



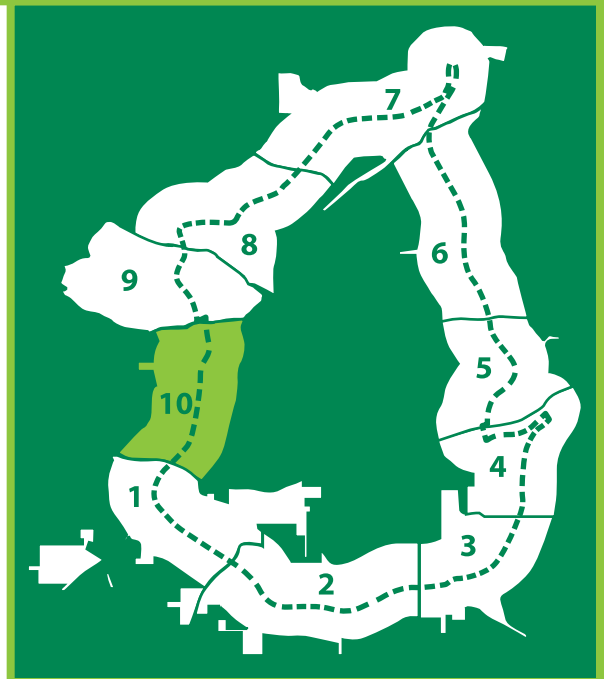
# Atlanta BeltLine Master Plan

## SUBAREA 10

### Boone/Hollowell Plan Recommendation 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





# ACKNOWLEDGEMENTS

---

The Honorable Mayor **Kasim Reed**

## ATLANTA CITY COUNCIL

**Cesar C. Mitchell**, President

**Carla Smith**, District 1

**Kwanza Hall**, District 2

**Ivory Lee Young**, District 3

**Cleta Winslow**, District 4

**Natalyn Archibong**, District 5

**Alex Wan**, District 6

**Howard Shook**, District 7

**Yolanda Adrean**, District 8

**Felicia Moore**, District 9

**C.T. Martin**, District 10

**Keisha Bottom**, District 11

**Joyce M. Sheperd**, District 12

**Michael Julian Bond**, Post 1 At Large

**Aaron Watson**, Post 2 At Large

**H. Lamar Willis**, Post 3 At Large

## ATLANTA BELTLINE, INC. BOARD OF DIRECTORS

**Elizabeth B. Chandler**, Chair of the Board

**Clara Axam**, Vice Chair of the Board

**Joseph A. Brown**, Director of Equity/Structured Finance

**LaChanda Butler**, Atlanta Board of Education District 5

**The Honorable Emma Darnell**, Fulton County Board of Commissioners District 5

**The Honorable Kasim Reed**, Mayor, City of Atlanta

**The Honorable Joyce M. Sheperd**, Atlanta City Councilmember District 12

**John Sumerhalder**, Chair of the Board, BeltLine Partnership

## SUBAREA 10 STEERING COMMITTEE

**Alecia Crumby**, MLK/Lowery Area

**Bob Jones**, Bethursday Neighborhood Development Corporation

**Christi Jackson**, NPU K Chair

**Roy Davis**, Appointed by NPU K Chair

**Wayner Crowder**, Mozley Park

**Pat Showell**, Mozley Park

**Sule Carpenter**, Washington Park

**Byron Amos**, Vine City

**Boris Hurst**, Booker T. Washington Principal

**Bernye Bradley**, NPU L Transportation Liaison

**DeMarcus Peters**, NPU L Alternative Liaison

**Stephen Causby**, English Avenue

**Gary Jones**, Historic resident, English Avenue

**Lucia Delgado**, Land Owner, Boone Boulevard

**Bruce Deel**, City of Refuge

**Glenda Cole**, Business Owner, Bankhead Enterprises

**Tony Torrence**, West Atlanta Watershed Alliance

**Tshaka Warren**, NPU K Planner

**Leslie Cannan**, NPU L Planner

**Mi-Lan Henderson**, Office of Councilmember Ivory Young



# ACKNOWLEDGEMENTS

---

## **ATLANTA BELTLINE INC. STAFF**

---

**James Alexander**, Project Manager

**Nate Conable**, Senior Project Manager

**E. Fred Yalouris**, Director of Design

**Brian M. Leary**, President and Chief Executive Officer

**Lisa Y. Gordon**, Chief Operating Officer

## **CITY OF ATLANTA STAFF**

---

**Jonathan Lewis**, Senior Project Manager

**Paul Taylor**, Director of Park Design

## **CONSULTANT TEAM**

---

### ***MACTEC Engineering and Consulting, Inc.***

**Ron Huffman**, Senior Principal Planner

**Ed Czynscon**, Principal Landscape Architect

**Lee Walton**, Project Manager

**Steve Cover**, Principal Planner

**Todd Hill**, Principal Civil Engineer

**Jon Hart**, Senior Landscape Architect

**Marty Sewell**, Senior Planner

**Paige Hatley**, Senior Planner

**Bradley Davis**, Project Planner

**Garry Caraway**, Project Landscape Architect

### ***Perkins + Will***

**David Green**, Associate Principal

**Geoffrey Boyd**, Project Manager

**Kevin Bacon**, Urban Designer

### ***Grice and Associates***

**John Funny**, Principal

**Julie Doyle**, Traffic Engineering Manager



<b>EXECUTIVE SUMMARY</b>	<b>1</b>
Study Overview .....	1
Subarea Context.....	2
Methodology and Community Input .....	3
Planning Goals.....	4
Summary: Land Use and Design Plan .....	6
Summary: Mobility Plan .....	10
Summary: Parks, Open Space Plan .....	14
<b>LAND USE &amp; DESIGN</b>	<b>19</b>
Land Use and Design Goals.....	20
Future Land Use and Circulation.....	22
Development Opportunities .....	26
Development Quantification.....	36
Economic Development Strategies.....	37
Historic Resources Strategies .....	37
Art and Culture Strategies .....	38
<b>MOBILITY</b>	<b>40</b>
Mobility Goals .....	40
Street Framework Plan.....	41
Transportation Improvements.....	44
Transportation Project Implementation.....	47
<b>PARKS &amp; OPEN SPACE</b>	<b>50</b>
Parks and Open Space Goals .....	50
Greenway Trail Improvements .....	56
Parks and Open Space Implementation.....	58
<b>PUBLIC INVOLVEMENT SUMMARY</b>	<b>60</b>
Process Description.....	60
Major Themes and Issues .....	60

**APPENDIX 1: Recommended Future Land Use Amendments**

**APPENDIX 2: Recommended Zoning Changes**

**APPENDIX 3: Inventory and Assessment Report**

**APPENDIX 4: Maddox Park Master Plan**

**APPENDIX 5: Proctor Creek Streambank Restoration Plan**



# CONTENTS

---

# EXECUTIVE SUMMARY

The recommendations of the Atlanta BeltLine Subarea 10 Master Plan in the areas of land use, mobility and parks are summarized on the following pages. Complete details and recommendations are documented in the report that follows this executive summary.

Following completion of all subarea master plans, Atlanta BeltLine, Inc. (ABI) will finalize a comprehensive implementation plan and budget for projects recommended for each subarea. The approach of using subarea-level master planning to inform a Atlanta BeltLine-wide implementation plan will ensure that outcomes are community-informed and will encourage an equitable distribution of development across all segments of the Atlanta BeltLine over time, regardless of the sequencing of subarea planning.

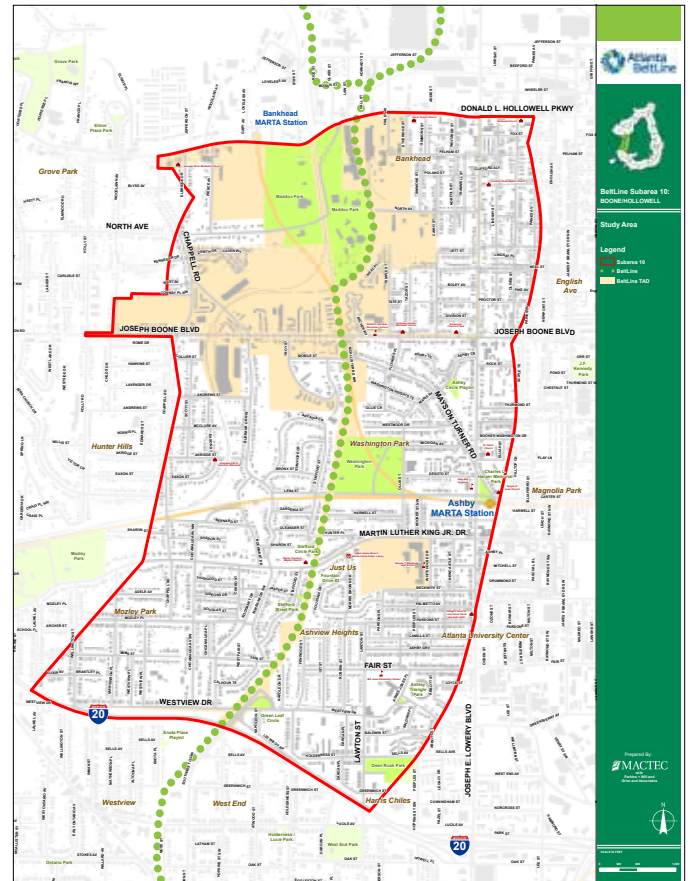
Master plans by their nature are subject to periodic review and modifications as needed to reflect changing conditions, refined neighborhood visions, new city policies, demographic or market shifts, and other factors. This plan has been developed for the year 2030 based on a variety of data, including projections of population and employment growth, economic conditions, existing infrastructure conditions, and general opportunities and constraints that exist in the subarea at this time. Accordingly, from time to time and with appropriate community and technical input, this plan may be revisited and adjusted to reflect updated data and new policies.

## Study Overview

As described in the Atlanta BeltLine Redevelopment Plan, the Atlanta BeltLine will combine greenspace, trails, transit and new development along 22 miles of historic rail segments that encircle the urban core of the city. Over 25 years, it will connect 45 neighborhoods and affect more than 100,000 people who live within one half mile of the corridor.

Due to its size and impact, the Atlanta BeltLine has been divided into ten subareas for more detailed

Map 1. Subarea 10 Overview Map



Red outlines Subarea 10, with TAD parcels in tan.

planning and evaluation. This document outlines the recommendations for Subarea 10 based on inventory and analysis of existing conditions, review of previous planning efforts in the area, and community input received during the planning process.

The Subarea 10 inventory and assessment report documents analysis of existing conditions, identifies prominent assets, describes important issues, and provides a basemap for planning. Specifically, the inventory and assessment report addresses population and housing statistics, land use and zoning, urban design, historic resources, natural resources, and environmental conditions.

Portions of Subarea 10 have been the focus of several plans that have been completed and adopted within the past ten years. These planning documents were reviewed at the outset of the Subarea 10 planning process, and many of their recommendations have been incorporated (or refined and incorporated, in some cases) into the Subarea 10 Master Plan.

Specifically, the previously adopted plans and studies of relevance to Subarea 10 include:

- Atlanta BeltLine Redevelopment Plan (2006)
- Atlanta Strategic Action Plan (2008)
- Connect Atlanta Plan (2009)
- Vine City/Washington Park LCI (2009)
- Simpson Road Corridor Redevelopment Plan Update (2006)
- English Avenue Redevelopment Plan Update (2006)
- Bankhead MARTA Station Transit Area LCI Study (2006)
- West Lake MARTA Station Transit Area LCI Study (2006)
- MLK Jr. Drive Corridor Study (2005)
- Hollowell Parkway Redevelopment Plan (2003)

## Subarea Context

Subarea 10 is located along the west side of the Atlanta BeltLine, due west of Downtown Atlanta. The subarea includes one-half mile on either side of the Atlanta BeltLine right-of-way. It is bounded by Donald L. Hollowell Parkway on the north, I-20 on the south, Joseph E. Lowery Boulevard on the east (approximately) and Chappell Road on the west (approximately). In Subarea 10, the Atlanta BeltLine generally runs north-south and makes only a slight shift in its direction along the eastern edge of Maddox Park.

Subarea 10 incorporates portions of two City Council districts, four Neighborhood Planning Units (NPU), and many neighborhoods, including:

- City Council Districts 3 and 4;
- Portions of NPU L, K, J and T; and
- Neighborhoods of 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.

In total, Subarea 10 includes 1,287 acres.

The Atlanta BeltLine Tax Allocation District (TAD) within Subarea 10 covers 375 acres, or 29% of the



Master planning for Subarea 10 builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan and other adopted plans.



Transportation infrastructure, like this CSX railroad trestle, has a significant influence on the character of Subarea 10.

subarea. In general, the TAD includes the Atlanta BeltLine right-of-way, multi-family residential, commercial, industrial, and public/institutional properties; key street corridors and parks. Single-family residential properties are excluded. Most of the TAD properties in private ownership are either multi-family apartment complexes (some occupied and some vacant) along Boone Boulevard, or older industrial facilities (including auto salvage yards) along the Atlanta BeltLine east of Maddox Park. There are also several landmark public properties within the TAD, including historic Booker T. Washington High School, Washington Park, Hershon Elementary School and Maddox Park (also home to City of Atlanta Department of Public Works and Department of Watershed Management facilities).



Major streets within the subarea include Martin Luther King Jr. Boulevard, Joseph E. Boone Boulevard, North Avenue, Mayson Turner Road, Joseph E. Lowery Boulevard, and Chappell Road. The Ashby MARTA station is located within Subarea 10, and the Bankhead MARTA station is directly adjacent on the north side of Hollowell Parkway. The Proctor Creek MARTA rail line that connects these two transit stations is located entirely within Subarea 10. There is also a CSX railroad corridor for freight transport that passes through the northern part of the subarea, crossing Maddox Park.

Another prominent geographic feature, Proctor Creek (for which the MARTA line is named) flows northward from its origin at Enota Park and passes under Hollowell Parkway, eventually reaching the Chattahoochee River. Within Subarea 10, Proctor Creek is in some location completely channelized with concrete sides, but in other locations is in a very natural state with a wide floodplain and riparian buffers.

Because the Atlanta BeltLine TAD excludes single-family residential properties in neighborhoods, the primary focus of the Subarea 10 planning process has been the general area from Boone Boulevard north to Hollowell Parkway, where the majority of TAD properties are located. Specific attention has been given to the areas within easy walking distance (approximately one-quarter mile) to proposed Atlanta BeltLine transit stations at Boone Boulevard (also a proposed MARTA infill station) and Hollowell Parkway.

## Methodology and Community Input

The concepts and recommendations included in the Subarea 10 plan were established through a structured process of analysis and community input. The process began with an inventory of existing conditions, community data and previously adopted plans relevant to Subarea 10. Analysis and findings were presented to a Planning Committee that was organized by ABI, and also to the Westside Study Group, which has been established as the ongoing public forum for Atlanta BeltLine community involvement in the Subarea 10 geography.

This forum was used repeatedly through the planning process to sequentially present progress updates, preliminary plan concepts, and recommendations for land use and urban design, mobility, and parks and open space. Specific dates for public meetings held during the planning process are listed below.



Public involvement event during Study Group meeting held at Washington High School.

**Table 1. Subarea 10 Community Meeting Schedule**

DATE	MEETING TYPE	TOPIC
January 25, 2010	Study Group	Kick-off Meeting
March 8, 2010	Planning Group	Goals and Preliminary Concept Plan
March 22, 2010	Study Group	Goals and Preliminary Concept Plans
April 26, 2010	Study Group	Revised Concepts, Maddox Park Master Plan Concept Alternatives
June 28, 2010	Study Group	Draft Plan Presentation, Draft Maddox Park Master Plan
August 6, 2010	Coordination Group Briefing	Draft Plan review
August 23, 2010	Study Group	Final Draft Plan Review
Oct./Nov. 2010	Office Hours, NPU meetings	

From the visioning process and community meetings, several issues and opportunities related to Subarea 10 were identified. Discussions ranged from topics such as public safety and job opportunities to community design, parks, transportation and housing needs.

