels for new park space within existing neighborhoods creates a challenge, the master plan proposes a variety of open spaces throughout the subarea. The goals established by the community for greenspace and public art inform the recommendations for the Subarea 4 Master Plan in addition to establishing a framework for future parks and open space projects.

b. Park Improvements

The Subarea 4 Master Plan proposes a variety of open space types at varying scales throughout the subarea; enhancing existing open spaces, proposing new open spaces and providing a network of pedestrian connections throughout. The following is a summary of the park and open space recommendations for Subarea 4. For detailed public art strategies please see Chapter II. Land Use & Design, section f. Art & Culture Strategies. Parks and open space projects listed below that are also included within the Project Implementation section of this chapter (pg 73) are noted with the Project ID in parentheses.

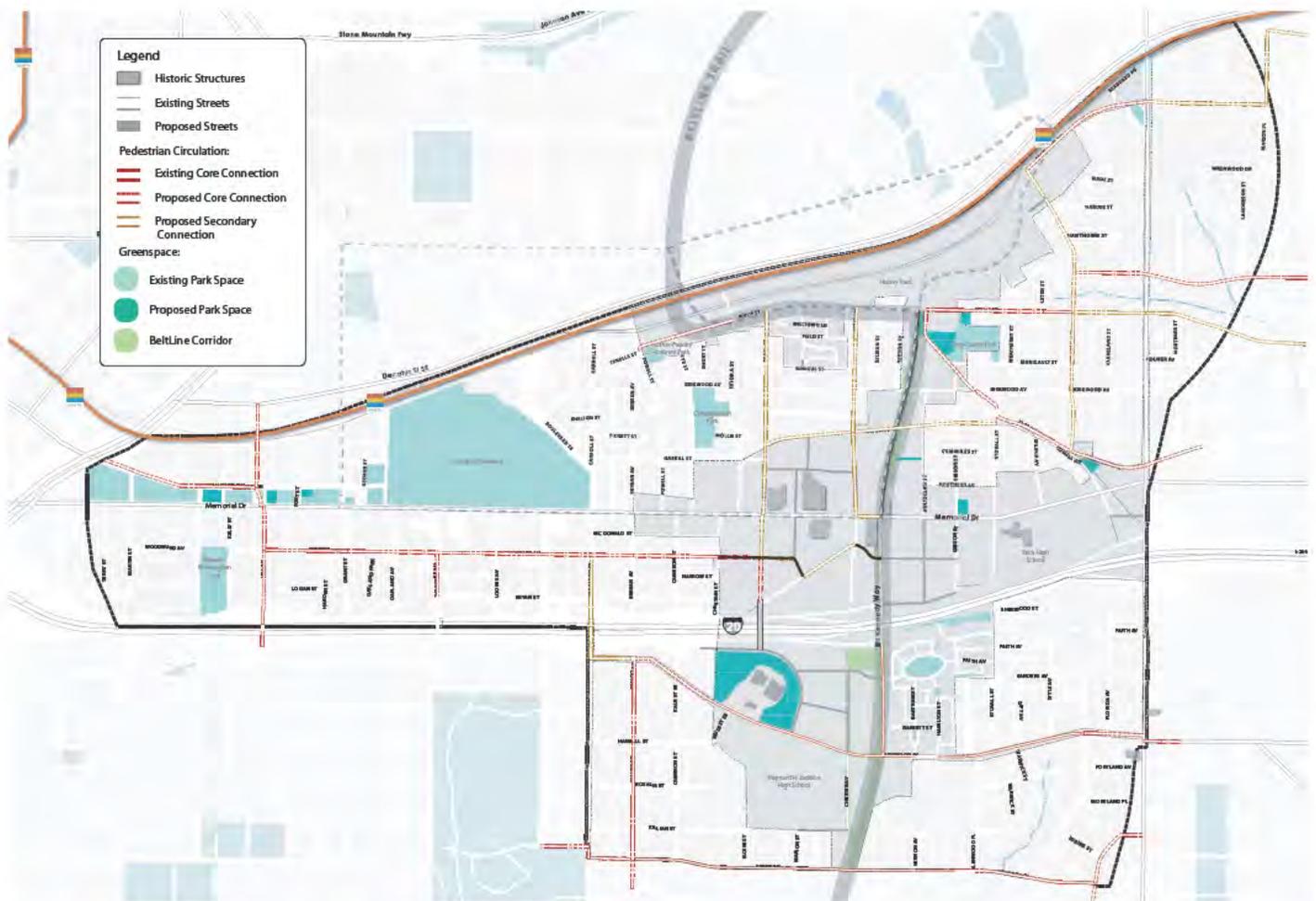


Figure 56 - Park, Open Space and Connectivity Recommendations Map

Proposed expansion of Lang-Carson Park

Lang-Carson Park in Reynoldstown is currently surrounded by residential and industrial uses with minimal street frontage. The community commented that the park at times feels unsafe and unwelcoming. The Subarea 4 Master Plan recommends expanding Lang-Carson Park to the west and north, increasing the street frontage along Flat Shoals Avenue and Wylie Street, creating a green connection to the Atlanta BeltLine corridor, and improving safety and accessibility. This expansion will allow for additional open space programming opportunities for the Reynoldstown neighborhood and increase the quantity and quality of open space for the subarea overall. A comprehensive master plan for the park is recommended as an initial step. (P-1)



Figure 57 - Proposed Park Expansion

Proposed park/ community facility at Atlanta Stockade

As mentioned earlier, the Atlanta Stockade was built in 1896 and was once the largest city-built penal complex in the state. The site contains the former prison, blacksmith shop and stables; all three are on the National Register of Historic Buildings. The site also includes The Arts Exchange building, which is not on the National Register, but is noted by the AUDC’s Historic Resource Survey as a contributing non residential structure. These historic gems, hidden from street view with dense vegetation, are located on one of the highest points in the area, rising 50-feet above the Lafarge site to the east.



Historic Atlanta Stockade

Currently, the structures provide space for community functions and are surrounded by trees and dense vegetation. The Subarea 4 Master Plan proposes that the forest and school yard around the historic Atlanta Stockade be utilized as publicly accessible parkspace, leveraging its uniqueness as a cultural resource while providing open space in a much needed open space within the subarea. This recommendation could occur as a neighborhood initiative, allowing public access although the land would be privately owned. (P-2)

Expansion of the WonderRoot Community Garden

