Atlanta BeltLine Master Plan

SUBAREA 10
Boone/Hollowell

APPENDIX 1:
Recommended Future Land Use Changes
Prepared for
Atlanta BeltLine, Inc.
by MACTEC Engineering and Consulting, Inc.
with Perkins + Will and Grice and Associates

Adopted by the Atlanta City Council on December 6, 2010
# Recommended Future Land Use Changes

The following table and map summarize the recommended future land use changes for this master plan. Approval of this plan does not amend the city’s official future land use map in the Comprehensive Development Plan (CDP).

## Table 1. Subarea 10 Recommended Future Land Use Amendments

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<th>MAP ID</th>
<th>AREA ON CURRENT FUTURE LAND USE MAP</th>
<th>EXISTING FUTURE LAND USE DESIGNATION</th>
<th>PROPOSED FUTURE LAND USE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Properties generally bound by Boone Blvd, Woodlawn Ave and Chappell Rd</td>
<td>Low Density Commercial/High Density Residential</td>
<td>Medium Density Residential</td>
</tr>
<tr>
<td>2</td>
<td>Commercial properties at the intersection Chappell Rd and Boone Blvd</td>
<td>Mixed Use</td>
<td>Low Density Mixed Use</td>
</tr>
<tr>
<td>3</td>
<td>Residential area bound by Chappell Rd, Mayson Turner Rd and CSX rail line</td>
<td>High Density Residential</td>
<td>Medium Density Residential</td>
</tr>
<tr>
<td>4</td>
<td>Residential properties east of Chappell Rd</td>
<td>Very High Density Residential/High Density Residential</td>
<td>Low Density Residential</td>
</tr>
<tr>
<td>5</td>
<td>Residential properties east of Chappell Rd and Mayson Turner Rd</td>
<td>Very High Density Residential/High Density Residential</td>
<td>Medium Density Residential</td>
</tr>
<tr>
<td>6</td>
<td>Industrial area south of North Ave and west of Proctor Creek</td>
<td>Very High Density Residential</td>
<td>Open Space</td>
</tr>
<tr>
<td>7</td>
<td>Residential properties between the intersection of Boone Blvd and Burbank Dr and the CSX rail line</td>
<td>Mixed Use</td>
<td>Medium Density Residential</td>
</tr>
<tr>
<td>8</td>
<td>Industrial properties south of Boone Blvd and east of CSX rail line</td>
<td>Low Density Commercial</td>
<td>Low Density Mixed Use</td>
</tr>
<tr>
<td>9</td>
<td>Properties south of CSX Rail line and adjacent to Proctor Creek</td>
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<td>Medium Density Residential</td>
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<tr>
<td>12</td>
<td>Properties along south side of Boone Blvd and east of Troy St</td>
<td>Low Density Commercial/High Density Residential</td>
<td>Medium Density Mixed Use</td>
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<tr>
<td>13</td>
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<td>Low Density Commercial/High Density Residential</td>
<td>Medium Density Mixed Use</td>
</tr>
<tr>
<td>14</td>
<td>Properties along north side of Boone Blvd and east of Troy St</td>
<td>Mixed Use</td>
<td>Medium Density Mixed Use</td>
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<tr>
<td>15</td>
<td>Properties at northwest corner of intersection of Boone Blvd and the Atlanta BeltLine</td>
<td>Mixed Use</td>
<td>Medium Density Mixed Use</td>
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<td>16</td>
<td>Properties south of Boone Blvd and immediately east of the Atlanta BeltLine</td>
<td>Low Density Commercial/Low Density Residential</td>
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<td>17</td>
<td>Residential properties north of Boone Blvd and immediately east of the Atlanta BeltLine</td>
<td>Very High Density Residential</td>
<td>High Density Residential</td>
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<tr>
<td>18</td>
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<td>Medium Density Residential</td>
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<tr>
<td>19</td>
<td>Properties between North Ave, Cairo St, Neal St and the Atlanta BeltLine</td>
<td>Very High Density Residential/High Density Residential/Medium Density Residential</td>
<td>Open Space</td>
</tr>
<tr>
<td>MAP ID</td>
<td>AREA ON CURRENT FUTURE LAND USE MAP</td>
<td>EXISTING FUTURE LAND USE DESIGNATION</td>
<td>PROPOSED FUTURE LAND USE DESIGNATION</td>
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<tr>
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<td>-------------------------------------</td>
<td>-------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>20</td>
<td>Properties at the northeast corner of Neal Pl and Temple St</td>
<td>High Density Residential</td>
<td>Medium Density Residential</td>
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<tr>
<td>21</td>
<td>Property at the southeast corner of the intersection of North Ave and the BeltLine</td>
<td>Very High Density Residential</td>
<td>High Density Residential</td>
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<tr>
<td>22</td>
<td>Properties south of Hollowell Pkwy and bound by Finley St and Etheridge St</td>
<td>High Density Residential</td>
<td>Medium Density Residential</td>
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<td>23</td>
<td>Property bound by Hollowell Pkwy, Finley Ave and the BeltLine</td>
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<td>24</td>
<td>Properties at northeast corner of BeltLine and North Ave</td>
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<td>Industrial property south of Hollowell Pkwy and immediately west of BeltLine</td>
<td>Open Space</td>
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<tr>
<td>26</td>
<td>Public works properties between Maddox Park and BeltLine</td>
<td>Open Space</td>
<td>Medium Density Mixed Use</td>
</tr>
<tr>
<td>27</td>
<td>Public works properties between Maddox Park and BeltLine</td>
<td>Open Space</td>
<td>Medium Density Residential</td>
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</table>
Map 1. Recommended Future Land Use Changes
Atlanta BeltLine Master Plan

SUBAREA 10
Boone/Hollowell

APPENDIX 2:
Recommended Zoning Changes
Prepared for
Atlanta BeltLine, Inc.
by MACTEC Engineering and Consulting, Inc.
with Perkins + Will and Grice and Associates

Adopted by the Atlanta City Council on December 6, 2010
Recommended Zoning Changes

The following table and map summarize the recommended zoning changes for this master plan. The proposed zoning districts are compatible with the recommended changes to the future land use map and consistent with the future land use plan for this master plan. Approval of this plan does not amend the city’s official zoning map.

It is important to note that there is not an exclusive one-to-one relationship between the three elements affecting development: the land use vision of this master plan, the proposed changes to the official future land use map and the proposed zoning changes. It may be possible for developments to achieve the proposed land use vision for this master plan using several future land use plan designations or zoning classifications. However, the recommended changes in this appendix represent the most appropriate relationship between the elements listed above and current City of Atlanta policy.

Table 1. Subarea 10 Recommended Zoning Map Changes

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>AREA ON CURRENT ZONING MAP</th>
<th>EXISTING ZONING CLASSIFICATION</th>
<th>PROPOSED ZONING CLASSIFICATION</th>
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<tr>
<td>1</td>
<td>Property along Boone Blvd and between Woodland Ave and Chappell Rd</td>
<td>C-1</td>
<td>MR-3</td>
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<tr>
<td>2</td>
<td>Properties generally bound by Boone Blvd, Woodlawn Ave and Chappell Rd</td>
<td>RG-3</td>
<td>MR-3</td>
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<tr>
<td>3</td>
<td>Properties at the intersection Chappell Rd and Boone Blvd</td>
<td>I-1</td>
<td>MRC-2</td>
</tr>
<tr>
<td>4</td>
<td>Residential area bound by Chappell Rd, Mayson Turner Rd and CSX rail line</td>
<td>RG-3</td>
<td>MR-3</td>
</tr>
<tr>
<td>5</td>
<td>Property along Mayson Turner Rd and north of CSX rail line</td>
<td>I-1</td>
<td>MR-4A</td>
</tr>
<tr>
<td>6</td>
<td>Residential properties east of Chappell Rd</td>
<td>RG-3/I-1</td>
<td>MR-3</td>
</tr>
<tr>
<td>7</td>
<td>Properties generally bound by Boone Blvd and east of Troy St</td>
<td>RG-3</td>
<td>MR-4A</td>
</tr>
<tr>
<td>8</td>
<td>Properties at northwest corner of intersection of Boone Blvd and the Atlanta BeltLine</td>
<td>RG-3</td>
<td>MRC-2</td>
</tr>
<tr>
<td>9</td>
<td>Properties at southwest corner of intersection of Boone Blvd and the Atlanta BeltLine</td>
<td>C-1/R-4A</td>
<td>MRC-2</td>
</tr>
<tr>
<td>10</td>
<td>Properties along south side of Boone Blvd and east of Troy St</td>
<td>C-1/R-4A</td>
<td>MR-4A</td>
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<td>11</td>
<td>Properties along Troy St</td>
<td>RG-2</td>
<td>MR-3</td>
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<td>12</td>
<td>Residential properties north of Boone Blvd and immediately east of the Atlanta BeltLine</td>
<td>RG-3</td>
<td>MR-4A</td>
</tr>
<tr>
<td>13</td>
<td>Residential properties north of Boone Blvd and between the Atlanta BeltLine and Temple St</td>
<td>RG-3</td>
<td>MR-3</td>
</tr>
<tr>
<td>14</td>
<td>Properties generally bound by North Ave, Cairo St and Jett St</td>
<td>I-1</td>
<td>MR-3</td>
</tr>
<tr>
<td>15</td>
<td>Properties at the southeast corner of the intersection of North Ave and the Atlanta BeltLine</td>
<td>I-1/I-2</td>
<td>MR-4A</td>
</tr>
<tr>
<td>16</td>
<td>Properties generally bound by North Ave, Pelham St and Simmons St</td>
<td>I-1</td>
<td>MR-3</td>
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<td>17</td>
<td>Properties generally bound by Pelham St and Simmons St</td>
<td>I-1</td>
<td>MR-3</td>
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<tr>
<td>18</td>
<td>Properties generally bound by Hollowell Pkwy, Finley St, Pelham St, and Etheridge St</td>
<td>I-1/R-4A</td>
<td>MR-3</td>
</tr>
<tr>
<td>19</td>
<td>Properties at northeast corner of the Atlanta BeltLine and North Ave</td>
<td>I-2</td>
<td>MR-4A</td>
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<tr>
<td>20</td>
<td>Public works properties between Maddox Park and the Atlanta BeltLine</td>
<td>I-2</td>
<td>MR-4A</td>
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<tr>
<td>21</td>
<td>Public works properties between Maddox Park and the Atlanta BeltLine</td>
<td>I-2</td>
<td>MR-4A</td>
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Atlanta BeltLine Master Plan

SUBAREA 10
Boone/Hollowell

APPENDIX 3:
Inventory and Assessment Report
Prepared for
Atlanta BeltLine, Inc.
by MACTEC Engineering and Consulting, Inc.
with Perkins + Will and Grice and Associates

Adopted by the Atlanta City Council on December 6, 2010
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<td>80</td>
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Introduction

The Atlanta BeltLine is a dynamic and transformative project meant to redefine the City of Atlanta. When complete, the Atlanta BeltLine will be a 22-mile loop of historic rail corridors that connects Atlanta neighborhoods, improves access to parks and recreation opportunities, provides new opportunities for jobs and housing, and enhances transportation choices.

Because of its size, complexity and long-range time-frame, the Atlanta BeltLine has been divided into 10 subareas for the purpose of more detailed master planning. The subarea planning process also encourages neighborhoods along the Atlanta BeltLine to participate in the planning and development efforts.

This Inventory and Analysis Report provides an analysis of existing conditions in Subarea 10 and identifies potential opportunities related to land use and community design, transportation, and parks and open space.

Purpose

The purpose of the Subarea 10 Inventory and Analysis is to provide a detailed and comprehensive assessment of existing conditions, opportunities and constraints in Subarea 10. The inventory and analysis builds on previous planning efforts and creates an analytical basis for the Subarea 10 Master Plan.

The specific purposes of the inventory and analysis are:

• To update and refine Atlanta BeltLine-related planning efforts, taking into account recent changes in the community and recent planning efforts in the Subarea; and

• To review and compare the land use plan and circulation plan of the 2005 Atlanta BeltLine Redevelopment Plan and Street Framework Plan to recent land use plans in the Subarea.

Organization

The report is divided into 6 sections for the purpose of documentation and analysis. The 6 sections include:

• Demographics and Housing - Documents current population, employment and housing market conditions and provides forecasts for future demographic and market changes.

• Land Use and Zoning - Examines existing land use patterns and development regulations.

• Transportation - Analyzes existing transportation facilities, including function and physical condition.

• Urban Design and Historic Resources - Documents community development patterns, historic and cultural resources and potential public art opportunities.

• Natural Features and Environment - Examines topography, tree canopy, water features, green space and potential brownfield sites.

• Previous Plans and Studies - Reviews previous planning efforts in Subarea 10 and the consistency of their recommendations with Atlanta BeltLine goals and objectives.

• Synthesis Maps - Summary maps showing existing conditions and future opportunities for development.

Each section includes summaries of existing conditions and lists of issues and opportunities related to Subarea 10 conditions. The summaries and associated analyses provide a basis to develop the recommendations for land use, mobility and parks and open space for Subarea 10.

The inventory and analysis builds on previous planning efforts and creates an analytical basis for the Subarea 10 Master Plan.
Subarea 10 Overview

Subarea 10 is located along the west side of the Atlanta BeltLine and due west of Downtown Atlanta. The northern edge of the Subarea is Donald L. Hollowell Boulevard, the southern edge of the Subarea is I-20, and the west and eastern edges are approximately 1/2 mile from the Atlanta BeltLine right-of-way.

The Atlanta BeltLine generally runs through the middle of the subarea, with the only major shift occurring around Maddox Park. At Maddox Park, the Atlanta BeltLine turns east and north to follow the eastern edge of the park. To the north of the subarea, the Atlanta BeltLine continues north towards the Westside Reservoir and Marietta Boulevard. To the south, the Atlanta BeltLine continues south into the West End and Westview neighborhoods and near Ralph David Abernathy Boulevard.

In total, Subarea 10 includes 1,287 acres. The Atlanta BeltLine Tax Allocation District (TAD) within Subarea 10 covers 375 acres, or 29.1% of the subarea. In general, the TAD covers the Atlanta BeltLine right-of-way, multi-family residential, commercial, industrial, key street corridors, parks and public/institutional properties and excludes the single family neighborhood areas.

Subarea 10 crosses several boundaries and includes portions of two City Council Districts, four NPUs and 12 neighborhoods. These specifically include:

- City Council Districts 3 and 4
- NPUs L, K, J and T
- Neighborhoods: Ashview Heights, Atlanta University Center, Bankhead, English Avenue, Grove Park, Harris Chiles, Hunter Hills, Just Us, Magnolia Park, Mozley Park, Washington Park and West End

29% of Subarea 10 is within the Atlanta Beltline TAD.
Map 1. Study Area

[Map of the study area, showing various streets, parks, and landmarks such as Bankhead MARTA Station, Washington Park, Hunter Hills, and BeltLine Subarea 10.]
Subarea History

Subarea 10 experienced development as early as the mid-1800s. The earliest know settlers in the area settled in the English Avenue area during this time period, but significant development did not occur until after the Civil War. By the late 1800s, Atlanta University was built and the City of Atlanta had created a municipal dump on property that would later become Maddox Park.

By the turn of the 20th century, many of the neighborhoods were beginning to experience significant development. The suburban bungalow neighborhoods that developed, including Vine City, English Avenue and Grove Park, became home for working class black and white families. The new development also included construction of several schools and the opening of small businesses to serve the growing community.

Also during this time period two trolley lines began serving the area. One trolley line ran along Northside Drive to English Avenue and the other trolley line ran along Martin Luther King Jr. Drive (previously Hunter Street) to Joseph Lowery Boulevard (previously Ashby Street) and then north to Hollowell Parkway (previously Bankhead Highway). Both lines served as racial dividing lines, with whites living inside the line and blacks outside. This was particularly true along Ashby where whites generally lived east of the line and blacks to the west.

During the 1920s the subarea experienced several significant developments including the creation of Washington Park, the creation of Maddox Park and the construction of Booker T. Washington High School. Washington Park was developed from 1919 to 1926 and originally included a pool, bathhouse, rest rooms and concession stands. Booker T. Washington High was constructed in 1924 and was much needed to serve the growing African American population in the area. Towards the end of the 1920s and early 1930s Maddox Park was developed, with the swimming pool/pond and gazebo built in 1931. All three of these developments were the result of growing influence and lobbying by the African American business community.
Through the 1940s and 1950s, the subarea continued to grow, with more middle class African Americans moving to the area. Businesses expanded and were particularly concentrated at the intersections of Joseph Lowery Boulevard and Joseph Boone Boulevard and Joseph Lowery Boulevard and Martin Luther King Jr. Drive. Many of the garden apartments in the subarea were also constructed during this time period, with most concentrated along Joseph Boone Boulevard.

By the 1960s, middle class residents, and particularly white residents, began moving out of the area. By the 1980s, the area had lost roughly half of its population and was impacted by concentrations of poverty. Today, the area is experiencing some new investment and development, but is still struggling to regain its historical prominence.

In addition to the residential, commercial and civic development history, the area also has a significant rail and industrial history. Two of the historic railroads of Atlanta, the Atlanta, Birmingham and Coastline Railroad and Louisville and Nashville Railroad, both operated rail lines through the subarea. Additionally, both of the railroad companies operated throughout the south and parts of the Midwest, using Atlanta as a connecting point between Gulf Coast ports and southern and Midwest cities.

The industrial development within the subarea is a remnant of historical railroad activity located along much of the Atlanta BeltLine. Industrial businesses located adjacent to the rail lines for easy access to shipping and receiving of goods. Within Subarea 10, these historically industrial properties are located between Joseph Boone Blvd. and Donald L. Hollowell Pkwy.
Summary of Previous Planning

Over the past several years, Subarea 10 and the surrounding area has been the focus of several planning studies. In total, eight local planning studies have addressed a portion of the subarea since 2003. The most active planning period was in 2006, when four of the eight studies were completed.

In addition to the local planning efforts, several citywide planning efforts have taken place in recent years that are relevant to Subarea 10. The most relevant of these planning efforts includes the Atlanta BeltLine Redevelopment Plan, the Connect Atlanta Transportation Plan, Project Greenspace and the Atlanta Strategic Action Plan. These plans outline city-wide policies that will guide growth and development.

The purpose of the Subarea 10 Master Plan process is to refine and update the previous planning efforts. Many of the goals and concepts developed during previous studies are still applicable to Subarea 10 and will be incorporated into the Master Plan were appropriate.

While each of the plans has a different area of focus, all of the plans have similar themes related to Subarea 10. The themes are primarily related to land use and transportation changes. With two MARTA stations serving the subarea and the proposed Atlanta BeltLine trails and transit passing through the area, the previous planning efforts have envisioned a more walkable, connected and vibrant community.

The land use recommendations call for the preservation of the single-family neighborhoods and a transformation of the multi-family, industrial and commercial development along the Atlanta BeltLine and major streets. The greatest change in character is envisioned along the Atlanta BeltLine between Joseph E. Boone Blvd. and Donald L. Hollowell Pkwy. The previous planning efforts call for a change from the odd mix of industrial, commercial and residential uses and park space to an area that is better integrated with residential and non-residential uses.

Table 1. Previous Local Planning Efforts

<table>
<thead>
<tr>
<th>NAME</th>
<th>YEAR ADOPTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vine City-Washington Park LCI Study</td>
<td>2009</td>
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<tr>
<td>Simpson Rd Redevelopment Plan</td>
<td>2006</td>
</tr>
<tr>
<td>English Ave Redevelopment Plan</td>
<td>2006</td>
</tr>
<tr>
<td>Bankhead MARTA Station Area LCI</td>
<td>2006</td>
</tr>
<tr>
<td>West Lake MARTA Station LCI Study</td>
<td>2006</td>
</tr>
<tr>
<td>Martin Luther King Jr Corridor Transportation Study</td>
<td>2005</td>
</tr>
<tr>
<td>Vine City Redevelopment Plan</td>
<td>2004</td>
</tr>
<tr>
<td>Donald Lee Hollowell Parkway Redevelopment Plan</td>
<td>2003</td>
</tr>
</tbody>
</table>

The industrial and commercial areas are envisioned to redevelop with new retail and commercial services that better serve the surrounding neighborhoods. Additionally, several of the studies propose the expansion of Maddox Park. Currently, Maddox Park is difficult to access from the surrounding neighborhoods and recreational programming is limited. Proposals for Maddox Park include expansion of it boundaries and improved recreational amenities to better serve the community.

Other land use changes proposed include new commercial and mixed use development along Joseph Lowery Blvd. Specifically, these changes include new mixed use development at the intersection of Lowery Blvd. and Boone Blvd., around the Ashby MARTA station, and at the intersection of Lowery Blvd. and MLK Jr. Dr. The vision for development around the Ashby MARTA station and MLK Jr. Dr. is focused on using the transit station as a catalyst for new development.

In addition to the land use changes, previous planning efforts have proposed several transportation changes. These changes include new transit service, new streets, new trails and enhancements to the existing transportation infrastructure. The most significant transportation changes include the proposed new transit stations along the Atlanta BeltLine and the proposed new transit station at the intersection of Joseph E. Boone Blvd. and the Atlanta BeltLine. If developed, it will be one of the few places along the Atlanta BeltLine where MARTA and Atlanta BeltLine rail transit service connect directly.

For a more detailed summary of previous planning efforts, see the Previous Plans and Studies section at the end of this report.
Map 2. Previous Plans and Studies

ATLANTA BELTLINE MASTER PLAN - December 6, 2010
Demographics and Housing

This section provides an overview of demographic trends and forecasts for Subarea 10. The data examined covers historical population trends as well as future projections related to population, housing and employment. Demographic estimates and forecasts are based on historical trends and represent what can happen if underlying infrastructure and trends remain constant. Additionally, this section analyzes crime statistics to identify trends and potential opportunities to improve the safety of the subarea.

Data Source and Methodology

The demographic data used is a combination of information from the Atlanta Regional Commission (ARC) and an ESRI Business Solutions market analysis report provided by Georgia Power. Subarea 10 data from ARC is based on census tracts within the subarea or that have a portion of the census tract in the Subarea. Census tracts include 7, 8, 23, 24, 25, 38, 39, 40, 41, 42, 84 and 85. The map below shows the different geographic areas used for analysis.

In addition to general demographic data, crime data for the subarea has been reviewed. Crime data from the City of Atlanta was imported into a GIS for analysis. This crime data represents reported crimes in 2009. The crime categories mapped represent the summary crime categories used by the Atlanta police department.

Population and Households

The Atlanta Regional Commission’s population and household projections forecast continued growth in and around Subarea 10. The census tracts that are entirely or partially within Subarea 10 are projected to increase in population by 18,249 people from 2000 to 2030. This increase represents a 52% increase in population from 2000 to 2030 and an annual increase in population of 1.4%. For comparison, the City of Atlanta is projected to increase by 43% over the thirty year time frame. The citywide annual growth rate is projected to be slightly slower than that of the subarea at 1.2%.

Similar to population, the number of households are projected to increase by 6,183 from 2000 to 2030. This increase represents a 51% increase in households and a projected annual increase in households of 1.38%. Continued population growth and demand for housing will create new opportunities for redevelopment in Subarea 10.

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Figure 1. Demographic Areas of Analysis

Figure 2. Population and Household Chart

Table 2. Population and Household Projections

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>35,408</td>
<td>37,866</td>
<td>38,467</td>
<td>40,308</td>
<td>43,844</td>
<td>48,340</td>
<td>53,654</td>
</tr>
<tr>
<td>Households</td>
<td>12,121</td>
<td>12,348</td>
<td>12,644</td>
<td>13,456</td>
<td>14,805</td>
<td>16,489</td>
<td>18,304</td>
</tr>
</tbody>
</table>

Source: Atlanta Regional Commission, Envision 6 Forecasts
In addition to total population and household changes, age changes will also influence Subarea 10. Residents age 0 to 19 will continue to decrease as a share of the population while those at or reaching retirement will continue to increase as a percent of the Subarea 10 total population. Both of these trends occurred from 2000 to 2009 and are projected to continue to 2014.

These trends could be the result of several scenarios. One, the decrease in the percentage of children could show there are fewer families moving to the area relative to older residents. Two, the area could be growing more attractive for older. Anecdotal evidence suggests younger generations are not staying in the neighborhoods when they grow up and fewer families are moving to the area. This trend means older residents make up a greater portion of the subarea population.

For those residents between school age and retirement, trends are mixed. For those age 20 to 24, the trend is to remain about 10% of the subarea population. For those age 25 to 44, the historical trend from 2000 to 2009 has been for this group’s share of the total population to decrease. However, the percent of those 25 to 34 is projected to increase from 2009 to 2014. This projection could show the area’s renewed attraction as a residential area for young families. The 35 to 44 group is projected to continue to decrease over the same period.

These shifts in the age distribution within the subarea will impact housing and community character. As residents get older, maintaining the single family homes they currently live in will become increasingly burdensome. Providing housing options for empty-nesters and seniors within Subarea 10 will be important to allow area residents to live and retire in the community they have lived in for many years.

Likewise, maintaining and creating housing options for young adults and families will be important. Higher density, walkable development along the Atlanta BeltLine should provide new housing opportunities for young adults and seniors while young families could fill and maintain the existing stock of single family homes.

Providing resources for seniors will be important to meet the needs of the area’s aging population.

New development will need to meet the needs of young families as the area grows.
Jobs and Employment

Similar to population and households, jobs in and around Subarea 10 are projected to increase from 2000 to 2030. ARC projects that jobs will increase by 5,153 in and around Subarea 10 during this period. This represents a 53% increase from 2000 to 2030 and a projected annual increase of 1.42%. Citywide, ARC projects a 22% increase in jobs, or a 0.67% annual increase in employment over the same time period.

The projections for stronger job growth in Subarea 10 than the City of Atlanta as a whole could be associated with several explanations. One, Subarea 10 is predominately residential. Therefore job growth has the potential to be greater than in other areas that have higher concentrations of jobs. Another explanation could be the that the ARC census tracts used for this section incorporate some of the Atlanta University Center area and industrial areas north in Subarea 9. These areas could be capturing some of the job growth projected for the area.

Regardless of job growth in adjacent areas, job opportunities are projected to increase in Subarea 10. Where these jobs are located will be influenced by market trends, new development and the supporting transportation infrastructure.

Employment by Industry and Occupation

Georgia Power projections estimate 3,378 total jobs in Subarea 10 for 2009. The job estimates include the population age 16 and older and represent jobs within Subarea 10. Additionally, the Georgia Power projections are different than the Atlanta Regional Commission’s job data. The Georgia Power data is specific to Subarea 10 and applies to a shorter time period for projections ARC’s projections capture Subarea 10 and some of the areas surrounding the subarea, and provide longer term estimates for the area.

By industry, just over half of all jobs are associated with service industries. This is a result of the large number of schools and associated education jobs. The other major industry sectors are evenly distributed with the exception of Agriculture/Mining and Information industries, which together represent just 2.8% of the total jobs.