From the earliest discussions, it was evident that recent planning studies had included recommendations to address many of the issues of concern to the community, but also that relatively few implementation actions, to date, have resulted from those recommendations.

Based on community input, there remain many areas of concern in Subarea 10, which are documented in this plan. Of these, two key areas were not adequately addressed in previous plans: transit-oriented redevelopment on Boone Boulevard, and coordinated master planning for Maddox Park and surrounding areas. Specific Subarea 10 planning efforts have focused on these issues.

The Boone Boulevard corridor has been the focus of detailed redevelopment concept studies which have resulted in a plan for an integrated MARTA/ Atlanta BeltLine transit station at Boone Boulevard, and associated mixed-use, pedestrian-oriented redevelopment with greenspace in the vicinity.

With regards to Maddox Park, whereas initially a park master plan was not anticipated as a component of Subarea 10 planning, it was added to the planning scope based on community interest, resulting in a vision for improvement to and expansion of Maddox Park in coordination with adjacent redevelopment and mobility enhancements.

## Planning Goals

The goal statements presented below were developed based on public input from Study Group and Planning Committee meetings, goals established in previously adopted plans for portions of Subarea 10, and analysis findings.



Creating retail destinations and making walking more convenient are primary goals for Subarea 10.



Mixed-use development places emphasis on accessibility from the sidewalk and locates parking behind buildings.

### **Planning Goals: Land Use and Design**

The land use and design goals and recommendations for Subarea 10 build from previous planning efforts and refine the concepts presented in the Atlanta BeltLine Redevelopment Plan.

- **Goal 1:** Preserve historic resources and encourage adaptive reuse of historic buildings.
- **Goal 2:** Create a safe environment for residents and businesses.
- **Goal 3:** Ensure a mix of quality housing options to meet the needs of all current and future residents.
- **Goal 4:** Strengthen employment and commercial centers, including viable industrial where appropriate, to promote economic development.



- **Goal 5:** Promote mixed-use development and redevelopment within the Atlanta BeltLine TAD that is active at the street level and transit oriented.
- **Goal 6:** Protect single-family neighborhoods and ensure appropriate transitions between single-family areas and new, higher intensity development.
- **Goal 7:** Improve neighborhood retail services.
- **Goal 8:** Create opportunities for public art in parks and other important public places.

**Planning Goals: Mobility**

Mobility goals and recommendations for Subarea 10 are influenced by the Atlanta BeltLine Redevelopment Plan and other previously adopted plans.

- **Goal 1:** Connect the neighborhoods and link them to key destinations by enhancing the street grid.
- **Goal 2:** Coordinate multi-modal transportation improvements with new development to make transit a more viable and accessible means of travel.
- **Goal 3:** Provide trails and pedestrian-friendly streets to improve neighborhood walkability and safety.
- **Goal 4:** Improve transportation safety along major corridors while respecting the urban context of the area.

**Planning Goals: Parks and Open Space**

The goals for parks and open spaces focus on improving access, improving recreation facilities, and improving the environment.

- **Goal 1:** Enhance opportunities for safe community gathering and youth recreation.
- **Goal 2:** Provide a connected network of well-maintained parks and green spaces.
- **Goal 3:** Preserve historic features and enhance public access to parks and green space.
- **Goal 4:** Reclaim and rehabilitate degraded environmentally sensitive areas such as streams and floodplains.
- **Goal 5:** Establish strong park edges.



Improving access to transit is a key element of the vision for Subarea 10.



Well-designed multi-use trails are needed to provide pedestrian connectivity between parks and neighborhoods.



Historic features of Maddox Park and other Subarea 10 public spaces are in need of preservation and restoration attention.



## Summary: Land Use and Design Plan

The land use and urban design concept for Subarea 10 details a vision for redevelopment of many TAD properties along Boone Boulevard and those extending north to Hollowell Parkway along the edges of Maddox Park. Transit-oriented, mixed use development is recommended at different densities, according to proximity to proposed new transit stations. And the concept recommends improved neighborhood connectivity to shopping areas, parks, multi-use trails, and transit, including community improvements south of Boone Boulevard.

The following detailed description of land use and urban design concepts is organized in terms of three areas: the Boone node, the Luden Way node and the Maddox node.

### ***Boone Node: Boone Boulevard Greenway Concept***

The Joseph E. Boone Boulevard corridor, formerly a vibrant multi-family housing environment, today suffers from high vacancy rates and disinvestment. This plan for the Boone Boulevard corridor in the vicinity of the Atlanta BeltLine envisions redevelopment of key properties into a transit-oriented and mixed use node.

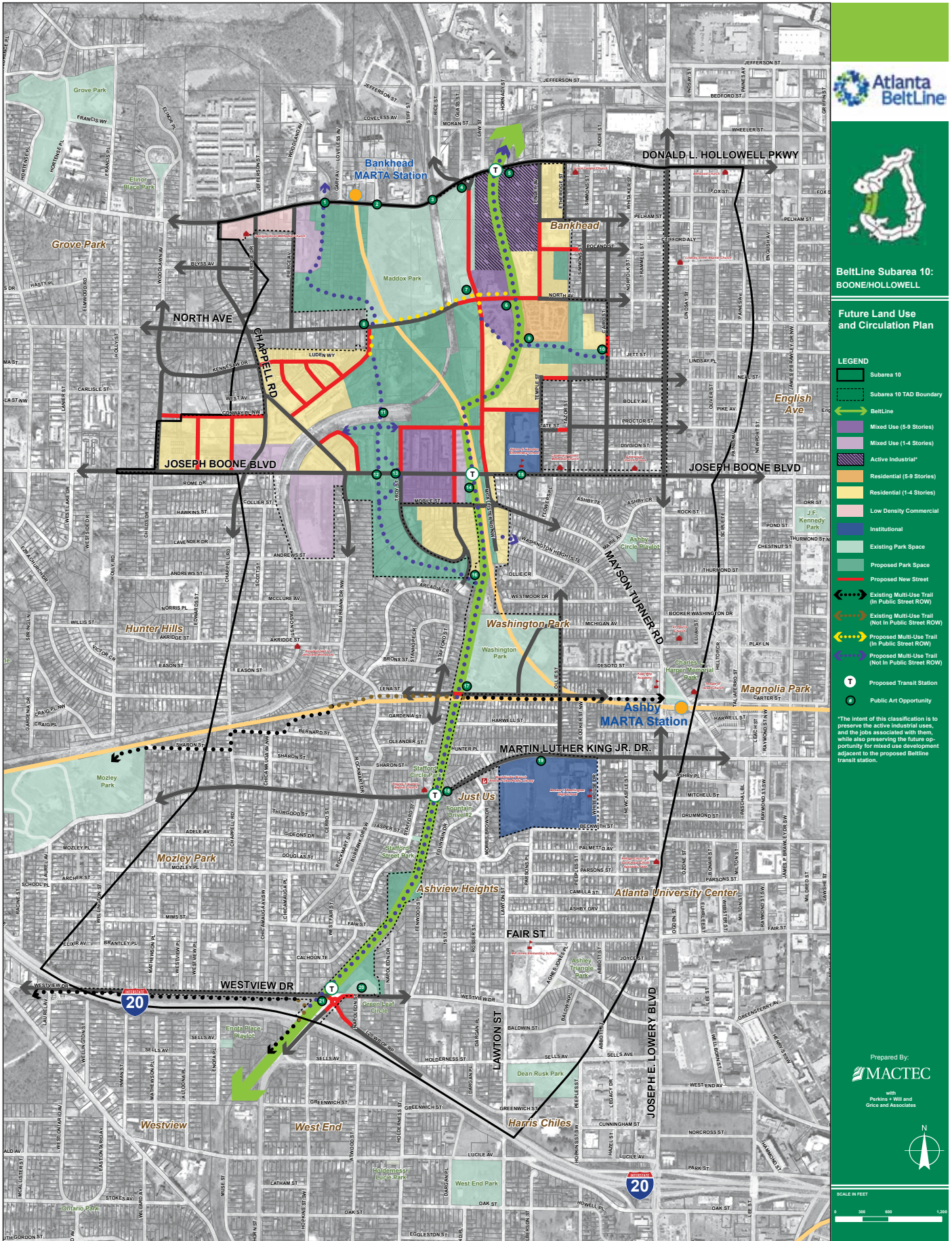
Recommendations for redevelopment include sidewalk-oriented retail, multi-family residential, new parks/greenspace, and a new MARTA/Atlanta BeltLine infill transit station. When complemented with streetscape improvements, this concept leads to the transformation of the Atlanta BeltLine segment of Boone Boulevard into a true urban avenue.



Perspective rendering of proposed redevelopment concept at Boone Boulevard and the Atlanta BeltLine.



**Map 2. Recommended Future Land Use Framework**



**BeltLine Subarea 10:  
BOONE/HOLLOWELL**

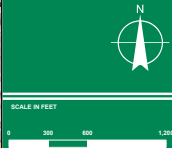
**Future Land Use  
and Circulation Plan**

- LEGEND**
- Subarea 10
  - Subarea 10 TAD Boundary
  - BeltLine
  - Mixed Use (5-9 Stories)
  - Mixed Use (1-4 Stories)
  - Active Industrial\*
  - Residential (5-9 Stories)
  - Residential (1-4 Stories)
  - Low Density Commercial
  - Institutional
  - Existing Park Space
  - Proposed Park Space
  - Proposed New Street
  - Existing Multi-Use Trail (In Public Street ROW)
  - Existing Multi-Use Trail (Not In Public Street ROW)
  - Proposed Multi-Use Trail (In Public Street ROW)
  - Proposed Multi-Use Trail (Not In Public Street ROW)
  - Proposed Transit Station
  - Public Art Opportunity

\*The intent of this classification is to preserve the active industrial uses and the jobs associated with them, while also preserving the future opportunity for mixed use development adjacent to the proposed Beltline transit station.

Prepared By:  
**MACTEC**

with  
Perkins + Will and  
Grice and Associates





In total, the concept recommendations for Boone Boulevard include 972 residential units and 60,000 square feet of new retail space. It is expected that the recommended development projects will be phased in over the 20 year planning horizon.

Short term activities include acquisition of floodplain properties for greenspace and selective renovation of existing multi-family residential properties. Mid- and long term activities (post transit) include higher density mixed-use redevelopment based on transit access.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Change properties on Boone Boulevard extending west from the Atlanta BeltLine to the Proctor Creek floodplain to mixed use in the City's future land use plan.
- Build a new infill transit station at Boone Boulevard and the Atlanta BeltLine to be served by Atlanta BeltLine and MARTA transit.
- Acquire properties within the Proctor Creek floodplain to establish a greenway extending south along Troy Street and north towards Maddox Park.
- On Boone Boulevard and west of the Proctor Creek floodplain (at the intersection of Boone Boulevard and Chappell Road), change properties to "medium density residential" and "low density mixed use" in the future land use plan.
- Support rezonings of properties along Boone Boulevard to the appropriate mixed residential (MR) or mixed residential commercial (MRC) categories based on recommended zoning changes in Appendix 2.

**Maddox Park Node: the Maddox Park Area Redevelopment Concept**

The Atlanta BeltLine corridor east of Maddox Park has a mixture of active industrial, abandoned residential, public use and vacant properties with widely variable topography and limited street connectivity. The vision for this area has been coordinated with master planning for Maddox Park im-



Example of mixed-use development with density and walkable design that works well when transit access is nearby.



This multi-family development located adjacent to a park in Atlanta is an example of redevelopment envisioned on the east edge of Maddox Park.

provements. By locating transit-oriented development adjacent to the Atlanta BeltLine and park, pedestrian accessibility will be greatly enhanced.

Recommended future uses include industrial (preserving job rich manufacturing businesses), mixed use with sidewalk-level retail, multi-family residential, and lower density residential (for transition to existing neighborhoods). A key component of this vision for the future involves the relocation of City of Atlanta Public Works and Watershed Department facilities from their current location to allow for redevelopment along the west side of the Atlanta BeltLine and formation of a new east edge to Maddox Park.

In addition to preservation of active industries, the concept recommendations for the Maddox Park node include 1,306 residential units and 35,000 square feet of new retail space. It is expected that the recommended development projects will be phased in over the planning horizon of 20 years.

Short term activities include greenway development and park expansion. Mid- and long term activities include mixed-use redevelopment along the Atlanta BeltLine corridor with trail connectivity to Atlanta BeltLine transit and Maddox Park.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Support active industrial uses at intersection of the Atlanta BeltLine and Hollowell Parkway for as long as they wish to remain, and support land use and zoning changes that allow for mixed-use redevelopment if they choose to relocate.

- Construct a new north-south connector street between Boone Boulevard and Hollowell Parkway to improve mobility and access to Maddox Park.
- Create a well defined park edge along the eastern edge of Maddox Park and provide redevelopment opportunities.
- Extend North Avenue across the Atlanta BeltLine to improve mobility and provide mixed use redevelopment opportunities.
- Relocate Public Works operations to allow for mixed use redevelopment of property between the Atlanta BeltLine and Maddox Park, creating a more defined park edge.
- East of the Atlanta BeltLine, change properties to “high density residential” and “medium density residential” classifications in the City’s future land use plan to support residential redevelopment.



Perspective rendering of proposed redevelopment concept at east edge of Maddox Park.



## Luden Way Node

Luden Way, an existing street within the Chapell Forest apartment complex, is near the center of the multi-family housing complex in the area generally bounded by North Avenue, Boone Boulevard, Mayson Turner Road and the CSX rail line. Currently suffering from poor property maintenance and limited pedestrian connectivity, the vision for the Luden Way area is to foster residential redevelopment to result in a more walkable and better connected environment with higher quality affordable housing.

Higher density housing is recommended for properties that are closer to Boone Boulevard and adjacent to the proposed expansion of Maddox Park. To transition from the higher density Boone Boulevard corridor to existing single-family residential along North Avenue, new townhomes and single-family homes are recommended to replace some existing apartment properties.

In total, the concept recommendations for the Luden Way node focus primarily on improvement of the quality of affordable housing conditions, ultimately reaching a redevelopment total of 230 residential units (multi-family, single family attached and single family detached). It is expected that the recommended redevelopment will be phased in over the 20 year planning horizon, with short to mid-term development taking place on currently vacant Mayson Turner Road property that is in close proximity to Boone Boulevard.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Place medium and low density residential future land use and zoning between higher density housing and near-by existing single family homes to provide a transition in height and density.
- Create a new street connecting Mayson Turner Road to North Avenue that will improve mobility and provide a well-defined edge to the proposed Maddox Park expansion south of North Avenue.



Townhomes provide a transition between higher density multi-family housing and single family neighborhoods.



Single family detached housing on small, urban lots can be included in a plan for mixed-density housing development.

- Along with redevelopment, establish a new street grid to make the area more walkable and better connected to major streets and parks.