WonderRoot, a non-profit organization committed to uniting artists and community to inspire positive social change, is currently utilizing an adjacent vacant property for a community garden. The master plan suggests that expansion of the community garden to other adjacent vacant properties to increase the garden acreage and offer future programming opportunities is appropriate; although only as an interim use until redevelopment occurs. (P-3)



WonderRoot Community Garden

The City of Atlanta Watershed Management property on Holtzclaw Street

This parcel is intended to remain a city property and provide a location for water storage in the future. Although this property cannot have full public access, the Subarea 4 Master Plan proposes a public access path along the northern boundary of the property from Holtzclaw Street to a proposed BeltLine Overlook structure (to also offer an interpretive and public art opportunity), which offers spectacular views of the BeltLine corridor, the neighborhoods to the west and Downtown Atlanta. The Reynoldstown Civic Improvement League and NPU-N have recommended the parcel for a future park space. (P-4)

Proposed open space/ neighborhood gateway at the intersection of Flat Shoals Avenue, Howell Drive, Arkwright Place and Walthall Street

This intersection of streets is recommended for realignment/ modification within the Subarea 4 Master Plan (please refer to Mobility Section for additional description). A reconfiguration of this area will provide the opportunity to create an open space opportunity which could incorporate a neighborhood gateway. (P-5)

Proposed Memorial/MLK (Capitol Gateway) Mall

This proposed open space initiative, included within the "Imagine Downtown Plan" and reviewed during the previous studies portion of this planning process, "is a large, expansive green lawn extending east from the State Capitol building bridging over I-75/85 and continuing through the Capitol Gateway development between Memorial Drive and Martin Luther King Jr. Drive to connect to Oakland Cemetery" (Imagine Downtown: Encore pg 80). The City of Atlanta has continued to purchase land for this future open space and the Subarea 4 Master Plan reinforces this initiative by connecting within the surrounding areas of the proposed open space via core and secondary bike routes. (P-6)

c. Greenway Trail Improvements

The proposed BeltLine Trail alignment enters Subarea 4 from the north via the existing Tunnel at Krog Street. Running east along Wylie Street, the trail intersects with the existing railroad right-of way at Wylie Street and Flat Shoals Avenue. At this point the BeltLine trail follows the railroad right-of way south to Memorial Drive and the proposed BeltLine transit stop at the historic train depot- at the intersection of Memorial Drive and Bill Kennedy Way. The trail will be in a greenway condition; utilizing the linear corridor left behind from the former railroad. Along the corridor, opportunities for pocket parks exist and should be maximized when redevelopment occurs to provide additional recreation areas as well as additional access points to the BeltLine.