By occupation, the largest occupation group is white collar jobs, followed by services and blue collar occupations. White collar jobs represent 39.5% of all Subarea 10 jobs. The largest white collar occupations are Professional and Administrative Support. Blue collar jobs represent 27.7% of all jobs in the subarea. The two largest blue collar job categories in the subarea are Transportation/Material Moving and Construction/Extraction.

Table 3. Jobs Projections

<table>
<thead>
<tr>
<th>Year</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>9,770</td>
</tr>
<tr>
<td>2005</td>
<td>9,081</td>
</tr>
<tr>
<td>2010</td>
<td>9,382</td>
</tr>
<tr>
<td>2015</td>
<td>10,076</td>
</tr>
<tr>
<td>2020</td>
<td>10,837</td>
</tr>
<tr>
<td>2025</td>
<td>12,437</td>
</tr>
<tr>
<td>2030</td>
<td>14,923</td>
</tr>
</tbody>
</table>

Source: Atlanta Regional Commission, Envision 6 Forecasts

Table 4. Subarea 10 Employment by Occupation (2009 Population 16+)

<table>
<thead>
<tr>
<th>OCCUPATION</th>
<th>NUMBER</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Collar</td>
<td>1,334</td>
<td>39.5%</td>
</tr>
<tr>
<td>Management/Business/Financial</td>
<td>176</td>
<td>5.2%</td>
</tr>
<tr>
<td>Professional</td>
<td>358</td>
<td>10.6%</td>
</tr>
<tr>
<td>Sales</td>
<td>257</td>
<td>7.6%</td>
</tr>
<tr>
<td>Administrative Support</td>
<td>544</td>
<td>16.1%</td>
</tr>
<tr>
<td>Services</td>
<td>1,108</td>
<td>32.8%</td>
</tr>
<tr>
<td>Blue Collar</td>
<td>936</td>
<td>27.7%</td>
</tr>
<tr>
<td>Farming/Forestry/Fishing</td>
<td>14</td>
<td>0.4%</td>
</tr>
<tr>
<td>Construction/Extraction</td>
<td>213</td>
<td>6.3%</td>
</tr>
<tr>
<td>Installation/Maintenance Repair</td>
<td>135</td>
<td>4.0%</td>
</tr>
<tr>
<td>Production</td>
<td>179</td>
<td>5.3%</td>
</tr>
<tr>
<td>Transportation/Material Moving</td>
<td>395</td>
<td>11.7%</td>
</tr>
<tr>
<td>Total</td>
<td>3,378</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: Georgia Power; ESRI Business Analyst Online
As the subarea grows in population and redevelops, the industry and occupation mix in the subarea will likely change. The demand for new residential development will increase pressure on the existing industrial businesses and other similar industries, including pressure to relocate or redevelop into non-residential uses that are more compatible with the surrounding neighborhoods. If this occurs, many of the blue collar and service jobs associated with these industries will likely leave. Land use and other development policies will need to balance market demands and neighborhood needs to ensure changes in the type of job opportunities positively impact the community.

**Jobs and Employment Distribution**

While the subarea may capture some of the projected job growth, many of these jobs will be located in job centers adjacent to Subarea 10. Data from the US Census Longitudinal Employer-Household Dynamics service shows where people who live in Subarea 10 work, and also where jobs are located within Subarea 10.

Many residents work in areas outside the subarea and in major Atlanta job centers. The job centers in close proximity to Subarea 10 and where Subarea 10 residents work include Atlanta University Center, Downtown Atlanta, and Midtown Atlanta. Other job centers where Subarea 10 residents work include the Airport, Emory-CDC area, Buckhead and several job centers along I-285.

Employment within the subarea is primarily associated with public/institutional employment and retail businesses along the major corridors. Examples include commercial businesses along Boone Blvd. and at the intersection of Joseph Lowery Blvd. with Boone Blvd. and Martin Luther King Jr. Dr. Additionally, the majority of jobs within the subarea are located east of the Atlanta BeltLine and primarily associated with the schools.

**Table 5. Subarea 10 Employment by Industry (2009 Population 16+)**

<table>
<thead>
<tr>
<th>INDUSTRY</th>
<th>NUMBER</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture/Mining</td>
<td>24</td>
<td>0.7%</td>
</tr>
<tr>
<td>Construction</td>
<td>243</td>
<td>7.2%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>223</td>
<td>6.6%</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>135</td>
<td>4.0%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>230</td>
<td>6.8%</td>
</tr>
<tr>
<td>Transportation/Utilities</td>
<td>216</td>
<td>6.4%</td>
</tr>
<tr>
<td>Information</td>
<td>71</td>
<td>2.1%</td>
</tr>
<tr>
<td>Finance/Insurance/Real Estate</td>
<td>182</td>
<td>5.4%</td>
</tr>
<tr>
<td>Services</td>
<td>1,834</td>
<td>54.3%</td>
</tr>
<tr>
<td>Public Administration</td>
<td>220</td>
<td>6.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,378</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: Georgia Power; ESRI Business Analyst Online

**Figure 5. Where Jobs Are Located in Subarea 10 (2008)**

This US Census map shows where Subarea 10 jobs are located.

**Figure 6. Where Subarea 10 Residents Work (2008)**

This US Census Map shows where Subarea 10 residents work.
Population-Jobs Comparison

The comparison of population and employment data can indicate potential changes in community character. As both the population-to-jobs table and chart indicate, Subarea 10 will continue to remain primarily residential. However, job growth is projected to outpace population growth. This trend means that area residents will have more job opportunities in close proximity to where they live.

Housing and Income

The number of housing units in Subarea 10 increased from 2000 to 2009. According to the Georgia Power estimates, there has been a 12% increase in total housing units, from 5,846 units in 2000 to 6,625 in 2009.

The majority of housing units are classified as “Renter-Occupied,” with “Owner-Occupied” and “Vacant” units being approximately equal shares of the remaining housing units. Although the relative shares of rental and owner-occupied units are likely to remain constant over the next five years, they may also continue to decrease relative to the vacancy rate. From 2000 to 2009 the number of vacant units increased by 6.8%. If this trend continues, the large share of vacant housing units on the market may further destabilize established neighborhoods and suppress new housing development.

Housing Values

Home values and rental rates are key indicators of affordability. In Subarea 10, home values and rental rates are significantly less than those of the entire Atlanta BeltLine. Median home values in Subarea 10 are 140% less than the median home values of the entire Atlanta BeltLine. A similar fact applies to average home values in Subarea 10, where average home values are 170% below those of the entire Atlanta BeltLine.

Rental rates are also significantly less, but the difference between Subarea 10 and the entire Atlanta BeltLine is not as great. Subarea 10 median and average monthly rental rates in 2000 are both 60% below rates for the Atlanta BeltLine as a whole.
The home value distribution in Subarea 10 is significantly different than the rest of the Atlanta BeltLine. In Subarea 10, almost 90% of the housing units are valued at less than $99,000 and 98.1% of the housing units are valued below $199,000. The Atlanta BeltLine as a whole has a more even distribution of home values with only 38% of the homes below $99,000 and only 61% below $199,000.

The housing value comparisons show the affordability of Subarea 10 compared to other areas of the Atlanta BeltLine, as well as the concentration of lower-value homes and apartments in Subarea 10 compared to the larger Atlanta BeltLine market. Maintaining affordability while increasing housing quality and property values in Subarea 10 will be an important and significant challenge.

**Household Income**

Household income is low in Subarea 10, and significantly lower when compared to the entire Atlanta BeltLine. This trend is projected to continue from 2009 to 2014. In 2000 the average household income in Subarea 10 was $29,711 compared to $53,637 for the entire Atlanta BeltLine. This represents an 80% difference between Subarea 10 average household income and the average household income for the Atlanta BeltLine. In 2014, the difference is projected to increase to 110%.

**Table 10. Average Household Income Comparison**

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2009</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subarea 10</td>
<td>$29,711</td>
<td>$35,040</td>
<td>$36,881</td>
</tr>
<tr>
<td>Beltline</td>
<td>$53,637</td>
<td>$71,978</td>
<td>$77,562</td>
</tr>
</tbody>
</table>

Source: Georgia Power; ESRI Business Analyst Online

For example, households earning over $50,000 (or households that can afford a $150,000 to $200,000 home) are projected to increase in the subarea. In 2009, 20% of households in Subarea 10 had estimated income levels greater than $50,000. In 2014, this number is projected to increase to 23% of all households, an increase of 3% from 2009. The **Median Household Income Distribution** chart highlights these changes in household income distribution within the subarea.

**Crime Analysis**

Crime, and the perception of crime, can greatly influence a community in positive and negative ways. A “safe neighborhood” can mean residents feel comfortable living in the community. An “unsafe neighborhood” can disrupt daily life and negatively impact the community’s quality of life.

In Subarea 10, crime is a significant issue that needs to be addressed. Crime rates for 5 of the 6 major crime types tracked by APD are significantly above the overall crime rates for the City of Atlanta. Murder, Aggravated Assault and Rape are the crimes that have occurred in Subarea 10 at a rate substantially higher than the overall City of Atlanta crime rates.

**Figure 9. Crime Comparison (Rates Per 1,000 Residents)**

Source: City of Atlanta Police Department (2009)
Map 3. Crime Analysis

Legend
- Subarea 10
- BeltLine
- BeltLine TAD
- Crime Locations (2009)
- Aggrevate Assault
- Burglary-Non-Residential
- Burglary-Residential
- Murder
- Robbery
- Rapes

INVENTORY AND ASSESSMENT REPORT
In terms of geographic trends, all types of crimes have occurred throughout the subarea. However, crimes are more heavily concentrated east of the Atlanta BeltLine. For the three most prevalent crimes (robbery, residential burglary and aggravated assault) each has a separate pattern. Robberies are primarily located along major roadways, presumably because pedestrian traffic is highest along these streets. Residential burglaries are clustered in the residential neighborhoods, with higher concentrations in the Ashview Heights, Bankhead and English Avenue neighborhoods. Aggravated assaults have less of an association between residential or non-residential areas but they are most heavily concentrated east of the Atlanta BeltLine.

Using the crime analysis map, the master planning process will look for ways to improve Subarea 10 safety through Crime Prevention Through Environmental Design (CPTED). Example design strategies include improving connectivity by removing dead-end streets or increasing visibility and activity in commercial areas.

### Demographic and Housing Summary

The following are key Issues and Opportunities that pertain to Subarea 10 demographics and housing statistics.

#### Issues

- Low existing income and housing values exacerbate common social problems and stunt existing development.
- Increased housing demand may increase home values and rental rates, making the area less affordable for some current residents.

- Residents that are at retirement age or older are projected to increase in number and represent a greater portion of the Subarea population.
- New residential development could put pressure on non-residential land uses to redevelop, reducing job opportunities in the process.
- Crime rates, particularly in neighborhoods east of the Atlanta BeltLine, are significantly higher compared to the City of Atlanta as a whole.

#### Opportunities

- A growing population can bring new investment and money to the community.
- Growing demand for property in the subarea can increase property values.
- Continued job growth will create new employment opportunities for area residents.
- Enhanced transportation connections to nearby job centers in Downtown and Atlanta University Center could improve access to jobs for Subarea 10 residents.
- The growing number of households with incomes above $50,000 per year will create demand for new and existing owner-occupied housing.

<table>
<thead>
<tr>
<th>CRIME TYPE</th>
<th>SUBAREA 10 NUMBER</th>
<th>CITY OF ATLANTA NUMBER</th>
<th>% DIFFERENCE IN CRIME RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RATE PER 1,000</td>
<td>RATE PER 1,000</td>
<td></td>
</tr>
<tr>
<td>Aggravated Assault</td>
<td>158</td>
<td>2,400</td>
<td>60.7%</td>
</tr>
<tr>
<td>Burglary-Non-Residential</td>
<td>44</td>
<td>1,569</td>
<td>7.8%</td>
</tr>
<tr>
<td>Burglary-Residential</td>
<td>293</td>
<td>6,960</td>
<td>38.6%</td>
</tr>
<tr>
<td>Murder</td>
<td>7</td>
<td>77</td>
<td>71.6%</td>
</tr>
<tr>
<td>Rape</td>
<td>6</td>
<td>103</td>
<td>55.6%</td>
</tr>
<tr>
<td>Robbery</td>
<td>135</td>
<td>2,677</td>
<td>48.7%</td>
</tr>
</tbody>
</table>

Source: City of Atlanta Police Department (2009)
Land Use & Zoning

Examination of existing land uses and land development regulations currently in place is an important component of the Subarea 10 analysis. It gives an indication of historical development patterns, existing character and function of the area, and the type of future development that is allowed and desired.

This section includes an analysis of the existing land use in the subarea, zoning districts in the subarea, the City’s adopted Future Land Use Map and a comparison of the future land uses proposed in the Atlanta BeltLine Redevelopment Plan with the City’s adopted Future Land Use Map.

Existing Land Use

“Land use” describes how land is developed and functionally used. The importance of examining the existing land uses in Subarea 10 is to understand the historical development patterns, the existing conditions of development and the future potential growth and change.

Currently, the section of the Atlanta BeltLine that runs through Subarea 10 is lined by single family residential development, parks and industrial uses. The stretch of the Atlanta BeltLine from I-20 to Joseph Boone Boulevard is lined primarily by single family residential properties, with the only exception being Washington Park. North of Boone Boulevard, the Atlanta BeltLine is lined by Medium Density Residential development, Maddox Park and Industrial properties.

Overall, Subarea 10 is defined predominantly by residential land uses that cover greater than 50% of the subarea. Single Family Residential is the most prominent residential land use and represents 40% of Subarea 10. The major non-residential land uses include vacant properties and land devoted to transportation right-of-way.

The existing land use distribution within the Subarea 10 TAD is more mixed when compared to the subarea as a whole. Residential uses represent just 30% of the Subarea 10 TAD. Commercial/Retail uses are still a small portion of the TAD. The major differences in land uses compared to the entire subarea are with Open Space, Industrial, Vacant and Office/Institutional uses. These four land uses represent 62% of the TAD area.

The existing land use analysis that follows provides a more detailed analysis of existing land uses throughout Subarea 10, including development types, locations and general building conditions.

Data Source and Methodology

Land use and parcel data was provided by Fulton County and the Fulton County Tax Assessor. The parcel data is for year 2009 and includes the most currently available parcel information available as of the Fall 2009.
To describe the existing land uses in Subarea 10, the tax assessor parcel information was used to identify general land use categories and then refined with field surveys to identify more detailed land use descriptions. The methodology and classifications used to conduct the land use survey are consistent with standardized methodology used to conduct the Atlanta BeltLine TAD feasibility study.

**Residential**

Subarea 10 includes a mix of residential uses, with the predominant residential type being single family. Single Family Residential land uses are located throughout the subarea, but are by far the major use south of Boone Boulevard. To the north of Boone Boulevard, the single family development is associated with the English Avenue, Bankhead and Grove Park neighborhoods.

Higher density residential uses are also located throughout the subarea, including Low Density Residential development (in the form of duplexes and town homes) and Medium Density Residential development (in the form of garden and other mid-rise apartment complexes). The Low Density Residential land uses are mixed with the Single Family Residential development and support the single family character of the area. The Medium Density Residential development is clustered in the south east corner of the subarea, along Lowery Boulevard, Boone Boulevard, and north of Boone Boulevard in the English Avenue and Grove Park neighborhoods.

The condition of the residential housing stock is mixed. The housing stock south of Martin Luther King Jr. Drive is generally more stable and in better condition than areas to the north. North of Martin Luther King Jr. Drive, and particularly north of Joseph Boone Boulevard, the housing stock is less stable and conditions are deteriorating.

**Commercial/Retail**

Commercial uses are a small percentage of the subarea’s total area (2.7%). The majority of the Commercial uses are located along the major streets, including Lowery Boulevard, MLK Jr. Drive, Boone Boulevard and Hollowell Parkway.
The development pattern of Commercial uses is either in a strip (auto-oriented) pattern, such as along Boone Boulevard or clustered around the intersection of major streets (pedestrian-oriented), such as the intersections of Martin Luther King Drive and Lowery Boulevard and Boone Boulevard and Lowery Boulevard. Both of these commercial clusters are historic centers of commercial activity in the subarea.

The general condition of Commercial land uses is deteriorating. Many of the buildings are in need of rehabilitation or demolition. However, some of the older traditional commercial buildings present opportunities for historic preservation, rehabilitation and reuse.

Anecdotally, Commercial uses are primarily associated with convenience stores, restaurants or service business such as auto/collision shops. Commercial uses that are noticeably absent include grocery stores and other similar types of retail that provide daily services or shopping opportunities. These conditions are reflected in many of the previous planning efforts which highlight the need to increase and improve commercial and retail services in the area.

**Institutional/Office**

There are a variety of Office and Institutional uses located throughout the subarea. Schools, a library, and churches are primary uses in this land use category. The schools are the largest Institutional uses in terms of parcel size, and they typically incorporate an entire block. All of the schools are located in close proximity to the Atlanta BeltLine and along primary streets that connect directly with the Atlanta BeltLine. The churches and other faith based uses are smaller in scale and located predominately in residential areas.

**Industrial**

The Industrial land uses are primarily located north of Joseph Boone Boulevard and are adjacent to, or in close proximity to, Maddox Park. The Industrial uses are a combination of manufacturing, distribution and material processing uses.
All of the Industrial uses are directly adjacent to residential uses and are not buffered by other non-residential uses. Creating this type of transition can help buffer residential uses from the activities and impacts associated with industrial development. Additionally, many of the industrial properties are barriers between residential areas and Maddox park.

**Open Space**

The majority of Open Space is associated with Maddox Park and Washington Park. Both parks are located adjacent to the Atlanta BeltLine and have a variety of recreational facilities. While Washington Park is well connected to the Atlanta BeltLine and the surrounding neighborhood, Maddox Park is not as accessible. Access to the park is limited because of topography, private property adjacent to the park and active rail lines that cross through the park. New road and pedestrian connections to Maddox Park would significantly improve park use by residents in the surrounding neighborhoods. The other open space uses in the subarea are associated with small pocket parks that are largely passive in use.

**Vacant**

It is estimated that 16% of all land in the subarea is Vacant. This presents both an opportunity and challenge for development. The vacant parcels are located throughout the subarea and are both residential and non-residential in character. The large number of vacant properties is an opportunity for new infill development, but is also a significant blight factor impacting existing property owners. Several of the large, contiguous tracts of Vacant land are located in close proximity to Joseph Boone Boulevard and along the Atlanta BeltLine between Joseph Boone Boulevard and Donald Hollowell Parkway. These large tracts present opportunities for new park space or new infill development.
**Issues**
- Some of the residential buildings are structurally deficient or in poor condition.
- There are limited retail services in the areas.
- The condition of commercial buildings is generally poor.
- Industrial properties are barriers between neighborhoods and parks.
- Many of the vacant properties are not appropriately maintained, negatively impacting the visual character and quality of the area.
- There are limited redevelopment opportunities south of Boone Boulevard.

**Opportunities**
- Residential development (new construction and rehabilitation) can improve housing options and conditions.
- Rehabilitating older residential homes can help preserve the area’s character and history.
- Some of the historic commercial buildings can be preserved.
- New retail could improve access to daily retail needs.
- Many industrial properties could redevelop to other uses such as parks or residential uses.
- A strong institutional base of schools is compatible with Atlanta BeltLine transit, trails and other walkable infrastructure.
- Vacant properties can accommodate new infill development.
- Temporary uses of vacant properties, such as community gardens or wildflower fields, could improve the visual appearance of the area.
Future Land Use

Future land use maps are important tools that promote policies and desires for future growth and development in a particular area. This section analyzes the City of Atlanta's Future Land Use Plan, the Atlanta BeltLine Redevelopment Plan's Future Land Use Plan, and the differences between the two.

Since the Atlanta BeltLine Redevelopment Plan was adopted in 2005, several planning studies have been conducted that incorporate portions of Subarea 10. These studies included recommendations for Future Land Use classifications that differ from those proposed in the Atlanta BeltLine Redevelopment Plan. These differences are presented in a comparison map below.

City of Atlanta Future Land Use

The Comprehensive Development Plan establishes City policies related to growth and development, and the Future Land Use Map presents the land use policies for each parcel. Additionally, the Future Land Use Map is used as the legal basis for review and granting of rezoning requests. Because of these two facts, the Future Land Use Map is an important policy tool that needs to accurately reflect the desired development for Subarea 10.

Within Subarea 10, the Atlanta BeltLine is primarily lined by residential classifications, with Open Space and Mixed Use representing the other Future Land Use classifications that are adjacent to the Atlanta BeltLine. The Atlanta BeltLine right-of-way is designated Telecommunications/Utilities.

In more general terms, Subarea 10 is designated primarily residential, with the area south of Boone Boulevard almost entirely lower intensity residential. The highest intensity residential future land uses are between Joseph Boone Boulevard and Donald Hollowell Parkway, where the range of residential designations includes Single Family to Very High Density. The Mixed Use classification that allows for high density mixed use development also covers a portion of this area.

Non-residential designations are all located along Hollowell Parkway, Boone Boulevard and Lowery Boulevard. The majority of the non-residential designations are Low Density Commercial and Mixed Use. These designations reflect the desire for a wider range of neighborhood-serving commercial uses in the area.

Atlanta BeltLine Redevelopment Plan Future Land Use

The Atlanta BeltLine Redevelopment Plan's Future Land Use Map outlines the desired future land uses for the 2005 Atlanta BeltLine Redevelopment Plan. The future land use categories in the map identify the desired future land uses for properties within the Atlanta BeltLine Tax Allocation District and do not elaborate on areas outside the TAD that are within the subarea.

The vision is for mixed use development that supports a variety of transportation options including walking, biking, driving and transit. Additionally, the vision is for enhanced connectivity to parks and recreational opportunities.

The Redevelopment Plan's Future Land Use Map supports this vision with mixed use designations for areas adjacent to proposed Atlanta BeltLine transit stops. In addition to the mixed use categories, the Future Land Use map includes several high density residential categories. The strategy for higher density residential development is to cluster the highest density residential development adjacent to transit stops and mixed use development and provide a transition to the single family areas with lower density residential development. The Future Land Use map also identifies several areas with potential to expand existing park space, such as Maddox Park, or create new parks, such as a portion of the Herndon Elementary School property.
Future Land Use Comparison

For almost every difference between the Atlanta BeltLine Redevelopment Plan and the City’s Future Land Use Map, the recommendations in the City’s Future Land Use Map are for higher density uses than the Atlanta BeltLine Redevelopment Plan. The differences are attributed to the fact that plans since the 2005 Redevelopment Plan, including the 2006 Simpson Road Corridor Redevelopment Plan Update and the 2006 Bankhead MARTA Station LCI Study, have changed the City’s official Future Land Use Map. The comparison table and map highlight these differences.

Issues

• The City’s Future Land Use Map calls for significantly higher density that what was proposed in the Atlanta BeltLine Redevelopment Plan.
• The City’s Future Land Use Map does not preserve any of the existing industrial properties.
• The City’s Future Land Use Map changed some of the Mixed Use classification along the south side of Boone Boulevard to Low Density Commercial, reducing the opportunity for Mixed Use development.
• The amount of land in higher density future land use classifications in the City’s future land use map is not supported by current market demand or existing transportation infrastructure.
• The City’s Low Density Commercial areas along the south side of Boone Boulevard do not allow residential or mixed use development.
• The City’s Future Land Use Map does not identify the Green Leaf Circle as future open space.

Opportunities

• The City’s Future Land Use Map calls for higher density residential development than what was proposed in the Atlanta BeltLine Redevelopment Plan.
• The highest density residential classifications are clustered around Maddox Park and could help increase use of the park.

Table 13. Future Land Use Comparison Table

<table>
<thead>
<tr>
<th>ID</th>
<th>BELTLINE REDEVELOPMENT PLAN FLU CATEGORY</th>
<th>CITY OF ATLANTA FLU CATEGORY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mixed Use</td>
<td>Very High Density Residential</td>
</tr>
<tr>
<td>2</td>
<td>Medium Density Residential</td>
<td>Very High Density Residential</td>
</tr>
<tr>
<td>3</td>
<td>Industrial</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>4</td>
<td>Mixed Use</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>5</td>
<td>Industrial</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>6</td>
<td>Low Density Residential</td>
<td>Open Space</td>
</tr>
<tr>
<td>7</td>
<td>Low Density Residential</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>8</td>
<td>Medium Density Residential</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>9</td>
<td>Open Space</td>
<td>Open Space</td>
</tr>
<tr>
<td>10</td>
<td>Office/Institutional</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>11</td>
<td>Medium Density Residential</td>
<td>Very High Density Residential</td>
</tr>
<tr>
<td>12</td>
<td>Mixed Use</td>
<td>Very High Density Residential</td>
</tr>
<tr>
<td>13</td>
<td>Mixed Use</td>
<td>Low Density Commercial</td>
</tr>
<tr>
<td>14</td>
<td>Low Density Residential</td>
<td>Low Density Residential</td>
</tr>
<tr>
<td>15</td>
<td>Medium Density Residential</td>
<td>Low Density Commercial/High Density Residential/Mixed Use</td>
</tr>
<tr>
<td>16</td>
<td>Low Density Residential</td>
<td>Low Density Commercial/High Density Residential/Mixed Use</td>
</tr>
<tr>
<td>17</td>
<td>Medium Density Residential</td>
<td>Mixed Use/High Density Residential</td>
</tr>
<tr>
<td>18</td>
<td>Medium Density Residential</td>
<td>Very High Density Residential</td>
</tr>
<tr>
<td>19</td>
<td>Low Density Commercial</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>20</td>
<td>Low Density Commercial</td>
<td>High Density Residential/Office/Institutional</td>
</tr>
<tr>
<td>21</td>
<td>Medium Density Residential</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>22</td>
<td>Open Space</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>23</td>
<td>Low Density Residential</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>24</td>
<td>Mixed Use</td>
<td>Low Density Commercial/Low Density Residential/Single Family Residential</td>
</tr>
<tr>
<td>25</td>
<td>Open Space</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>26</td>
<td>Low Density Residential</td>
<td>Very High Density Residential</td>
</tr>
<tr>
<td>27</td>
<td>Office/Institutional</td>
<td>Low Density Residential</td>
</tr>
</tbody>
</table>

• The future land use classifications around Maddox Park encourage a transition from higher density residential development to lower density residential development and single-family areas.
• The City’s Future Land Use Map expands the Mixed Use opportunities north of Boone and between Mayson Turner Road and the Atlanta BeltLine.
Map 7. Future Land Use Comparison

Future Land Use Comparison

Legend
- BeltLine Subarea 10
- City of Atlanta
- Future Land Use Categories
  - SFR - Single Family Residential
  - LDR - Low Density Residential
  - HDR - High Density Residential
  - VHDR - Very High Density Residential
  - MDR - Medium Density Residential
  - MDMU - Medium Density Mixed Use
  - LDMU - Low Density Mixed Use
  - MU - Mixed Use
  - LD - Low Density Commercial
  - MD - Medium Density Commercial
  - HD - High Density Commercial
  - OS - Open Space
  - OI - Office/Institutional
  - USC - Utilities
  - TCU - Telecommunications/Utilities

BeltLine Subarea 10: Boone/Hollowell

Prepared by: Grice and Associates

Perkins + Will and

with
Existing Zoning

Zoning regulates the physical development of a property as well as the allowable uses. Components of zoning regulations include allowable parcel size, building setback, height and bulk, density, and parking. Because zoning influences so many components of development, it is the primary regulatory tool that influences a community's character.