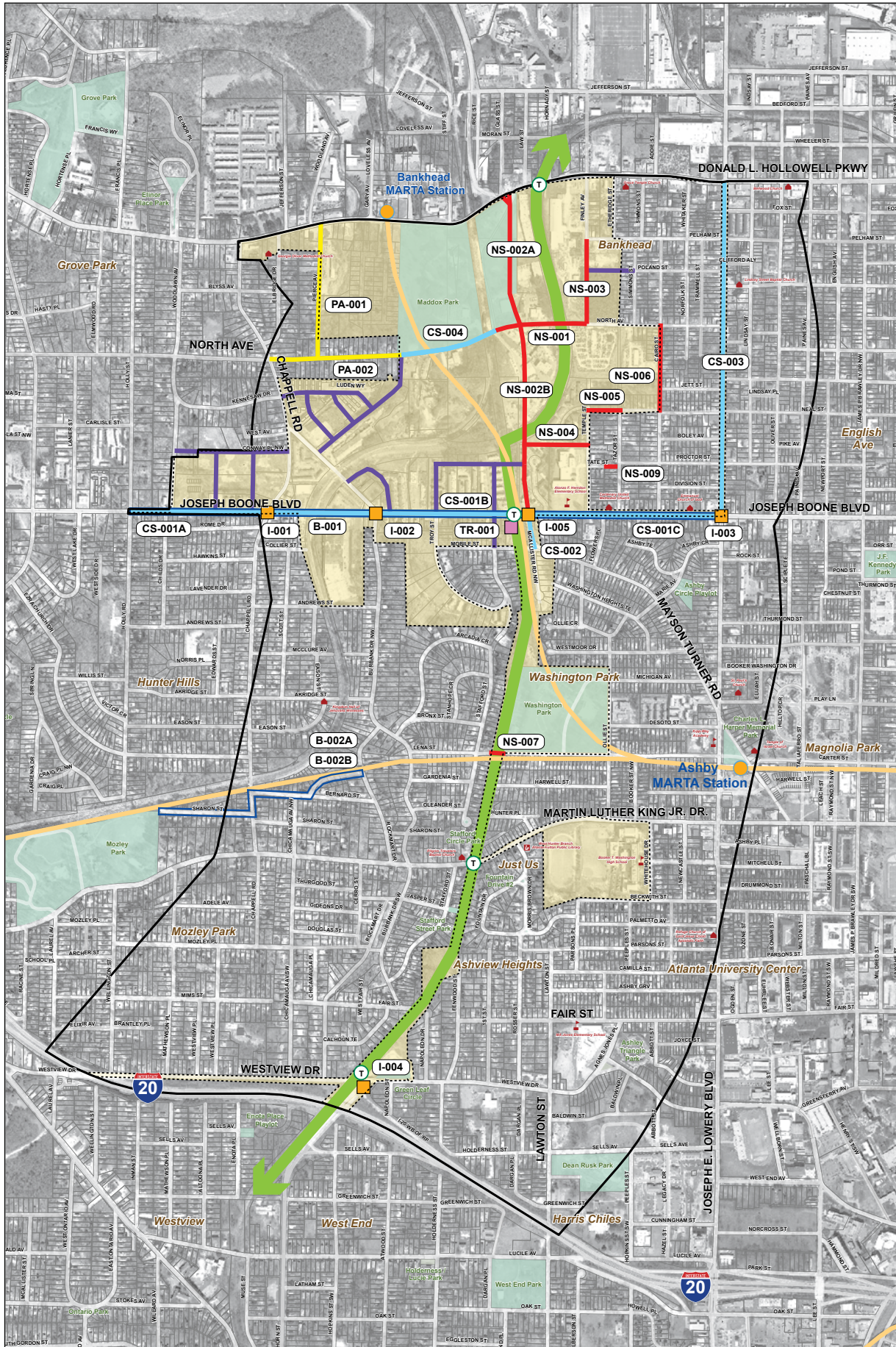
## Summary: Mobility Plan

The overarching mobility vision for the Atlanta BeltLine, and equally for Subarea 10, is to make it easier for existing and future residents to make effective trips by a variety of modes - especially walking, biking and transit. This will require improving the safety and convenience of these modes of transportation.

Several recommendations for tools to achieve mobility improvements (new trails, developer-built streets, public-funded streets and transit projects) are integrated into the master plan. These recommendations, most of which are consistent with previously adopted planning studies, are summarized on the following pages.



# Map 3. Recommended Transportation Projects



**BeltLine Subarea 10:  
BOONE/HOLLOWELL**

### Transportation Projects

- LEGEND**
- Subarea 10
  - Subarea 10 Beltline TAD
  - BeltLine
  - T Proposed Transit Station
- Transportation Project Types**
- Transit Project (TR)
  - New Streets/  
Street Connections with  
Public Funding (NS)
  - New Streets/  
Street Connections with  
Private Funding
  - Complete Streets/  
Streetscape (CS)
  - Pedestrian  
Amenities/Sidewalks (PA)
  - Bicycle Route/Bike Lanes  
(B)
  - Intersection Improvement (I)

Prepared By:  
**MACTEC**

with  
Perkins + Will and  
Grice and Associates





## **Boone Node**

While Joseph E. Boone Boulevard within the Subarea 10 study area does not suffer from traffic congestion, it does have insufficient pedestrian facilities. With the planned addition of a MARTA/Atlanta BeltLine transit station and complementary transit oriented redevelopment on Boone, connectivity and pedestrian facilities will be even more important.

The following improvements will facilitate transformation of this portion of Boone Boulevard corridor into a transit oriented urban corridor.

- Expand the street grid near the proposed Boone Boulevard transit station. New streets, including extension of Troy Street and Stafford Street across Boone Boulevard, should be constructed in association with mixed use redevelopment.
- New infill MARTA/Atlanta BeltLine transit station (TR-001).
- New street connecting Boone Boulevard to Maddox Park and North Avenue (NS-002B).
- Streetscape enhancements along Boone Boulevard from Holly Street to Joseph Lowery Boulevard (CS-001A, CS-001B and CS-001C).
- Streetscape enhancement along Mayson Turner Road from Boone Boulevard to Mobile Street (CS-002).
- Install a new bike lane along Boone Boulevard from Holly Street to Joseph Lowery Boulevard (B-001).
- Improve intersections along Boone Boulevard at Chappell Road, Burbank Drive and Lowery Boulevard that include geometric and pedestrian improvements (I-001, I-002 and I-003).

## **Maddox Park Node**

The Atlanta BeltLine corridor on the east side of Maddox Park causes breaks in the historic street network, effectively creating a barrier between the park and neighborhoods to the east. Selective street extensions and new streets will improve connectivity and provide the necessary framework for redevelopment.



An improved pedestrian environment along Boone Boulevard will make walking convenient and support ground-level retail.

The following improvements will facilitate connectivity and redevelopment in the Maddox Park area.

- Extend a new street connecting Hollowell Parkway south to Boone Boulevard on the west side of the Atlanta BeltLine. This new street will improve access to Maddox Park and connectivity to North Avenue from both north and south (NS-002A and NS-002B).
- Extend (reconnect) North Avenue across the Atlanta BeltLine to provide a direct link between Maddox Park and the Bankhead and English Avenue neighborhoods. Coordinated with Atlanta BeltLine design and redevelopment projects, North Avenue can be designed to either pass under the Atlanta BeltLine or cross at grade (NS-001).
- Extend Finley Avenue, Cairo Street, Neal Street, Tate Street, and create a new street north of Herndon Elementary to improve the network east of the Atlanta BeltLine (NS-003, NS-004, NS-005 and NS-009).
- Extend Poland Street in association with new development.
- Improve pedestrian access to Maddox Park with streetscapes and new sidewalks along North Avenue and Pierce Avenue (CS-004, PA-001 and PA-002).



## Luden Way Node

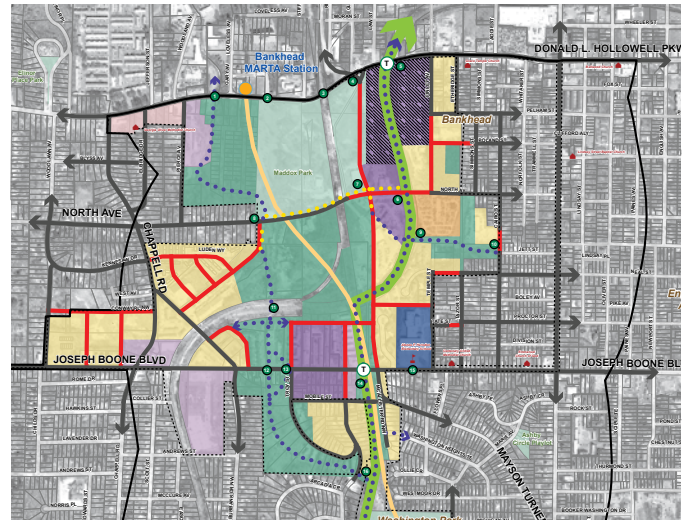
The recommended redevelopment in the Luden Way vicinity requires an improved and connected street network to replace the current arrangement of dead end streets. The following development-associated street network improvements will provide the framework for redevelopment.

- Construct a new street lining the west edge of the Proctor Creek floodplain intersecting with Boone Boulevard and Mayson Turner Road.
- Establish a new street grid connecting Chappell Road and Mayson Turner Road to North Avenue and Maddox Park. The new streets will facilitate walkable redevelopment and connect to Maddox Park.
- Add new streets between Chappell Road and Woodlawn Avenue to improve access to Boone Boulevard and facilitate mixed use redevelopment on the north side of Boone Boulevard between Chappell Road and Woodlawn Avenue.

## Other Projects

Outside of the core Atlanta BeltLine TAD area of Subarea 10 there are several recommended mobility projects. Located within the area south of Boone Boulevard, these projects have either been recommended in previously adopted studies or are new recommendations.

- Extend Lena Street across the Atlanta BeltLine to eliminate the existing dead-end street condition and improve connectivity between the Washington Park and Hunter Hills neighborhoods (NS-008).
- Reconstruct the Langhorn Street and Westview Drive intersection to improve access to Green Leaf Circle, Atlanta BeltLine trails and I-20; Potential roundabout location. (I-004).
- Upgrade wayfinding signage and add new street markings to the PATH trail (B-002A).
- Improve the on-street portion of the existing PATH multi-use trail connecting Mozley Park and Washington Park (B-002B).



Proposed new streets, shown in red, will improve access to parks, public transportation and new retail destinations.



Bike lanes make biking safer and more convenient.



Extending Lena Street will eliminate two dead-end street conditions and improve connectivity between Washington Park and Hunter Hills neighborhoods.

## Multi-Use Trails

There is strong public support to create a connected network of trails to make walking and biking more convenient and connect residents to parks and natural areas. Currently, Subarea 10 includes two trail connections: one along Lena Street that connects Ashby MARTA Station, Washington Park and Mozley Park to southwest Atlanta, and the other along Westview Drive connecting the Atlanta BeltLine to Westview Cemetery.

The proposed trail network includes the Atlanta BeltLine trail on Atlanta BeltLine right-of-way as well as trail spurs that will connect the Atlanta BeltLine to the Proctor Creek Greenway and Maddox Park. The Proctor Creek Greenway project, starting in Maddox Park and eventually extending to the Chattahoochee River, is a recommendation of the City's recent Project Greenspace study.



New trails will connect residents to natural areas, such as Proctor Creek (shown here at North Avenue).

**Table 2. Recommended Multi-Use Trails**

MAP ID	TRAIL DESCRIPTION	LENGTH
M-1	South Boone Blvd Greenway Trail Spur	0.47 mi
M-2	North Boone Blvd Greenway Trail Spur	0.19 mi
M-3	North Boone Blvd Greenway East-West Connection	0.13 mi
M-4	CSX Trail Underpass	0.03 mi
M-5	Maddox Park South Trail Spur	0.19 mi
M-6	Maddox Park East-West Connection to BeltLine	0.32 mi
M-7	Maddox Park North Trail Spur	0.37 mi
M-8	Public Works Trail Spur	0.16 mi
M-9	Atlanta BeltLine Trail Underpass	0.03 mi
M-10	North Ave/Cairo St/Neal St Greenway Trail Spur	0.20 mi
M-11	McCallister Rd Trail Connection	0.03 mi
<b>Total</b>		<b>2.12 mi</b>

## Summary: Parks, Open Space Plan

The vision for parks and open space in Subarea 10 is twofold. One focus is on improvement of the environmental quality of the area. This strategy includes improving stormwater management, restoring water quality and mitigating other negative impacts of industrial activity and urban development on the environment. The other focus of the vision is improvement of the quality and quantity of parks and recreation facilities in the subarea. To achieve this vision, parks and greenspaces will need to be improved and expanded, resulting in enhanced park access, user-friendliness and safety.

The general parks and open space recommendations for Subarea 10 include the following:

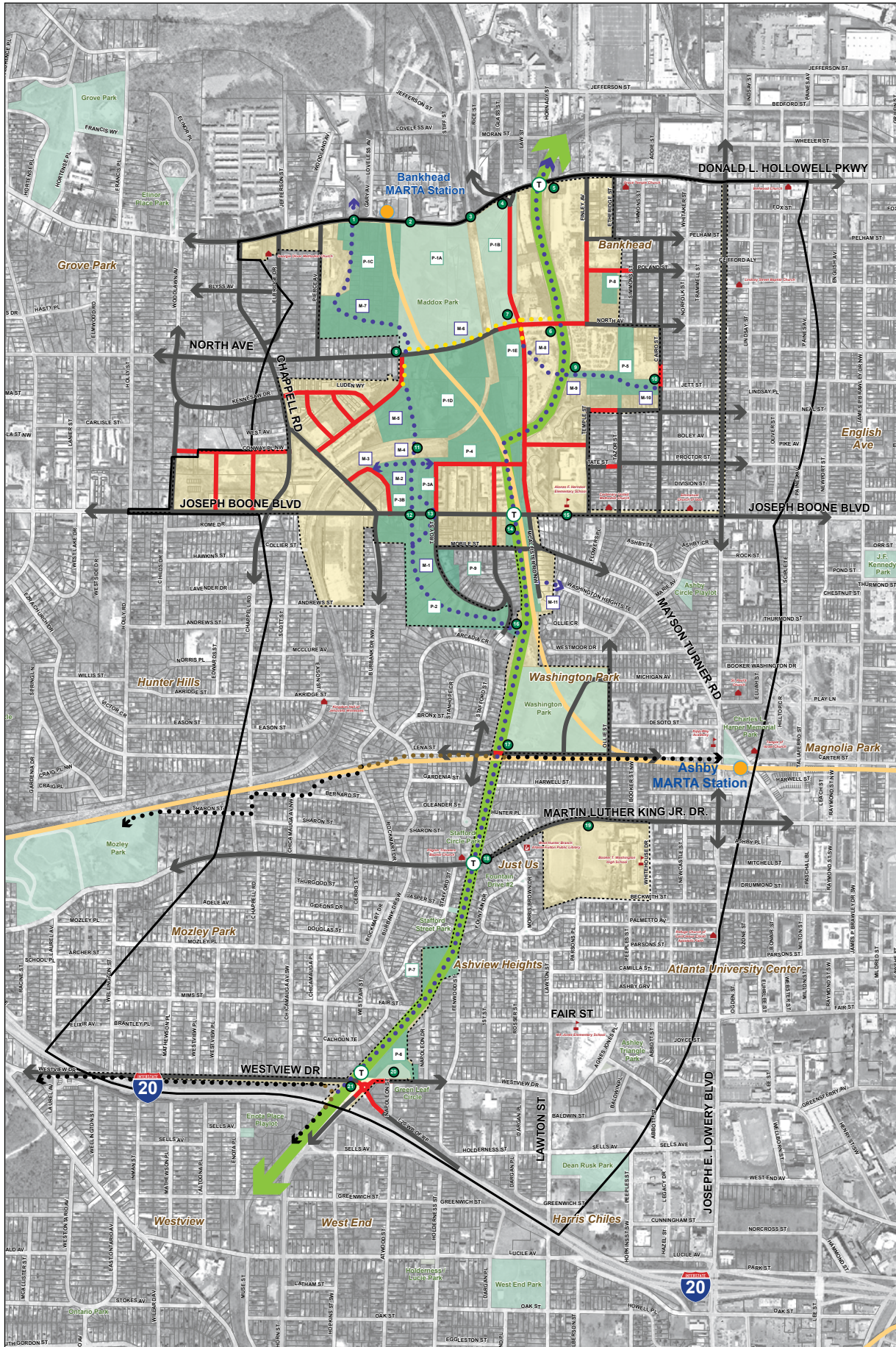
- Create a contiguous multi-use trail along the Atlanta BeltLine corridor that provides pedestrian connectivity to transit stations.
- Use trails and greenways to connect to existing and proposed park facilities.
- Improve and expand Maddox Park in accordance with a master plan.
- Create a greenway along Proctor Creek in the Troy Street vicinity through acquisition of properties within the Proctor Creek floodplain.