From the Memorial Drive and Bill Kennedy Way intersection, the trail runs along the west side of Bill Kennedy Way, crosses over I-20 and turns west into the existing LaFarge property. The trail then immediately heads south along the proposed Chester Avenue extension. The trail follows along the west side of Chester Ave, south of Glenwood Avenue and Maynard Jackson High School, then follows the existing CSX railroad right-of-way as it travels south into Subarea 3.

The BeltLine multi-use trail provides the spine for pedestrian connectivity within the Subarea. Additionally, the Subarea 4 Master Plan recommends numerous sidewalk and bicycle route connections to the BeltLine. The following list provides a summary of highlights within the proposed pedestrian connectivity network.

- Extension of Lang-Carson Park to provide a greenway connection from the park to the BeltLine
- Pedestrian path from Holtzclaw Street to BeltLine and proposed BeltLine Overlook.
- Core and secondary bike networks connecting existing parks within the subarea to the BeltLine, as well as connecting existing multi-use trails and bike lanes outside of the subarea to the BeltLine.
- Proposed Bicycle Boulevard along Woodward Avenue from Hill Street to Pearl Street. To the east, the boulevard should be connected to the BeltLine trail and Gibson Street. To the west, the boulevard should be extended to downtown and ultimately to the Atlanta University Center.

d. Other Open Space Improvements

In addition to park, open space and pedestrian connections identified within the Subarea 4 Master Plan, the redevelopment proposed to occur over the next 25 years will provide numerous opportunities to incorporate parks, plazas, open spaces, linear connections and greenways within new development, connecting to and enhancing the network overall. An example of this can be seen within Glenwood Park, a recent mixed use redevelopment in Subarea 4. Glenwood Park incorporates formal plaza spaces, programmed park space, community gardens and community facilities within a walkable, pedestrian friendly neighborhood.

Open space and public use opportunities also exist along the BeltLine right-of-way from Wylie Street to Memorial Drive. Potential for pocket parks and additional access points to the BeltLine should be maximized when redevelopment occurs within the right-of-way as well as adjacent vacant lands.



Glenwood Park Plaza

e. Project Implementation: Parks & Open Space Recommendations Summary

Parks & Open Space Recommendations Summary			
Project ID:	Project Location:	Project Type:	Project Description:
P-1	Reynoldstown Focus Area	Parks & Open Space	Expand Lang-Carson Park to the west and north, increasing the street frontage along Flat Shoals Avenue and Wylie Street, creating a green connection to the BeltLine corridor
P-2	Glenwood Focus Area	Parks & Open Space	Continued use of buildings as community facility with the forest and school yard around the historic Atlanta Stockade be utilized as publicly accessible parkspace.
P-3	Memorial Focus Area	Parks & Open Space	Expansion of the WonderRoot community garden to other adjacent vacant properties; although only as an interim use until redevelopment occurs.
P-4	Memorial Focus Area	Parks & Open Space	Public access path along the northern boundary of the City of Atlanta Watershed Management property on Hotlzclaw Street to an overlook structure providing views of the BeltLine Corridor and Downtown Atlanta
P-5	Moreland/Memorial Focus Area	Parks & Open Space	A reconfiguration of this area will provide the opportunity to create an open space opportunity which could incorporate a neighborhood gateway.
P-6	Subarea 4 - Memorial Dr/MLK, west of Oakland Cemetery	Parks & Open Space	Reinforce/support Proposed Memorial/MLK (Capitol Gateway) Mall by connecting within the surrounding areas of the proposed open space via core and secondary bike routes.
P-7	Memorial Focus Area	Parks & Open Space	Improve the underutilized grass median at the intersection of Estoria Street and Gaskill Street to maximize function as a gateway for the Cabbagetown neighborhood.
P-8	Reynoldstown & Memorial Focus Area	Parks & Open Space	Potential for pocket parks and additional access points to the BeltLine should be maximized when redevelopment occurs within the right-of-way as well as adjacent vacant lands.