The majority of the subarea is zoned Single Family Residential and generally incorporates the existing single family neighborhoods. The other primary residential zoning district is General Multifamily and is primarily clustered along Boone Boulevard and in the southeast corner of the subarea.

The major non-residential districts include Commercial, Industrial, Landmark and Special Public Interest (SPI) 11. The Commercial districts are generally associated with properties fronting Boone Boulevard and Hollowell Parkway. The Industrial districts are adjacent to the rail right-of-way and north of Boone Boulevard. Of special note is the fact that Maddox Park is zoned Industrial. The Washington Park neighborhood is zoned a Landmark District and the zoning regulations provide additional review measures to ensure renovations or additions to the park are in line with its historic significance.

The SPI 11 district, or the Ashby and Vine City Station district, applies generally to areas within a quarter mile of the two MARTA stations. The SPI Districts provide special development regulations for important development centers in the City of Atlanta. For SPI 11, the purpose of the regulations is to preserve existing single-family areas while also creating walkable mixed use areas in close proximity to the MARTA stations.

In addition to the standard zoning districts, the entire subarea is covered by the Atlanta BeltLine Overlay District. The Overlay District supplements and overrides the underlying zoning (except SPI 11), providing specific guidelines that support the design intent for development in close proximity to the Atlanta BeltLine. Additionally, the intent of the overlay district is to preserve Atlanta BeltLine right-of-way while creating enhanced transportation connections to the Atlanta BeltLine. The overlay regulations apply to site design standards, open space requirements, sidewalks, allowable block sizes, and allowable uses that encourage pedestrian activity. The overlay district also requires a special application and review process to ensure development supports the vision for the Atlanta BeltLine.

Issues

- Existing zoning is not consistent with Future Land Use Plan recommendations in many areas.
- The existing multi-family zoning (R-3) along Boone Boulevard (between Temple Street and Chappell Road) is considered medium-density residential and is under-zoned in comparison to the densities encouraged by the City’s Future Land Use Plan.
- The existing multi-family zoning (R-3) does not allow for any non-residential uses.
- The existing commercial zoning (C-1) allows medium density residential, but parcel depth in some areas may limit residential development on these commercial properties.
- The existing industrial zoning along the Atlanta BeltLine has restricted residential development opportunities, and rezoning may be necessary to accommodate future residential development.

Opportunities

- The Atlanta BeltLine Overlay District will improve the character and function of the area with improved streetscapes, parcel access, building placement and orientation, and open space.
- Rezoning the existing multi-family and commercial properties along Boone Blvd. to mixed use zoning districts would allow for the mixed use development envisioned for areas along the Atlanta BeltLine.
- Rezoning the existing industrial properties along the Atlanta BeltLine to mixed use or residential districts would allow for the mixed use development envisioned for areas along the Atlanta BeltLine.
Map 8. Existing Zoning

Legend
- BeltLine Subarea 10
- BeltLine Existing Zoning

- B - BeltLine
- S - Single Family District
- MR - Multifamily District
- R - Single Family District
- M - Mixed Residential Development District
- C - Commercial District
- PD-H - Planned Housing Development District
- C - Commercial District
- O - Office/Institutional District
- I - Industrial District
- S - Single Family District
- L - Landmark District

Existing Zoning

Prepared by:

Grice and Associates

WITH
Recent and Planned Development Activity

While Subarea 10 has not experienced the same intensity of rezoning and development activity as other areas of Atlanta, several built or planned projects are worth noting. Below is a summary of recently built developments, rezonings or proposed developments in the subarea.

- Washington Heights Lane is located at the intersection of Mobile Street and Mayson Turner Drive. The subdivision will include 11 single family homes, but to date only a few homes have been completed.
- Rezoning of properties between Temple Street, Neal Street and Cairo Street. Properties changed from R4-A and RG-3 to MR-4A.
- Single family homes along Lena Street and immediately east of the Atlanta BeltLine were constructed in 2003.
- The City of Refuge, at 1300 Boone Boulevard, is considering expansion of its services. This expansion will include new residential units to expand their housing and outreach programs.
- The Atlanta Housing Authority has completed several new developments in the southeast corner of Subarea 10. The developments include a range of housing options from apartments to townhomes and are mixed-income developments. These developments are models for creating affordable housing options.
**Transportation**

Transportation is an important component of the Atlanta BeltLine and a defining feature of Subarea 10. The streets within the subarea define the character of the area, connect residents within the community to one another and area residents to jobs and services. Additionally, the transit facilities and services in the subarea act as both barriers between neighborhoods and connections to other areas of Atlanta. The assessment that follows examines the current transportation facilities and their function, looking at all modes of transportation including vehicular, walking, biking, rail and public transportation.

**Key Street Facilities**

The key street facilities are streets in Subarea 10 that are classified as Collector or higher. Additionally, North Avenue was included as a key street because it is envisioned to become a more prominent street as redevelopment occurs around Maddox Park and the Atlanta BeltLine. Key intersections are the major intersections along key streets in Subarea 10.

The functional classification of streets describes the relationship between mobility (movement) and access to destinations along a street. Often, as access increases on a street, it detracts from movement of through traffic and vice versa. For urban areas, the functional classification typically ranges from highways, with the highest level of mobility but the lowest level of access, to local streets, with the highest level of access but the lowest level of mobility.

The complete hierarchy of functional street classifications includes:

- Highway
- Principal Arterial Street
- Minor Arterial Street
- Collector Street
- Local Street
In Subarea 10, streets are classified as follows:

- **Minor Arterial**: Martin Luther King Jr. Drive and Lowery Boulevard.
- **Collector**: Chappell Road, Boone Boulevard, Mayson Turner Road and Westview Drive.
- **Local**: All other streets not classified as Minor Arterial or Collector.

Minor Arterial streets are major streets that connect to Principal Arterials and Highways. They typically act as major connecting streets between neighborhoods and prioritize mobility over access. Collector streets balance mobility and access, and serve as connectors between local streets and major streets. Collectors differ from arterials by passing through both residential neighborhoods and commercial or industrial areas. Local streets are almost exclusively residential and provide the highest level of access to properties.

Below is a table that describes the key street facilities in greater detail.

### Table 14. Key Street Facility Summary

<table>
<thead>
<tr>
<th>STREET</th>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>GEOMETRY</th>
<th>ADJACENT LAND USES</th>
<th>GENERAL DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MLK Jr. Dr</td>
<td>Urban Minor Arterial</td>
<td>4-5 travel lanes; Between intersections, 2 lanes in each direction; At intersection of MLK Jr. Dr and Lowery Blvd, 2 travel lanes in each direction and a turn lane</td>
<td>West of Washington High School, residential development; East of Washington High School, primarily commercial/retail uses</td>
<td>Street runs east to west through the subarea.</td>
</tr>
<tr>
<td>Lowery Blvd</td>
<td>Urban Minor Arterial</td>
<td>4-5 travel lanes; Between intersections, 2 lanes in each direction; At intersections, 2 lanes each direction and a turn lane</td>
<td>Development north of intersection with Boone Blvd primarily residential, except at intersections where commercial uses are located; Development south of intersection with Boone Blvd mix of commercial and residential uses</td>
<td>Street runs north to south through the eastern edge of the subarea</td>
</tr>
<tr>
<td>Boone Blvd</td>
<td>Urban Collector</td>
<td>4-5 travel lanes; Between intersections, 2 lanes in each direction; At intersections, 2 lanes each direction and a turn lane</td>
<td>Mix of commercial, single-family residential, multi-family residential and civic uses</td>
<td>Street runs east to west through the subarea</td>
</tr>
<tr>
<td>Mayson Turner Dr</td>
<td>Urban Collector</td>
<td>2 travel lanes; 1 lane in each direction</td>
<td>From Lowery Blvd to Boone Blvd, primarily residential; From Boone Blvd to Chappell Rd, mix of commercial, residential and abandoned industrial uses</td>
<td>Runs diagonally southeast to northwest through subarea; Street has two segments: one segment from Lowery Blvd to Boone Blvd and one from Boone Blvd to Chappell Rd</td>
</tr>
<tr>
<td>Chappell Rd</td>
<td>Urban Collector</td>
<td>2 travel lanes; 1 lane in each direction</td>
<td>Primarily residential; Commercial/retail uses at the intersection with Boone Blvd and Hollowell Pkwy</td>
<td>Street runs north to south along western edge of subarea</td>
</tr>
<tr>
<td>Westview Dr</td>
<td>Urban Collector</td>
<td>2 travel lanes; 1 lane in each direction</td>
<td>Residential and civic uses</td>
<td>Street runs east to west through southern portion of subarea</td>
</tr>
<tr>
<td>North Ave</td>
<td>Local</td>
<td>2 lanes; 1 lane in each direction</td>
<td>Mix of residential, industrial and park uses</td>
<td>West of the BetLine, street runs from the western edge of the subarea to Maddox Park, where it changes direction and heads north until it intersects with Hollowell Pkwy; East of the BetLine the street runs from the English Ave neighborhood west until it dead-ends at the BeltLine</td>
</tr>
</tbody>
</table>
Network Traffic Controls

An assessment of the traffic signal controls for key intersections within the study area was conducted to determine the subarea’s network traffic operations. Traffic signal timing and phasing parameter data for each of the key intersections were collected and reviewed.

The traffic controls at the key intersections consist of seven signalized intersections and one unsignalized intersection. The unsignalized intersection of North Avenue at the City of Atlanta Park Maintenance Facilities is stop-controlled.

The signalized intersections within the subarea vary in operational parameters, including different cycle lengths and modes. Cycle length is the time required for a traffic signal to complete a full sequence, or serving all traffic movements prior to returning to its starting point.

Of the signalized intersections studied, the following locations use fixed cycle lengths of 80 seconds for both the AM and PM peak periods:

- Boone Boulevard at Chappell Road
- Boone Boulevard at Mayson Turner Road/Burbank Drive
- Boone Boulevard at Mayson Turner Road
- Boone Boulevard at Lowery Boulevard

Fixed cycle lengths allow for coordinated operations among these intersections. Having a series of traffic signals with the same cycle lengths along Boone Boulevard provides “green” progression along the roadway, which helps reduce traffic congestion.

The remaining three signalized intersections use fixed cycle lengths of 95 seconds for both the AM and PM peak periods:

- Martin Luther King Jr. Drive at Lowery Boulevard
- Martin Luther King Jr. Drive at Chappell Road
- Lowery Boulevard at Mayson Turner Road

This fixed cycle length allows for coordinated operations among the intersections along Martin Luther King Jr. Drive.

Signalized intersections, such as the intersection of Boone Boulevard and Lowery Boulevard, help manage traffic flow along major streets.

Signalized intersections along Boone Boulevard use fixed cycle lengths to limit traffic flow interruptions through the subarea.

Unsignalized intersections are located throughout Subarea 10 at the intersection of two local streets or intersection of local streets with higher functional street classifications.
Map 11. Key Intersection Traffic Controls
Existing Traffic Volumes

The traffic volumes in Subarea 10 are greatest along the collector streets that have continuous connectivity through the subarea (Note: traffic count information for Martin Luther King Jr. Drive in Subarea 10 was not available at the time of this study). The 2008 average daily traffic (ADT) volumes in the subarea for 2008 are shown in the table and map below.

Of the streets in Subarea 10 that had available traffic count information, Lowery Boulevard carries the highest traffic volumes. The volumes vary from approximately 21,200 ADT between I-20 and Martin Luther King Jr. Drive, to approximately 9,400 ADT between Martin Luther King Jr. Drive and Boone Boulevard, to approximately 10,800 ADT between Boone Boulevard and Hollowell Parkway. Lowery Boulevard is an urban minor arterial and the only roadway that provides continuous north-south connectivity through the subarea. Lowery Boulevard also has an interchange with I-20 to the south of the subarea.

Boone Boulevard carries the second highest traffic volumes of the streets assessed in the subarea. The volumes vary from approximately 7,000 ADT east of the subarea to approximately 5,800 ADT west of the subarea. Boone Boulevard is one of the two roadways (Hollowell Parkway also provides east-west connectivity along the northern edge of Subarea 10 and was evaluated as part of the Subarea 9 master plan) that provide continuous east-west connectivity through the subarea.

Martin Luther King Jr. Drive is the other roadway that provides continuous east-west connectivity through the subarea. No ADT information was available for Martin Luther King Jr. Drive in the subarea.

Hollowell Parkway is an urban principal arterial that provides continuous east-west connectivity along the northern edge of the subarea (and was analyzed as part of Subarea 9). The ADT on Hollowell Parkway near Chappell Road is 23,420.

Table 15. 2008 Average Daily Traffic (ADT) Analysis

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>VOLUME (AVERAGE DAILY TRAFFIC COUNT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>21,160</td>
</tr>
<tr>
<td>2</td>
<td>2,730</td>
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<tr>
<td>3</td>
<td>3,980</td>
</tr>
<tr>
<td>4</td>
<td>5,840</td>
</tr>
<tr>
<td>5</td>
<td>1,760</td>
</tr>
<tr>
<td>6</td>
<td>9,380</td>
</tr>
<tr>
<td>7</td>
<td>6,990</td>
</tr>
<tr>
<td>8</td>
<td>10,790</td>
</tr>
</tbody>
</table>

Because Lowery Boulevard is one of the few streets that runs continuously north to south in west Atlanta, it carries a significant amount of the area’s north-south vehicular traffic.

Boone Boulevard is an important east-west connector in west Atlanta.
Map 12. Traffic Volume Analysis

BeltLine Subarea 10:
JONES/HOLLOWELL

Traffic Volume
Legend
- Subarea 10
- BeltLine
- BeltLine TAD
Average Daily Traffic (2008)
< 4,000
4,001 - 7,000
7,001 - 11,000
> 11,000
Safety Analysis

A safety analysis of Subarea 10 key intersections and key streets was performed to determine the crash rate and associated impacts. As part of the assessment, crash data was collected from the Georgia Department of Transportation (GDOT) and University of Alabama Center for Advanced Public Safety's Critical Analysis Reporting Environment 9 (CARE9) and was evaluated along with the related traffic volumes.

Safety Analysis: Key Intersections

Crash data was gathered for the following key intersections:

- Boone Boulevard at Chappell Road
- Boone Boulevard at Mayson Turner Road
- Boone Boulevard at Lowery Boulevard
- Lowery Boulevard and Mayson Turner Road.

The data represents information from year 2005 to 2008. Additionally, only the key intersections in the subarea with available Annual Average Daily Traffic (AADT) information are analyzed, since crash rates cannot be developed for intersections that do not have AADT information.

The crash data was synthesized to determine the total number of crashes that occurred in each year, as well as the manner in which they occurred. Further analysis includes the calculation of the crash rates at these key intersections, which is expressed as the number of crashes per million entering vehicle (MEV), as shown in the formula below.

\[
\text{Intersection Crash Rate} = \frac{\text{[no. of crashes]} x (10^6)}{365 x \text{(no. of years)} x \text{AADT}}
\]

In addition to the Intersection Safety Analysis table, below is a brief safety analysis for each of the key intersection.

- Boone Boulevard at Chappell Road - The intersection had a total of 26 crashes from 2005 to 2008. The annual number of crashes was relatively steady from 2005 to 2007. However, from 2007 to 2009, there was a drastic increase. The most common type of collision was rear-end.

Safety Analysis: Key Streets

Crash data was gathered for the following key streets:

- North Avenue
- Boone Boulevard
- Chappell Road
- Mayson Turner Road
- Lowery Boulevard
- Westview Drive

The data represents information from year 2005 to 2008. Additionally, only the key streets in the subarea with available Annual Average Daily Traffic (AADT) information are analyzed, since crash rates cannot be developed for streets that do not have AADT information.
### Table 16. Key Intersection Safety Analysis

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>YEAR</th>
<th>ANGLE</th>
<th>HEAD-ON</th>
<th>REAR END</th>
<th>SIDESWIPE (SAME DIRECTION)</th>
<th>SIDESWIPE (OPPOSITE DIRECTION)</th>
<th>NOT COLLISION WITH MOTOR VEHICLE</th>
<th>TOTAL CRASHES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boone Blvd @ Chappel Rd.</td>
<td>2005</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
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<td></td>
<td>2006</td>
<td>0</td>
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<td>3</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>5</td>
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<td></td>
<td>2007</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>2008</td>
<td>4</td>
<td>0</td>
<td>6</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>5</td>
<td>0</td>
<td>12</td>
<td>6</td>
<td>0</td>
<td>3</td>
<td>26</td>
</tr>
<tr>
<td>Boone Blvd. at Mayson Turner Rd.</td>
<td>2005</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>2006</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>2007</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
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</tr>
<tr>
<td></td>
<td>2008</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>4</td>
<td>1</td>
<td>5</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>Boone Blvd. at Lowery Blvd.</td>
<td>2005</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>11</td>
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<tr>
<td></td>
<td>2006</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>2</td>
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<td>2007</td>
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<td>8</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>18</td>
<td>7</td>
<td>11</td>
<td>9</td>
<td>4</td>
<td>7</td>
<td>56</td>
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<tr>
<td>Lowery Blvd. at Mayson Turner Rd</td>
<td>2005</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>2006</td>
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<td>2</td>
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<td>7</td>
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<tr>
<td></td>
<td>2007</td>
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<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td>1</td>
<td>8</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>22</td>
</tr>
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</table>

Source: GDOT and CARE9

### Table 17. Key Street Safety Analysis

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>CLASSIFICATION</th>
<th>YEARS</th>
<th>CRASHES</th>
<th>AADT (VPD)</th>
<th>ROADWAY SEGMENT (MILES)</th>
<th>CRASH RATE (PER 100 MVM)</th>
<th>STATEWIDE AVG. (PER 100 MVM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Ave.</td>
<td>Urban Collector</td>
<td>4</td>
<td>15</td>
<td>1,680</td>
<td>0.76</td>
<td>805</td>
<td>443</td>
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<tr>
<td>Boone Blvd.</td>
<td>Urban Collector</td>
<td>4</td>
<td>191</td>
<td>6,415</td>
<td>1.3</td>
<td>1,569</td>
<td>443</td>
</tr>
<tr>
<td>Chappell Rd.</td>
<td>Urban Collector</td>
<td>4</td>
<td>119</td>
<td>3,980</td>
<td>1.01</td>
<td>2,028</td>
<td>443</td>
</tr>
<tr>
<td>Mayson Turner Rd.</td>
<td>Urban Collector</td>
<td>4</td>
<td>59</td>
<td>1,760</td>
<td>0.71</td>
<td>3,234</td>
<td>443</td>
</tr>
<tr>
<td>Lowery Blvd.</td>
<td>Urban Minor Arterial</td>
<td>4</td>
<td>465</td>
<td>13,777</td>
<td>1.48</td>
<td>1,562</td>
<td>471</td>
</tr>
<tr>
<td>Westview Dr.</td>
<td>Urban Collector</td>
<td>4</td>
<td>37</td>
<td>2,730</td>
<td>0.83</td>
<td>1,118</td>
<td>443</td>
</tr>
</tbody>
</table>

Source: GDOT and CARE9
The calculated crash rates for key streets is compared to the statewide average crash rates by roadway functional classification. The two applicable classifications for Subarea 10 are urban minor arterial and urban collector street. The street crash rate is expressed as the number of crashes per 100 million vehicle miles (MVM) traveled, as shown in the formula below.

\[
\text{Street Crash Rate} = \frac{\text{avg. crashes per year} \times (10^3)}{\text{AADT} \times \text{segment length} \times \text{AADT}}
\]

Overall, each of the roadway segments studied was shown to experience a higher crash rate when compared to the statewide average for the respective functional classification. The analysis also shows Mayson Turner Road had the highest crash rate and North Avenue had the lowest.

In addition to the Street Safety Analysis table, below is a brief safety analysis for each of the key streets.

- **North Avenue** - The street had a crash rate of 805 per 100 MVM. The street had the lowest number of crashes and the lowest crash rate of the streets analyzed. However, due to the low AADT (approximately 1,700 vehicles per day), the crash rate derived is almost twice the statewide average for urban collector streets.

- **Boone Boulevard** - The street had a crash rate of 1,569 per 100 MVM, which is approximately four times the statewide average for urban collector streets.

- **Chappell Road** - The street had a crash rate of 2,028 per 100 MVM, which is approximately five times the statewide average for urban collector streets.

- **Mayson Turner Road** - The street had crash rate of 3,234 per 100 MVM, which is over seven times the statewide average for urban collector streets. This is the highest crash rate of the streets analyzed. The total number of crashes over the four year period is only 59. However, due to the low AADT of 1,760 vehicles per day and the short length of the segment, the crash rate derived is extremely high.

- **Lowery Boulevard** - The street had the highest numbers of crashes of all the streets analyzed. The total number of crashes over the four year period is 465. However, the street also has the highest AADT and is the longest street analyzed. The crash rate is 1,562, which is approximately three times the statewide average for urban minor arterials.

- **Westview Drive** - The street had a crash rate of 1,118 per 100 MVM. This rate is approximately three times the statewide average for urban collector streets.

**Sidewalk Connectivity**

Sidewalks are an important component of an urban transportation system. They provide a dedicated space, separated from motor vehicles, for pedestrians to walk between destinations. Additionally, they can add aesthetic value to a community when they are lined with trees and lighting. This section assesses the sidewalk network and its condition.

**Data Source and Methodology**

The data for this section is the result of a field survey completed in January 2010. While sidewalk conditions vary, the primary purpose of the survey was to identify gaps in the sidewalk network along key streets in the subarea. The general condition of the sidewalks is noted in the text that follows and the gaps in the sidewalk network are mapped to highlight the areas along key streets with no sidewalks.
**Joseph Boone Boulevard**

There are no gaps in the sidewalks along Boone Boulevard, but the condition of the sidewalks varies from moderate to poor. A relatively new streetscape improvement is located between Herndon Elementary and Lowery Boulevard. This stretch of sidewalk includes some street trees and improved street lights. West of Herndon Elementary, the sidewalk conditions along Boone Boulevard vary from moderate to poor. Poor conditions include cracked sidewalks, variable sidewalk materials, the inability to distinguish between private property driveways and the sidewalk, and utilities that intrude into the walkway. Additionally, the at-grade sidewalk crossing over the CSX rail line is in need of improvement. Crosswalks are located at most street intersections with Boone Boulevard, but several are in need of new striping.

**Joseph E. Lowery Boulevard**

There are no gaps in the sidewalks along Lowery Boulevard, but the condition of the sidewalks varies from moderate to poor. Sidewalks are located on both sides of the street, but widths vary. Generally, sidewalks are widest near major intersections and commercial properties. Crosswalks are located at the intersections of most streets with Lowery Boulevard, but most could be improved to encourage pedestrian use and improve pedestrian safety.

**North Avenue**

North Avenue, from Chappell Road to Hollowell Parkway, does not have sidewalks on either side of the street. The street passes through a residential area and connects residents in Grove Park to Maddox Park. Sidewalks are needed along this stretch of North Avenue to improve pedestrian safety and access to Maddox Park.

**Martin Luther King Jr. Drive**

There are no gaps in the sidewalk network along MLK Jr. Drive within the subarea. Sidewalks are located on both sides of the street, but conditions vary from moderate to poor. Poor conditions include narrow sidewalk widths, cracked sidewalks, poor transitions across private driveways and utilities that intrude into the walkway.
Additionally, where MLK Jr. Drive crosses under the Atlanta BeltLine, sidewalks need improvement. At this intersection, the sidewalk is located only on the north side of the street and is extremely narrow. Crosswalks are located at the intersections of most streets with MLK Jr. Drive, but could use new striping.

**Mayson Turner Road**

There are no gaps in the sidewalk network along Mayson Turner Road from Lowery Boulevard to Boone Boulevard. There are gaps in the sidewalk network along Mayson Turner Road from Boone Boulevard to Chappell Road. Primarily, the gaps are between the CSX railroad crossing and Chappell Road. Along this section, sidewalks are not located on both sides of the street.

Along the Boone Boulevard to Lowery Boulevard section, sidewalks are located on both sides of the street and the conditions of the sidewalks is moderate to poor. Poor conditions include narrow sidewalk widths, cracked sidewalks, poor transitions across private driveways and utilities that intrude into the walkway. Additionally, crosswalks are not present where streets intersect with Mayson Turner Road.

**Chappell Road**

There are no gaps in the sidewalk network along Chappell Road. Sidewalks are located along both sides of the street and are some of the best sidewalks within the subarea. The sidewalks connect the residential neighborhoods of Grove Park and Hunter Hills to Hollowell Parkway, Boone Boulevard and MLK Jr. Drive.

**Westview Drive**

The sidewalk network is generally intact along Westview Drive. Between I-20 and the Atlanta BeltLine, a sidewalk is located along the north edge of the street and a multi-use path is located along the south side of the street. The conditions of the sidewalk along the north side the street is moderate to poor. The multi-use path is new and the condition is good.

The sidewalk network breaks down over the Atlanta BeltLine and along the edge of Green Leaf Circle park. Along this stretch of Westview Drive, a sidewalk is not available on the south side of the street and is minimal on the north side of the street.

Beyond Green Leaf Circle park, the sidewalk network continues on both sides of the street until the intersection with Lawton Street. At this intersection, sidewalks are not present along the south side of Westview Drive. Crosswalks at street intersections with Westview Drive are minimal or do not exist.

**Issues**

- There are gaps in the sidewalk network, particularly along North Ave., Mayson Turner Rd., Burbank Dr. and Westview Dr.
- Sidewalk conditions are moderate to poor with degraded paving and obstructions, such as utility poles, intruding into the walkway.
- Crosswalks need to be installed or enhanced to improve safety.

**Opportunities**

- New sidewalks, where none currently exist, can improve pedestrian connectivity and safety.
- Improved sidewalk conditions could encourage walking, make walking safer and improve the visual character of the area.
- Improved crosswalks could deter midblock crossings.
Bicycle Connectivity

Bicycling can be both a means of transportation and recreation. Dedicated bicycle infrastructure can improve connectivity, improve safety, and make bicycling a convenient means of travel. Bicycle infrastructure typically takes two forms, off-street facilities such as trails and on-street facilities such as bike lanes or bike routes. The analysis below identifies both the existing facilities as well as planned facilities.