**Table 3. Proposed New Public and Private Parks**

MAP ID	DESCRIPTION	ACRES
P-1A	Maddox Park: Historic Core Enhancement	22.8
P-1B	Maddox Park: Maddox Park East Enhancement	10.6
P-1C	Maddox Park: West Expansion	22.1
P-1D	Maddox Park: South Expansion	20.1
P-1E	Maddox Park: Public Works Conversion	8.2
P-2	Troy Street Greenway	14.8
P-3A	Boone Greenway: North of Boone	2.5
P-3B	Boone Greenway: North of Boone	3.4
P-4	CSX to Atlanta Beltline Open Space	4.5
P-5	North Ave/Cairo St/Neal St Area Greenway	5.6
P-6	Greenleaf Circle Expansion	2.3
P-7	Mozley Park/Ashview Heights Greenspace	2.2
P-8	Poland St Park	1.0
P-9	Troy St./Mobile St. Park	1.1
<b>Total</b>		<b>121.2</b>



# Map 4. Recommended Open Space Framework



**BeltLine Subarea 10:  
BOONE/HOLLOWELL**

### Open Space Framework Plan

- LEGEND**
- Subarea 10
  - Subarea 10 Beltline TAD
  - BeltLine
  - Existing Park Space
  - Proposed Park Space
  - Proposed New Street
  - Existing Multi-Use Trail (In Public Street ROW)
  - Existing Multi-Use Trail (Not In Public Street ROW)
  - Proposed Multi-Use Trail (In Public Street ROW)
  - Proposed Multi-Use Trail (Not In Public Street ROW)
  - Proposed Transit Station
  - Public Art Opportunity
  - Park Project
  - Multi-Use Trail Project

Prepared By:  
**MACTEC**

with  
Perkins + Will and  
Grice and Associates





- Achieve environmental remediation of Proctor Creek through storm water quality best practices and streambank restoration.
- Design trails and open spaces for safety, security, sustainability and easy pedestrian access.
- Encourage community health related initiatives such as community gardens and urban farming.

The following detailed descriptions of open space recommendations are organized into three summary categories: Maddox Park, Proctor Creek Greenway, and Other Greenspace Recommendations.

***Maddox Park Summary***

Maddox Park is one of Atlanta’s historic public parks, dating from the early 1900’s. Over the years, the park has seen many changes within and adjacent to its boundaries, however the core area of the park maintains its historic character and features. Located in close proximity to existing transit facilities and the Atlanta BeltLine, Maddox Park is strategically located to effectively meet the local need for greenspace and recreation.

The Master Plan for Maddox Park addresses the existing conditions, issues and opportunities associated with the park, resulting in a vision for park preservation, enhancement, and expansion.

Historic Core

The goal to preserve historic Maddox Park landscape and recreation features is carried through in the plan’s recommendations for the park’s core area. This strategy includes preserving and restoring the pool, poolhouse, pavilion and surrounding landscape. Also supporting this goal are several strategies that will encourage walking within the park, including the conversion of the existing driveway loop around the pool house into a 1/4 mile pedestrian promenade/walking track.

Other proposed park enhancements include changes to the City Greenhouse area to better incorporate it into the park, both physically and programmatically, and development of an extensive trail system of multi-use paths to connect the park to adjacent neighborhoods and beyond.



Proposed new development at the eastern edge of Maddox Park will increase activity in the park, as well as safety with increase visibility of the park.



In addition to re-opening the pool, a splash pad is proposed to enhance the pool facilities in Maddox Park.



The City of Atlanta’s greenhouse, located in Maddox Park, should be preserved and opened for community use.

## West Expansion

To the west of Maddox Park, approximately 22 acres are recommended for park expansion. Most of this property is City-owned, through the Department of Watershed Management, and is within the Proctor Creek floodplain on the west side of the MARTA Proctor Creek line. Investments in soccer fields, multi-use trails and parking with improvements for accessibility can convert this property into functional parkspace in the short- to mid-term future.

## South Expansion

On the south side of North Avenue, there are approximately 13.5 acres of mostly abandoned industrial land that lie between Maddox Park and the residential area around Mayson Turner Road. The plan recommends acquisition of this property in the long-term for park expansion. Conceptually, the master plan describes this area as a location for trails and a large pond for stormwater collection. A wide range of other recreation activities compatible with the unusual topographic conditions could also be considered in the future.

### ***Proctor Creek Greenway Summary***

Proctor Creek has potential to become a unifying feature in terms of environmental remediation, greenspace preservation and connectivity within Maddox Park and across the broader subarea. Despite current water quality problems, Proctor Creek is very much a “living” urban stream where many species of wildlife and plant life can be easily observed. As a core objective, efforts such as streambank restoration are recommended to restore the water quality of Proctor Creek, demonstrate the habitat potential within the subarea, and ultimately contribute to improvement of the Chattahoochee River, which Proctor Creek feeds.

Development of a greenway with multi-use trails is recommended for the Proctor Creek corridor. Starting near the southern end of Troy Street below Boone Boulevard, this greenway will connect to proposed redevelopment on Boone Boulevard and Mayson Turner Road. Ultimately, the greenway will pass through Maddox Park, extending north of



Multi-use soccer fields are proposed for the Maddox Park west expansion area.



Preserving and improving natural areas, including stream bank restoration along Proctor Creek, is a primary goal of the Proctor Creek Greenway Plan.

Hollowell Parkway to the planned Westside Park. Among the spur greenway trails should be a link across the Atlanta BeltLine to the east, where a greenway system is being planned within NPU L.

### ***Other Greenspace Recommendations***

On the Proctor Creek Greenway, the broad floodplain along Troy Street south of Boone Boulevard presents an opportunity for additional greenspace. Acquisition of properties within this floodplain totaling 15 acres is recommended as a flood prevention measure. Passive greenspace uses including multi-use trails, community gardens (or larger scale urban agriculture), and open multi-purpose fields are appropriate due to the level topography.



Several additional smaller-scale greenspace preservation and enhancement projects are recommended for Subarea 10. These projects include the following:

- Preserve approximately 6 acres of Proctor Creek floodplain north of Boone Boulevard (P-3A and P-3B).
- Preserve passive greenspace between the CSX rail line and the Atlanta BeltLine (P-4).
- Create a greenway between the BetLine, North Avenue, Cairo Street and Neal Street (P-5).
- Expand and improve Greenleaf Circle Park to complement the proposed Atlanta BeltLine transit station at the intersection of Westview Drive and Langhorn Street (P-6).
- Preserve open space areas in Mozley Park and Ashview Heights that are adjacent to Atlanta BeltLine (P-7).
- Preserve trees and natural area between Poland Street and North Avenue (P-8).
- Convert properties within the Proctor Creek floodplain into neighborhood park space (P-9).

**Map 5. Maddox Park Master Plan**



# LAND USE & DESIGN

The vision for Subarea 10 is for transformation that enhances access to transit, parks, jobs and daily services while also preserving established single-family neighborhoods. Primarily focused on the area between Hollowell Parkway and Boone Boulevard, new development - combined with transportation improvements - will make walking, biking, driving and public transit use more convenient; parks and natural areas more accessible; and jobs and retail services more accessible in areas that are currently under-served.

The sections that follow describe in greater detail the vision for the area and outline strategies to achieve the vision. Below is a brief description of the purpose and content of each section.

- **Land Use and Design Goals** – Describes the long-term outcomes desired for the subarea.
- **Future Land Use and Circulation** – Presents the recommended future land use map and describes the desired development pattern for the subarea.
- **Development Opportunities** – Describes the three focus areas for redevelopment.
- **Development Quantification** – Summarizes the development opportunities and assumptions in terms of housing units and commercial square footage, comparing quantities to recent market studies.
- **Economic Development Strategies** – Presents strategies for business preservation and creation, job creation and improving retail services.
- **Historic Resources Strategies** – Summarizes strategies to preserve historic resources.
- **Art and Culture Strategies** – Outlines strategies to enhance the subarea with public art.



New mixed-used development will provide convenient access to parks, transit, jobs and retail services.



New park space will improve access to natural areas and recreation activities.



New pedestrian-oriented streets will make walking safer and more convenient to area destinations.



## Land Use and Design Goals

The goals listed on the following pages are the outcome of the existing conditions assessment and discussions at community meetings held during the planning process. These goals should guide decision-making related to new development as well as improvements to public spaces such as streets and parks.

### ***Goal 1: Preserve historic resources and encourage adaptive reuse of historic buildings.***

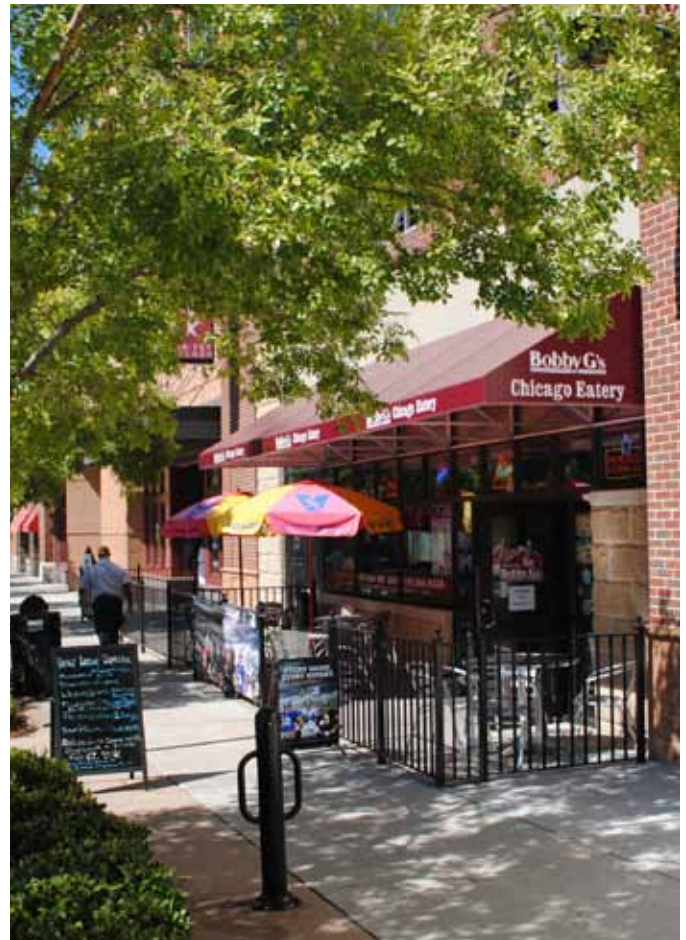
Many of the remaining historic buildings and structures in Subarea 10 are important elements of the community. They add to the area's character, establish the community's identity, and connect the area's past to the present. The historic resources identified in *Appendix 3: Inventory and Assessment Report* should be preserved and enhanced to ensure they continue to be an important part of the community.

### ***Goal 2: Create a safe environment for residents and businesses.***

A "safe neighborhood" can describe a place where residents feel comfortable living and working in the community. An "unsafe neighborhood" is more likely a place where daily life is disrupted and there are negative impacts on the community's quality of life. Crime, and the perception of crime, is a significant concern in Subarea 10, and improvements to the community should be strategically designed to reduce the risk and perception of crime. Increased visibility and activity in commercial areas and improved connectivity are examples of the ways that community design can make neighborhoods safer.

### ***Goal 3: Ensure a mix of quality housing options to meet the needs of all current and future residents.***

New development should increase the housing options in Subarea 10, especially for seniors and families. It should also improve the overall quality of housing in the area. New residential development should maintain a level of affordability so existing residents are not displaced, and also achieve a quality level that will attract new residents to the community.



Improving employment opportunities and expanding retail services are primary goals for the subarea.

### ***Goal 4: Strengthen employment and commercial centers, including viable industrial where appropriate, to promote economic development.***

Redevelopment along Boone Boulevard and adjacent to Maddox Park should include new retail and commercial businesses that serve the immediate neighborhoods. These areas are attractive because of their proximity to transit and parks as well as their ability to accommodate mixed use development.

For the active industrial businesses along Hollowell Parkway and adjacent to the Atlanta BeltLine, the short-term strategic recommendation is to preserve and retain jobs associated with these industries. Long-term, the existing industries can remain or their properties can be converted to transit-oriented mixed use developments that complement the proposed Atlanta BeltLine transit station at Hollowell Parkway and the Atlanta BeltLine.

**Goal 5: Promote mixed-use development that is active at the street level and transit oriented.**

New development near the proposed Atlanta BeltLine transit stations at Boone Boulevard and Hollowell Parkway should support the new transit service proposed for the area. Sites and buildings should be designed to be accessible by all modes of transportation including walking, biking, public transit and driving. Mixed use development should also contribute to attractive and active streetscapes with shops, restaurants and businesses that locate jobs, retail and housing in close proximity to transit.

**Goal 6: Protect single-family neighborhoods and ensure appropriate transitions between single-family areas and new, higher intensity development.**

New, higher intensity development within the Atlanta BeltLine TAD should fit well with the surrounding single-family neighborhoods. A transition should be made from the highest density development adjacent to transit stations and major corridors to the lower density development of the established single-family neighborhoods. Additionally, the higher intensity development should enhance the established neighborhoods with improved access to community parks, public transportation, jobs and shopping.

**Goal 7: Improve neighborhood retail services.**

Subarea 10 is currently underserved by businesses providing daily needs such as grocery stores, laundry services and restaurants. Mixed use development along Boone Boulevard, Hollowell Parkway and along the eastern edge of Maddox Park should include retail components. The new businesses should create vibrant commercial areas and meet the needs of residents in the surrounding neighborhoods.

**Goal 6: Create opportunities for public art in parks and other important public places.**

Public art can instill community pride and improve the beauty of a place. Public art should be used to highlight important public places, improve the aesthetic quality of Subarea 10 and tell the story of the area's history.



Walkable, mixed use development is envisioned to support the proposed transit stations along the Atlanta BeltLine.



Preserving and enhancing the established single-family neighborhoods is a top priority for the subarea.



Public art should be an important part of the area's transformation.



## Future Land Use and Circulation

The Future Land Use and Circulation plan is an update to previous planning efforts, including the Atlanta BeltLine Redevelopment Plan. Recommendations include proposed new streets, adjustments to the intensity and location of future land use classifications, and land use related open space strategies for the area.

Future land use recommendations specifically address the area within the Atlanta BeltLine Tax Allocation District (TAD) but do not call for changes within the established single-family neighborhoods. The circulation recommendations also are targeted to locations within the TAD, but in some cases extend beyond the TAD boundaries in order to complete needed improvements to the transportation network.

### **Future Land Use**

The vision for Subarea 10 is to create access to planned Atlanta BeltLine transit and trails, improve access to neighborhood parks, and support transit-oriented mixed use redevelopment. The future land use plan presents a land use and circulation framework that supports this vision.

It is recommended that the highest intensity development be clustered around the proposed Atlanta BeltLine transit stations at Boone Boulevard and Hollowell Parkway, as well as at the intersection of North Avenue and the Atlanta BeltLine. At these three locations, 5-9 story mixed use and residential development is envisioned. New retail shops should be located along the ground floor with residential development above.

This development pattern will put residents in close proximity to public transportation and make walking and biking more convenient. Additionally, the future mixed use development in these three areas will create neighborhood destinations where people can socialize with friends and family, operate businesses that provide daily services in close proximity to where people live, and provide convenient access to an improved and expanded park network.



Transit-oriented, mixed used development will be clustered around the Atlanta BeltLine at Boone Boulevard and North Avenue.