Table 05- Project Implementation Table: Parks & Open Space Recommendations Summary



- Historic Structure
- Existing Streets
- Proposed Streets
- Greenpace
- Existing Park Space
- Proposed Park Space
- Belt Line Corridor
- Implementation Key

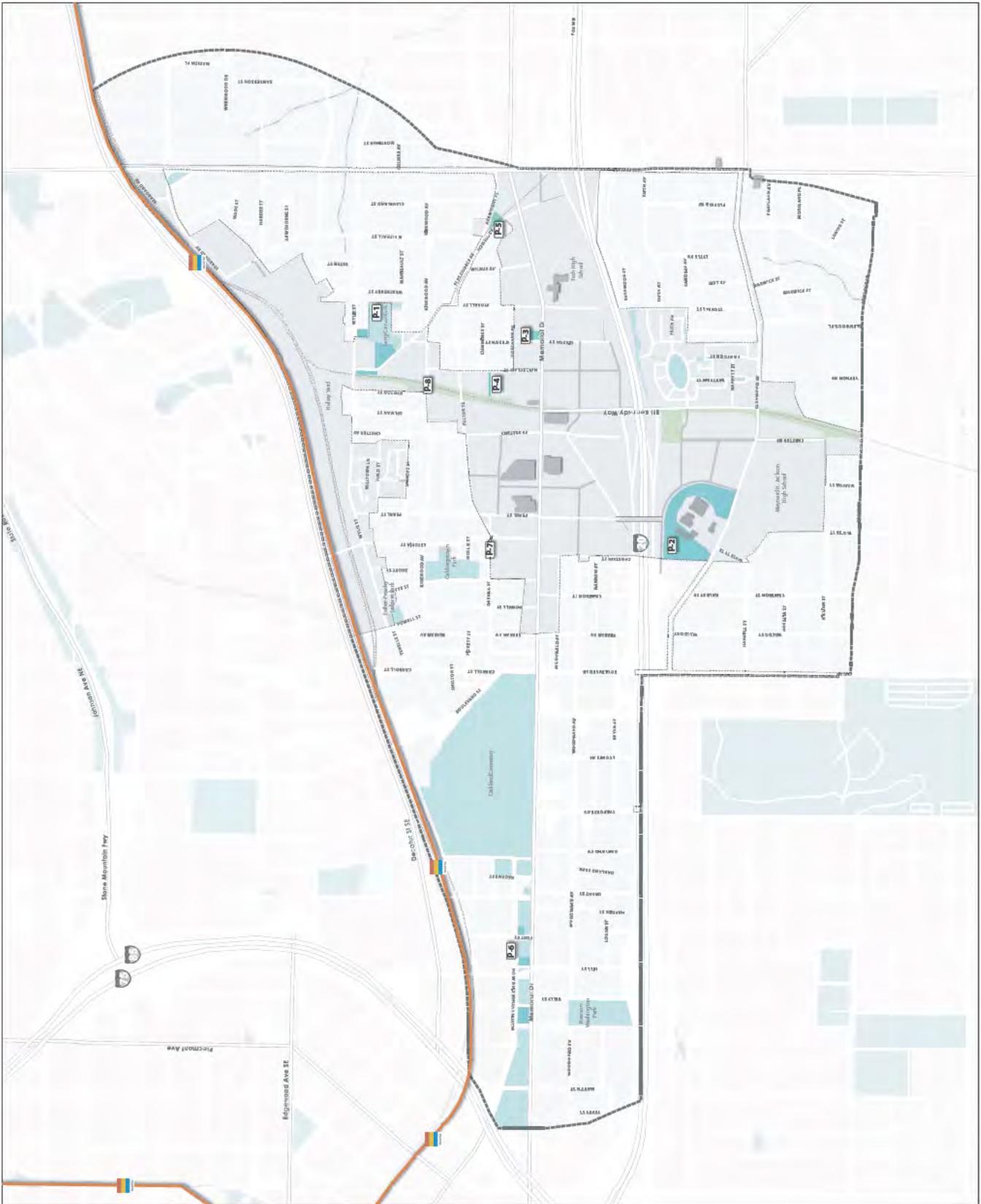


Figure 58 - Project Implementation Map: Parks & Open Space

III. Public Involvement Summary

a. Process Description

Community input played an integral role in the development of the Subarea 4 Master Plan. The Memorial-Glenwood Study Area plan was developed with input from the Southeast Atlanta BeltLine Study Group, as well as a Planning Committee established exclusively to review and guide Subarea 4 planning activities. Additionally, information regarding the planning effort was presented at citywide forums such as Atlanta BeltLine Quarterly Briefings and the website.

Study Groups

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

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. The Subarea 4 Planning Committee included neighborhood residents, development community interests, property owners, and other key stakeholders.