Off-Street Facilities

Currently, there are two multi-purpose trails in Subarea 10. One trail, the West Side Trail, connects Mozley Park, Washington Park and the Ashby MARTA station along Lena Street. The second trail is a new trail that runs along Westview Drive from I-20 to the Atlanta BeltLine, where the trail turns south and follows the Atlanta BeltLine right-of-way. Both trails were created by the PATH Foundation.

Proposed multi-use trails from the City’s Project Greenspace include a north to south trail from Westview Drive to Maddox Park, following one of the small creeks along the westside of the subarea. The other proposed trail is the Atlanta BeltLine trail that follows the Atlanta BeltLine right-of-way through the subarea.

On-Street Facilities

Currently, the only on-street bicycle facility is a portion of the West Side Trail from the trail crossing over the MARTA rail line to Mozley Park. This on-street route has way-finding signage but no on-street markings.

Additionally, there are several proposed bike routes and bike lanes within the subarea. MLK Jr. Drive, Boone Boulevard and Lowery Boulevard are designated as Core Bicycle Connections in the Connect Atlanta Transportation Plan. Westview Drive is designated a Secondary Bicycle Connection. Both Core and Secondary Bicycle Connections encourage construction of bicycle lanes or bicycle signage to improve bicycle safety and expand on-street bicycle facilities.

Issues

• There is only one on-street bicycle facility in the subarea. This limited infrastructure makes on-street bicycling less safe and convenient.
• Bicycling in the area is currently not a safe or convenient recreation option.
• There are no trails that run north to south, limiting bicycle connectivity.

Opportunities

• New trails could connect residents to the Atlanta BeltLine, parks and natural areas.
• New trails could make bicycling an enjoyable and safe recreation option.
• New on-street bicycle lanes could make bicycling on the street safe and convenient.
Connectivity Analysis

Improving connectivity is an important component and primary goal of the Atlanta BeltLine. A well-connected street network can increase access to destinations by providing multiple route options and increasing the convenience for a variety of transportation options. In an urban setting, small blocks and frequent intersections provide multiple route options for drivers, make walking and biking more convenient and increase access to public transportation options.

Data Source and Methodology

GIS data for street centerlines was used for this analysis. Nodes are defined as locations where two or more street segments intersect or where a street segment terminates, such as a dead end street. Segments are defined as the street segments between nodes. Connectivity ratios typically range from 0 to 2. As a ratio increases from 0 to 2, the number of route options for the network users increases.

Connectivity Findings

Subarea 10 has a connectivity ratio of 1.7, with 597 street segments and 351 nodes. This high ratio shows that Subarea 10 has a moderate to high degree of connectivity.

The highest levels of connectivity are largely associated with the residential areas in Subarea 10. Neighborhoods such as English Ave, Bankhead, Mozley Park and Ashview Hights have a high degree of connectivity. Small blocks and frequent intersections provide multiple route options for residents to travel between destinations, and they make walking a convenient transportation choice.

Connectivity within the subarea is at its lowest level north of Boone Blvd. and around Maddox Park. This area is divided by rail lines, has infrequent intersections and large blocks. This limited connectivity makes access to Maddox Park difficult and inconvenient. Additionally, walking is also difficult in this area because of the increased distances between neighborhoods and destinations such as the Bankhead MARTA station or Maddox Park.

Issues

• There are several dead end streets that reduce connectivity within the community.
• Connectivity between neighborhoods is limited because of rail lines.
• Connectivity to Washington Park and Maddox Park needs improvement.
• The area north of Boone Blvd. and around Maddox Park is the least connected area of Subarea 10 and needs enhancement.

Opportunities

• Subarea 10 neighborhoods have good internal street connectivity.
• New streets could improve the street grid and increase connectivity.
• The extension of dead-end streets to create new through streets could increase vehicular, pedestrian and bicycle connectivity.

Super Block Identification

Block size is an important component of an urban community. Small block sizes typically define urban areas, making driving, walking, biking and public transportation convenient modes of transportation. Large blocks in an urban setting can create barriers between destinations and neighborhoods, and can reduce the number of route options available in a particular area.

The identification of super blocks, or blocks that are typically larger than the traditional blocks found in the urban setting or context, is an important step towards increasing mobility and connectivity. As redevelopment occurs, identified superblocks can be redesigned to introduce new streets. These new streets can improve the existing street network and increase connectivity.

Data Source and Methodology

Street centerlines and aerial photography provided by the City of Atlanta was used to analyze the street blocks for Subarea 10. Because super blocks are defined as blocks that are larger than what is typical for an area, blocks are classified as super blocks if they are greater than one standard deviation above the mean perimeter for blocks in Subarea 10.
Additionally, the data for block comparisons is a compilation of standardized measurements for block sizes. The data includes block sizes and dimensions for local neighborhoods as well as major US cities for comparison to Subarea 10.

Super Blocks

In total there are 23 super blocks in Subarea 10. These are blocks with a perimeter greater than 3,856 feet.

The Subarea 10 superblocks are primarily associated with one of three land uses: schools, parks or industrial properties. Additionally, there are several residential super blocks. North of Boone Boulevard, the super blocks are multi-family residential developments, active or vacant industrial properties, and Maddox Park.

South of Boone Boulevard the super blocks are primarily associated with low density residential blocks, parks and school property. Breaking up the Washington Park or Washington High School super blocks is not appropriate, however breaking up the larger residential blocks is a realistic possibility. Many of the residential super blocks south of Boone Boulevard are the result of dead-end streets. The dead-end streets break the street network and increase the distances between destinations in Subarea 10.

The Subarea 10 mean perimeter block length of 2,164 feet is comparable to walkable neighborhoods located along the Atlanta BeltLine. While the Subarea 10 block length equates to general connectivity and walkability, the location of several of the super blocks and rail lines makes these blocks barriers between neighborhoods. Additionally, several of the super blocks limit connectivity to the Atlanta BeltLine, area parks and public transportation. These super blocks make walking, biking and using public transportation less convenient.

Issues

- Many of the super blocks are located adjacent to the Atlanta BeltLine and limit pedestrian and bicycle access to the Atlanta BeltLine.

<p>| Table 18. Subarea 10 Super Block Summary |</p>
<table>
<thead>
<tr>
<th>BLOCK #</th>
<th>ACRES</th>
<th>PERIMETER (FEET)</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>16.6</td>
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<tr>
<td>2</td>
<td>21.9</td>
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<td>4</td>
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<td>21</td>
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<td>10,742</td>
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<td>22</td>
<td>28.6</td>
<td>5,683</td>
</tr>
<tr>
<td>23</td>
<td>15.8</td>
<td>4,267</td>
</tr>
</tbody>
</table>

<p>| Table 19. Subarea 10 Block Comparison |</p>
<table>
<thead>
<tr>
<th>PLACE</th>
<th>DIMENSIONS</th>
<th>PERIMETER*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subarea 10</td>
<td>Varies</td>
<td>2,165 ft.</td>
</tr>
<tr>
<td>Virginia Highlands</td>
<td>450' x 950'</td>
<td>2,800 ft.</td>
</tr>
<tr>
<td>Cabbagetown</td>
<td>250' x 925'</td>
<td>2,350 ft.</td>
</tr>
<tr>
<td>Midtown</td>
<td>Varies</td>
<td>1,731 ft.</td>
</tr>
<tr>
<td>New York</td>
<td>200' x 600'</td>
<td>1,600 ft.</td>
</tr>
<tr>
<td>Chicago</td>
<td>330' x 660'</td>
<td>1,980 ft.</td>
</tr>
</tbody>
</table>

*Mean perimeter

- Several of the super blocks are long and linear and act as barriers between neighborhoods.

Opportunities

- Smaller blocks can increase the convenience of walking and biking.
- Breaking up the existing super blocks with new streets can create a more dense, interconnected street grid that is in context to its urban surroundings.
- Redevelopment of super blocks can introduce new streets, breaking up super blocks and increasing connectivity.
Existing Rail and Bridge Infrastructure

Rail lines and bridges are defining features of Subarea 10. Rail lines, both currently operating and abandoned, have influenced the development pattern of the subarea. The lines have acted as barriers and connections between neighborhoods. Additionally, bridges have had a similar effect, allowing rail lines and streets to cross the changing topography and natural features in Subarea 10.

In Subarea 10 currently there four rail lines, 12 bridges and 3 at-grade crossings. The four rail lines include the Atlanta BeltLine, which is no longer in use, the CSX rail line that is still in active use, and two MARTA rail lines that are above and below ground. The CSX rail line meanders through the subarea beginning at the western edge of the subarea and moving north towards Inman and Tilford rail yards. The three at-grade street crossings are across this rail line at Chappell Road, Boone Boulevard and Mayson Turner Road.

The Atlanta BeltLine rail line is abandoned and has been removed in several sections within the subarea. However, the Atlanta BeltLine right-of-way is still a defining feature and barrier between neighborhoods for most of its length through the subarea. Because of the topography of the area, the Atlanta BeltLine's right-of-way changes between above-grade (generally south of MLK Dr.) and below-grade (generally north of Washington Park).

There are two MARTA rail lines that run through the subarea: the Green Line and the Blue Line. Both lines enter the subarea from the east below ground and connect to the Ashby MARTA station.

West of the Ashby MARTA station the lines split, with the Green Line extending north to the Bankhead MARTA station and the Blue Line extending west to the West Lake MARTA station. The Blue Line exits from underground north of Washington Park and shifts from below grade (between Washington Park and Maddox Park) to above grade (from Maddox Park to the Bankhead MARTA station). The Green Line exits from underground west of Burbank Road and Washington Park. The Green Line continues west below-grade through the subarea.
Map 17. Existing Rail and Bridge Infrastructure

Legend
- Subarea 10
- BeltLine
- At Grade Crossing
- Bridge
- MARTA Railline
- Railroad

BeltLine Subarea 10: Boone/Hollowell
Rail and Bridge Infrastructure

Prepared by: MACTEC

ATLANTA BELTLINE MASTER PLAN • December 6, 2010
The bridges in the subarea are all associated with active or abandoned rail lines. The above grade bridges include the two bridges along Hollowell Parkway, the three bridges at Maddox Park, the bridge at MLK Jr. Drive and the bridge at Westview Drive. The below-grade bridges are at Chappell Road, Mobile Street and Boone Boulevard, as well as the bridge at Hollowell Parkway and the BeltLine.

In addition to the street bridges, there is one pedestrian bridge in Subarea 10. This bridge is part of the West Side Trail crosses over the MARTA Blue Line. It connects the trail segment along Lena Street to the on-street bicycle route along Chatham Way.

**Issues**

- The existing rail lines are impediments to pedestrian connectivity in many places within the subarea.
- The active CSX rail line has several at-grade crossings that impact vehicular traffic flow and pedestrian crossings.
- New connections across the CSX rail line will be difficult or not feasible because of its continued use as an active rail corridor.
- The Atlanta BeltLine and the MARTA rail line share right-of-way near Boone Blvd., creating a potential pinch point for both transit systems.
- The MARTA Green Line divides the existing Maddox Park from a potential park expansion area west to Pierce Ave.

**Opportunities**

- The re-design of the Atlanta BeltLine right-of-way presents several opportunities to improve pedestrian and bicycle connections across the abandoned rail line.
- Many of the bridges, such as the North Ave. bridge, are historic and cultural resources that should be preserved.
- MARTA and the Atlanta BeltLine intersect at Joseph Boone Blvd., creating one of the few places along the Atlanta BeltLine where the two connect. The intersection is a proposed location for a new MARTA transit station.
Transit Operations

Public transportation can provide an alternative transportation option to vehicles, walking or biking. Transit can be the only transportation option for those who cannot afford a private vehicle. Because many residents in the subarea do not own cars, public transportation is an important service that connects community residents to daily needs, jobs and recreational activities.

Subarea 10 is serviced by rail and bus service. Below is a summary of these services in the subarea.

MARTA Rail

Subarea 10 has two MARTA rail stations and is served by both the Green and Blue Lines. The Ashby MARTA Station is located in the middle of the subarea and is adjacent to Lowery Boulevard. Both the Green and Blue Lines service this station. The Bankhead MARTA station is at the northern edge of the subarea and is adjacent to Hollowell Parkway. The Bankhead station is only served by the Green Line, but serves as an important connection point for bus service in West and Northwest Atlanta. The Blue Line continues west from the Ashby MARTA station and connects to the West Lake and Herndon Holmes MARTA stations.

Use of both the Bankhead and Ashby MARTA stations as trip start points is low compared to other MARTA stations. The Bankhead and Ashby stations rank 33 and 30, respectively, out of 38 stations in average daily entries.

Compared to Bankhead, Ashby MARTA station typically has a higher average ridership count. This may be a result of the station being served by two MARTA rail lines or its proximity to Westside Village and the Atlanta University Center.

Table 20. Average Weekday Rail Ridership (October 2009)

<table>
<thead>
<tr>
<th>STATION</th>
<th>AVG. DAILY ENTRIES</th>
<th>RIDERSHIP RANK*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bankhead</td>
<td>2,041</td>
<td>33</td>
</tr>
<tr>
<td>Ashby</td>
<td>2,305</td>
<td>30</td>
</tr>
<tr>
<td>Five Points</td>
<td>23,752</td>
<td>1</td>
</tr>
<tr>
<td>East Lake</td>
<td>1,177</td>
<td>38</td>
</tr>
</tbody>
</table>

*Ranking is out of 38 MARTA rail stations
Source: MARTA; Atlanta BeltLine, Inc.

MARTA Bus Routes

There are 10 bus routes that serve Subarea 10 and connect to areas north, south, east and west of the subarea. Routes 3, 13, 50, 51, 52 and 53 are the primary routes that pass through the subarea. The other routes service areas at the edge of the subarea and are included to show the full range of public transportation options available in the area.

For the months analyzed, Routes 50 and 51 had the highest average weekday ridership of all the routes that service Subarea 10. Both of these routes connect to MARTA stations and service areas heavily dependent on public transportation for daily travel needs.

Table 21. Average Weekday Bus Ridership Comparison

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>APRIL 2008</th>
<th>APRIL 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1,508</td>
<td>1,437</td>
</tr>
<tr>
<td>11</td>
<td>1,497</td>
<td>1,509</td>
</tr>
<tr>
<td>13</td>
<td>1,243</td>
<td>1,076</td>
</tr>
<tr>
<td>26</td>
<td>1,117</td>
<td>994</td>
</tr>
<tr>
<td>50</td>
<td>2,821</td>
<td>3,120</td>
</tr>
<tr>
<td>51</td>
<td>2,887</td>
<td>2,905</td>
</tr>
<tr>
<td>52</td>
<td>537</td>
<td>573</td>
</tr>
<tr>
<td>53</td>
<td>735</td>
<td>735</td>
</tr>
<tr>
<td>68</td>
<td>1,102</td>
<td>1,111</td>
</tr>
<tr>
<td>99</td>
<td>1,049</td>
<td>1,086</td>
</tr>
</tbody>
</table>

Source: MARTA; Atlanta BeltLine, Inc.
Below is a summary of the bus routes serving Subarea 10, including major destinations, and a summary of the areas in Subarea 10 that the routes serve.

- **Route 3: MLK Jr. Dr.** - The route connects the Hamilton Holmes MARTA station to the Five Points MARTA station. Through the subarea, Route 3 travels along MLK Jr. Drive, serving primarily single-family neighborhoods.

- **Route 11: English Ave./Atlanta University Center** - The route connects the West End MARTA Station to the Bankhead MARTA Station. Through the subarea, Route 11 travels along Hollowell Parkway and passes through the English Avenue neighborhood. Additionally, the route serves commercial businesses along Hollowell Parkway and residential areas as it passes through the subarea.

- **Route 13: Fair St.** - The route connects the West Lake MARTA station to Downtown Atlanta. Within the subarea, Route 3 travels through the southern portion and along Westview Drive and Fair Street. The area served by this route and within Subarea 10 is predominantly single family and low density residential neighborhoods.

- **Route 26: Perry Blvd/West Highlands** - The route connects the Bankhead MARTA station to areas along Perry Boulevard and northwest Atlanta. The route only travels along the northern edge of the subarea before turning north on Marietta Boulevard. The route serves the commercial businesses along the northern edge of the subarea and connects Subarea 10 residents to areas north and west.

- **Route 50: Hollowell Pkwy.** - The route connects the Bankhead MARTA station to Atlanta Industrial Parkway. The route passes along the northern edge of the subarea and connects Subarea 10 to west Atlanta. The route serves the commercial and residential areas along the northern edge of the subarea and connects Subarea 10 residents to jobs along Fulton Industrial Boulevard and Atlanta Industrial Parkway.

- **Route 51: Simpson St./Mozley Park** - The route connects the Vine City MARTA Station to Collier Height Apartments and west Atlanta neighborhoods. Through Subarea 10, Route 51 travels along Boone Boulevard, Chappell Road and MLK Jr. Drive. Development along the route varies considerably from major commercial centers to low density residential neighborhoods.

- **Route 52: Knight Park** - The route connects the Bankhead MARTA station to the Vine City MARTA station. The route travels along the northern edge of the subarea and Hollowell Parkway, loops north around the Fulton County Jail and then travels south through the subarea and along Lowery Boulevard. Development along the route is a mix of commercial areas, industrial areas and residential areas.

- **Route 53: Grove Park** - The route connects the Ashby MARTA station to the Hamilton Holmes MARTA station. From the Ashby station, Route 53 travels along MLK Jr. Drive, Burbank Drive, Mayson Turner Road and Chappell Road. Development along the route is primarily residential, but the route does cross several commercial corridors including Boone Boulevard.

- **Route 68: Donnelly** - The route connects the Ashby MARTA station to areas south of I-20 and the Westview Cemetery area. From the Ashby MARTA station, the route travels south along Lowery Boulevard. Development along this route is a mixture of higher density commercial and residential development.

- **Route 99: North Ave./Boulevard** - The route connects the Bankhead MARTA station to several destinations east of the subarea including Coca-Cola headquarters, the North Avenue MARTA station, the Atlanta Medical Center, the MLK Center and Grady Hospital. The route travels along the northern edge of the subarea and Hollowell Parkway. Development along the route and in close proximity to the subarea is primarily commercial, but residential neighborhoods and industrial areas are also nearby.
Issues
- Many residents are dependent on public transportation to get to jobs and daily needs.
- Bus stops in several locations need improvement to make waiting for buses safe and comfortable.

Opportunities
- Access to rail stations makes Subarea 10 an attractive location for transit oriented development.
- The Bankhead and Ashby MARTA Stations are important transfer stations for bus service, making the area an attractive location for jobs and retail services.

Proposed Transportation Improvements
Several studies and plans have been conducted recently that provide specific transportation recommendations for the key streets in Subarea 10. Proposed projects include roadway improvements, sidewalk improvements, new streetscapes, new roads, intersection improvements and transit projects. The table in this section highlights the proposed projects and the associated map illustrates the general location of the projects.

Data Source and Methodology
Previous plans and studies that covered portions of the subarea were reviewed, and significant attention was paid to the Connect Atlanta Transportation Plan. Proposed transportation projects for Subarea 10 were identified and mapped. The following table identifies the project name, project type, and the study or plan that proposed each project. The majority of the projects proposed in plans or studies conducted prior to the Connect Atlanta Transportation Plan are also captured and identified in the Connect Atlanta Transportation Plan project list.
### Table 22. Proposed Transportation Improvement Projects

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>PROJECT DESCRIPTION</th>
<th>PREVIOUS PLAN</th>
<th>PROJECT ID</th>
<th>PROJECT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chappell Rd near Hollowell Pkwy and Elbridge Dr near Hollowell Pkwy</td>
<td>CAP</td>
<td>PS-PA-016, PS-PA-017</td>
<td>Pedestrian Amenity-Complete Street</td>
</tr>
<tr>
<td>2</td>
<td>MLK Road Diet (Entire Subarea)</td>
<td>RD-006</td>
<td>RD-006</td>
<td>Road Diet</td>
</tr>
<tr>
<td>3</td>
<td>North Ave Connection (Road and bridge at the BeltLine)</td>
<td>CAP, SRCRP, BMS</td>
<td>NS-006, S-20, T-25, T-26</td>
<td>New Road/Bridge Crossing</td>
</tr>
<tr>
<td>4</td>
<td>Finley St Connection</td>
<td>CAP, BMS</td>
<td>PS-NS-026, T-27</td>
<td>New Road</td>
</tr>
<tr>
<td>5</td>
<td>Beltline Frontage Connection</td>
<td>CAP</td>
<td>PS-NS-100</td>
<td>New Road</td>
</tr>
<tr>
<td>6</td>
<td>Troy St Connection</td>
<td>CAP, SRCRP</td>
<td>PS-NS-101, S-19</td>
<td>New Road</td>
</tr>
<tr>
<td>7</td>
<td>Jett St Connection</td>
<td>SRCRP</td>
<td>S-22</td>
<td>New Road</td>
</tr>
<tr>
<td>8</td>
<td>Boone @ Lowery Intersection</td>
<td>CAP, SRCRP, VCWP</td>
<td>PS-IR-004, S-10, T-33</td>
<td>Intersection Improvement</td>
</tr>
<tr>
<td>9</td>
<td>MLK @ Lowery</td>
<td>CAP</td>
<td>PA-010</td>
<td>Pedestrian Amenity-Intersection Improvement</td>
</tr>
<tr>
<td>10</td>
<td>Westview @ Langhorn Roundabout</td>
<td>CAP</td>
<td>RB-004</td>
<td>Roundabout/Intersection</td>
</tr>
<tr>
<td>11</td>
<td>Boone @ Chappell</td>
<td>SRCRP</td>
<td>S-11</td>
<td>Pedestrian Amenity-Intersection Improvement</td>
</tr>
<tr>
<td>12</td>
<td>Boone @ Mayson Turner</td>
<td>SRCRP</td>
<td>S-13</td>
<td>Pedestrian Amenity-Intersection Improvement</td>
</tr>
<tr>
<td>13</td>
<td>Lowery @ Mayson Turner</td>
<td>VCWP</td>
<td>T-17</td>
<td>Pedestrian Amenity-Intersection Improvement</td>
</tr>
<tr>
<td>14</td>
<td>Marie Ave @ Mayson Turner</td>
<td>VCWP</td>
<td>T-18</td>
<td>Pedestrian Amenity-Intersection Improvement</td>
</tr>
<tr>
<td>15</td>
<td>Lowery Bike/Ped Improvements</td>
<td>VCWP</td>
<td>T-5, T-6</td>
<td>Pedestrian Amenity-Complete Street</td>
</tr>
<tr>
<td>16</td>
<td>Temple St New Street Connection</td>
<td>SRCRP</td>
<td>S-21</td>
<td>New Street</td>
</tr>
<tr>
<td>17</td>
<td>Ashby Station Upgrades</td>
<td>VCWP</td>
<td>T-29</td>
<td>Transit</td>
</tr>
<tr>
<td>18</td>
<td>Hollowell Transit</td>
<td>CAP</td>
<td>TR-015</td>
<td>Transit</td>
</tr>
<tr>
<td>19</td>
<td>Boone Bike/Ped Improvements (Streetscape)</td>
<td>SRCRP, BMS</td>
<td>S-3, T-7</td>
<td>Pedestrian Amenity-Complete Street</td>
</tr>
<tr>
<td>n/a</td>
<td>Development added street connections</td>
<td>CAP</td>
<td>n/a</td>
<td>Development Added Street Connection</td>
</tr>
<tr>
<td>n/a</td>
<td>Bike lanes along MLK Jr. Dr, Boone Blvd and Lowery Blvd</td>
<td>CAP</td>
<td>Core Connections</td>
<td>Bike Lanes</td>
</tr>
</tbody>
</table>

CAP: Connect Atlanta Plan  
VCWP: Vine City/Washington Park LCI Study  
BMS: Bankhead MARTA Station LCI Study  
SRCRP: Simpson Road Corridor Redevelopment Plan
Urban Design and Historic Resources

This section focuses on the following:

- The community development patterns that make Subarea 10 unique;
- The historic resources that create local identity and a sense of place;
- The cultural resources that provide civic and community services to area residents; and
- The potential locations for public art.

Preservation of historic resources, enhancement and respect for historical development patterns, improvement of cultural resources and beautification of the area with public art will together create an improved quality of life for area residents and visitors alike.

Community Development Pattern

Subarea 10 was originally developed as a “first generation” suburb to the City of Atlanta. This generation of residential and commercial development took place from the 1900’s to the 1940’s. The initial development pattern of these neighborhoods and commercial nodes is still present today. Many of the original structures are still in use today. They establish the character of neighborhoods such as Bankhead, English Avenue, Grove Park, Hunter Hills, Washington Park, Mozley Park and Ashview Heights.

While preservation has been a theme of the Subarea 10 development history, so too has regeneration. Newer development from the 1950’s to the 2000’s is spread throughout the subarea. Newer development is concentrated in commercial and industrial properties along the major streets and multi-family residential near Boone Boulevard.

The map on the following page highlights these trends.

Issues

- The area has experienced limited new development compared to other areas of Atlanta.
- Many of the original structures are in need of rehabilitation.
- Some original structures are in a state of disrepair to the extent that they may need to be demolished.

Opportunities

- Neighborhoods in Subarea 10 have preserved their historic development pattern and street network.
- Many of the original residential and commercial structures are still standing today.
- Because many of the original structures are still standing, the area has retained its sense of place and local identity.
Historic Resources

Historic resources are an important part of any community. Historic resources provide connections to a community's past, establish a local identity and preserve sense of place.

In 2005 a partnership led by the City of Atlanta's Urban Design Commission, conducted a survey of historic resources along the Atlanta BeltLine. The survey identified 1,127 potentially historic buildings, structures or properties.

Within Subarea 10, several potentially historic neighborhoods, buildings and structures were identified. The table and map that follow present an updated and refined list of historic resources in the subarea. The documentation includes general location of these resources, identification of whether the resources are in the Atlanta BeltLine TAD, indication of whether the resources have the potential to be listed on local or national registers, and brief descriptions of the resources.

In addition to the resources identified in the survey, there are two historic resources in Subarea 10 that are already listed on the National Register of Historic Properties. Booker T. Washington High School has been listed since 1989 as a National Landmark, and the Washington Park neighborhood has been listed since 1989 as a National Landmark District. Listing on the National Register makes the properties eligible for federal preservation funds and also provides special local design review for projects impacting the properties.

Data Source and Methodology

The historic resources map and table present an updated list of the Atlanta BeltLine Historic Resources Survey results. The survey was conducted by the City of Atlanta's Urban Design Commission in 2005 and identifies buildings, structures or areas with potential historic significance.