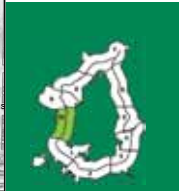
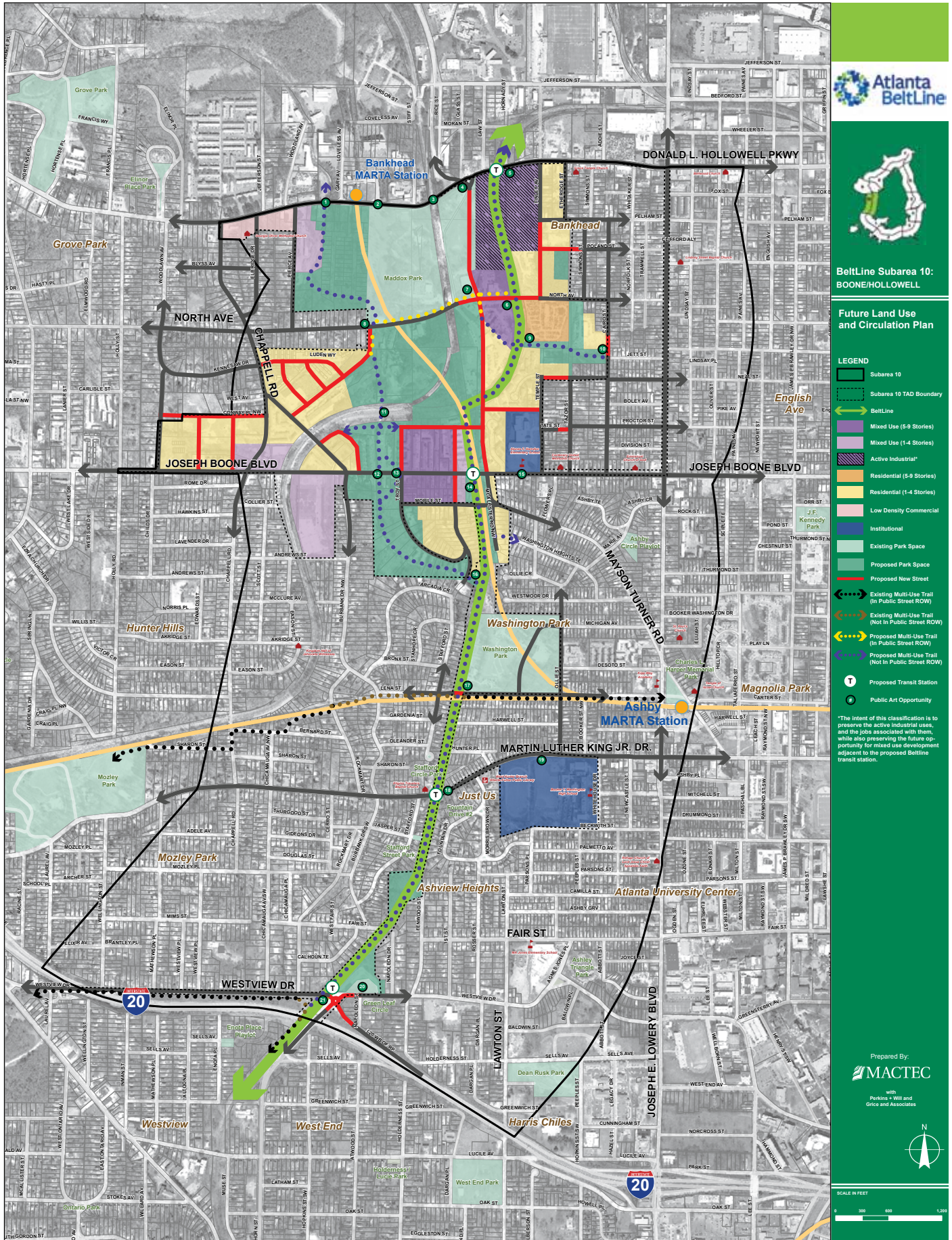


Townhouse development can expand housing options in Subarea 10 and provide a transition from higher density residential to single-family neighborhoods.

A component of this vision specifically addresses the active industrial uses at Hollowell Parkway and the Atlanta BeltLine. Today, these industrial properties are important job centers and viable businesses. The short-term strategy for this area is to preserve the active industrial uses and associated jobs. As the area transitions to higher density residential and mixed use development, the long-term strategy is to allow these industries to continue operation for as long as they wish or, if they wish to move, to allow mixed use redevelopment. The mixed use redevelopment should be oriented around the proposed Atlanta BeltLine transit station at Hollowell Parkway and the Atlanta BeltLine.



# Map 6. Recommended Future Land Use Framework



**BeltLine Subarea 10:  
BOONE/HOLLOWELL**

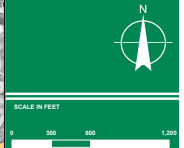
**Future Land Use  
and Circulation Plan**

**LEGEND**

- Subarea 10
- Subarea 10 TAD Boundary
- BeltLine
- Mixed Use (5-9 Stories)
- Mixed Use (1-4 Stories)
- Active Industrial\*
- Residential (5-9 Stories)
- Residential (1-4 Stories)
- Low Density Commercial
- Institutional
- Existing Park Space
- Proposed Park Space
- Proposed New Street
- Existing Multi-Use Trail (In Public Street ROW)
- Existing Multi-Use Trail (Not In Public Street ROW)
- Proposed Multi-Use Trail (In Public Street ROW)
- Proposed Multi-Use Trail (Not In Public Street ROW)
- Proposed Transit Station
- Public Art Opportunity

\*The intent of this classification is to preserve the active industrial uses and the jobs associated with them, while also preserving the future opportunity for mixed use development adjacent to the proposed Beltline transit station.

Prepared By:  
**MACTEC**  
 with  
 Perkins + Will and  
 Grace and Associates





For the areas east of the Atlanta BeltLine (between Hollowell Parkway and Boone Boulevard), properties within the TAD and west of Proctor Creek, and within the TAD and south of Mobile Street, low and medium density residential land uses are recommended. Development will be in the form of apartments, townhomes and single-family homes. The recommended land uses are organized to transition from the highest intensity development adjacent to major streets, the Atlanta BeltLine, MARTA or CSX to lower intensity development and the established single-family neighborhoods. Additionally, the City's zoning tools include a transitional height plane and transition yard requirements for higher density development adjacent to single-family zoned districts.

The future land use and circulation plan also includes park and open space enhancements, access improvements, and new streets and trails. Two new greenways are proposed: one along Troy Street and the other between North Avenue, Cairo Street, Neal Street and the Atlanta BeltLine. These greenways will allow area residents to enjoy nature, provide trail connections to other areas in the subarea, and also contribute to stormwater management.

Open space enhancements also include reprogramming and expanding Maddox Park, improvements to Green Leaf Circle, and several new small neighborhood parks. These park projects will improve existing recreation facilities, improve the usability of the parks, and make parks more accessible.

There are several schools in the area, including Herndon Elementary and Washington High, both located within the BeltLine TAD. These important civic institutions should be preserved and continue to enhance the surrounding neighborhoods with educational and community services.



An expanded network of parks and open space will be connected by trails and new streets.

### **Circulation**

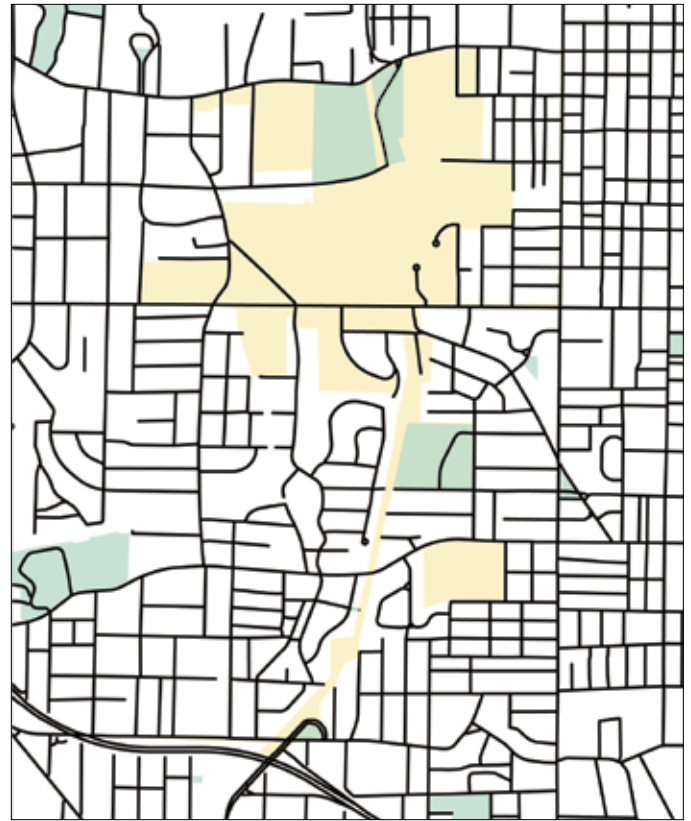
To support the goals of improving access and mobility, and to facilitate mixed-use, transit-oriented development, several new streets are proposed. These new streets either re-establish old connections or create new connections where opportunities exist. Historically, City of Atlanta neighborhoods have been disconnected from each other and from area parks. Rail lines, creeks and steep topography have long served as barriers between important community destinations.

The goal of the circulation plan is to overcome the area's historical barriers to connectivity and make it easier for residents to move about the community. This goal includes increasing access to parks, shopping and transportation options. Put simply, the new streets will make it easier for people to walk, bike and use public transportation.

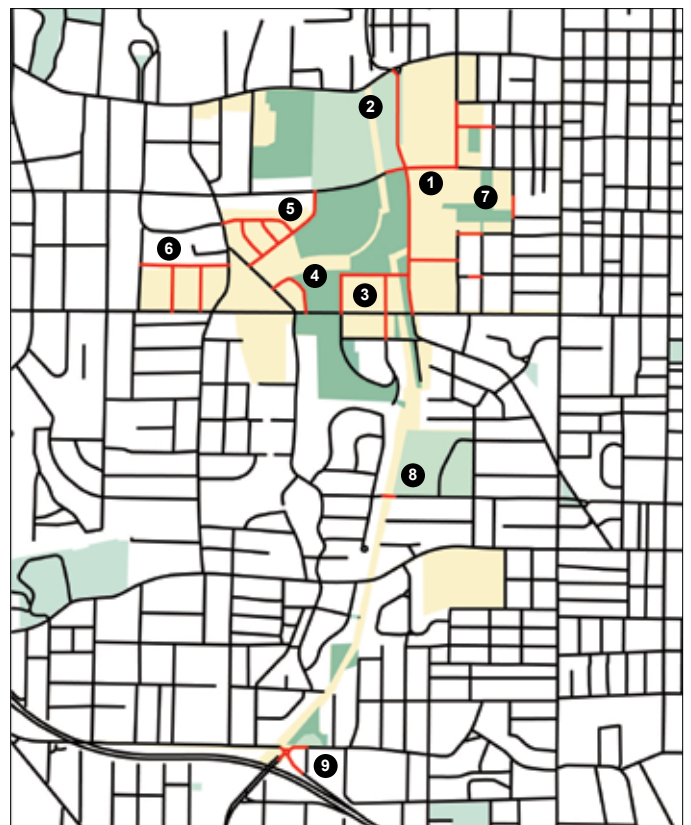
As the figure on the following page indicates, there are limited pedestrian and vehicular connections to Maddox Park and between Boone Boulevard and Hollowell Parkway. The proposed new streets and street extensions will improve connectivity in the community and reduce the need to use major streets to get to important destinations, such as Maddox Park.

Specific street network recommendations include the following:

- **(1) Reconnection of North Avenue across the Atlanta BeltLine.** The reconnected North Avenue will provide a direct link from Maddox Park to the English Avenue and Bankhead neighborhoods. For this street connection to cross the Atlanta BeltLine, it will have to ramp up to cross at-grade or use a bridge and tunnel to cross below grade. The appropriate option should be selected as part of the Atlanta BeltLine corridor design.
- **(2) New north-south street linking Boone Boulevard to North Avenue and Hollowell Parkway.** This new street will result from incremental street realignments and new street construction, starting with realignment of the existing stretch of North Avenue from Hollowell Parkway (at the Maddox Park east entrance) to the City Public Works compound. A second stage, in conjunction with Public Works compound relocation or reconfiguration, will extend the street south to the Atlanta BeltLine. Ultimately, in association with redevelopment of property between the Atlanta BeltLine and Herndon Elementary, the street will reach Boone Boulevard, aligning with the existing Mayson Turner Road intersection. The end result will improve north-south travel, improve access to an expanded Maddox Park, and provide access for parkside redevelopment sites. The street is not anticipated or intended to be a major thoroughfare.
- **(3) Street grid enhancement in vicinity of the proposed Boone Boulevard transit station.** Several new streets will frame blocks for development in close proximity to the transit station site. They will improve access to Atlanta BeltLine trails, the transit station, and the proposed Proctor Creek Greenway.
- **(4) New street lining the proposed development at Burbank Drive and Boone Boulevard.** In addition to facilitating pedestrian-oriented development, this new street will create a well-defined park edge along the proposed Proctor Creek Greenway and a buffer between residential development and the active CSX rail line.



This map illustrates the existing street network (existing streets are black, existing parks are light green, TAD is yellow).



This map illustrates the proposed street network (existing streets are black, new or modified streets are red, existing parks are light green, proposed new parks are dark green, TAD is yellow).

- **(5) New street grid connecting Chappell Road and Mayson Turner Road to North Avenue and Maddox Park.** These new streets will improve access to Maddox Park and support the walkable residential development proposed for the area.
- **(6) New streets between Chappell Road and Woodlawn Avenue.** These new streets will improve connectivity to Boone Boulevard and the mixed use development proposed at the intersection of Chappell Road and Boone Boulevard.
- **(7) New streets east of the Atlanta BeltLine and between Boone Boulevard and Hollowell Parkway.** These new streets will add connectivity from English Avenue to future Atlanta BeltLine redevelopment and improve access to Maddox Park.
- **(8) Extension of Lena Street across the Atlanta BeltLine.** This will eliminate dead-end street conditions on Lena Street (adjacent to the Washington Park tennis center) and improve connectivity and safety within the Washington Park and Hunter Hills neighborhoods.
- **(9) Reconfiguration of the Langhorn Street and Westview Drive intersection.** This intersection project will improve access to Green Leaf Circle, as well as Atlanta BeltLine trails and transit. It will also manage the intersection's function in relation to the proposed transit station and I-20 off-ramp. This intersection improvement is included in the Connect Atlanta Plan as a new roundabout.

The majority of these circulation recommendations are the same or modified versions of the new streets recommended in the Connect Atlanta Plan. The two recommendations that are additions to the proposed new streets in the Connect Atlanta Plan include the extension of Lena Street across the Atlanta BeltLine and new streets between Chappell Road and Woodlawn Avenue.

The circulation plan also includes a network of trails and sidewalks that make walking and biking more convenient. Trails connect residents to parks and natural areas, adding a recreational element to the transportation network.



New trails will provide convenient access to parks and other area destinations.

For a more detailed transportation summary, see the *Mobility* section. For a more detailed summary of trails projects, see the *Parks and Open Space* section.