Office Hours

Office Hours are a citizen participation opportunity where interested groups may schedule appointments to meet with Atlanta BeltLine staff to further review, ask questions, and provide input and recommendations to the draft master planning documents for consideration in finalizing the plans. The office hours focusing on the Memorial-Glenwood Subarea were held in October 2010.

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 Public Schools or another suitable venue.

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./Office of Planning, attended both Study Group and Planning Committee meetings and led discussions of land use, circulation, mobility, and parks. There were two Planning Committee meetings and four Study Group meetings held over the course of the planning process. The agendas and meeting notes for each of these meetings are included within Appendix D. The following list includes the meeting date and topic of all Southeast Study Group and Planning Committee meetings held during the planning process.

- a.) March 15, 2010: Planning Committee Meeting, Kickoff Meeting and Evaluation Framework
- b.) April 19, 2010: Study Group Meeting, Study Area Existing Conditions, Refine Goals and Objectives
- c.) May 10, 2010: Study Group Meeting, Review and Discuss Concept Plans
- d.) June 21, 2010: Planning Committee Meeting, Study Area Master Plan Draft
- e.) July 12, 2010: Study Group Meeting, Study Area Master Plan Final Draft
- f.) August 9, 2010: Study Group Meeting, Study Area Master Plan Revised Final Draft
- g.) September 2010: Office Hours, Various Topics

b. Major Themes and Issues

Throughout the course of the master planning process many important themes and issues were brought to the attention of Atlanta Beltline planners by community members and stakeholders. The BeltLine community engagement process gathered input from the community in order to help formulate the study area recommendations. The Subarea 4 master planning effort yielded the following major themes:

- Pedestrian safety and orientation. The study area's Memorial, Moreland, and Boulevard corridors are relatively pedestrian unfriendly. When combined with the numerous unsafe crossings over Interstate 20, 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 and bicycle 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 such including BeltLine transit and trails, sidewalk improvements and streetscapes. The plan also includes new street connections to improve local accessibility, creates opportunities for shorter trips through compact, mixed-use redevelopment, and slows traffic through traffic calming and intersection improvements.



Feedback received from Study Group Meetings played an instrumental role in the planning process.

- **Park Opportunities.** Although Grant Park is just outside the study area, Subarea 4 does not have any large, existing or planned parks. This study focused on several smaller opportunities for new parks and existing parks. The plan includes an expansion at Lang-Carson Park, and the new public greenspaces at the BeltLine Corridor and the old jail/Glencastle/Arts Exchange.
- **Transit Supportive Development.** One focus of this study area is to create a framework for the gradual redevelopment of the large industrial properties 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.

Mobility	
Comment	Response
Reconnect Walthall Street near the Inman Park/Reynoldstown MARTA Station and create fully-accessible sidewalk connection.	Both recommendations were included in the plan.
Improve the pedestrian connection between the Inman Park/Reynoldstown MARTA Station and the Edgewood Retail District.	Added a project to construct a staircase between Seaboard Avenue and the catwalk.
Reuse the historic A&WP depot as a future Atlanta BeltLine Transit Station.	Included the idea as a recommendation for the two Transit Connectivity Alternatives that use the Reynoldstown Corridor.
Recommendation that the HAWK signal proposed at Woodward Avenue and Boulevard be linked to the traffic signals to the north and south.	Recommendation has been included in the plan document.
Mixed views on the viability, utility, and safety of a pedestrian bridge over I-20 near Pearl Street.	Removed the Pearl Street pedestrian bridge from the plan because of the cost and the grade change on the northern side of I-20.
Recommendation that the intersection concept for Boulevard and I-20 include a pedestrian crosswalk at the intersection of Glenwood Avenue and Boulevard.	Recommendation has been included in the plan document.
Reduce the block size of the recommended street grid at the LaFarge maintenance facility on the north side of Glenwood.	Added an east-west street to the Street Framework Plan grid, reducing the block size by 50%.
Recommendation to convert the LaFarge facility on Chester Ave into a park and ride lot.	There may be park and ride lots in some locations, particularly at the intersections of the BeltLine and an interstate. Other options in the study area include incorporating some designated Atlanta BeltLine parking into a redevelopment, such as the Leggett and Platt or LaFarge Maintenance property or incorporating some parking at the state facility on Chester Ave.
Recommendations to include and reinforce key projects in the Moreland Avenue Corridor from the two Moreland LCIs.	Both of the Moreland LCI studies have been adopted by City Council and, as such, are part of the City's Comprehensive Plan (adopted policy). The Subarea 4 Master Plan has studied those plans in detail and taken care to not create conflicts. Additionally, many of the key projects and recommendations will be included in the Subarea 4 Plan document.