As redevelopment and new investment occurs along the Atlanta BeltLine, historic resources should be assessed for their future utility as well as historic significance. This review should help identify resources worthy of preservation and rehabilitation and structures that can be replaced with new development.
Map 21. Potential Historic Resources

BeltLine Subarea 10:
HOLLOWELL/BOONE/MLK

Historic Resources

Legend

- Subarea 10
- BeltLine
- Potential Historic Building
- Potential Historic Structure
- Potential Historic Neighborhoods
  - Ashview Heights
  - Bankhead
  - Grove Park
  - Washington Park

BeltLine Subarea 10: Historic Resources

- Scale in Feet

Potential Historic Resources

- Indigenous African American Cultural Landscape
- Civil Rights Movement
- Religious Community
- Infrastructure

Potential Historic Neighborhoods

- Ashview Heights
- Bankhead
- Grove Park
- Washington Park

Prepared By:
Grice and Associates

INVENTORY AND ASSESSMENT REPORT
### Table 23. Subarea 10 Potentially Historic Buildings

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>BELTLINE SURVEY ID</th>
<th>NAME</th>
<th>LOCATION</th>
<th>CLASSIFICATION</th>
<th>PREVIOUS USE</th>
<th>IN TAD</th>
<th>NATIONAL REGISTER POTENTIAL</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1055</td>
<td>Centenary United Methodist Church</td>
<td>1029 Boone Blvd</td>
<td>Building</td>
<td>Institutional - Religious</td>
<td>N</td>
<td>Contributing - Non-residential buildings</td>
<td>Gable front, small louvered steeple, stained glass entrance, double wood doors, stylized concrete surround, running bond, dentils, addition to north, big magnolia tree, asphalt shingle roof, brick sills, no gutters</td>
</tr>
<tr>
<td>2</td>
<td>1056</td>
<td>Fire Station # 16</td>
<td>1048 Boone Blvd</td>
<td>Building</td>
<td>Institutional - Government</td>
<td>N</td>
<td>Contributing - in near future</td>
<td>Beige brick, pebbled façade on West, turquoise aluminum panels in aluminum windows on east, flat roof, raised roof in center, covered/ recessed truck bays, metal coping.</td>
</tr>
<tr>
<td>3</td>
<td>119</td>
<td>Booker T. Washington High School</td>
<td>45 Whitehouse Dr</td>
<td>Building</td>
<td>Institutional - Education</td>
<td>Yes</td>
<td>Contributing - Already listed</td>
<td>Ornate brickwork, Corinthian columns, Palladian windows, Booker T. Washington statue, large central entrance with tile work &amp; large arches. Mature oak &amp; magnolia trees</td>
</tr>
<tr>
<td>4</td>
<td>118</td>
<td>Washington Park</td>
<td>Lena St</td>
<td>Site</td>
<td>Institutional - Park</td>
<td>Yes</td>
<td>Contributing - Already listed</td>
<td>No historic structures except stone retaining walls. Ball fields, picnic pavilions. Mature trees.</td>
</tr>
<tr>
<td>5</td>
<td>251</td>
<td>Maddox Park Pool House</td>
<td>Maddox Park</td>
<td>Building</td>
<td>Institutional - Government</td>
<td>Yes</td>
<td>Contributing - Non-residential buildings/structures</td>
<td>Granite pool house, wood windows &amp; soffit, granite sills &amp; lintels, gable roof w/ gable vents, low granite wall surrounds building &amp; parking, shadow of former fountain</td>
</tr>
<tr>
<td>6</td>
<td>260</td>
<td>Georgia Oliver United Methodist Church</td>
<td>1380 Hollowell Pkwy</td>
<td>Building</td>
<td>Institutional - Religious</td>
<td>Yes</td>
<td>Contributing - Non-residential buildings/structures</td>
<td>Gable roof, rough-cut stone, raised mortar joints, stained glass on ground level, metal windows on lower level, concrete steps, stone chimney in rear.</td>
</tr>
<tr>
<td>7</td>
<td>257</td>
<td>Unknown</td>
<td>1314 Hollowell Pkwy</td>
<td>Building</td>
<td>Commercial - Service</td>
<td>Yes</td>
<td>Contributing - Non-residential buildings/structures</td>
<td>Metal coping, aluminum awnings, steel casement windows, 3 garage doors, steel pivot windows in rear, steel storage sheds, steel industrial apparatus</td>
</tr>
<tr>
<td>8</td>
<td>247</td>
<td>Unknown</td>
<td>1130 Hollowell Pkwy</td>
<td>Building</td>
<td>Commercial - Service</td>
<td>Yes</td>
<td>Contributing - Non-residential buildings/structures</td>
<td>Projected brickwork, concrete roof caps, long rectangular stepped building, stepped building to follow terrain</td>
</tr>
</tbody>
</table>

### Table 24. Subarea 10 Potentially Historic Structures

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>BELTLINE SURVEY ID</th>
<th>NAME</th>
<th>LOCATION</th>
<th>CONSTRUCTION DATE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>249</td>
<td>Maddox Park Gate</td>
<td>Hollowell Pkwy at Marietta Blvd</td>
<td>1931</td>
<td>Large arched gate, flanked by two smaller obelisks forming pedestrian entrances, tile work in center, sculptural face medallion</td>
</tr>
<tr>
<td>2</td>
<td>250</td>
<td>RR Overpass</td>
<td>North Ave at Public Works facilities</td>
<td>1900</td>
<td>Large steel bridge, all riveted, single-track</td>
</tr>
<tr>
<td>3</td>
<td>252</td>
<td>Maddox Park Gazebo</td>
<td>Hollowell &amp; Marietta Blvd</td>
<td>1931</td>
<td>Cross-plan w/ hipped roofs, exposed rafters, wood entablature and ornate wood brackets, high-relief rubble stone, center of columns have bulges, curving walls w/ granite caps, concrete steps.</td>
</tr>
<tr>
<td>4</td>
<td>253</td>
<td>Maddox Park Underpass</td>
<td>Hollowell &amp; Woods</td>
<td>1900</td>
<td>Single-track railroad, large steel riveted panels, concrete base/ retaining wall</td>
</tr>
<tr>
<td>5</td>
<td>280</td>
<td>Boone Boulevard-Bridge</td>
<td>Boone Blvd at Proctor Creek</td>
<td>1950</td>
<td>Concrete bridge over creek w/ inset panels</td>
</tr>
</tbody>
</table>
Cultural Resources

There are many cultural resources in Subarea 10 including schools, a library, churches and community service organizations. These resources provide educational services, faith-based opportunities, and other community services such as job training. Below is a summary list of prominent cultural resources in Subarea 10.

**Schools**
- Alonzo F. Herndon Elementary School
- M.A. Jones Elementary School
- Kipp-Way Academy
- Booker T. Washington High School

**Library**
- Washington Park Library

**Churches**
- Georgia Oliver Methodist Church
- Grace Temple Church
- Beltwood Church
- Lindsay Street Baptist Church
- Centenary United Methodist Church
- Emmanuel Church of God
- Kingdom Hall of Jehovah Witnesses
- St. Paul’s Church

**Community Service Organizations**
- City of Refuge
- Hope Through Divine Intervention

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The Washington Park Library along MLK Jr. Drive (just east of the BeltLine) is a cultural resource for the community.
Public Art Opportunities

Public art can do many things for a community including improving the visual character, establishing a sense of place, documenting history and providing educational opportunities. Although Subarea 10 has little public art today, the Atlanta BeltLine presents several opportunities to enhance the community.

As part of this analysis, several potential locations for public art were identified. These locations were selected based on the following criteria:

- Proximity to the Atlanta BeltLine
- Important natural features to highlight
- Historic features
- Gateways between neighborhoods or other areas adjacent to the Atlanta BeltLine
- Proximity to to important public places such as schools and parks
- Important transportation destinations or connections

The table below and map on the following page documents the public art opportunities in Subarea 10 and the potential geographic location.

Table 26. Subarea 10 Potential Public Art Opportunities

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>LOCATION</th>
<th>UNIQUE ATTRIBUTE</th>
<th>OPPORTUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hollowell Pkwy at Maddox Park</td>
<td>Adjacent to key corridor; Connection between station and park</td>
<td>Celebrate neighborhood history; Unique streetscape features</td>
</tr>
<tr>
<td>2</td>
<td>Hollowell Pkwy at Maddox Park/CSX Rail Line</td>
<td>Historic structure; Visual focal point</td>
<td>Gateway feature; Historic preservation</td>
</tr>
<tr>
<td>3</td>
<td>Hollowell Pkwy at North Ave.</td>
<td>Park entrance; Historic Structure</td>
<td>Gateway feature; Historic preservation</td>
</tr>
<tr>
<td>4</td>
<td>Maddox Park</td>
<td>Historic Significance; Park focal point</td>
<td>Celebrate local history; Recreational component</td>
</tr>
<tr>
<td>5</td>
<td>Intersection of North Ave and North Ave at Maddox Park</td>
<td>Historic structure; Visual focal point</td>
<td>Gateway feature; Historic preservation</td>
</tr>
<tr>
<td>6</td>
<td>New street adjacent to Beltline/Maddox Park between Boone Blvd. and Hollowell Pkwy</td>
<td>Historic rail corridor; Highly visible community park space</td>
<td>Celebrate industrial history</td>
</tr>
<tr>
<td>7</td>
<td>Boone Blvd. between Troy St. and Burbank Dr.</td>
<td>Historic structure; Creek crossing; Potential trail connection</td>
<td>Celebrate environmental features; Unique trail connection; Historic preservation</td>
</tr>
<tr>
<td>8</td>
<td>Boone Blvd. at intersection with Beltline/MARTA rail line</td>
<td>Potential new rail station; Community focal point</td>
<td>Create unique entry to station/new plaza or park space</td>
</tr>
<tr>
<td>9</td>
<td>Herndon Elementary School</td>
<td>Community center; Important civic destination</td>
<td>Celebrate local history; Educational component</td>
</tr>
<tr>
<td>10</td>
<td>Troy St. at Stafford St.</td>
<td>Potential new trail connection to Beltline</td>
<td>Create neighborhood gateway; Unique trail connection</td>
</tr>
<tr>
<td>11</td>
<td>Washington Park</td>
<td>Historic significance; Park focal point</td>
<td>Celebrate local history; Recreational component</td>
</tr>
<tr>
<td>12</td>
<td>Lena St. at the Beltline</td>
<td>Street and trail connection to Beltline</td>
<td>Gateway feature between neighborhoods; Unique trail connection</td>
</tr>
<tr>
<td>13</td>
<td>Booker T. Washington High School</td>
<td>Community center; Important civic destination</td>
<td>Celebrate local history; Educational component</td>
</tr>
<tr>
<td>14</td>
<td>MLK Dr. at the Beltline</td>
<td>Historic structure; Visual focal point</td>
<td>Gateway feature between neighborhoods; Historic preservation</td>
</tr>
<tr>
<td>15</td>
<td>Green Leaf Circle Park</td>
<td>Potential new park; Park focal point</td>
<td>Celebrate local history; Recreational component</td>
</tr>
<tr>
<td>16</td>
<td>Westview Dr. at the Beltline</td>
<td>Intersection of trail system, Beltline, parks and neighborhoods</td>
<td>Gateway feature between neighborhoods; Unique trail connection</td>
</tr>
</tbody>
</table>
Natural Features and Environment

Natural features and the environment are an important quality of life factor in any community. They concern water, clean air, shade or places for recreation. In an urban setting, natural features compete with built features such as buildings, streets and other public infrastructure. Additionally, some built features and urban activities can degrade the quality and function of natural areas. This section documents the following:

- Topography
- Existing tree canopy
- Water features
- Potential brownfields
- Parks

**Topography**

The terrain of Subarea 10 varies from relatively flat to very steep. The majority of the subarea has gently rolling hills and shallow changes in topography along major streets and in the majority of the neighborhoods.

The steep slopes in Subarea 10 are primarily associated with Proctor Creek and its tributaries. In particular, there are steep slopes around Maddox Park and along the Atlanta BeltLine between Washington Park and Mobile Street. The steep slopes near Maddox Park present significant development challenges, and these areas may be more appropriate for park expansion projects than development.

In addition to the steep slopes, the changes in topography create several views of the Atlanta skyline. These views are primarily in the area north of Boone Boulevard. The highest point in Subarea 10 is in Maddox Park, where views of Downtown Atlanta are prominent.

**Issues**

- Steep slopes are significant physical barriers between neighborhoods.

**Existing Tree Canopy**

Tree cover is an important feature of any community. Trees provide shade during warmer weather, help manage stormwater during rain showers, and also provide aesthetic value to a community.

Subarea 10 has a significant amount of tree cover, especially in residential areas. Based on the GIS analysis of the area, the subarea has 701 acres of tree canopy, or 55% of the total area of the subarea. The majority of single-family residential properties have heavy tree cover, and many of the residential streets also have tree cover. The areas lacking tree cover are large, non-residential properties such as school, industrial and commercial properties. Portions of parks also lack significant tree cover because of the land dedicated to ball fields.

- Steep slopes, particularly around Maddox Park, present challenges for new development.
- Some of the severe changes in topography make walking and biking a challenge.

**Opportunities**

- Several high points in the subarea provide views of Downtown Atlanta and the Atlanta skyline.
- The rolling topography provides unique vistas of natural features and developed areas.
Map 23. Slope Analysis

Legend

- Subarea 10
- BeltLine

Percent Slope

- > 50%
- 30 - 50%
- 25 - 30%
- 20 - 25%
- 15 - 20%
- 10 - 15%
- 5 - 10%
- 0 - 5%

Prepared by:

Grice and Associates

Atlanta BeltLine

INVENTORY AND ASSESSMENT REPORT
Because a majority of the tree canopy is mature trees, tree preservation should be a significant component of redevelopment projects. Where trees are removed, replacement with similar species that can grow to replace existing tree cover should be encouraged. In non-residential areas that lack tree cover and that present the opportunity to redevelop, new tree cover can be introduced through proper urban forestry and landscaping.

Issues
- The loss of tree canopy could increase stormwater impacts on properties and natural areas.
- Redevelopment could remove mature trees and significant tree canopy if tree preservation efforts are not pursued.
- The loss of mature trees could change the character of residential areas.

Opportunities
- Redevelopment of non-residential areas could plant new trees to increase tree cover and help with stormwater management.
- Streetscape enhancements that add street trees can improve the visual character and walkability of major streets.

Water Features
The water features in the subarea are Proctor Creek and its associated tributaries and floodplains. All of the creeks drain south to north through the subarea and eventually empty into the Chattahoochee River. The majority of the creeks are located north of Washington Park with one creek tributary extending to the south of the subarea along Burbank Drive.

The floodplains are generally confined to narrow areas along the creeks. However, the areas near Maddox Park and Boone Boulevard have floodplains that expand further from the creeks. Most of the floodplains are undeveloped natural areas that have significant tree cover. However, there are some buildings located within floodplains, particularly to the north and south of where Proctor Creek intersects with Boone Boulevard.

Mature trees provide significant tree cover in Subarea 10.

Proctor Creek travels south to north through the subarea, eventually emptying into the Chattahoochee River.

The urban nature of the watershed significantly impacts water quality and stream bank conditions. Impervious surfaces and insufficient stormwater controls have resulted in degraded natural flow and water quality. New development and impervious surfaces will add to this impact if sufficient stormwater management infrastructure is not installed.

The creeks also present an opportunity to connect with nature and preserve environmental features. Protecting the undisturbed natural areas around Proctor Creek and its tributaries can preserve natural features for residents to enjoy while also preserving habitat for wildlife. Creating new connections to the creek areas, in the form of trails or nature parks, can also enhance the recreation opportunities in the subarea.
Map 24. Environmental Features

Legend
- Subarea 10
- BeltLine Environmental Features
  - 100 Year Floodplain
  - Streams
  - Tree Canopy
  - Cover
  - Potential Brownfield Sites
  - Parks

Prepared By:

INVENTORY AND ASSESSMENT REPORT
Issues

- The natural flow and water quality of the creeks is impaired because of the urban development in the subarea.
- Public views and access to the creeks is limited because of most of the creeks and associated natural areas are on private property.
- New development may impact the creeks with additional stormwater and pollution.

Opportunities

- Some of the creeks and associated natural areas are preserved natural features in an otherwise urban setting.
- The land along Proctor Creek and its tributaries could be used to create a greenway and provide recreational opportunities for area residents to connect with nature.
- Conservation easements could be used to preserve the natural areas adjacent to the creeks and provide public access.
- Stormwater restoration efforts can restore Proctor Creek to a more natural state.
- Improvements to Proctor Creek can help with stormwater control and flood prevention.

Brownfield Sites

There are six identified potential brownfield sites within the subarea that account for 48 acres in total. Of the six sites, five are still identified as active and in use. Potential contamination issues identified with the sites include substance spills, dumping of hazardous materials and underground storage tanks that may be leaking hazardous materials into the ground.

All of the sites are located along historical rail rights-of-way, indicating that many of the brownfield properties are legacy industrial properties that located along rail corridors for easy access to shipping. The majority of the brownfield sites are clustered together and located adjacent to Maddox Park and between North Ave and the Atlanta BeltLine.

Because of the large size of this brownfield cluster and its location adjacent to rail right-of-way, the properties are a significant barrier between Maddox Park and surrounding residential areas. When cleaned up, these properties will present an opportunity for new residential and park redevelopment that can improve access to Maddox Park.

Data Source and Methodology

The City of Atlanta and MACTEC provided GIS data identifying potential brownfield sites. Sites were identified as part of a survey of properties that are known to be contaminated or have the potential to be contaminated because of hazardous substances, pollutants or contaminants on the sites.
Parks

Parks provide places for recreation and community gathering. In many cases, parks also serve as aesthetic amenities with natural features such as trees and fields as well as public art and pavilions.

In Subarea 10, there are a total of eleven parks that include a total of 81 acres. Of all the parks, seven are small pocket parks that are not actively used. These seven parks are located throughout the subarea and represent just 2.27 acres, or 3%, of the total park space in the subarea.

The four active parks in the subarea are Washington Park, Dean Rusk Park, Ashby Circle Playlot, and Maddox Park. Amenities associated with these parks include playgrounds, basketball courts, baseball fields, a swimming pool and picnic facilities.

In relation to the Atlanta BeltLine, Maddox Park, Washington Park and Green Leaf Circle are the most significant parks. All three parks are located along the Atlanta BeltLine right-of-way and present unique opportunities to enhance connectivity and access to recreational activities in the subarea. Maddox Park and Washington park are large parks that can be major destinations along the Atlanta BeltLine.

In addition to the existing parks, there have been several proposals to expand park space. Park expansion proposals include an expansion of Maddox Park and the redesign of Green Leaf Circle to be a more usable, active park space. The proposed expansions will be considered as part of the Subarea 10 Master Plan and incorporated where appropriate. Additionally, new park opportunities will also be identified during the development of the Master Plan to enhance recreation opportunities and preserve natural areas.

<table>
<thead>
<tr>
<th>EXISTING PARKS</th>
<th>LOCATION</th>
<th>FACILITIES</th>
<th>ACRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green Leaf Circle</td>
<td>Next to 202 Napoleon Dr.SW (off Westview Dr.)</td>
<td>Open Space</td>
<td>0.99</td>
</tr>
<tr>
<td>Washington Park</td>
<td>102 Ollie St. NW, at Lena St.</td>
<td>Playground, Ball Fields, Tennis Courts</td>
<td>20.43</td>
</tr>
<tr>
<td>Ashview Triangle</td>
<td>Westview Dr. and Agnes Jones Pl. SW</td>
<td>Open Space</td>
<td>0.11</td>
</tr>
<tr>
<td>Stafford Circle Park</td>
<td>14 Stafford St. NW near Oleander St. NW</td>
<td>Open Space</td>
<td>0.04</td>
</tr>
<tr>
<td>Dean Rusk Park</td>
<td>Sells Ave. and Lawton St. SW</td>
<td>Playground, Ball Fields</td>
<td>6.00</td>
</tr>
<tr>
<td>Charles L. Harper Memorial Park</td>
<td>Ashby St. at Mayson Turner Rd. NW</td>
<td>Open Space</td>
<td>1.10</td>
</tr>
<tr>
<td>Ashby Circle Playlot</td>
<td>Ashby Cir. off Mayson Turner Rd. NW</td>
<td>Playground</td>
<td>0.87</td>
</tr>
<tr>
<td>Maddox Park</td>
<td>1115 Bankhead Hwy. NW, at Marietta Blvd.</td>
<td>Playground, Ball Fields, Tennis Courts, Basketball, Swimming Pool</td>
<td>51.50</td>
</tr>
<tr>
<td>Stafford Street Park</td>
<td>Stafford St. SW at Jasper St.</td>
<td>Open Space</td>
<td>0.12</td>
</tr>
<tr>
<td>Fountain Drive #1</td>
<td>1114, at Morris Brown Dr. SW</td>
<td>Open Space</td>
<td>0.01</td>
</tr>
<tr>
<td>Fountain Drive #2</td>
<td>At Morris Brown Dr. SW</td>
<td>Open Space</td>
<td>0.02</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>81.19</strong></td>
</tr>
</tbody>
</table>

Source: City of Atlanta
Map 25. Parks

Proposed Park Space
Existing Parks
BeltLine

Legend
- BeltLine
- Subarea 10

Prepared By:
Grice and Associates

ATLANTA BELTLINE MASTER PLAN - December 6, 2010
Previous Plans and Studies

The following summaries are a review of previously completed planning efforts that impact Subarea 10. Plans are summarized in the following sections below:

- Atlanta BeltLine Related
- Citywide Plans
- Neighborhood Plans and Studies

Atlanta BeltLine Related

Atlanta BeltLine Redevelopment Plan (2006)

The Atlanta BeltLine Redevelopment Plan was adopted by the City of Atlanta in 2006 and established the study boundaries, presented the information required to create the TAD, established the overall vision and framework for the Atlanta BeltLine, and identified preliminary costs and projects necessary to achieve the vision.

The vision for the Atlanta BeltLine is the redevelopment of a 22-mile rail corridor that circles the urban core of Atlanta. The new development will establish an interconnected network of parks, greenspace, trails, transit and new urban development. More specifically, the vision includes:

- A connected network of beautiful parks and greenspaces.
- Trails and pedestrian-friendly streets to link existing neighborhoods previously severed by rail and industry.
- A 22-mile transit loop allowing Atlantans to make fewer auto trips.
- Alternative means of transportation among jobs, residences, and cultural attractions.
- Preservation of historic buildings and structures.

In addition to the overall framework, the Plan presents concepts for several activity centers along the Atlanta BeltLine route. When developed, these centers will be important destinations for jobs, housing, recreation and shopping.

One of the centers proposed in the Plan, the Simpson Road Activity Center, is located within Subarea 10. Located along Boone Blvd. (previously Simpson Rd.) from Temple St. to Mayson Turner Rd., the concept is for a transformed corridor with new mixed used development.

The new development will be supported by improved transit access that includes a new MARTA station and Atlanta BeltLine transit service. The location will be one of the few locations along the Atlanta BeltLine were MARTA and Atlanta BeltLine transit intersect. Additionally, connectivity in the area will be improved with new streets, trails, sidewalks and improved streetscapes.

Citywide Plans

The plans below guide citywide decision-making related to growth and development. These plans have components that address areas of Subarea 10 and put plans for Subarea 10 in context with plans for other areas of Atlanta.

Atlanta Strategic Action Plan (2008)

The Atlanta Strategic Action Plan (ASAP) is the City of Atlanta’s Comprehensive Plan. The City is required to have a comprehensive plan by state law and is also required to periodically update the plan. The most recent update was adopted in 2008.
The ASAP establishes the development goals, policies and objectives that guide decision-making related to growth and development. The most important section of the ASAP related to Subarea 10 is the Land Use section. This section sets land use and development policies for the City and includes the Future Land Use Plan that describes where development should occur and what that development should be.

In short, the Future Land Use Plan outlines a policy for Subarea 10 that includes:

- Preservation of established single-family neighborhoods.
- Conversion of industrial properties to mixed use and residential developments.
- Transformation of Hollowell Parkway, Boone Boulevard, and Lowery Boulevard from Boone Boulevard to MLK Jr. Drive into mixed-use corridors.
- Expansion of Maddox Park.
- Use of MARTA stations as catalysts for more dense, urban, and mixed use development.

For a further explanation of the Future Land Use plan and how it applies to Subarea 10, see the Land Use and Design section of this report.

**Connect Atlanta Plan (2009)**

Connect Atlanta is the City of Atlanta's first comprehensive transportation plan. Developed over two years and adopted in 2008, the plan includes several goals targeted at improving the livability of Atlanta.

These goals include:

- Promote safe and balanced transportation choices
- Promote public health and safety
- Prepare for growth
- Strive for environmental sustainability
- Maintain fiscal sustainability
- Preserve neighborhoods
- Create desirable places for all citizens

To achieve these goals, the plan outlines an ambitious work plan that includes improving public transit, expanding the bicycle network, improving pedestrian facilities, creating new streets and other projects intended to improve the function and safety of Atlanta's transportation system for all users.

Specifically related to Subarea 10, Connect Atlanta identifies several projects that can improve transportation service in the area. Projects include new roads, sidewalk improvements, new bike lanes, intersection improvements and new transit service. For a more detailed list of proposed projects, see the Transportation section of this report.

The City of Atlanta's Future Land Use map includes an expansion of Maddox Park with mixed use development surrounding the park.
Neighborhood Plans and Studies

The descriptions below summarize the community planning efforts that address portions of Subarea 10. These studies are important to incorporate into the Subarea 10 Master Plan, as they represent significant public input and consensus related to community design and development in the area.

**Vine City/Washington Park LCI Study (2009)**

Completed in 2009, the goals of the Vine City/Washington Park LCI Study are to capitalize on the area's proximity to downtown and good transit access. The vision is for a walkable and vibrant urban area with improved retail services and housing options. New development will be concentrated along the major streets and around the MARTA stations.

In relation to Subarea 10, the study covers the eastern portion of the subarea from Lowery Boulevard to the Washington Park. The vision is to utilize the Ashby MARTA Station to encourage new, mixed-use development along Lowery Boulevard from MLK Jr. Drive to Boone Boulevard. West of Lowery Boulevard, the intent is to preserve the established residential area with single-family and low-density residential development.

In addition to the recommended land use changes, several transportation enhancements are recommended including sidewalk improvements, creation of bike lanes, intersection improvements, upgrades to the Ashby MARTA station and enhanced connections to the Atlanta BeltLine. These projects are meant to support the new mixed-use development and make alternative transportation modes more convenient.

**Simpson Road Corridor Redevelopment Plan Update (2006)**

The original Simpson Road Corridor Plan was completed in 1995 and updated in 2006. The update was conducted to address the new market conditions and anticipate the new transportation initiatives impacting the area, including the Atlanta BeltLine. The plan update covers a half mile on either side of Boone Boulevard (previously Simpson Road), from Northside Drive to H.E. Holmes Drive.

The goals for the study are primarily focused on economic development and improvements to infrastructure along the corridor. Specifically, the goals include:

- The development and protection of land use patterns that allow for the rational and efficient use of properties along the corridor.
- Protect and improve the desirable image and character of the corridor and activity centers.
- Enhance the pedestrian environment by making walking safe and convenient.
- Make bicycling pleasant and safe.
- Promote a variety of transit choices.
• Improve housing quality and options.
• Create a safe environment for residents and visitors.
• Provide a range of parks and open space.