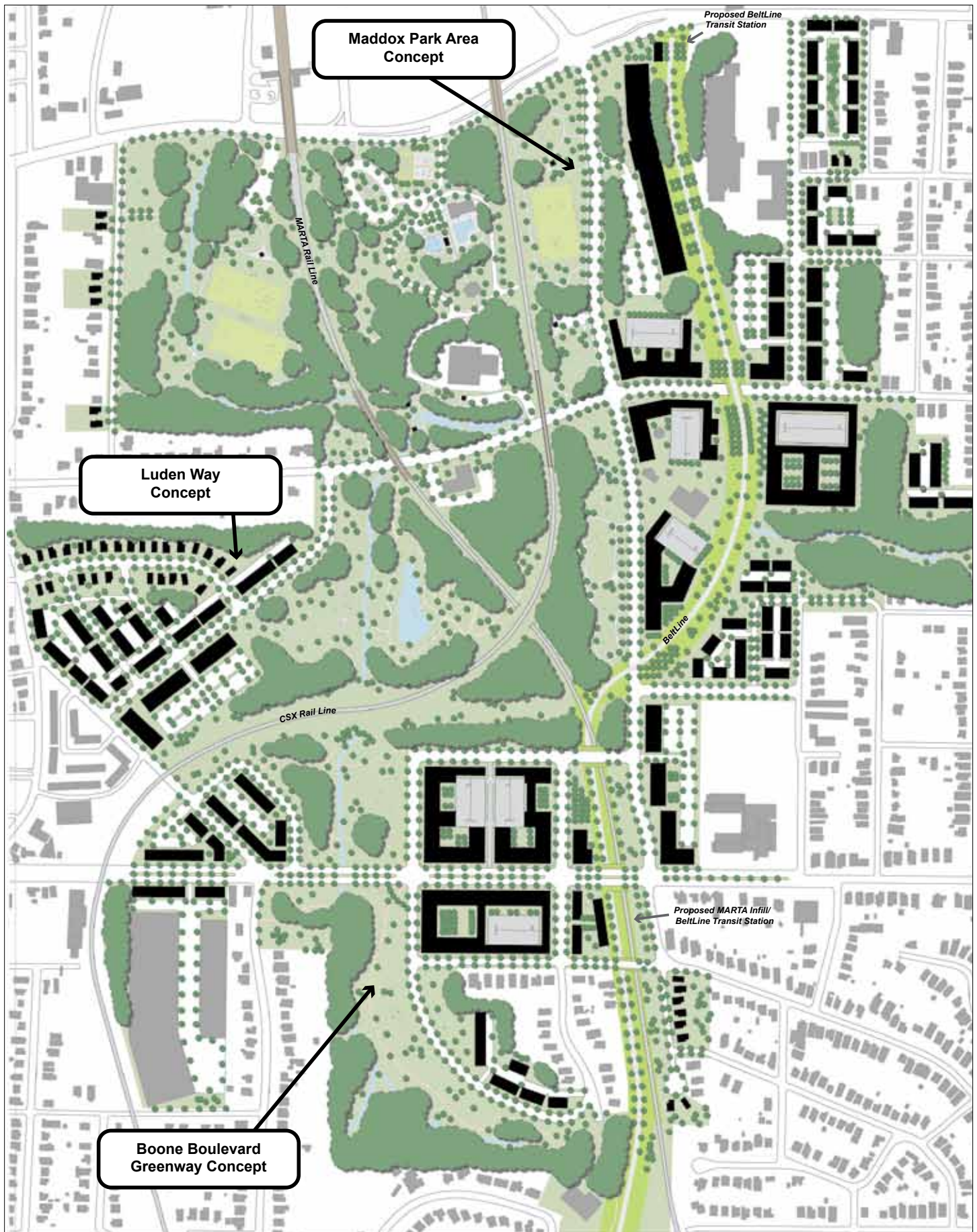
## Development Opportunities

Recommended development opportunities in the master plan are focused in three locations of the subarea. These locations were selected because they are within the Atlanta BeltLine TAD, have close proximity to the Atlanta BeltLine, and have realistic redevelopment potential in the short, mid or long term.

The three concepts represent potential development outcomes in the subarea. However, realization of these concepts will be dependent on several factors including market conditions, transportation investments, and property owners' desire to redevelop.



Map 7. Development Opportunities Concept Plan





## **Boone Boulevard Greenway Concept**

The vision for the Boone Boulevard corridor near the Atlanta BeltLine is for redevelopment to create a transit-oriented and mixed use node. The vision includes new retail and residential development, new park space, transformation of Boone Boulevard into a true urban avenue, and a new transit station to be served by MARTA and Atlanta BeltLine transit.

Specific elements of the Boone Boulevard Greenway concept plan include the following:

- (1) A new transit station at Boone Boulevard and the Atlanta BeltLine to be served by MARTA and Atlanta BeltLine transit.
- (2) New “low density mixed-use” development at the intersection of Boone Boulevard and the Atlanta BeltLine, directly west of the Atlanta BeltLine. This will become a prime retail location that should be oriented towards transit users and pedestrians.
- (3) New “medium density mixed use” development along Boone Boulevard between Troy Street and the BeltLine. This should include ground floor retail on Boone Boulevard with several floors of residential units above. Framing these developments will be new streets to enhance connectivity to the proposed transit station and the Proctor Creek Greenway.
- (4) Conversion of properties within the Proctor Creek floodplain into a greenway. Greenway development could include restoration of Proctor Creek, multi-use trails, and urban agriculture.
- (5) New neighborhood park space at the southeast corner of Mobile Street and Troy Street. These properties are in the Proctor Creek floodplain and recommended for conversion to a neighborhood park.
- (6) New parkside townhomes along Troy Street and adjacent to the Proctor Creek Greenway.
- (7) New multi-family housing west of the Proctor Creek Greenway at the intersection of Mayson Turner Road and Boone Boulevard. This redevelopment will include a new street forming a defined park edge along the Proctor Creek Greenway.



New mixed use development will put people and jobs within walking distance of transit.



The proposed greenway could include recreational amenities such as urban agriculture.

- (8) Adaptive reuse of City of Refuge property. This is a recommendation for continuation of the ongoing adaptive reuse and social services expansion on the site. Proposed projects include development of residential units that front Boone Boulevard and conversion of a portion of the large warehouse building to residential units.
- (9) Redevelopment of property north of Boone Boulevard between the Atlanta BeltLine and Herndon Elementary. Recommendations for this property include a new street extending north from Boone Boulevard and multi-family housing redevelopment between the school and the Atlanta BeltLine.
- (10) Completion of development along McCallister Road with infill single-family housing on platted lots.





Perspective rendering of proposed redevelopment concept at Boone Boulevard and the BeltLine (looking west).



Boone Boulevard Greenway Concept Plan View

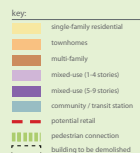


## Boone Boulevard Greenway Concept Potential Phasing



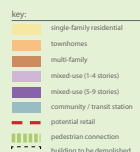
### Short Term

- Create greenway along Proctor Creek.
- Renovate viable rental properties for short term stabilization.
- Add new multi-family development at City of Refuge.



### Mid Term

- Complete greenway north of Boone Boulevard.
- Develop MARTA/Atlanta BeltLine transit station at Boone Boulevard and the Atlanta BeltLine.
- Multi-family redevelopment at Boone Boulevard and Burbank Drive.
- Begin development phasing of mixed use development between greenway and Atlanta BeltLine.



### Long Term

- Build out of mixed use node between greenway and Atlanta Belt-Line.
- New townhomes and park space along Troy Street.
- Multi-family redevelopment between Atlanta BeltLine and Herndon Elementary.
- Build out of multi-family redevelopment at Boone Boulevard and Burbank Drive.



## Luden Way Concept

The vision for the Luden Way area is to create a residential community that is more walkable and better connected to parks and major transportation routes. The concept area is generally bounded by Mayson Turner Road, Chappell Road, North Avenue and the CSX rail line. Multi-family housing is proposed at Mayson Turner Road adjacent to the CSX rail line and reaching the proposed expansion of Maddox Park. Moving north towards the existing single-family homes along North Avenue will be new townhomes and single-family homes. Framing this new development will be a new street grid connecting Mayson Turner Road and Chappell Road to North Avenue and Maddox Park.

Specific elements of the concept plan include the following:

- (1) Creation of a new street connecting Mayson Turner Road to North Avenue. This street will improve access to Maddox Park and provide a well-defined edge to a portion of the proposed Maddox Park expansion.
- (2) Expansion of Maddox Park south of North Avenue. Park expansion will include new trails and the restoration of Proctor Creek.
- (3) Multi-family housing redevelopment on Mayson Turner adjacent to CSX rail right-of-way. Buildings should be oriented towards the street with parking located behind the buildings and adjacent to the CSX right-of-way so as to create a buffer between new residences and the CSX rail.
- (4) Townhomes and compact single-family houses as transitional development between multi-family redevelopment and established single family neighborhoods. As a component of this redevelopment around Luden Way, a new street grid is needed to provide walkability and connectivity to major streets and parks.



Luden Way Concept Plan View



Single-family homes and townhomes will define the character of the Luden Way area.



Walkable residential streets will connect to an expanded Maddox Park.

# Luden Way Concept Potential Phasing



- key:
- light green: bufferline corridor / public open up
  - orange: main
  - light blue: existing stream buffer
  - light blue: existing floodplain
  - light blue: existing active rail line
  - black: existing buildings

## Existing Development

- Vacant and abandoned industrial property adjacent to CSX rail line.
- 2-story garden apartments; Many are vacant or in poor condition.



- key:
- yellow: single-family residential
  - orange: townhomes
  - dark orange: multi-family
  - purple: mixed-use (1-4 stories)
  - blue-purple: mixed-use (5-9 stories)
  - light blue: community / transit station
  - red dashed line: potential retail
  - green dashed line: pedestrian connection
  - black dashed line: building to be demolished

## Short Term

- Multi-family redevelopment of vacant and abandoned industrial properties.
- New streets added with redevelopment provide framework for new street grid.



- key:
- yellow: single-family residential
  - orange: townhomes
  - dark orange: multi-family
  - purple: mixed-use (1-4 stories)
  - blue-purple: mixed-use (5-9 stories)
  - light blue: community / transit station
  - red dashed line: potential retail
  - green dashed line: pedestrian connection
  - black dashed line: building to be demolished

## Long Term

- Redevelop multi-family properties with townhomes and single-family homes.
- New streets added with redevelopment complete new street grid.
- Expansion of Maddox Park provides park space adjacent to new development.



## **Maddox Park Area Development Concept**

The vision described in the Maddox Park Area Concept is a more accessible urban park with higher intensity parkside development located between the park and the Atlanta BeltLine. To achieve this vision, several coordinated strategic efforts will be required, including expansion of the street grid, park enhancement and expansion, and redevelopment of properties east of the park.

Specific elements of the concept plan include the following:

- (1) Maddox Park improvements to the east, west and south, as well as for the historic core of the Park (for full details see Parks and Open Space section and Appendix 4: Maddox Park Master Plan).
- (2) Reconnection of North Avenue across the Atlanta BeltLine to improve access to Maddox Park and facilitate redevelopment.
- (3) New north-south street linking Boone Boulevard to North Avenue and Hollowell Parkway. The new street will improve access to Maddox Park, create a well defined park edge along the eastern edge of the park, and facilitate redevelopment.
- (4) Relocation of City Public Works facilities out of the Maddox Park area to allow redevelopment along the eastern edge of Maddox Park and to reduce the Public Works related heavy truck traffic at the park's edge.
- (5) "High density residential" development at the eastern edge of the Atlanta BeltLine and along North Avenue, where North Avenue and Finley Avenue extensions will enhance connectivity.
- (6) Residential redevelopment with multi-family housing and townhomes east of Finley Avenue, between North Avenue and Hollowell Parkway, as a transition from higher density development adjacent to the Atlanta BeltLine to low density single-family neighborhoods.



Mixed use development at the eastern edge of Maddox Park will increase activity and visibility of the park.



New streets will improve access to Maddox Park from Boone Boulevard and the Bankhead neighborhood.

- (7) Preservation and/or adaptive re-use of industrial properties adjacent to the Atlanta BeltLine near Hollowell Parkway, where viable industrial businesses are currently a source of jobs. The short-term strategy is to preserve these jobs. For the long-term there is flexibility for these properties to remain industrial or be adaptively re-used for transit-oriented, mixed-use development.
- (8) Creation of new greenway between North Avenue, Cairo Street, Neal Street and the Atlanta BeltLine. The greenway will include a trail connecting to Maddox Park and design elements to help manage stormwater runoff.
- (9) Townhomes between Temple Street and the Atlanta BeltLine. Redevelopment in this area should include new streets to complete the street grid and enhance connectivity.





Perspective rendering of proposed redevelopment concept at east edge of Maddox Park.



Maddox Park Concept Plan View



## Maddox Park Concept Potential Phasing



### Short Term

- New streets and street extensions provide framework for new development and improve connectivity in the area.
- Expansion of Maddox Park



### Mid Term

- Relocation of Public Works operations.
- Redevelopment of Public Works property with mixed use development.
- Multi-family redevelopment of industrial properties east of the Atlanta BeltLine at North Avenue and Finley Avenue.
- Potential development alternative east of CSX on the site of the existing Maddox Park soccer field.



### Long Term

- Build out of public works property; Includes mixed use and multi-family development.
- Redevelopment of vacant, industrial and multi-family properties east of the Atlanta BeltLine with new multi-family and townhouse development.
- Modification of street network is complete, providing connections across Atlanta BeltLine, between Holloway Parkway and Boone Boulevard, and within Bankhead neighborhood.

## Development Quantification

Some recommended development will be supported by public-private partnerships. However, the Subarea 10 vision will largely be achieved through privately initiated development. Because private development is directly tied to market demand, the concepts for Subarea 10 were balanced with recent market studies and demographic projections to ensure the concepts are feasible and reasonable in the short, medium or long term future.

The development opportunities described in the preceding section represent one possible development outcome. Actual development will be dependent on a variety of factors including market demand, willingness of property owners to redevelop, and implementation of transportation and open space projects.

The Detailed Concept Quantification table shows the proposed phasing of development, taking into account short-term market conditions and long-term growth projections for the Atlanta BeltLine and City of Atlanta. The Concept Quantification Summary table includes the development totals for all three concepts (Boone Boulevard, Luden Way and Maddox Park) as well as market projections based on a 2008 market study commissioned by Atlanta BeltLine, Inc.

**Table 4. Concept Quantification Summary\***

	ALL CONCEPTS	MARKET PROJECTIONS
Retail (sq. ft.)**	95,000	252,279
Residential (# units)	2,506	2,221
Multi-family	2,101	N/A
Townhomes	363	N/A
Single-family	42	N/A

\*Numbers presented represent net increases from 2010 to 2030

\*\* Retail square footage for concepts is significantly below market projections because retail growth is expected to be significant at the edges of Subarea 10. These areas include the Atlanta University Center area, areas along Lowery Boulevard and areas along Hollowell Parkway and directly north of Subarea 10 (in Subarea 9).

Development quantification, as presented, is based on the following data and assumptions:

- Data from recent market studies and demographic projections.
- Assumption that land use and zoning changes will align with the future land use and circulation plan.
- Assumption that transportation projects presented in the Mobility section will be implemented.
- Assumption that trails and transit associated with the Atlanta BeltLine will be implemented.
- Assumption that parks and open space projects presented in the Parks and Open Space section will be implemented.

**Table 5. Detailed Concept Quantification**

BOONE BOULEVARD CONCEPT	SHORT-TERM	MID-TERM	LONG-TERM	TOTAL
Retail (sq. ft.)	0	0	60,000	60,000
Residential (# units)	32	150	790	972
Multi-family	24	44	790	858
Townhomes	0	106	0	106
Single-family	8	0	0	8
LUDEN WAY CONCEPT				
Retail (sq. ft.)	0	0	0	0
Residential (# units)	148	0	80	228
Multi-family	120	0	0	120
Townhomes	28	0	53	81
Single-family	0	0	27	27
MADDOX PARK CONCEPT				
Retail (sq. ft.)	0	15,000	20,000	35,000
Residential (# units)	0	623	683	1,306
Multi-family	0	623	500	1,123
Townhomes	0	0	176	176
Single-family	0	0	7	7



## Economic Development Strategies

Access to jobs and availability of retail options are important issues to address in Subarea 10. Currently, there are limited job opportunities in the immediate area, and few retail services that meet the community's daily needs.

To address both of these issues, recommendations for mixed use development include opportunities for new businesses at Boone Boulevard, North Avenue and Hollowell Parkway near the Atlanta BeltLine. Redevelopment in these locations must include retail and office components that serve the immediate community with employment opportunities and services. Business types to be recruited include restaurants, grocery stores, general retail, pharmacies, and professional offices such as insurance and real estate.

While mixed use redevelopment along Boone Boulevard and North Avenue will be appropriate in the short and long term, a different strategy is needed for the properties near the proposed Atlanta BeltLine transit station at Hollowell Parkway. Here, the existing active industrial uses should be preserved. This strategy will retain needed jobs in the area in the short term. In the long term, however, a flexible planning approach will be important so that the properties can either remain active industrial or be allowed to transition to mixed use, depending on market demand and property owner preferences.

## Historic Resources Strategies

Subarea 10 includes several historic buildings and structures that help to define the community and tell the story of its past. As new development occurs, these resources should be given special consideration and preserved when possible.

Within Subarea 10, the majority of historic resources are associated with parks, civic buildings and the established single-family neighborhoods. Specifically, the neighborhoods that have previously been identified as historically significant in Subarea 10 include Grove Park, Bankhead, Hunter Hills, Washington Park and Ashview Park.