Table 06 - Mobility Feedback

Land Use and Design	
Comment	Response
Avoid creating conflicts or recommending changes to the Cabbagetown Historic District.	The plan has been revised to create no conflicts.
Avoid creating conflicts or recommending changes to SPI-22.	The plan creates no conflicts.
Include the old Reynolds store and the Arts Exchange on the list of priority historic resources.	Both structures were added to the list of priority historic resources.
Limit buildings fronting Memorial Drive to a maximum of 9 stories.	Added a transitional height limit of nine stories to the “Parmalat” and “Leggett and Platt” redevelopment sites.
Various comments recommending limiting the height of any redevelopment of the LaFarge Maintenance Facility on the north side of Glenwood Avenue to 4, 5, or 7 stories. (Note that there were also numerous comments supporting redevelopment up to 9 stories).	This is a critical redevelopment parcel along the Atlanta BeltLine as it is the only sizable redevelopment site left near the planned transit station at Glenwood. This is critically important because the existing residential density around the station is just 3.5 units per acre. The study team conducted a detailed traffic analysis and find the existing roadway infrastructure underutilized and even under worst-case build-out scenarios, still operating at satisfactory levels in 2030. The site is well-buffered from any single-family areas with Glencastle to the west, the high school to the south, ENSO to the east, and the interstate to the north. And the property has a tremendous amount of non-residential development rights on the property today. Under its current I-2 zoning, it could redevelop as office, university, and retail up to 1.7 million square feet with no height restriction.
Include a height limit consistent with the transitional height plane for the property at Berne Street and the BeltLine Corridor.	Added a recommended height limit to the redevelopment site.

Table 07 -Land Use and Design Feedback

Parks and Open Space	
Comment	Response
Expand the street frontage and improve the visibility Lang-Carson Park .	Recommended a 50% expansion to Lang Carson Park with new acreage on Flat Shoals Avenue and Wylie Street.
From the Reynoldstown Civic Improvement League: List the city owned parcel on Holtzclaw Street adjoining the Beltline as a future public park.	<p>The Department of Watershed Management has budgeted \$4.6 million to construct an above ground storage tank on the Holtzclaw property. This project is in the City’s Capital Improvements Plan. There was a water tower on the property until about 1990 and DWM views the project as a replacement. Also, this is one of about five above ground storage tanks planned throughout the City.</p> <p>The plan recommends a pedestrian connection between Holtzclaw and the BeltLine corridor along with a picnic or overlook site at the top of the bluff. This helps improve pedestrian access to the BeltLine corridor and takes advantage of the property’s spectacular views of the City and sunsets.</p> <p>The plan will clearly document the community’s preference that the entire property be a park, and DWM find an alternative location for the storage tank.</p>
From the Reynoldstown Civic Improvement League: Introduce language in the Master Plan document that discusses the benefits of the city buying seven single family parcels for additional park land on the east side of Kenyon Street.	<p>One of the key challenges in the BeltLine Corridor Design is to strengthen the edge condition. The BeltLine Overlay District includes numerous design-related standards to improve and prevent new development and redevelopment from turning its back on the corridor. And, improving the edge of relationship to the BeltLine is a clear policy priority.</p> <p>The preservation of existing single-family neighborhoods, however, is also a top policy priority. The six single-family residences that abut the corridor on Kenyon Street are not unique. BeltLine-wide, there are about 340 single-family residences that back up to the corridor. Without a substantially different policy posture from the Atlanta BeltLine, Inc Board, the Mayor, and Atlanta City Council, the preservation of these residences will remain a policy priority and we will work to strengthen the edge condition in other ways.</p> <p>The plan will clearly document the neighborhood’s official position.</p>
The WonderRoot garden should not be reflected in the 20-year land use plan, as it is a temporary use of an investment property.	The plan was corrected to reflect the current zoning of the property.

Table 08 -Parks and Open Space Feedback

c. 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) and selection of a transit connectivity alternative
- b. Expansion of Lang-Carson/Manigault Parks and preparation of a master plan
- c. Road diet on Memorial Drive and the conclusion of the reversible lane
- d. Coordination with the MARTA I-20 corridor transit planning and development