The concept for the corridor is to create a series of activity centers connected by Boone Boulevard. The activity center along the corridor associated with Subarea 10 is the Atlanta BeltLine Area Activity Center. The concept generally covers the area from Herndon Elementary School to Chappell Road. Elements of the concept include:

• Redevelopment of the area with higher density residential development.
• New commercial and retail businesses
• Improvements to the transportation network including new streets and improved sidewalks.
• Development of a new transit station at Boone Boulevard and the Atlanta BeltLine.
• Creation of new parks and open space and the expansion of Maddox Park.

**English Avenue Redevelopment Plan Update (2006)**

The English Avenue Redevelopment Plan Update covers the portion of Subarea 10 from Boone Boulevard to Hollowell Parkway and from Lowery Boulevard east. The goals for the redevelopment plan are to preserve the unique history while taking advantage of the neighborhood’s proximity to major transportation corridors and activity centers, including Midtown and Downtown.

Specific to Subarea 10, the English Avenue Redevelopment Plan concept includes the redevelopment of the Lowery Boulevard corridor into a mixed use corridor. The corridor will be anchored by mixed use development at the intersections of Boone Boulevard and Hollowell Parkway with Lowery Boulevard. Connecting these two activity centers will be low and medium density residential development along Lowery Boulevard.

Transportation recommendations include intersection improvements, streetscape projects, and sidewalk improvements. Specifically, projects include:

• Improvements for the Lowery Boulevard and Boone Boulevard intersection.
• Improvements for Lowery Boulevard and Hollowell Parkway.
• Streetscape enhancement along Lowery Boulevard from Boone Boulevard to Hollowell Parkway.
• Installation of new sidewalks along Lowery Boulevard from Boone Boulevard to Hollowell Parkway.

**Bankhead MARTA Station Transit Area LCI Study**

The Bankhead MARTA Station Transit Area LCI Study covers the majority of Subarea 10 north of Boone Boulevard. The concept and vision for the study is to utilize the Bankhead MARTA Station to:

• Make existing MARTA transit facilities more user-friendly and efficient.
• Concentrate the highest intensity development around the Bankhead MARTA station to support transit access.
• Utilize green space improvements to stabilize and revitalize neighborhoods.
• Balance the citywide need to focus mixed-use development around MARTA stations while minimizing negative impacts on existing single-family neighborhoods.
• Establish a series of pedestrian-oriented mixed use nodes that build on historic or existing commercial nodes.
The concept for the study applicable to Subarea 10 includes the expansion of Maddox Park to the west and south of the current park boundaries. The west expansion will extend to Pierce Avenue and incorporate Proctor Creek. The southern park expansion will extend south of North Avenue to the CSX rail line and convert the remaining industrial and municipal properties to park components of Maddox Park.

Along the east side of the Atlanta BeltLine, from Boone Boulevard to Hollowell Parkway, the concept includes high density and medium density residential development. The higher density development will take advantage of the proximity to parks and transit and act as a transition between the Atlanta BeltLine and single-family neighborhoods to the east.

Transportation recommendations that apply to Subarea 10 include the introduction of new streets and trails. Many of these new streets and trails are intended to make Maddox Park more accessible to the surrounding neighborhoods. Additional projects include new sidewalks, sidewalk improvements, streetscape improvements and intersection improvements.

**West Lake MARTA Station LCI Study (2006)**

Much like the Bankhead MARTA Station Study, the West Lake MARTA Station LCI Study is focused on using the West Lake station as a catalyst for new development. The vision for the area is to improve transportation choices, housing options, access to jobs and services, and improve access to parks and open space. Specifically, the plan’s vision includes:

- Improving traffic operations via intersection improvements, providing multiple routes, support for non-vehicular modes, and improved signage, rather than roadway widenings.
- Focusing mixed-use development onto major corridors and around the MARTA station as a means of accommodating growth pressures while protecting existing neighborhoods.
- Establishing walkable neighborhood centers that reflect current and desired land use patterns.
- Creating connections between multi-use trails, the MARTA station, the Atlanta BeltLine, and bus routes.

While the West Lake Study boundary only incorporates a small, southwest portion of Subarea 10, the MARTA station’s proximity to the subarea is worth noting. The concept for the portion of the study that covers Subarea 10 is to preserve the existing single-family neighborhood and maintain the network of sidewalks and trails that connect Mozley Park to the West Lake MARTA station.
Martin Luther King Jr. Drive Transportation Corridor Transportation Study (2005)

The MLK Jr. Drive corridor is an important corridor connecting downtown Atlanta to west Atlanta. From the city limits to downtown Atlanta, the corridor links 5 MARTA Stations, the Atlanta University Center, the Georgia World Congress Center, the Georgia Dome, several city parks and intersects with I-20 and I-285. Study was conducted to address the transportation needs necessary to maintain the function of the corridor and take advantage of the unique development opportunities along the street.

Specific to Subarea 10, the concept for the corridor includes maintaining the residential character of the corridor from Booker T. Washington High School to Mozley Park and encouragement of mixed-use development from the high school east towards the Historic Westside Village. The transportation recommendations include streetscape and pedestrian projects such as signalized cross walks and mid-block crossings around Booker T. Washington High School.

Donald L. Hollowell Parkway Redevelopment Plan (2003)

Along with MLK Jr. Dr. and Boone Boulevard, Hollowell Parkway is an important east-west connector linking downtown and midtown Atlanta to northwest Atlanta and I-285. Completed in 2003, the focus of the study was to look at the economic development and revitalization opportunities along the corridor. Along the corridor are several clusters of industrial businesses that provide jobs and important services, as well as residential neighborhoods.

The study covers Subarea 10 from west of the CSX railline that passes through Maddox Park west edge to the subarea boundary and from Hollowell Parkway to North Avenue. The concept for the area includes preservation of the residential areas south of Hollowell Parkway and higher intensity mixed-use development along Hollowell Parkway and adjacent to the Bankhead MARTA station.
Synthesis Maps

The Synthesis Maps provide a composite analysis of issues and opportunities related to existing conditions. The Synthesis Maps in this section address three conditions:

- Urban Design
- Public Space
- Development Opportunities

Below is a brief description of each analysis and the associated maps.

**Urban Design Analysis Map**

The Urban Design Analysis presents the physical barriers and connections within the subarea. Additionally, the analysis identifies the existing activity centers and potential new activity centers. Specifically, the map shows:

- Existing park locations
- Historic commercial centers
- Proposed new transit stations
- Existing transit stations
- Physical barriers within the subarea including rail lines and steep slopes
- Dead-end streets

**Public Space Analysis Map**

The Public Space Analysis presents the existing and proposed park space, as well as the existing and proposed infrastructure for pedestrians and bicyclists. Specifically, the map shows:

- Existing park locations
- Previously proposed park expansions or new park locations
- Gaps in the sidewalk network along major streets
- Existing bicycle infrastructure
- Proposed bicycle and trail network
- Important natural features including streams and the associated floodplain
- Potential public art opportunity locations

**Development Opportunities Analysis Map**

The Development Opportunities Analysis highlights potential development and conservation opportunities within the Atlanta BeltLine TAD. Specifically, the map shows:

- Vacant parcels as potential infill opportunities
- Residential properties as potential residential or mixed use redevelopment locations
- Industrial properties as potential industrial conversions to residential or mixed use locations
- Commercial properties as potential commercial or mixed use locations
- Potential brownfield sites in need of further investigation and potentially environmental remediation
- Areas within the floodplain as potential areas for conservation and environmental restoration
Map 26. Urban Design Analysis
Atlanta BeltLine Master Plan

SUBAREA 10
Boone/Hollowell

APPENDIX 4:
Maddox Park Master Plan
Prepared for Atlanta BeltLine, Inc.
by MACTEC Engineering and Consulting, Inc.
with Perkins + Will and Grice and Associates

Adopted by the Atlanta City Council on December 6, 2010
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INTRODUCTION

Overview

The master plan for Maddox Park is a guide and tool to be used to realize opportunities to improve the park as an asset for the surrounding community, and the city as a whole. Future improvements and expansions to greenspace and recreation facilities within Maddox Park will serve as catalysts for new development and will also provide adjacent neighborhoods safer and more convenient access.

As one of Atlanta’s historic public parks, Maddox Park has served the community for over 80 years. While the park has seen many changes within and adjacent to its boundaries, the core area of the park maintains its historic character and features. The elements of the master plan build on the historic character of the park and take advantage of its natural features, proximity to existing transit and access to the Atlanta BeltLine. The plan includes recommendations for preservation of historic features, enhancement of existing amenities, construction of new features, and expansion of the park from 52 acres to 84 acres. These improvements are designed to effectively meet the local need for greenspace and recreation.
Purpose

The Maddox Park Master Plan provides a detailed analysis and vision for the future of Maddox Park. Developed through a public planning process, these recommendations for Maddox Park are a framework for park improvements. The master plan provides a phased approach that, when implemented, achieves the vision for the future of the park that is shared by the community and the City of Atlanta.

Important information in this master plan is organized by the following sections:

- **Introduction** – Summarizes the Master Plan process and community engagement.
- **Inventory and Analysis** – Documents the park’s history, previous planning efforts, existing conditions, and opportunities for park improvements.
- **Concept Development** – Reviews alternative concepts developed during the planning process.
- **Master Plan** – Presents the vision and detailed plan for Maddox Park.
- **Implementation** – Presents the phasing options and planning-level cost estimates for park improvements.

Atlanta BeltLine Planning Context

The Maddox Park Master Plan is part of the larger Atlanta BeltLine project, a visionary transformation of the 22 mile loop of historic rail corridors around Atlanta. New parks along the Atlanta BeltLine will be surrounded by places to live, shop and work, all connected by transit, trails and transformed streets.

This park master plan is part of the Subarea 10 master planning process. It was developed during the community planning process for Subarea 10 and supports the community’s vision for the area.
Community Engagement

The Maddox Park Master Plan was the focus of several meetings during the Subarea 10 planning process. One meeting in particular, held on April 26, 2010, was devoted exclusively to Maddox Park and the evaluation of alternative concepts.

The community-identified issues and opportunities (stated below), the analysis of existing conditions, and review of previous planning efforts were used to establish the vision for Maddox Park. This list is in no particular order and presents issues and opportunities identified during the planning process that specifically apply to Maddox Park.

- Family friendly parks and up-grades are needed.
- Trails that link to a larger system would be a great community benefit.
- Maddox Park is not family friendly after work (i.e. after 5:00 p.m.).
- The City’s greenhouse at Maddox Park could be used for neighborhood beautification, local food production, etc.
- Community programs for children are needed.
- Preserving and restoring historic structures and cultural sites is important to retain community identity and character.
- Maddox Park should connect with other parks.
- Educational programming with Proctor Creek is important.
- Better uses and activities are needed for Maddox Park.
- Phasing of park improvement projects is important to ensure park success.
- The natural topography and tree canopy need to be preserved and respected.
- Truck traffic in Maddox Park is an issue.
- Passive park uses and an arboretum are potential elements of park expansion west of the MARTA line.
- Improving visibility into the park is important for safety.

- Existing “tailgating” activity should be maintained.
- New paths or roads are needed between the park and adjacent neighborhoods.
- Lighting improvements are needed for safety and security.
- Maddox Park is within easy walking distance from MARTA station, one of the few Atlanta parks that is truly accessible directly from existing rail transit.
INVENTORY AND ANALYSIS

The purpose of the inventory and analysis is to provide a detailed and comprehensive assessment of existing conditions, opportunities and constraints in the Maddox Park area. Available data, site visits and review of previous planning efforts provided the information for this analysis. Findings about the park’s current condition and context support the resulting master plan.

Park History and Context

Maddox Park is one of Atlanta’s oldest and most historic parks. The area around Maddox Park initially developed as a first generation suburb of Atlanta during the late 1800s and early 1900s. During this time period, the City of Atlanta created a municipal landfill on the property that is today Maddox Park.

As the area grew in prominence through the 1920s, several significant developments occurred in the area including the creation of Maddox Park and Washington Park as well as the construction of Booker T. Washington High School. Maddox Park’s conversion from landfill to park began in the late 1920s and was completed in 1931. This initial park development included the pool house, swimming pond (later removed and replaced with a pool) and pavilion that remain today. The original boundaries of Maddox Park extended south to Boone Boulevard and incorporated the property that Herndon Elementary School currently occupies.

Over the years, the area around Maddox Park has grown and changed. From the 1930s through the 1960s, a collection of middle class neighborhoods grew to surround the park. These neighborhoods include Grove Park, Bankhead and English Avenue. From the 1960s through the 1980s, the area began a decline, losing roughly half of its population during this time period. Today, the area continues to struggle to regain its prominence.

The park and the area around it have also been influenced by rail and industrial activity. Two prominent rail lines ran through the area: the Atlanta, Birmingham and Coastline Railroad and the Louisville and Nashville Railroad. Portions of both rail lines remain today where the Atlanta BeltLine and the active CSX rail line pass through the park.

The industrial properties that are south and east of Maddox Park are relics of the area’s access to rail service. Those that remain today include both active and abandoned industrial businesses, as well as city Public Works and Watershed Management facilities. Several of these properties, including city-owned properties, have been identified as potential brownfield sites.

Previous Planning Efforts

Though there have not been any recent park-specific planning efforts related to Maddox Park, there have been several community and city-wide planning efforts that have identified Maddox Park as an important park along the Atlanta BeltLine and in west Atlanta. The following is a summary of these planning efforts.
**Atlanta BeltLine Redevelopment Plan**

Adopted by the city in 2006, the Atlanta BeltLine Redevelopment Plan established study boundaries, presented the information required to create the Atlanta BeltLine TAD, and established the overall vision and framework for the Atlanta BeltLine. As part of the vision, new development will establish an interconnected network of parks, greenspace, trails and transit. Specifically related to Maddox Park, the plan vision recommends the following:

- Expand Maddox Park to the west and south to incorporate portions of Proctor Creek.
- Improve the street network to provide better neighborhood access to the park.
- Connect area parks using Atlanta BeltLine transit and trails.

**The BeltLine Emerald Necklace: Atlanta’s New Public Realm**

Developed in 2004 by the Trust for Public Land, the study identified thirteen “jewels” (parks) that can define the Atlanta BeltLine’s park network. Maddox Park is identified as one of the thirteen “jewels” in the report, and as one of the parks with potential to expand. The other three similar parks are Enota Park, Ardmore Park and Piedmont Park.

In the report, several steps are outlined to improve and expand the park. The analysis and recommendations include the following:

- **Create better access and visibility** – The park is currently difficult to access from adjacent neighborhoods. Also, visibility of the park from streets and adjacent development is low because of the area’s topography. The report recommends extension of North Avenue across the Atlanta BeltLine and connecting the Atlanta BeltLine trail to the park.
- **Maddox Park as catalyst for new development** - The report notes that successful expansion and improvement of the park will accelerate redevelopment in the area. New development adjacent to the Atlanta BeltLine and the park will increase activity and visibility in the park.
- **Relocate city facilities** – The report identifies the need to relocate the Public Works operations to another area of the city. The industrial nature of the facilities is not compatible with the residential and recreational nature of the park.
- **Expand the park** – Expansion of the park west to Pierce Avenue and south to the Atlanta BeltLine trail.
BeltLine and CSX rail line is recommended. This expansion will allow new recreational activities to be located in the park.

- **Improve maintenance** – The report also identified the need to improve park maintenance. Several areas of the park need restoration and general maintenance. The report notes that Maddox cannot be a great park unless proper management is part of the improvement strategy.

- **Comparison to Piedmont Park** – The report notes that Maddox Park has many of the features of Piedmont Park, but it does not afford the same level of activity, access or management. To take advantage of the natural areas, existing recreational facilities and opportunities for expansion, the park will need to be properly funded and managed.

**Project Greenspace**

Completed in 2009, Project Greenspace is Atlanta’s most recent greenspace master plan. The plan establishes a framework to improve, grow and manage the city’s system of parks, natural areas, civic spaces, greenways and trails.

The greenspace concept for the city includes a network of greenways and trails connecting parks (existing and proposed) and natural areas. Specific to the Maddox Park, the concept includes the following.

- Creation of the Proctor Creek Greenway that begins at Maddox Park and extends north to the Chattahoochee River.
- Connect near-by parks and neighborhoods to Maddox Park with multi-use trails.
- Expansion of Maddox Park to the west and south.

Project Greenspace also includes a Needs Assessment and Survey of the current system’s inventory, condition and future needs. Based on the survey, the five highest priorities for citizens of Atlanta are:

- Walking and biking trails

The Needs Assessment also created level of service standards for park facilities in Atlanta. The standards are based on the current level of service in the city, comparisons to standards in other major US cities and projected need for facilities based on population projects for the city to 2030. Based on the recommended standards for Atlanta, the need for park facilities is greatest for the following:

- Nature centers/trails
- Small neighborhood parks (2-10 acres)
- Large community parks
- Indoor fitness and exercise facilities

The Project Greenspace vision for Maddox Park includes expanding the park and linking it to other parks and greenspace with trails, transit and greenways.

- Nature centers/trails
- Small neighborhood parks (2-10 acres)
- Large community parks
- Indoor fitness and exercise facilities

The Project Greenspace vision for Maddox Park includes expanding the park and linking it to other parks and greenspace with trails, transit and greenways.
Completed in 2006, this Livable Centers Initiative (LCI) study and focuses on the area around the Bankhead MARTA station. The vision for the area includes transit-oriented mixed use development near the MARTA station and along Hollowell Parkway. Specific to Maddox Park, its recommendations include:

- Develop a Maddox Park Master Plan to guide expansion of the park and park improvements.
- Remove city Public Works facilities from Maddox Park.
- Relocate all non-park buildings and facilities from Maddox Park.
- Develop a Proctor Creek Greenway – using the floodplain and stream buffer – to connect Maddox Park to areas along Proctor Creek north and west of the park.
- Increase activity at the edges of Maddox Park with new, higher density mixed use and residential development.
- Improve access to Maddox Park with new streets, pedestrian connections, trails and transit service.

**Park Use**

Current activity in the park is a mix of social gathering and limited recreational activity. The current facilities, and their condition, limit the quality of recreational activity and also impact the level of safety (and perceived level of safety) in the park.

- **Recreation Activity** – The park facilities, in their current condition, support minimal recreation activity. Based on observation, the multi-use field is infrequently used for pick-up ball games as well as a golf practice. The basketball courts are used for informal pick-up games, most often during the large community gatherings. There are no organized sports that take place in the park. The pool is closed indefinitely due to lack of reconstruction funding.

- **Park Rhythm** - Based on observation, the park experiences the greatest level of activity after 5pm on weekdays and on the weekends. During these time periods, large gatherings typically occur in the parking areas of the historic core. During weekday mornings and afternoons, park maintenance crews and unemployed or homeless men appear to be the primary park users.

- **Social Gathering** – Maddox Park is a popular after-work and weekend destination for community gathering. Rather than taking advantage of the picnic areas, however, the large gatherings are focused within and adjacent to the parking areas in the park. Based on park visits during these gatherings, attendees are predominately male and between the ages of 18 and 64. Families and children were not observed to be a part of these gatherings.
• **City Greenhouse** – The city Parks Department uses the greenhouse in Maddox Park to grow plants for city parks and municipal buildings. It is currently fenced off and only used by Parks Department employees.

In addition to typical park uses in Maddox Park, the city uses the southeast portion of the park to house several city maintenance operations. The facilities include fleet vehicle services, water management operations, forestry and waste trucks. The heavy vehicles that travel to and from the facilities impact the adjacent neighborhoods and park.

Illegal activity in the park is also a concern, according to park users and the Atlanta Police Department. Selling drugs and other illegal activity is an issue during day and evening hours. The limited visibility and activity in the park contributes to this issue.

**Issues**

• Active rail lines pass through the park, making certain areas of the park difficult or unsafe to access.

• Families with children infrequently use Maddox Park.

• The park is rarely used during the daytime on weekdays.

• The parking habits of park visitors during large social gatherings is a safety concern where parked cars limit fire and emergency vehicle access.

• Illegal activity (real and perceived) negatively impacts safety and park use.

**Opportunities**

• Increasing development around the park can increase activity in the park during weekdays and daytime hours.

• Improvements to make the park to be more visible and accessible will increase activity in the park and the perceived level of safety.

• New recreation amenities can serve a wider demographic, especially children and families.

• Relocation of the Public Works operations will allow for park expansion and remove the noise and heavy vehicle impact on the adjacent neighborhoods.
Infrastructure

One street and one driveway enter the park, providing vehicular access. North Avenue forms the edge of the park’s southern boundary before turning north and connecting to Hollowell Parkway. Access to the multi-purpose field and Public Works is from North Avenue, as is a small amount of informal parking.

Nearer to the Bankhead MARTA station, a driveway provides vehicular access to the historic core from Hollowell Parkway. This driveway loops around the pool house and also has a spur that provides vehicular access to the greenhouse. Currently, cement bollards block vehicles from traveling the complete loop – effectively creating a dead-end driveway. Parking is adjacent to the pool house, and during large social gatherings, vehicles parallel park along the driveway loop. This is a safety hazard as it hinders fire and emergency vehicle access.

Pedestrian facilities near and within the park are minimal and in poor condition. Along North Avenue, from Chappell Road to Hollowell Parkway, there are no sidewalks. Along Hollowell Parkway, sidewalks either do not exist or are in very poor condition, though on-going road construction is expected to include new sidewalks and intersection improvements. Because of the poor conditions, pedestrian access to the park is difficult to treacherous.

Within the park, there are limited pedestrian facilities to support pedestrian circulation. The only sidewalk circulates the grass lawn immediately west of the pool. Of special note, there is no pedestrian connection across the CSX rail line that passes through the park. Park users currently walk across the active rail line, but this is not a safe option.

Two active rail lines pass through the park. Both rail lines vary in level of grade separation. The CSX rail line travels along a ridge south of Maddox Park until it intersects with North Avenue. Here, the rail line uses the historic trestle to cross high over the street. Once beyond the bridge, trains pass through Maddox Park at-grade before using a bridge to
cross Hollowell Parkway. The CSX rail line does not have a secure barrier within the park and only has a simple guardrail to block vehicles from driving over the tracks.

The MARTA Green Line (previously the Proctor Creek Line) passes through the western edge of the park, with bridges over North Avenue and Proctor Creek. It is separated from the park with a security fence to limit pedestrian crossing across the line.

Issues

- The park is disconnected from adjacent neighborhoods due to active and inactive rail lines (including the Atlanta BeltLine) and lack of street connections to the park edges.
- CSX and MARTA rail lines divide the park and make certain areas within the park difficult to get to or not accessible.
- Access to Maddox Park by sidewalk is either not available or dangerous because of the lack of sidewalks and sidewalk conditions.
- Existing infrastructure does not encourage walking within or to the park.
- The park is primarily accessible by car.
- Park access from adjacent neighborhoods is limited to Hollowell Parkway or North Avenue.

Opportunities

- New streets around Maddox Park can improve access from adjacent neighborhoods.
- New sidewalks along the park edges can improve park safety and pedestrian access.
- Current construction work on Hollowell Parkway will result in improved sidewalks and traffic signals at the park’s east entrance as well as the MARTA station entrance.
- Reorganizing parking and vehicular circulation can limit vehicular use in the park, while also providing better vehicular access to the park.
- Creating formal bicycle and pedestrian paths can improve access to different areas of the park and improve safety.
Facilities

Maddox Park has several recreation and non-recreation facilities. These include:

- Historic pool house
- Outdoor pool (closed)
- Historic pavilion
- 2 basketball courts
- 1 tennis court
- 1 multi-use field
- 1 playground
- 1 picnic pavilion
- Park maintenance building (along North Avenue between MARTA rail line and CSX rail line)
- City greenhouse
- City Public Works complex

Issues

- The pool house and pool are currently closed because of need for repair.
- The playground is in a state of disrepair and visibility to the play area is low.
- The multi-use field is separated from the core of the park by the active CSX rail line.
- There is only one multi-use field, so organized league play is limited at the park.
- The historic pavilion needs restoration work.
- The park lacks programming for kids, i.e. unique programs and activities to make the park family-friendly.
- The city Public Works facilities detract from the recreational nature and future potential of the park.
- The city Public Works operations impact the adjacent neighborhoods with noise and truck traffic.

Opportunities

- Reopening the pool can provide a seasonal recreation opportunity for kids.
- The size of the park allows for significant reprogramming to better serve the entire community.
- Park expansion to the west and south can improve recreational facilities and programming.
- Preservation of historic facilities and landscape can strengthen the community's connection to its past.
- Relocating the city Public Works operations will allow for expansion of recreational elements and create development opportunities adjacent to the park.
Natural Features

Maddox Park has many natural features not always found in urban parks, including a creek, varying natural habitat, significant mature tree canopy and steep topography. Proctor Creek, which is a tributary to the Chattahoochee River, passes through the southwest portion of the park. The creek enters Maddox Park at the intersection of North Avenue and the MARTA Blue Line, passing through a large concrete culvert underneath North Avenue before meandering west and north.

The majority of Proctor Creek in the Maddox Park area is outside the park’s current boundaries. The area immediately west of the park is within the Proctor Creek floodplain, relatively flat and covered in brush.

There is also a tributary to Proctor Creek that passes through the area, but its natural flow is limited by the Atlanta BeltLine and the city Watershed Management facilities. From site visits, it appears that the tributary is piped underneath the Atlanta BeltLine, passes through a city CSO facility, and is daylighted near the intersection of North Avenue and the North Avenue trestle bridge.

Maddox Park and the surrounding natural areas include significant tree canopy. Mature trees are located throughout the area, providing shade in passive areas of the park and habitat in natural areas.

The Maddox Park area also includes several areas with significant natural topography. Within Maddox Park’s current boundaries, the most significant topography is near the intersection of North Avenue and the CSX rail line. Here the rail line uses the North Avenue bridge to cross the steep terrain.

Other areas with steep topography include the area south of Maddox Park and between North Avenue and the CSX rail line. Here, grade changes are severe. The other area with significant relief is adjacent to Proctor Creek as it parallels North Avenue. Slopes are steep along the southern edge of the creek as it meanders west and north.

Proctor Creek passes through a concrete culvert as it crosses under North Avenue and enters Maddox Park.

Mature trees are located throughout Maddox Park, providing tree cover and shade.

The rolling topography of the area is a significant feature of the park, providing views and vantage points.
Issues

- Proctor Creek has been damaged by the surrounding urban development and needs clean-up and restoration work.
- The water quality in Proctor Creek is degraded and needs to be improved.
- Proctor Creek is not visible or accessible to the community.
- Landscape maintenance is insufficient.