A flexible planning approach should preserve active industrial businesses today while allowing future opportunities for mixed use redevelopment.



New businesses will provide jobs and retail services for the community.



Historic neighborhoods surround Subarea 10 and should be preserved and enhanced.

In addition to the historic neighborhoods, several buildings and structures have been identified as historically significant. These resources were identified by the Atlanta BeltLine Historic Resources Survey conducted by the Atlanta Urban Design Commission in 2005. The survey includes two resources in Subarea 10 that are listed on the National Register of Historic Places. The survey has been updated as part of the Subarea 10 planning effort and includes the following resources which should be given special preservation attention:

- Booker T. Washington High School (Listed on the National Register of Historic Places)
- Washington Park Neighborhood District (Listed on the National Register of Historic Places)
- Centenary United Methodist Church at Tazor Street and Boone Boulevard.
- Fire Station #16 at Flowers Place and Boone Boulevard.
- Industrial building at southwest corner of Hollowell Parkway and the Atlanta BeltLine.
- Industrial buildings at southeast corner of Pierce Avenue and Hollowell Parkway.
- Georgia Oliver United Methodist Church at Elbridge Drive and Hollowell Parkway.
- Maddox Park Pool House, Entrance Gate at Hollowell Parkway and North Avenue, and Gazebo/Pavilion.
- Railroad overpass at North Avenue and North Avenue (southeast edge of Maddox Park).
- Railroad overpass at Hollowell Parkway and CSX rail line.
- Boone Boulevard bridge at Boone Boulevard and Proctor Creek.
- Railroad overpass at Atlanta BeltLine and Martin Luther King Jr. Drive.

For detailed information about these and other historic resources, see the Urban Design and Historic Resources section of *Appendix 3: Inventory and Assessment Report*.



Several historic civic buildings, including the Centenary United Methodist Church, serve the subarea and should be preserved.



Maddox Park includes several historic building and structures, including the pool house.

## Art and Culture Strategies

Public art can enhance the visual character of a place and enliven a community with a sense of place. Public art is proposed in several locations throughout Subarea 10 to highlight special destinations such as transit stations and schools, or to enhance important connection points such as trail heads and park access points.



The proposed public art opportunities include unique trail heads, murals with history and education components, historic preservation elements and public space beautification. The table below describes the general locations recommended for art, the unique attributes of these locations, and potential art opportunities at each location. These public art locations are shown on the Future Land Use and Circulation map and should be coordinated with transportation projects, park improvements and new development.



Public art can be used to highlight important destinations, such as this art instillation at the Lingbergh MARTA station.

**Table 6. Recommended Public Art Opportunities**

MAP ID	LOCATION	UNIQUE ATTRIBUTE	OPPORTUNITIES
1	Hollowell Pkwy at Proctor Creek	New trail connection	Trail connection
2	Hollowell Pkwy at Maddox Park	Adjacent to key corridor; Connection between MARTA station and park	Celebrate neighborhood history; Streetscape features
3	Hollowell Pkwy at Maddox Park/CSX Rail line	Historic structure; Visual focal point	Gateway feature; Historic preservation
4	Hollowell Pkwy at North Ave	Park Entrance; Historic Structure	Gateway feature; Historic preservation
5	Hollowell Pkwy at Atlanta BeltLine	New rail station; New trail connection	Create unique entry to station; Trail connection
6	North Ave. at Atlanta BeltLine	Street and trail connection to BeltLine	Gateway feature between neighborhoods; Trail connection
7	North Ave. at Maddox Park	New trail connection; BeltLine trail spur connection to Maddox Park	Trail connection
8	North Ave at Maddox Park	New trail connection; Proctor Creek Greenway trail connection to Maddox Park	Trail connection
9	Atlanta BeltLine at Cairo St Greenway	Trail underpass	Trail underpass; Mural art
10	Cairo St at Jett St	New trail connection	Trail connection
11	Proctor Creek at CSX rail line	Trail underpass	Trail underpass; Mural art
12	Proctor Creek at Boone Blvd	Trail underpass	Trail underpass; Mural art
13	Boone Blvd at Troy St.	New trail connection	Trail connection
14	Boone Blvd at Atlanta BeltLine	Adjacent to key corridor; Connection between MARTA station and park	Create unique entry to station/new plaza or park space; Trail connection
15	Boone Blvd at Herndon Elementary School	Community focal point; Important civic destination	Celebrate local history; Educational component; Streetscape features
16	Troy St. at Atlanta BeltLine	New trail connection	Trail connection
17	Lena St. at Atlanta BeltLine	Street and trail connection to BeltLine	Gateway feature between neighborhoods; Trail connection
18	MLK Dr. at Atlanta BeltLine	Historic structure; Visual focal point; New rail station; New trail connection	Gateway feature between neighborhoods; Historic preservation; Trail connection
19	MLK Jr. Dr at Washington High School	Community focal point; Important civic destination	Celebrate local history; Educational component; Streetscape features
20	Westview Dr. at Greenleaf Circle Park	Potential new enhancement and expansion	Celebrate local history; Recreational component
21	Westview Dr. at Atlanta BeltLine	New rail station; New trail connection	Gateway feature between neighborhoods; Create unique entry to station; Trail connection

# MOBILITY

The overarching mobility vision for Subarea 10 – and the Atlanta BeltLine – is to make it easier to get around the community by a diversity of modes. This requires enhancing the convenience and safety of alternative modes of transportation such as walking, biking and public transportation.

To achieve this vision in Subarea 10, several transportation projects and design strategies are integrated into the Master Plan. The sections that follow describe in greater detail the mobility vision for Subarea 10 and outline strategies to achieve the vision. They include the following:

- **Mobility Goals** – Describes the long-term outcomes desired for Subarea 10.
- **Street Type Framework Plan** – Presents the desired street network and street character.
- **Transportation Improvements** – Summarizes the proposed transportation improvements and why they are necessary. Addresses transit, new streets, streetscapes, pedestrian improvements, bike facilities improvements and intersection improvements.

## Mobility Goals

The goals listed in this section are the outcome of the existing conditions assessment and discussion at community meetings held during the planning process. These goals should be used to guide decision-making related to mobility improvements as well as public space improvements involving streets and trails.

### **Goal 1: Connect the neighborhoods and link them to key destinations by enhancing the street grid.**

Rail lines, natural features and steep topography have historically separated Subarea 10 neighborhoods from one another and increased the distances to community destinations such as parks and shopping areas. New and improved streets should cross the physical barriers in Subarea 10 and reduce trip distances to major destinations, making it easier to move about the community.



New streets will improve connectivity and establish the framework for walkable development.



New development should be integrated with the proposed transit improvements in the subarea.

### **Goal 2: Coordinate multi-modal transportation improvements with new development to make transit a more viable and accessible means of travel.**

Transit is most effective and convenient for riders in a context with density and connectivity. Transportation improvements should lead to easier and safer to access transit stations and bus service. Strategies include reducing the distance one needs to walk, bike or drive to bus stops and transit stations as well as street and sidewalk improvements to make walking and biking safer. Additionally, new development should be transit-oriented with the density and mixed use design that is supportive of transit riders.



**Goal 3: Provide trails and pedestrian-friendly streets to improve neighborhood walkability and safety.**

In order for walking to be safe and convenient, pedestrians need trails and sidewalks that are comfortable and safe. Sidewalks need to be well-maintained, designed to make walking pleasant and connected to important destinations. New sidewalks and trails, as well as improvements to existing pedestrian facilities, should meet these criteria.

**Goal 4: Improve transportation safety along major corridors while respecting the urban context of the area.**

Street design, especially along major corridors such as Boone Boulevard, should include elements that make it safer for all modes of transportation. Additionally, street design should support the land uses recommendations along the major corridors to ensure street improvements support the walkable, mixed use environments envisioned for the area. All transportation modes must be accommodated along major corridors.

**Street Framework Plan**

The Street Framework Plan supports the vision for a more walkable and connected community. It includes modifications to the street network and defines the desired design for new and existing streets.

**Street Network**

Several new streets and street extensions are proposed to increase connectivity in Subarea 10. The resulting better-connected street grid will reduce distances to major destinations and provide additional route options. In doing so, it will cause walking, biking, driving and accessing public transportation to be more direct and convenient.

For a more detailed summary of recommended new streets and connections, see the Transportation Improvement section of this chapter and the Future Land Use and Circulation Plan in the Land Use and Design chapter.



Streets should be designed to make walking safe and convenient.



Transportation improvements along major corridors should support a walkable, urban environment.



The walkable street framework that surrounds the Lindbergh MARTA station is similar to the proposed street framework at Boone Boulevard and the Atlanta BeltLine.

## Street Types

The Street Type Framework Plan map shows the recommendations for street types necessary to support the future land use plan. The Street Type table describes the street features and dimensions for each street type. Street type recommendations are applied to both existing streets and proposed new streets, in order to describe the appropriate street design for new streets as well as the required street improvements associated with new development along existing streets. The four different street types involved are:

- **Commercial Avenue** – This street type includes a landscaped median that accommodates a turn lane at intersections, two travel lanes for vehicles, a bike lane, on-street parking and wide sidewalks with street trees. Buildings facades should generally reach to the sidewalk to make bicycle and pedestrian access convenient and safe.
- **Residential Boulevard** – This street type includes a median, two travel lanes, bike lanes and sidewalks with street trees. This street type is applied to areas areas that are more residential and that have a narrower right-of-way than commercial streets.

- **Multi-Family Street** – This street type supports higher intensity residential development, such as multi-family apartments and townhomes. It includes two travel lanes, on-street parking and wide sidewalks with street trees. A wide, shaded pedestrian area encourages walking, and buildings are close to the street to support easy pedestrian access.
- **Residential Street** – This street type supports low levels of vehicular traffic and exclusively serves low density residential development. It includes, at a minimum, two travel lanes and sidewalks. Where there is sufficient right-of-way, street trees and on-street parking should be accommodated.

These street types, features and dimensions are the minimum recommendations from the Connect Atlanta Street Design Guide which was adopted in December, 2008 as part of the city's official transportation plan. Street features and their dimensions will vary depending on right-of-way constraints related to existing development, environmental features and other physical conditions along the street.

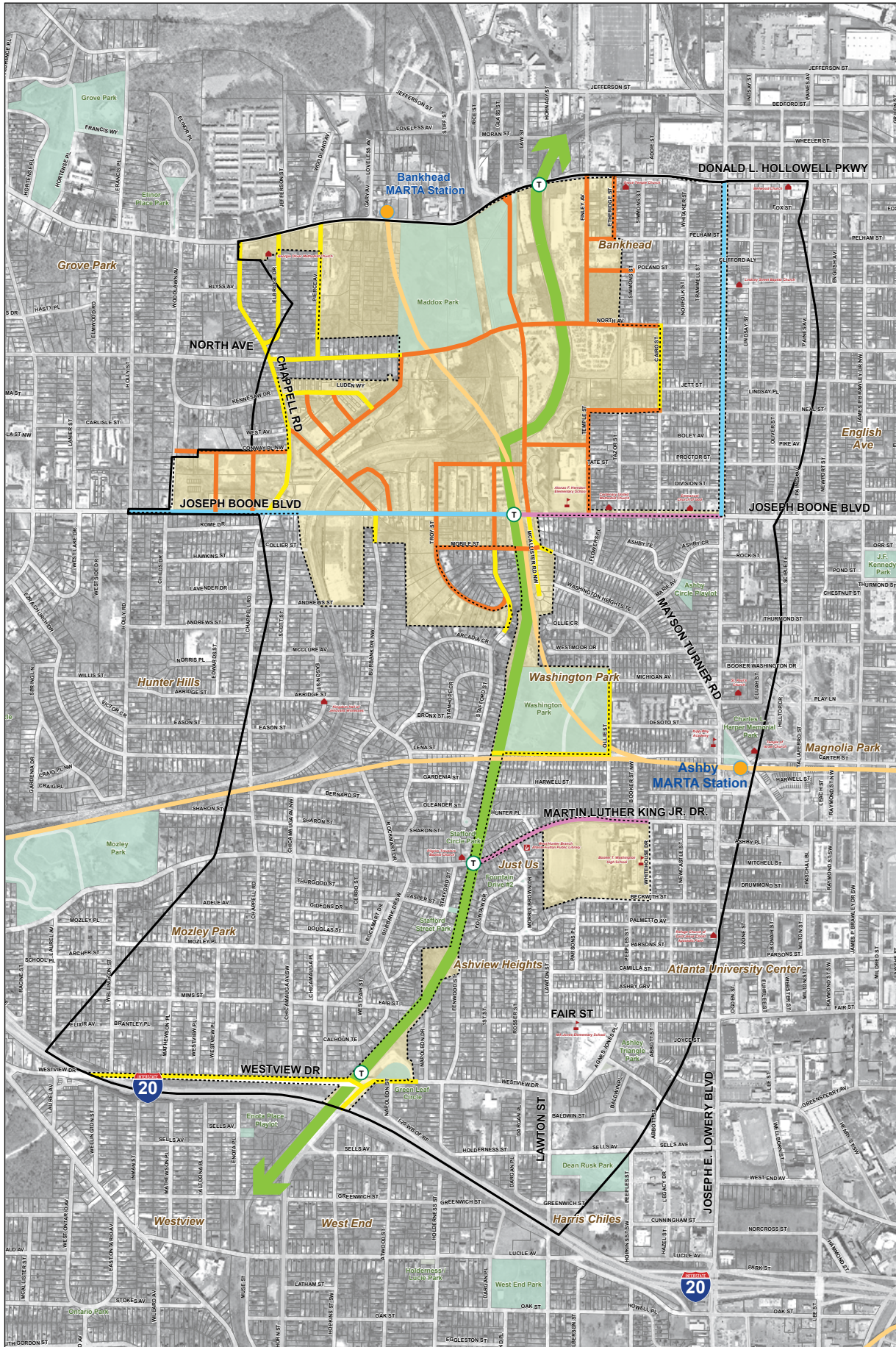
**Table 7. Subarea 10 Street Types\***

STREET FEATURES	AVENUE/COMMERCIAL	BOULEVARD/ RESIDENTIAL	STREET/MULTI-FAMILY	STREET/RESIDENTIAL
Minimum Right-of-way	86'	65'	51'	44'
Number of Travel Lanes	2	2	2	2
Width of Lanes	11'	10'	10'	10'
Median (if applicable)	11'	11'	N/A	N/A
Bike Lanes (if applicable)	5'	5'	N/A	N/A
On Street Parking (if applicable)	7'	N/A	7.5'	N/A
Planting Strip/Street Furniture Zone	5'	5'	3'	5'
Sidewalk/Clear Zone	10'	5'	5'	5'
Sample Cross Section				

\*Note: The dimensions listed are minimum recommended dimensions from the Connect Atlanta Plan Street Design Guide. Street dimensions will likely vary depending on right-of-way constraints related to existing development, environmental features and other physical conditions along the street.



Map 8. Recommended Street Type Framework



BeltLine Subarea 10:  
BOONE/HOLLOWELL

Street Type  
Framework Plan

LEGEND

- Subarea 10
  - Subarea 10 Beltline TAD
  - BeltLine
  - Proposed Transit Station
- Street Typologies
- Avenue/Commercial (66)
  - Boulevard/Residential (65)
  - Street/Multi-Family (51)
  - Street/Residential (44)

Prepared By:  
**MACTEC**

with  
Perkins + Will and  
Grice and Associates





## Transportation Improvements

In addition to the Atlanta BeltLine trail and transit projects, several transportation improvements are needed to support the walkable, mixed use development pattern desired in Subarea 10. Specific projects related to transit, the street network, street design, bicycle and pedestrian improvements and street function have been identified. Many of these recommended projects are either identical or similar to transportation improvement recommendations that have been included in one or more previously-adopted plans, including the *Connect Atlanta Plan*, *Simpson Road Corridor Redevelopment Plan Update*, *Bankhead MARTA LCI Plan* and *Washington Park LCI Plan*.