Opportunities

- Expansion of the park to the west can create a greenway along Proctor Creek, making the waterway a community attraction.
- Proctor Creek stream bank restoration can contribute to pollution reduction.
- Preserving mature tree stands can protect natural habitat, preserve natural beauty in the area and provide shade for park visitors.
- The steep and varied topography in the area is a unique environmental feature that provides vistas of the community and areas for challenging natural trails.

Ownership

Property ownership in the Maddox Park area is an important consideration. Future park expansion will be dependent on targeted land acquisition.

West of the current park boundaries and extending to Pierce Avenue, the majority of the property is owned by the City of Atlanta, MARTA and Bankhead Contracting, Inc., the largest private landowner in the Maddox Park area. Other property owners include the Trust for Public Land, US Department of Housing and Urban Development (HUD) and several individual owners. City holdings in the floodplain immediately east of Proctor Creek are interspersed with privately owned lots, making development not feasible at this time. Many of these parcels have title issues or untraceable owners, so acquisition is difficult.

South of the park and between North Avenue and the CSX rail line, property is owned primarily by Bankhead Contracting, Inc. Other property owners include the City of Atlanta, Seaboard System Railroad (CSX) and an individual owner.

The single parcel located between the park’s current eastern boundary and the Atlanta BeltLine is owned by a business. However, this property is not identified as an area for park expansion.

Issues

- Land acquisition is necessary to expand the park and improve its boundaries.
- Delayed property acquisition could also delay park improvement projects.

Opportunities

- The City of Atlanta and other public entities own a significant amount of land in areas identified for park expansion.
- Property ownership is largely consolidated by three main property owners: City of Atlanta, MARTA and Bankhead Contracting, Inc.
Map 4. Property Ownership
CONCEPT DEVELOPMENT

Two alternative concepts were developed during the planning process. The alternative concepts analysis allowed the design team to test different park improvements and provide the community with options to consider.

The concepts are presented below with brief descriptions of their different elements. Based on public feedback, Concept B was the preferred option and was further refined to become the Master Plan.

Concept A

The overarching theme for Concept A was maximum expansion of the park area. The park would expand west to Pierce Avenue, south of North Avenue to the CSX rail line, and occupy the entire area currently used by the City Public Works Department.

Elements of the concept include:

- Historic park core is renovated, including reopening the pool.
- Current city Public Works complex becomes park space over time.
- Park expands west to reach Pierce Avenue and south to CSX rail line.
- Redevelopment occurs along the east side of the Atlanta BeltLine.
- New street along the eastern edge of the Atlanta BeltLine connects Boone Boulevard to North Avenue and Hollowell Parkway.
- North Avenue is extended across the Atlanta BeltLine.
- Parking lots are added at the edge of the park to limit vehicular circulation within the park, while still allowing vehicular access to the park.
- An at-grade pedestrian crossing is added to connect the historic core to the east side of the park.

- Trails and sidewalks are needed throughout the park.
- Bicycle/pedestrian connection is extended to park from Pierce Avenue.
- Pedestrian bridges are added across Proctor Creek to allow convenient access to different areas of the park.
- A trail head is located at North Avenue and the MARTA line, the origin of the Proctor Creek Greenway trail.
- Opening of the greenhouse to programs and use by community and non-profit organizations.
- Open play areas are located throughout the park.
- New playgrounds and multi-use fields are included for kids.
- New pavilions are added throughout the park to support picnics and social gatherings.
Map 6. Maddox Park Concept A
Concept B

The over-arching theme for Concept B was to balance park expansion with added development opportunities. Expansion to the south would be the same as Concept A, extending the park boundary to the CSX rail line. Different from Concept A, Concept B would expand the park west to Pierce Avenue, but the southeast corner of Pierce Avenue and Hollowell Parkway would remain private property. The eastern edge of the park would be established by a new north-south street connecting Boone Boulevard to Hollowell Parkway. The Public Works complex would be redeveloped with mixed use development and park space.

Elements of Concept B that are different than Concept A include:

- A new street that connects Boone Boulevard to Hollowell Parkway, establishing the eastern edge of park.
- Portions of the city Public Works complex are converted to park space or redeveloped with mixed use.
- A portion of the west expansion extents to Pierce Avenue.
- The property at the southeast corner of Hollowell Parkway and Pierce Avenue is reserved for private development and envisioned as a privately operated recreation facility or mixed use development.

Elements of Concept B that are similar to Concept A include:

- Historic park core is renovated, including reopening the pool.
- North Avenue is extended across the Atlanta BeltLine.
- Parking lots are located at edge of the park to limit vehicular circulation within the park, while still allowing vehicular access to the park.
- Opening of the greenhouse to programs and use by community and non-profit organizations.
- Multi-use fields located east of CSX rail line and west of MARTA line.
- An at-grade pedestrian crossing connects the historic park core to the east side of the park.
- Trials and sidewalks are added throughout the park.
- Bicycle/pedestrian connections to the park are added from Pierce Avenue.
- Pedestrian bridges across Proctor Creek are added to allow convenient access to different areas of the park.
- New pavilions are added throughout the park to support picnics and social gatherings.
- Concept for use of the area south of North Avenue as an extreme games venue to take advantage of steep topography.
- A trail head is located at North Avenue and the MARTA line, the origin of the Proctor Creek Greenway trail.
Map 8. Maddox Park Concept B
Overview

The primary theme for the Maddox Park Master Plan is a “right-sized” park that meets the needs of the community. Growing the park from 52 acres to 84 acres, the proposed expansions to the park will stitch neighborhoods to the park by removing the barriers that have long caused separation. The park expansion, coupled with new development and streets along the park edges, will also increase visibility and activity in the park, resulting in a safer environment.

Within the park, new and improved recreation facilities will expand recreation options. Historic preservation will be a major component of the improved Maddox Park, with restoration (and reopening) of the pool house, pool and pavilion.

The Maddox Park area is also rich with natural features, which stand out in the area’s urban context. The expansion of the park, combined with environmental clean-up, will allow residents to enjoy the natural features that make the area whole.

Achieving the vision for Maddox Park will take time. The master plan includes many steps, some big and some small. However, implementing the master plan with an incremental approach will allow the community to realistically achieve its goals.

This master plan incorporates the preferred elements of the alternative concepts developed during the planning process and represents the community’s desires for a better park. The recommendations for park elements and amenities respond to the public input received during the planning process, as well as the capacity of the city to operate and maintain the high quality of the park.

The sections that follow describe the primary park areas as well as the proposed park elements and amenities.

Park Areas

The vision for Maddox Park is in fact a proposal to stitch together several smaller parks. The streets, rail lines and natural topography around and within Maddox Park create physical separations between park areas. The master plan includes strategic park expansions, combined with new streets, trails and sidewalks, to connect the different parts together.

The following is a summary description of the four main park areas that collectively define the vision for Maddox Park.
Map 9. Maddox Park Master Plan
**Historic Core**

The historic core of the park is the “heart” of the park and home to its historic facilities. The goal for this area is to preserve the historic buildings, structures and landscape while improving the function of the park. This portion of the master plan represents 23 acres, or 27% of the total master plan area.

Key elements of the historic core include:

- **Historic Pool House and Pool** – Reopening the pool and pool house is a high priority. In addition to being a historic element of the park, the pool provides summer-season recreation and social benefits. At a minimum, the pool should be opened with its current configuration. However, the pool can be expanded to include areas for non-swimmers and those learning to swim. A splash pad is recommended to accommodate non-swimmers and provide a water play area for children.

- **Walking Promenade** – The driveway loop will be closed to cars and converted to a pedestrian-only walking track. The loop is approximately ¼ mile in length. The loop would function much like the driveways in Piedmont Park. Closed to all vehicles except park maintenance vehicles, the driveway loop would provide a wide path for walkers and those riding a bike or skates.

- **Greenhouse** – The greenhouse could be opened for community use and include expanded programming. Partnerships with sponsoring organizations, such as a local gardening club, horticulture societies, botanical gardens, etc. should be engaged to operate and maintain the facility. Potential activities include horticulture-focused educational programs, food production, and community gardening.

- **Picnic Areas** – New designated picnic areas will provide shelters for families and friends to gather and eat. Picnic and grilling areas are also proposed adjacent to the north parking lot. The grilling areas should be located in close proximity to the parking lot to provide convenient access.
• **Parking** – New parking areas will be located at the north and south edge of the historic core. The northern parking lot will be accessible from Hollowell Parkway where there will also be improved pedestrian access from the MARTA station due to intersection improvements. The southern parking lot will be accessible from North Avenue and provide direct access to the greenhouse. Design of the parking lots should provide proper circulation and marked spaces, as well as an increase in the number of parking spaces in the park. The location of parking lots at the edges of the park will enhance safety by improving visibility into parking areas from major streets (Hollowell Parkway and North Avenue), and improved design will make parking areas easier for police patrols. Location and design will also encourage pedestrian, rather than vehicular, access to internal park features.

• **Observation Decks and Creek Crossings** – New observation decks will provide scenic views of Proctor Creek. The pedestrian bridges will allow visitors to easily cross the creek.

• **Tennis and Basketball Courts** – The existing courts will be kept and maintained.
**West Expansion**

The primary goals of the west expansion are to incorporate Proctor Creek into the park, provide a direct connection to the park from Pierce Avenue and provide athletic fields. A large majority of the proposed expansion area is within the Proctor Creek floodplain, and it is the intent of the master plan to improve the environmental quality of this area. The total area of the west expansion is 22 acres.

The general boundaries of the west expansion are North Avenue, Pierce Avenue, Hollowell Parkway and the MARTA Green Line. Residential development along the northern edge of the North Avenue will be preserved and will not be a part of the park. Also, the property at the southeast corner of Pierce Avenue and Hollowell Parkway will be reserved for private development and will not be a part of the park. This property is envisioned to be either a private operated recreation facility, such as an indoor sports facility that compliments the park, or mixed used development.

The west expansion is also a key segment of the Proctor Creek Greenway that will extend north from Maddox Park. The vision for the Proctor Creek Greenway is a network of multi-use trails and preserved natural habitat that follows the creek until it reaches the Chattahoochee River.

Key elements of the west expansion include:

- **Stream Restoration** – As part of the Proctor Creek Greenway concept, stream bank restoration should improve the stability and water quality of the creek.

- **Multi-Use Trails** – A multi-use trail, with a trail head at the intersection of North Avenue and the MARTA Green Line, will travel adjacent to the creek. The trail should eventually extend to connect to multi-use trail projects north of Maddox Park.

- **Multi-Use Fields** – Two new multi-use soccer fields are proposed between Proctor Creek and the MARTA Green Line. The area is relatively flat suitable for multi-use fields. The fields could also be flexible in their design and used for baseball fields.

- **Parking** – Parking will be located adjacent to Hollowell Parkway and between Proctor Creek and the MARTA Green Line. The lot will serve as a parking area for the multi-use fields as well as a trail head to the Proctor Creek multi-use trail. On-street parking is envisioned along the east side of Pierce Avenue as well.

- **Pedestrian Access** – A trail head at Pierce Avenue provides direct access to the park from the neighborhoods west of the park. Pedestrian bridges will allow visitors to easily cross the creek.
South Expansion

The longer-term south expansion of Maddox Park will convert an abandoned industrial site into a neighborhood amenity. Proctor Creek passes through this area, and the opportunity exists to create an off-stream stormwater pond that can double as both a stormwater management facility and a park feature. The total area of the south expansion is 20 acres.

The south expansion will also provide direct park access to the proposed Luden Way area redevelopment. A new street will connect Mayson Turner to North Avenue, improving access to Maddox Park from the west and south.

The greatly varied topography of the south expansion area is also a unique feature. Recreation activities compatible with the unusual topographic conditions, such as nature trails or off-road cycling, could be supported in this area.

Key elements of the south expansion include:

- **Stream Restoration** – Stream restoration work is needed for this section of Proctor Creek. The natural flow of the creek has been negatively impacted by paving of the stream bank.

- **Multi-Use Trails** – Long term, a multi-use trail could follow Proctor Creek to the south – connecting the expanded Maddox Park to the proposed Boone Boulevard Greenway on the other side of the CSX rail line. Development of a tunnel under the CSX rail line would likely be needed to form this connection.

- **Pond** – A new pond east of Proctor Creek is proposed. The area is relatively flat and can serve as a stormwater management facility.

- **Nature Trails** – Walking trails that take advantage of the steep topography are proposed to extend throughout this area.
**East Expansion**

The east expansion area is a strategy to transform the eastern edge of Maddox Park from an industrial zone between the park and the Atlanta BeltLine into an active, mixed use and recreation area. To accomplish this transformation, several key projects will need to be completed, including relocation of the city Public Works complex and construction of new streets.

The proposed street extensions in this area will create the foundation for redevelopment. North Avenue will be extended across the Atlanta BeltLine, providing a direct connection to the park from the Bankhead and English Avenue neighborhoods. And from the point where the intersection and signalization project is underway, the existing street into the park from Hollowell Parkway will be realigned and extended beyond North Avenue connecting to Boone Boulevard. This new street will improve connections to the park, create a formal park edge, and allow new mixed use development to face the park, increasing visibility into the park.

The area bounded by the CSX rail line, Hollowell Parkway, the new north-south street and North Avenue will be re-programmed with an improved open play area, multi-use fields and off-leash dog park. Sidewalks will pass through this area and connect to the historic core.

The area bounded by the CSX rail line, North Avenue, the new north-south street and the Atlanta BeltLine will be devoted to passive park space and open play areas. The opportunity also exists to daylight the tributary that passes underneath the Atlanta BeltLine and the city Public Works complex.

The area east of the new north-south street will be repurposed for private, mixed use development. The redevelopment of this area, as mentioned above, will require the relocation of the city Public Works complex. Mixed use development should include ground level retail with residential units above, all with views into the park.

The proposed mixed-use development along the eastern edge of the park will provide several improvements for the park area including more activity at the park edges, better visibility into the park and more convenient access to the park. These changes will also increase the use of the park and improve safety - and the perception of safety - within the park.

The new development will also remove the Public Works operations that currently impact the park and adjacent neighborhoods. The heavy truck traffic associated with these operations will no longer impact the park or the adjacent neighborhoods. This should improve safety and the overall experience for park users by eliminating the loud noises and noxious vibrations associated with the heavy truck traffic.
Key elements of the east expansion include:

- **Open Play Areas** – The playground near the intersection of Hollowell Parkway and North Avenue will be reserved as an open play area. The majority of the new park space south of North Avenue will also be devoted to open play areas.

- **Multi-Use Field** – The existing multi-use field east of the CSX rail line will be relocated between the CSX rail line and the new north-south street.

- **Off-Leash Dog Park** – A new dog park will be located at the corner of North Avenue and the new north-south street. The dog park will be easily accessible from new development at the intersection.

- **Daylighting Stream** – The tributary that currently passes under the city Public Works complex should be day-lit to provide a natural element of the park and return the stream to a semi-natural state.

- **Parking** – One small parking lot will be located between the dog park the multi-use field. Additional on-street parking will be located along the park edge and the west side of the new north-south street.

As observed at Piedmont Park (above), a dog park will increase activity in the park and be easily accessible from development at the park edge.

Open play areas will provide a casual recreation element in the park.

On-street parking will be located along the eastern edge of the park.

New development at the park edge will increase visibility of the park.
East Expansion Alternative

In the case that the city Public Works complex cannot be relocated, an alternative development concept has been created for the east expansion area. The alternative concept includes the North Avenue street extension and proposed new north-south connector street. However, instead of using the area bounded by the CSX rail line, Hollowell Parkway, the new north-south connector street and North Avenue for park space, the parkland is repurposed for private development.

Conceptually and in development quantity, the result of this alternative would be similar to the mixed-use development proposed for the redevelopment of the city Public Works complex. This alternative can still accomplish the goal of increasing activity and visibility in the park, only with a different configuration of development and park space.

For the alternative development concept to be possible, the process would need to comply with the city’s greenspace policy of replacing every 1 acre of park lost with 1.5 acres of new park space. The alternative concept involves approximately 13 acres of existing park, so approximately 19.5 acres of park space would need to be acquired as replacement to meet the city’s greenspace policy.

As described on preceding pages, Maddox Park expansions are proposed to the south and west. The approximate total area of the south expansion is 20 acres, and the west expansion involves 22 acres. To achieve these expansions will require the acquisition of approximately 16 acres of privately owned land to the south and approximately 8 acres of privately owned land to the west. The 24 total acres needed to implement the west and south expansions of the park would satisfy the city’s greenspace policy, replacing the 13 acres of park repurposed for development with 24 acres of park land acquisition. However, it is expected that should this alternative be pursued, the acquisition of land for park expansion would need to occur prior to, or concurrent with, the disposition of the public park land for private development.
Park Elements and Amenities

The park elements and amenities listed below are a description of the features proposed for different areas of the park.

**Natural Features**

- **Proctor Creek (1)** – The creek will be restored and become an accessible natural feature.
- **Steep Topography (2)** – The steep changes in elevation provide a unique landscape for an urban park. Park elements, such as nature trails and viewing areas, should take advantage of the vistas this landscape offers.
- **Mature Tree Stands (3)** – Maddox Park has several mature tree stands that provide natural beauty and shade in the park. Existing mature trees should be preserved to the extent possible to retain these important park elements.
- **Natural Habitat (4)** – Areas adjacent to Proctor Creek and associated with the steep topography are ideal to retain as natural habitat. These areas can preserve sensitive environmental features and provide important natural habitat for plants and animals.
Passive

- **Open Fields (1)** – Several open fields currently exist in the historic core of the park. These are part of the historic landscape and should be preserved to the extent possible. Portions of the proposed expansion areas are also ideal for passive park space.

- **Observation Decks (2)** – Two observation decks will be installed overlooking Proctor Creek. They will provide unique views of the creek and surrounding natural habitat. The decks will also include interpretive signage with educational material about the visible natural features.

Gathering

- **Historic Pavilion (3)** – This historic pavilion will continue to serve as an important gathering place in the park. Located at the highest point in the area, it provides a 360-degree view of the park and to the city skyline to the southeast.

- **Central Grilling/Picnic Area (4)** – A designated picnic area will be located between the new parking lot and the pedestrian promenade in the historic core of the park. This area is easily accessible from parking and will also include grilling facilities.

- **Off-Leash Dog Park (5)** – The new dog park will be an activity center at the edge of the park and expand the range of park uses by adding an increasingly popular park amenity.
**Active**

- **Pool (1)** – The pool will be reopened.
- **Splash Pad (2)** – A new splash pad will be located adjacent to the pool.
- **Multi-Use Fields (3)** – The existing multi-use field will be relocated, and two new multi-use fields will be created as part of the west expansion. The fields can be sized for soccer but also have flexibility for other activities.
- **Basketball and Tennis Courts (4)** – The existing courts will remain.
- **Multi-Use Trails (5)** – Maddox Park will serve as the beginning of the Proctor Creek Greenway. The proposed greenway will extend north along the creek, eventually reaching the Chattahoochee River. Two trail heads will be located in the park, one off of North Avenue and one off of Hollowell Parkway. Additionally, a trail along North Avenue will connect the park to the Atlanta BeltLine trail. Long term, a multi-use trail should be a component of the south expansion area and connect Maddox Park the proposed Boone Boulevard Greenway.
Pedestrian Circulation

- **Pedestrian Promenade (1)** – The driveway that currently circles the historic core will be closed to vehicles (except Park maintenance vehicles) and converted to a pedestrian only promenade. The loop is approximately ¼ mile in length and can serve as a walking track for exercise or a place to take a casual stroll around the park – much like Piedmont Park’s pedestrian-only driveways.

- **Sidewalks** – Sidewalks will meander through the park. They will provide improved pedestrian circulation within the park and encourage pedestrian access to the park.

- **Pedestrian-Only Entrances (2)** - Several pedestrian only entrances will be located at the park edges. The entrances across from the Bankhead MARTA station are pedestrian-only.

- **Pedestrian Bridges (3)** - Several pedestrian bridges will be installed to allow park visitors to easily cross Proctor Creek.

- **At-Grade Pedestrian Rail Crossing (4)** – The new at-grade pedestrian crossing over the active CSX line will make it safer and easier to walk between the historic core and the eastern portion of the park.

Parking

- **Parking Lots (5)** – The lots are strategically located at the park edges to limit vehicular access within the park. The lots will be located off of Hollowell Parkway, North Avenue and the new north-south street. In total, approximately 150 parking spaces will be located within the park.

- **On-Street Parking (6)** – Pierce Avenue, North Avenue and the new north-south street will include on-street parking along portions of the street. The on-street parking will provide additional vehicular access to the park but also serve as a traffic calming measure along the park edges. In total, approximately 105 on-street parking spaces will be located at the edge of the park (approximately 65 along Pierce Avenue, 30 along North Avenue and 65 along the north-south street).
Structures

- **Pool House (1)** – The pool house and restrooms should be re-opened. It is also a historic building, so efforts should be made to preserve its historic features.

- **Historic Pavilion (2)** – This is one of the original structures in the park, dating back to the 1930s. It should be renovated and preserved as a park feature.

- **Greenhouse (3)** – The City greenhouse should be opened for community use. Partnerships with local organizations should be established to help maintain and operate the facility. Potential uses for the facility include food production, community gardening and kids activities.

- **Park Maintenance Building (4)** – The City building at North Avenue and the MARTA Green Line should be retained as a Maddox Park maintenance facility.

- **Restrooms (5)** – Two stand-alone restroom buildings will be located adjacent to the multi-use fields on the east and west sides of the park. These facilities will be near playgrounds or fields where organized sports activities will take place. Restrooms will also be available inside the pool house and greenhouse.

New restroom facilities will be located adjacent to the multi-use fields. The existing maintenance building should be retained for park maintenance operations.
IMPLEMENTATION

Achieving the vision for Maddox Park will take time. Some of the projects are small and can be implemented quickly and at a relatively low cost. Other projects will be greater in scope, cost, and time frame to achieve.

The Master Plan implementation schedule should be divided into short, medium and long-term projects, with a phased approach structured to take advantage of short-term opportunities while being considerate of budget and logistical constraints.

Phasing

The phase descriptions that follow are listed in chronological order. Phasing will be determined by a variety of factors including, but not limited to, available funds, transportation improvement projects, and land acquisition.

Of special note, land acquisition and the associated costs are not a part of this implementation section. Land acquisition will need to be coordinated separately prior to implementation of phases that incorporate land not currently under public ownership.

**Historic Park Core Phase**

The focus of this phase is on maintenance and improvements. No land acquisition is required for this phase. Maintenance tasks include reopening the pool and pool house, renovation of the historic pavilion and replacement and upgrades to lighting, trash cans, benches, etc. Improvement tasks include the following:

- A new parking lot,
- New drop-off area in front of pool house,
- Conversion of drive-way to bicycle/pedestrian only loop
- Construction of new pedestrian trails
- Safety barrier along CSX rail line
- Splash pad adjacent to pool
- New grilling area adjacent to parking lot

**Greenhouse, Proctor Creek and Greenway Trailhead Phase**

This phase will be an extension of the Historic Park Core phase, as well as the initial construction of the Proctor Creek Greenway. No land acquisition is required for this phase. The greenhouse should be opened for community use and pedestrian connections between the greenhouse and the historic core should be created. The parking lot adjacent to the greenhouse, with access from North Avenue, should also be constructed.

Proctor Creek Greenway projects include recreation elements and stream-focused work. The goals for these projects are to improve Proctor Creek, increase access to Maddox Park and Proctor Creek, and begin initial construction of the Proctor Creek Greenway Trail. Specific elements of the Proctor Creek Greenway work include:

- Streambank stormwater improvements, including check dam renovation and construction.
- Proctor Creek tributary restoration
- Greenway interpretive pavilion
- Observation/interpretation pavilion
- Pedestrian bridge
- Greenway trail head
- Greenway entry plaza

**West Expansion and Proctor Creek Greenway Extension**

This phase will extend the park boundaries west to incorporate a portion of Proctor Creek and connect the park to Pierce Avenue. Approximately 75% of land acquisition is completed for this phase. Goals for this phase include stream restoration, park access improvements from the Grove Park neighborhood and expansion of recreation activities. Specific elements of this phase include:

- Pedestrian boardwalk under MARTA Green line connecting historic core to greenway.
- Multi-use trails (see Subarea 10 Master Plan)
- Pedestrian trails
- Stream bank restoration
- Restroom building
(1) Historic Park Core Phase
(2) Greenhouse, Proctor Creek and Greenway Trailhead Phase
(3) West Expansion and Proctor Creek Greenway Extension Phase
(4) Maddox Park East (above North Avenue) Phase
(5) Maddox Park East (below North Avenue) Phase
(6) Maddox Park South Expansion Phase
• Multi-use fields
• Parking area with access from Hollowell Parkway
• Pedestrian-only access from Pierce Avenue
• Pedestrian bridges

**Maddox Park East (above North Avenue) Phase**

This phase will include reprogramming of existing park space and expansion of the park. Property acquisition is not necessary for this phase, but several projects will need to be completed before this phase can begin. Transportation projects that will need to be completed include extension of North Avenue across the Atlanta BeltLine and construction of new street connecting Hollowell Parkway to North Avenue. Another project that will need to be completed is the relocation of the Public Works buildings (those above of North Avenue).

Once these projects are complete, the park improvements for this phase should begin. Specific park elements of this phase include:

• Multi-use field
• Renovation of existing playground
• Restroom building
• Parking area with access from new north-south street
• Off-leash dog park
• Pedestrian trails

**Maddox Park South Expansion Phase**

This phase has the longest time-frame and will depend on property acquisition. Approximately 25% of land acquisition is completed for this phase. Additionally, many of the properties in this area have been identified as potential brownfield sites and may require remediation work before they can be used as park space.

The goals for this area are environment and recreation related. Stream bank restoration, preservation of natural areas and construction of a stormwater pond are environmental components of this phase. Recreational components of this phase include pedestrian trails, multi-use trails, and nature trails.

**Cost Estimates**

The cost estimates for the Maddox Park Master Plan represent planning-level cost estimates for implementation. The costs include park improvements and do not include costs related to design, land acquisition, transportation projects or relocation of the Public Works complex.
### Table 1. Maddox Park Opinion of Probable Construction Cost

<table>
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<tr>
<th>ITEM DESCRIPTION</th>
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<th>QUANTITY</th>
<th>UNIT COST</th>
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| **MADDOX PARK HISTORIC CORE AREA**                    |      |          |           |       |
| lighting (incl. light poles, removable bollards, wall sconces, etc.) | allowance | 1 | $50,000 | $50,000 |
| misc. park elements (benches, trash cans, etc.)       | allowance | 1 | $75,000 | $75,000 |
| parking areas                                        | per space | 50    | $1,100   | $55,000 |
| drop-off area                                        | L.S. | 1        | $75,000   | $75,000 |
| pedestrian trail (6'-8' wide concrete)               | S.F. | 50,000   | $6        | $300,000 |
| pedestrian connection to Bankhead MARTA              | allowance | 1 | $50,000 | $50,000 |
| renovated historic pavillion                          | allowance | 1 | $200,000 | $200,000 |
| renovated asphalt drive for 1/4 mile bike/ped. loop trail | L.S. | 1        | $50,000   | $50,000 |
| safety barrier                                        | L.F. | 1,100    | $55       | $60,500 |
| splash pad &/or playground                           | allowance | 1 | $150,000 | $150,000 |
| grilling area (incl. landscape strips and bbq grills) | L.S. | 1        | $100,000  | $100,000 |
| pool renovation                                       | allowance | 1 | $300,000 | $300,000 |
| pool house renovation                                 | S.F. | 5,000    | $100     | $500,000 |
| **Total**                                             |      |          |           | **$1,965,500** |

<p>| <strong>MADDOX PARK EAST (Area East of RR)</strong>                |      |          |           |       |
| lighting (incl. light poles, bollards, wall sconces, etc.) | allowance | 1 | $50,000 | $50,000 |
| misc. park elements (benches, trash cans, etc.)       | allowance | 1 | $25,000 | $25,000 |
| multiuse fields                                      | EA   | 1        | $100,000  | $100,000 |
| north/south connector (roadway, on street parking and streetscape) | 1,350 | - | - | TBD |
| off leash area                                       | L.S. | 1        | $125,000  | $125,000 |
| parking areas                                        | per space | 20    | $1,100   | $22,000 |
| pedestrian trail (6'-8' wide concrete)               | S.F. | 12,050   | $6       | $72,300 |
| playground - renovate existing (corner of hollowell and north) | L.S. | 1        | $100,000  | $100,000 |
| restroom building                                    | L.S. | 1        | $150,000  | $150,000 |
| safety barrier                                        | L.F. | 1,100    | $55      | $60,500 |
| <strong>Total</strong>                                             |      |          |           | <strong>$704,800.00</strong> |</p>
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**TOTAL (ALL AREAS ABOVE)**

**$6,915,000**

**25% CONTINGENCY FACTOR**

**$1,728,750**

**TOTAL (ALL AREAS ABOVE)**

**$8,643,750**


2. Roadway improvements (Pierce Ave. and North Ave.) and proposed new roadway corridor costs are excluded from this opinion.

3. This “Opinion of Probable Construction Costs” is made on the basis of MACTEC’s judgment as experienced and qualified professionals generally familiar with park improvement projects. Cost items and estimated quantities were determined for the Plan. Unit costs were based on pricing from product suppliers, data published in the RS Means publication “Site Work and Landscape Cost Data”, and GDOT published costs. The expected accuracy for this Opinion of Probable Construction Costs is in the range of ±25%. However, since MACTEC has no control over the cost of labor, materials, equipment, or services furnished by others, or over the construction contractor’s methods of determining prices, or over competitive bidding or market conditions, MACTEC cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from MACTEC’s prepared Opinion of Probable Construction Costs or the above stated accuracy range.

4. This Opinion of Probable Construction Cost does not include design consultation fees for items requiring additional design.


MACTEC - Planning & Design Group. Maddox Park Improvements Project # 6151-09-0433

November 24, 2010
Atlanta BeltLine Master Plan

SUBAREA 10
Boone/Hollowell

APPENDIX 5:
Proctor Creek Streambank Restoration Plan
Prepared for
Atlanta BeltLine, Inc.
by MACTEC Engineering and Consulting, Inc.
with Perkins + Will and Grice and Associates

Adopted by the Atlanta City Council on December 6, 2010
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Introduction

Proctor Creek and its tributaries present both challenges and opportunities in the Maddox Park area and other portions of Subarea 10. Associated with the Maddox Park Master Plan, the following general assessment and recommendations for Proctor Creek stream restoration address the portions of Proctor Creek which are located within the Maddox Park area (study area). The purpose of this watershed and stream bank restoration section is to link Proctor Creek and Maddox Park improvements to the overall Atlanta BeltLine initiative. Additionally, it is expected that the information and concepts presented will be useful for implementation funding pursuits.

Map 1. Proctor Creek Study Area

Proctor Creek is an important environmental feature of west Atlanta that requires restoration to improve its quality and natural function.
Findings and Key Issues from Existing Conditions Analysis

The existing conditions of Proctor Creek have been explored from the standpoint of the stream’s relationship to Maddox Park as well as its base condition as an urban stream. The following discussion is based on an on-site assessment of Proctor Creek within the Maddox Park area and also assessment of the surrounding sub-watershed.

Existing Conditions Summary

Today, the name ‘Proctor Creek’ is perhaps best recognized in association with the MARTA Green Line (formerly known as the Proctor Creek line) that extends from Ashby Station (c. 1979) to Bankhead Station (c. 1992). However, Proctor Creek actually flows for a much greater distance, starting near I-20 in the Mozley Park neighborhood area and ultimately joining the Chattahoochee River near the I-285 bridge over the Chattahoochee (north of Atlanta Industrial Parkway).

Within Subarea 10, Proctor Creek takes on a wide variety of forms. In some places, the creek and its tributaries have been completely modified with engineered concrete flumes, channels or extended culverts/pipes. In other locations, Proctor Creek maintains a very natural condition and features the pools, riffles, meanders, bars and banks that are commonly found in north Georgia streams.

The “study area” includes the portion of Proctor Creek and a tributary within the Maddox Park area. While this analysis of Proctor Creek’s existing conditions focuses on the defined study area, many components of the analysis apply more broadly to Proctor Creek within Subarea 10 and beyond.
Physical Conditions

A field observation was conducted by MACTEC to assess the physical conditions of Proctor Creek within the study area. For purposes of analysis and description, the overall study area is divided into segments. These segments include:

- (1) Hollowell Bridge to Bend;
- (2) Bend to MARTA Bridge;
- (3) MARTA Bridge to North Avenue Culvert;
- (4) South Side of North Avenue Culvert;
- (5) Open Tributary; and
- (6) Underground Tributary.

Segment 1: Hollowell Bridge to Bend

From the Hollowell Parkway bridge over Proctor Creek, the creek is oriented north-south above a bend to the east. In this segment, the creek has a wide floodplain, mostly extending to the east to reach the MARTA line. Within this floodplain area, a residential community was constructed and subsequently demolished, leaving remnants of streets, a variety of trees, and a large, level meadow area adjacent to the creek.
For approximately 600 feet along the meadow edge, the east bank of the creek is heavily grassed. The grasses and thinly distributed willow trees provide some stability to the bank, however the very sandy nature of the soil lends easily to erosion and the bank is unstable in many places. On the west bank, the slope from the creek is steeper, with less evidence of stream bank erosion. Kudzu and privet species dominate the area vegetation.

Segment 1: Picture 1

Segment 1: Picture 2

Segment 1: Picture 3

Segment 1: Picture 4

Segment 1: Picture 5

Segment 2: Bend to MARTA Bridge

Along a distance of approximately 800 feet, Proctor Creek bends from a north-south orientation to east-west orientation at the point where it passes under the MARTA bridge. In this segment, both banks of the stream are in a natural condition with heavy tree cover and relatively little streambank erosion. Inside the stream banks, there are several sand bars with small willow trees growing in some locations. The stream makes typical transitions from pools to riffles.

The south bank rises steeply from the streambed to a much higher elevation in the back yards of homes along North Avenue. This steep ridge is heavily wooded, and there is a significant amount of bedrock visible along the bank. There are isolated locations of erosion, mostly where trees have been undercut and roots are visible. There is one instance of severe scour at a point where stormwater from the area near the intersection of North Avenue and Pierce Avenue drains steeply downhill to Proctor Creek. However, for the most part, the bedrock of this ridge will limit future erosion and maintain stream bank stability.
The north side of the bank is within the broad floodplain that extends almost to Hollowell Parkway. At the stream’s edge, large sandbars transition into low-sloped rises to the meadow beyond. There are some instances of erosion, however heavy vegetation, including invasive english ivy, stabilizes the stream bank in most places. The topography of this bank presents a good opportunity for a greenway path along the creek.
**Segment 3: MARTA Bridge to North Avenue Culvert**

The deepest pool of Proctor Creek within the study area is found between the North Avenue culvert and the MARTA bridge. At this location, the stream makes a sharp turn to the west after being directed almost due north under North Avenue. While this area of the stream is heavily impacted by infrastructure and invasive species (kudzu), it is also an area that holds great potential due to its proximity to existing features/facilities in Maddox Park.

From the culvert under North Avenue, water falls into a shaded, narrow length of stream (approximately 100 feet) where large rocks have been placed on the banks to channel flow and prevent erosion. A storm drain with headwall can be seen is the eastern bank, presumably draining runoff from North Avenue. This empties into a wide pool that is over six feet deep. The pool is partially bounded by a concrete-encased pipe that forms a barrier on the east edge. On the north edge, the bank has experienced serious erosion. Kudzu is helping to stabilize the upper portion of the north bank, which has very few trees (a large sewer manhole is also found in this area indicating a sewer line underground). A shallow riffle exists between this pool and the downstream pool that is long, narrow and relatively deep (up to four feet) that extends under the MARTA bridge.
Segment 4: South Side of the North Avenue Culvert

Below the North Avenue culvert, Proctor Creek flows parallel to North Avenue for approximately 75 feet above a sharp bend from its straight run through the Bankhead Enterprises industrial area. For this entire section, the stream is heavily channelized with rocks and other materials that have been placed along the bank. In some areas, the entire bank has been paved with asphalt. Along North Avenue, the bank has been paved to deflect storm flows that strike it directly. All of the stream banks below North Avenue have been severely impacted by industrial activity and are in need of restoration.

Segment 5: Open Tributary

An unnamed tributary of Proctor Creek flows generally from the east, running parallel to North Avenue, and joins Proctor Creek in Maddox Park below the Greenhouse. Stream banks on both sides have been heavily modified with concrete, asphalt and rock filled gabions. The flow from this stream was consistently low during observations made during March, April and May of 2010.

Due to the extensive modification of the streambed, there is a pool of stagnant water approximately 150 feet long stretching from the point where the stream exits the culvert under North Avenue. Below this pool, large rocks (rip-rap) have been dumped in the streambed, effectively creating a dam. A small amount of water is able to bypass on the north edge, but for the most part the result is stagnant water. It is evident from review of aerial photography that a temporary pool can also form below the rocks when the concrete-encased pipe acts as a weir and restricts stormwater flow into Proctor Creek.
**Segment 6: Underground Tributary**

From east of the Atlanta BeltLine right-of-way to a point approximately 150 feet west of the intersection of North Avenue and the Public Works access drive, the unnamed tributary is underground in a series of culverts. At the North Avenue end, there is an old poured-in-place concrete culvert that extends under North Avenue. This culvert is visible through a fence around an open access area, where three parallel modern culverts are visible extending to the east/southeast under the Public Works complex. Signs in this area identify this as a CSO facility, and review of aerial photography suggests that very recent construction has expanded the capacity and/or function of this facility. Only a minimal flow of water was observed.

**Existing Reports and Information**

**Historic Maps**

MACTEC reviewed available historic map resources for information about the Proctor Creek area. While available historic Sanborn maps were determined to not have covered the Maddox Park area (most focused on downtown Atlanta), the historic 1926 City of Atlanta topography map does include the Maddox Park area. Though not as detailed as the corresponding portion showing the downtown Atlanta area, the 1926 map shows the general boundaries and topography of Maddox Park, as well as the location of Proctor Creek and its tributaries.

By 1926, North Avenue had been constructed to match its current location and orientation, and the Proctor Creek culvert was in place. On the north side of North Avenue, the course of Proctor Creek is shown to be generally consistent with current conditions. Interestingly, in 1926 this section also included a railroad bridge over Proctor Creek in approximately the same location that the MARTA bridge occupies today. The tributary feeding into Proctor Creek from the east is also shown to be consistent with its current condition.

This map from 1928 shows the Maddox Park area and approximate location of Proctor Creek.
When comparing 1926 to current conditions, the noticeable differences concern Proctor Creek south of North Avenue and also the tributary east towards the Atlanta BeltLine. South of North Avenue, Proctor Creek followed a meandering course, compared with the straight channel that is the current condition. It is evident that the streambanks were straightened and channelized as part of the industrial use of the property after 1926. For the section of the tributary between North Avenue and the Atlanta BeltLine, it appears that the streambank had already been channelized and straightened prior to 1926, though it was not underground.

**City of Atlanta Department of Watershed Management Reports/Plans**

Contacts with City Department of Watershed Management representatives did not reveal pertinent or recent City reports or plans for Proctor Creek, but did provide direction to an ongoing Proctor Creek water quality sampling effort. MACTEC subsequently participated in related meetings and obtained associated documents, as described in the following section.

**Other Agencies Reports/Plans/Information**

The Atlanta Regional Commission (ARC) received funding in 2009 from the Georgia Environmental Protection Division (EPD) under Section 106 of the Federal Water Pollution Control Act to prepare a Visual Field Survey for the Proctor Creek watershed. This survey was completed and documentation was issued in September, 2009. The survey addressed the entire length of Proctor Creek, from its headwaters near I-20 to its confluence with the Chattahoochee River. In summary, the survey found that there are many potential nonpoint sources of fecal coliform, including urban runoff, sanitary sewer lines, animal wastes, sediment loading from stream bank erosion and general trash. The level of overall impact of these sources is reported as “moderate.”

In addition to nonpoint source pollution factors, there are seven identified point sources within the Proctor Creek watershed. Two of these are located within Subarea 10: the Greens Ferry CSO and the Proctor/North Avenue CSO. These are both NPDES-permitted combined sewer outflows which, per the report, do not regularly discharge into Proctor Creek.

Following completion of the Visual Field Survey, ARC coordinated a water sampling effort in 2010, also funded by EPD. Sampling and analysis was completed in the fall of 2010. The Monitoring Report for Proctor Creek - Headwaters to Chattahoochee River, dated September 2010, documents results of sampling and stakeholder coordination completed to date. The findings in this report are discussed in the following sections.

**Stakeholders**

In addition to ABI, key stakeholders concerned with Proctor Creek and its tributaries include the City of Atlanta Department of Watershed Management, the West Atlanta Watershed Alliance (WAWA), the Upper Chattahoochee Riverkeeper, Park Pride, and some neighborhood entities, specifically the English Avenue/Vine City based Community Improvement Association. These entities are involved in ongoing efforts to clean area streams, plan for flood prevention, create greenspace, and restore water quality. Early in the planning process, meetings were held with WAWA, Park Pride and CIA to discuss their ongoing activities and potential connections to Atlanta BeltLine Subarea 10 planning.

**Pollutants**

Pollutants impacting Proctor Creek include visible trash/refuse within the stream banks and chemical/biological elements effecting water quality that result from the decomposition of trash/refuse, industrial/chemical spills into the creek, sewage spills into the creek, and non-point source pollution from stormwater runoff.
Visible Pollutants

Along the length of Proctor Creek stream corridor in the study area, different types of trash were observed. The location of trash in the stream tends to relate to the weight/mass of the trash item. In many cases, lighter trash such as plastic shopping bags, paper and clothing items were found out of the water along the banks or caught in tree branches, sometimes as high as ten feet above the water level. Heavier trash, including bicycles, tires and small appliance parts are found in the water or at its edges. The nature of trash in the stream is evidence of the extreme surge that Proctor Creek experiences in a heavy storm event.

Chemical/Biological Pollutants and Wildlife

Details about chemical and/or biological pollutants in Proctor Creek are provided in the Visual Field Survey and Monitoring Report from ARC and EPD. The sampling effort focused on E. coli and attempted to specifically identify contamination from human/sanitary sewer sources. In summary, high levels of E. coli were found in samples from all six monitoring locations within Subarea 10. While the report clarifies that more sampling will be required before results can be considered statistically significant, it also clearly states that the monitoring locations in Subarea 10, with readings of greater than 1,000 colony forming units per 100 milliliters (1,000 cfu/mL), are considered to be “problem areas” with the highest contaminations levels in Proctor Creek.

Despite the various pollution impacts on Proctor Creek water quality, it is evident from field observation that many aquatic species are surviving in the environment. On the day of field observation (May 14, 2010) hundreds of large (greater than 1-inch diameter) tadpoles were found in many sections of the stream. A mature frog was found under the Hollowell Parkway bridge. Many minnows and small fish of undetermined species were also observed, and a wide variety of birds was observed, including a family of ducks swimming in the stream.
Description and Representation of Preferred Concepts and Rationale

A variety of recommendations for Proctor Creek stream bank restoration are appropriate due to the varied conditions within the study area. Along the entire stream corridor, clean-up activities are needed to remove trash and debris from the stream bed, banks and overhanging trees. An ongoing program for clean-up will be required, as it should be anticipated that future storm events will carry similar debris in the creek until adequate stormwater quality measures are in place.

The following are specific concepts and recommendations for improvements and stream bank restoration in the Proctor Creek study area.

Greenway Development

A key overriding concept for the Proctor Creek stream corridor is development of a multi-purpose greenway trail. This concept is consistent with the City of Atlanta Project Greenspace plan for development of a Proctor Creek greenway extending from Maddox Park northwest to the Chattahoochee River.

Within the study area, the multi-purpose greenway trail is recommended to route from trailhead locations on North Avenue and at the Greenhouse, providing views and access to a feature area below the Greenhouse. Pedestrian bridges in this location can provide crossing opportunities, and sidewalks can improve connectivity to North Avenue and to other areas of Maddox Park.

The greenway trail is recommended to continue under the MARTA overpass and along the stream buffer boundary on the north side of Proctor Creek, then bend north and stay on the east side of Proctor Creek until reaching Hollowell Parkway. Crossing Hollowell Parkway, the greenway should continue to the planned Westside Park in accordance with the approved Subarea 9 Master Plan.

Stream Bank Restoration Methods

Stream bank restoration and stabilization methods range from costly re-engineering of stream channels and banks involving heavy equipment to less costly bioengineering solutions which are often achievable with hand tools. There are segments of Proctor Creek, south of North Avenue in particular, which will require more dramatic and costly reconstruction. Within the Maddox Park study area, however, most of the identified stream bank erosion can be addressed with one of the following four bioengineering methods, or a similar variation.

- **Brush Packing** - Packing scoured stream bank with fill and live willow branches, staked and with toe protection of stone and geotextile fabric.
- **Joint Planting** - Combined use of geotextile fabric, stone and willow stakes.
- **Live Fascine** - Linear bundles of live branches tied with twine and staked into banks, with toe protection of stone and geotextile fabric.
- **Live Cribwall** - Wooden ‘log cabin-type’ structure built into streambank and filled with rock, soil and willow cuttings.
Streabank Restoration/Stabilization Areas

Streambank Restoration/Stabilization Area A: Hollowell Bridge Area

From the Hollowell Parkway bridge south for approximately 400 feet, the west bank has been impacted with large concrete, stone and brick materials that have been dumped on the bank to prevent erosion. Recommendations to improve this artificially modified streambank with bioengineering solutions include the following:

- Selectively remove some of the concrete/stone/brick materials
- Joint Planting method, making use of remaining concrete/stone/brick materials
APPENDIX 5: PROCTOR CREEK STREAMBANK RESTORATION PLAN

Map 3. Streambank Restoration/Stabilization Areas Map

- **CONDITION:** ARTIFICIALLY MODIFIED STREAMBANK
  - **STREAMBANK STABILIZATION:** 
    - CORRECT BANK EROSION WITH BIOENGINEERING BMP'S - BRANCHPACKING, LIVE CRIBWELL, LIVE FASCINE WITH EROSION CONTROL FABRIC.

- **CONDITION:** ARTIFICIALLY MODIFIED STREAMBANK
  - **STREAMBANK STABILIZATION:** 
    - SELECTIVELY REMOVE CONSTRUCTION DEBRIS AND RESTORE/STABILIZE STREAM BANK WITH JOINT PLANTING, SOIL BIO-ENGINEERING

- **CONDITION:** ARTIFICIALLY MODIFIED STREAMBANK
  - **STREAMBANK STABILIZATION:** 
    - SELECTIVELY REMOVE CONSTRUCTION DEBRIS AND RESTORE/STABILIZE STREAM BANK WITH JOINT PLANTING, SOIL BIO-ENGINEERING, CONSTRUCTED WETLANDS AND BIO-RETENTION

- **CONDITION:** LOCAL STREAMBANK SCOUR
  - **STREAMBANK STABILIZATION:** 
    - CORRECT BANK EROSION WITH BIOENGINEERING BMP'S - BRANCHPACKING, LIVE CRIBWELL, LIVE FASCINE WITH EROSION CONTROL FABRIC.

- **CONDITION:** LOCAL STREAMBANK SCOUR
  - **STREAMBANK STABILIZATION:** 
    - JOINT PLANTING AND SOIL BIO-ENGINEERING

- **CONDITION:** LOCAL STREAMBANK SCOUR
  - **STREAMBANK STABILIZATION:** 
    - CORRECT BANK EROSION WITH BIOENGINEERING BMP'S - BRANCHPACKING, LIVE CRIBWELL, LIVE FASCINE WITH EROSION CONTROL FABRIC.
Streambank Restoration/Stabilization Area B: Meadow Edge Area

Beginning approximately 600 feet south of the Hollowell Parkway bridge, the east stream bank is heavily grassed at the edge of the meadow. The sandy nature of the soil lends easily to erosion, and the bank is eroded in many locations. Recommendations to address the local stream bank scours in this area with bioengineering solutions include the following:

- Branch Packing
- Live Cribwall
- Live Fascine with erosion control fabric

Streambank Restoration/Stabilization Area C: Bend Area

In the stream bend area there are several instances of isolated erosion along the south bank, with most severe scouring at a point where stormwater from North Avenue and Pierce Avenue drains steeply downhill to Proctor Creek. Recommendations to address the local streambank and streambed scour at this location with bioengineering solutions include the following:

- Joint Planting method with added stone and erosion control fabric for stabilization

Streambank Restoration/Stabilization Area D: Greenhouse Area

South of the Greenhouse, the largest pool in the study area has a north bank that has experienced serious erosion. Kudzu is helping to stabilize this bank, however the lack of trees limits stability. Recommendations to address the local streambank scour at this location with bioengineering solutions include the following:

- Removal of invasive species (kudzu)
- Branchpacking
- Live Cribwall
- Live Fascine with erosion control fabric

Streambank Restoration/Stabilization Area E: North Avenue Culvert Area

On the north and south sides of the Proctor Creek culvert under North Avenue, streambank conditions have been heavily modified. The stream is heavily channelized by rocks, large concrete slabs and asphalt paving. Recommendations to improve this artificially modified streambank with bioengineering solutions include the following:

- Selectively remove construction debris and/or paving
- Joint Planting method, making use of remaining concrete/stone/brick/asphalt materials

Streambank Restoration/Stabilization Area F: Open Tributary Area

The open part of the tributary feeding into Proctor Creek from the east has heavily modified streambanks (concrete, asphalt and rock filled gabions) that limit the need for improvements to stream banks. However, due to the extensive modification of the streambed, there is frequently a pool of stagnant water approximately 150 feet long stretching from the point where the stream exits the culvert under North Avenue. Recommendations to resolve the stagnant water problem and provide stormwater management improvements include the following:

- Constructed wetlands and bio-retention facilities
- Check dams
- Improve existing encased stormwater pipe at entrance to Proctor Creek to allow proper flow from tributary into Proctor Creek
**Implementation Approach and Plan**

Implementation of environmental and water quality improvements to Proctor Creek will require a sustained and broad partnership effort. Fortunately, as described in this section, many key partners have already organized to coordinate efforts and complete important analysis. There is an opportunity for Atlanta BeltLine Inc. to join and contribute to this partnership to enhance its implementation capacity.

**Estimated Development Costs and Phasing Options**

Based on the general stream bank restoration/stabilization recommendations in the previous section, preliminary budget estimates have been prepared for each of the identified areas. These estimates are based on visual survey identification of needs, with approximations of length or area to be restored, including different cost factors for different recommended restoration methods.

By area, the preliminary budget estimates are:

- **Area A** - $31,500
- **Area B** - $37,500
- **Area C** - $9,375
- **Area D** - $16,500
- **Area E** - $45,000
- **Area F** - $110,000

Options for phasing of stream bank restoration work considered here are most closely related to the Maddox Park Master Plan recommendations for the Proctor Creek greenway. However, this phasing approach should remain flexible to change, pending final results of ongoing sampling for E. coli and associated potential funding for remediation.

Based on coordination with Proctor Creek greenway development alone, the preliminary recommended phasing approach is as follows:

- **Phase 1** - Areas D and F in the Maddox Park Historic Core (near the Greenhouse)
- **Phase 2** - Areas A, B and C in the Maddox Park West Expansion
- **Phase 3** - Area E in the Maddox Park South Expansion

**Key Partnerships**

Several key partnerships are in place at present, as established by the recent ARC-coordinated Proctor Creek survey and sampling efforts. Though ARC is now limiting involvement due to lack of funding for continued work, the other partner entities have expressed the intent to continue efforts and use the findings of the sampling effort to seek additional funding. These partners include Georgia EPD, the City of Atlanta Department of Watershed Management, the West Atlanta Watershed Alliance, the Upper Chattahoochee Riverkeeper, the Community Improvement Association, and Park Pride. US EPA and other federal agencies are key potential partners to target for involvement, as they can provide additional funding and technical expertise. Atlanta BeltLine Inc. and other entities with a stake in the future of the Proctor Creek watershed can join this partnership and become involved with additional analysis, planning and phased implementation.

**Goals and Milestones for Pollutant Reduction**

The 2010 Monitoring Report for Proctor Creek - Headwaters to Chattahoochee River states clearly that the key objectives at this time are planning and implementation of water quality monitoring as well as building capacity among interested stakeholders. These objectives have been partially achieved to date as reported. They support the broad goal to restore Proctor Creek to an acceptable environmental condition by reducing pollutants and repairing damaged areas.
The Monitoring Report recommends that sampling continue with focus on “problem areas” where E. coli counts have been equal to or greater than 1,000 cfu/100mL. From one or more of the recent sampling dates, levels above this standard were found at all six monitoring locations in Subarea 10. Therefore, the initial objective of continued sampling will focus on Proctor Creek within Subarea 10, with the stated intent to complete sampling by year end 2011. Following completion of sampling, data will be statistically significant and adequate to serve as a basis for comprehensive goals and milestones.

**Opportunities for Monitoring and Evaluation**

Through the ARC-coordinated, EPD-funded sampling effort, the procedures and locations for water quality sampling on Proctor Creek have been established in such a way that they will support ongoing monitoring and evaluation. Two of the key partners, the Upper Chattahoochee Riverkeeper and the West Atlanta Watershed Alliance, are well positioned with the expertise and equipment to implement the ongoing water sampling, monitoring and evaluation program. This should take place in coordination with and under guidance of governmental agencies such as EPD, EPA and the City of Atlanta. As previously discussed, sampling should continue through 2011 in order to establish a statistically significant database. Then, as future improvements are made along the stream corridor to implement the Proctor Creek Greenway concept, ABI can coordinate with these partners to ensure the continuity of effective monitoring and evaluation.