The sections that follow summarize the proposed transportation improvements and clarify their purpose. The complete **Subarea 10 Transportation Project Table** and **Transportation Project Map** are located at the end of this chapter in the Transportation Project Implementation section.

### **Transit Projects**

Among the proposed locations for Atlanta BeltLine transit stations, a new MARTA/Atlanta BeltLine infill station (TR-001) at the intersection of the Atlanta BeltLine and Boone Boulevard is a key opportunity. This intersection is one of the few locations along the Atlanta BeltLine where an existing MARTA transit line and the Atlanta BeltLine right-of-way intersect. This opportunity to link MARTA and Atlanta BeltLine transit is important for the broader public transportation system as well as for the immediate vicinity in Subarea 10, as presented in previous descriptions of the transit-oriented development concept.

### **New Streets/Connections**

New streets and street extensions are recommended for strategic locations to improve connectivity and facilitate movement about the community. New streets will create additional route options in the subarea, and street extensions will help to complete the street grid by removing existing dead-end street conditions which can pose public safety concerns as well as transportation disconnects.



A recommended new MARTA infill and Atlanta BeltLine transit station at Boone Boulevard will improve transit access in the subarea and support new development.

The new streets and street extensions are categorized as publicly funded or privately funded projects. Publicly funded projects are listed below and at the end of this section in the Transportation Project Implementation section. Privately funded streets should be built as part of private redevelopment projects and are noted on the Transportation Project Map at the end of this section.

The following are recommended publicly funded New Streets/Connections projects in Subarea 10:

- **NS-001: North Avenue Extension** – Extend North Avenue from Maddox Park eastward across the Atlanta BeltLine right-of-way; Reconnect with North Avenue near the Finley Avenue intersection.
- **NS-002A: North-South Connector (Maddox Park portion)** – Realignment of existing street along eastern edge of Maddox Park connecting Hollowell Parkway to North Avenue.
- **NS-002B: North-South Connector (Boone Boulevard to Maddox Park portion)** – New street connecting North Avenue in Maddox Park to Boone Boulevard directly east of the MARTA/Atlanta BeltLine underpass, aligning with Mayson Turner Road.



- **NS-003: Finley Street Extension** – Extend Finley Avenue from Pelham Street to North Avenue.
- **NS-004: Herndon School Connector** – New street along northern edge of Herndon Elementary connecting new North-South Connector to Temple Street.
- **NS-005: Neal Street Extension** – Extend Neal Street from Tazor Street to Temple Street.
- **NS-006: Cairo Street Extension** – Extend Cairo Street from North Avenue to Neal Street.
- **NS-007: Lena Street Extension** – Extend Lena Street across the Atlanta BeltLine right-of-way to remove dead-end conditions and improve connectivity between Mozley Park and Washington Park neighborhoods.



The proposed streetscape for Boone Boulevard, from Holly Street to the Atlanta BeltLine, should be similar to the Commercial Avenue street type in the Connect Atlanta Plan.

### **Complete Streets/Streetscapes**

The intent of proposed streetscape projects is to retrofit existing streets to better support the urban nature of the context and the mixed use development desired along major streets such as Boone Boulevard, Mayson Turner Road, Lowery Boulevard and North Avenue. Redesigned travel lanes, bike lanes, on-street parking, street trees, improved street lighting and generous sidewalks are all elements of complete streets. When implemented, these streetscape projects will make walking, biking and using public transportation safer and more convenient.

Planning for these projects has taken into consideration the Street Types Framework map, which is referenced to identify the appropriate cross section and features for each streetscape project. Many of these projects were identified in previous plans, therefore implementation should be coordinated with any project planning or design/engineering completed to date.

Below is a summary of the Complete Streets/ Streetscape projects.

- **CS-001A: Boone Boulevard Streetscape (West Boone section)** – Streetscape improvements from Holly Street to Chappell Road to include new median, bike lane, street trees and widened/improved sidewalks.

- **CS-001B: Boone Boulevard Streetscape (Central Boone section)** – Streetscape improvements from Chappell Road to Herndon Elementary School with new median, bike lane, on-street parking, street trees and widened/improved sidewalks.
- **CS-001C: Boone Boulevard Streetscape (East Boone section)** – Streetscape improvements from Herndon Elementary to Lowery Boulevard with new median, bike lane, street trees and widened/improved sidewalks.
- **CS-002: Mayson Turner Road Streetscape** – Streetscape improvements from Boone Boulevard to Mobile Street with street trees and widened/improved sidewalks.
- **CS-003: Joseph Lowery Boulevard Streetscape** – Streetscape enhancement from Boone Boulevard to Hollowell Parkway with street trees and widened/improved sidewalks.
- **CS-004: North Avenue/Maddox Park Streetscape** – Streetscape enhancement from western edge of Maddox Park along North Avenue to existing intersection of North Avenue and North Avenue at the eastern edge of Maddox Park, with on-street parking, street trees and lighting and new sidewalks.

### ***Pedestrian Amenities/Sidewalks***

The intent of recommended sidewalk projects is primarily to fill the gaps in the sidewalk network between the Grove Park neighborhood and Maddox Park. One identified project, the North Avenue sidewalk (PA-002), will connect Chappell Road to Maddox Park. Currently, this stretch of North Avenue does not have a sidewalk and is inhospitable to those who walk to Maddox Park.

The other sidewalk gap solution project, the Pierce Avenue sidewalk (PA-001), adds a new sidewalk along Pierce Avenue from Hollowell Parkway to North Avenue. Currently, Pierce Avenue does not have a sidewalk and the new sidewalk will make walking in the Maddox Park area safer.

When planning for these two sidewalk projects, the Residential Street cross section should be applied. For both projects, the minimum cross section should include a sidewalk along both sides of the street and two travel lanes (one in each direction). Where right-of-way allows, street trees and on-street parking should be added. This applies in particular to North Avenue, where the existing street right-of-way is excessively wide for two travel lanes.

Both of these recommended sidewalk projects are outside the Atlanta BeltLine TAD boundaries, however they are critical pedestrian improvements needed to connect the Grove Park neighborhood to Maddox Park. If Atlanta BeltLine TAD funds cannot be used for these projects, other funding alternatives should be explored to ensure these important projects are completed.

### ***Bicycle Routes/Bike Lanes***

The proposed bicycle projects are in addition to trail projects and bike lane projects already programmed, such as a bike lane along Martin Luther King Jr. Drive. The bike lane proposed for Boone Boulevard (B-001) is part of a Core Bicycle Connection in the Connect Atlanta Plan. This bike lane should extend from east to west across Subarea 10. When all sections are complete, the Boone Boulevard bike lane will extend directly into Downtown Atlanta.



New sidewalks along North Avenue will improve access to Maddox Park from the Grove Park Neighborhood. Like this sidewalk they should include street trees in a planting strip.



A new on-street bike lane along Boone Boulevard will coexist with traffic and transit to improve bicycle access to area destinations.

The other bicycle lane projects are related to the PATH connection between Mozley Park and Washington Park. A portion of this route is an on-street bike lane that needs improvement. Two projects are recommended for this segment of bike route to upgrade wayfinding signage (B-002A) to make it easier to follow the route, and to add street markings (B-002B) to improve wayfinding and alert motorists that bicyclists are sharing the street.



## Intersection Improvements

Several existing intersections in the subarea require improvements. The recommended projects include geometry improvements to improve traffic flow through the intersections as well as pedestrian improvements to improve crossing safety. Most of these projects have been identified in previous plans, and implementation should build on planning efforts completed to date. Additionally, these projects should be coordinated with recommended streetscape and new street projects.

The following is a brief summary of recommended Intersection Improvements:

- **I-001: Boone Boulevard at Chappell Road**  
– Intersection improvement that includes geometric improvements as well as pedestrian and bicycle street features.
- **I-002: Boone Boulevard at Burbank Drive**  
– Intersection improvement that includes geometric improvements as well as pedestrian and bicycle street features.
- **I-003: Boone Boulevard at Lowery Boulevard**  
– Intersection improvement that includes geometric improvements as well as pedestrian and bicycle street features.
- **I-004: Westview Drive at Langhorn Street** –  
Realignment of Westview Drive and Langhorn Street; potential roundabout location.
- **I-005: Boone Boulevard at Mayson Turner Road** - Conversion of intersection to a 4-way intersection to accommodate north-south street connection. Intersection improvements should also include geometric improvements and bicycle and pedestrian features.

## Transportation Project Implementation

The Transportation Project List and associated map include all of the proposed public transportation projects for Subarea 10. These projects will be implemented by Atlanta BeltLine and the city.

Additionally, there are several proposed new streets that private developers should be required to implement in conjunction with future development/redevelopment projects. These new streets are identified on the map (in purple) but are not listed in the projects table.



The proposed roundabout (from the Connect Atlanta Plan) at Westview Drive and Langhorn Street will replace the existing interchange.



Intersection improvements along Boone Boulevard should improve vehicular traffic flow and pedestrian safety.



The Boone Blvd. and Mayson Turner Rd. intersection will require intersection improvements in the future when a new street is extended through to create a 4-way intersection.

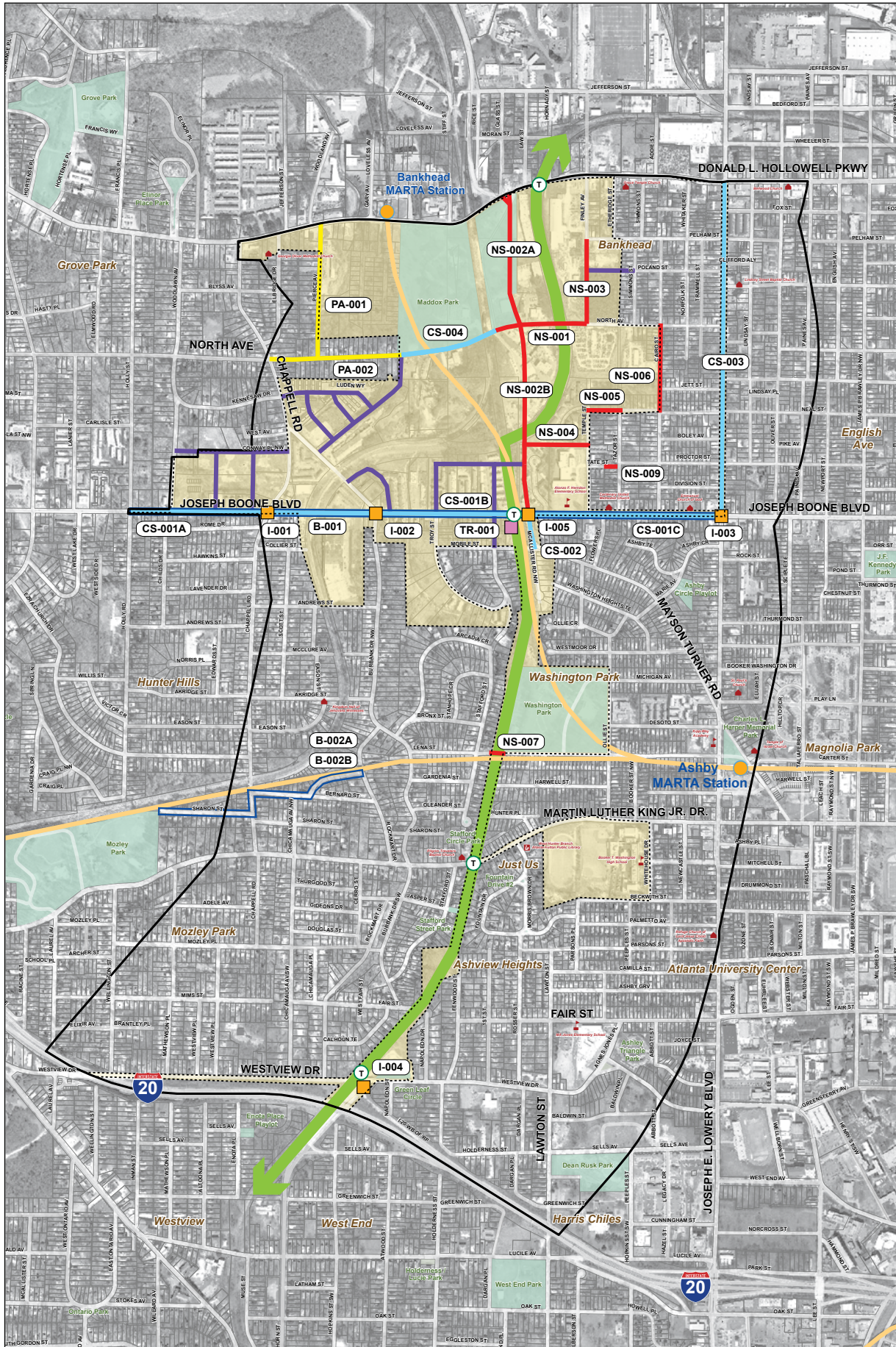
**Table 8. Transportation Project List**


PROJECT ID	PROJECT NAME	DESCRIPTION	PREVIOUS PLAN	TYPE OF IMPROVEMENT
<b>Transit Projects (TR)</b>				
TR-001	Infill MARTA/Atlanta BeltLine Station	New MARTA/Atlanta BeltLine Transit Station	BMS (T-12)	Transit
<b>New Streets/Connections (NS)</b>				
NS-001	North Avenue Extension	North Ave connection from Maddox Park to Bankhead neighborhood at Finley Ave intersection; Coordinate with new North-South connector projects.	CAP (NS-006); BMS (T-25); SRCRP (S-20)	Street Network
NS-002A	North-South Connector: Maddox Park	New street along eastern edge of Maddox Park connecting Hollowell Pkwy to North Ave	CAP (PS-NS-100)*	Street Network
NS-002B	North-South Connector: Boone to Maddox Park	New street connecting Maddox Park and North Ave to Boone Blvd	CAP (PS-NS-100)*	Street Network
NS-003	Finley St Extension	Extension of Finley St from Pelham St to North Ave	BMS (T-27)	Street Network
NS-004	Herndon School Connector	New street along northern edge of Herndon Elementary connecting new North-South Connector to Temple St	N/A	Street Network
NS-005	Neal St Extension	New street connecting Tazor St to Temple St	N/A	Street Network
NS-006	Cairo St Extension	Extension of Cairo St from North Ave to Neal St	N/A	Street Network
NS-007	Lena St Extension	Extension of Lena St across Atlanta BeltLine	N/A	Street Network
<b>Complete Streets/Streetscapes (CS)</b>				
CS-001A	Boone Blvd Streetscape: West Boone Section	Streetscape enhancement from Holley St to Chappell Rd with new street trees and improved sidewalk	BMS (T-7)	Streetscape
CS-001B5	Boone Blvd Streetscape: Central Section	Streetscape enhancement from Chappell Rd. to Herndon Elementary School with on-street parking, street trees and improved sidewalk	SRCRP (S-3); BMS (T-27)	Streetscape
CS-001C	Boone Blvd Streetscape: East Boone Section	Streetscape enhancement from Herndon Elementary School to Lowery Blvd with improved street trees and sidewalk	BMS (T-27)	Streetscape
CS-002	Mayson Turner Rd Streetscape	Streetscape enhancement from Boone Blvd to Mobile St with street trees and improved sidewalk	N/A	Streetscape
CS-003	Joseph Lowery Blvd Streetscape	Streetscape enhancement from Hollowell Pkwy to Boone Blvd with street trees and improved sidewalk	EACRPU (UWS-P14)	Streetscape
CS-004	North Ave/Maddox Park Streetscape	Streetscape enhancement from western edge of Maddox Park along North Ave to existing intersection of North Ave and North Ave	N/A	Streetscape
<b>Pedestrian Amenities/Sidewalks (PA)</b>				
PA-001	Pierce Ave Sidewalk	New sidewalk along Pierce Ave from Hollowell Pkwy to North Ave	N/A	New Sidewalk
PA-002	North Ave Sidewalk	New sidewalks from Chappell Rd to Maddox Park	N/A	New Sidewalk
<b>Bicycle Route/Bike Lanes (B)</b>				
B-0017	Boone Blvd Bike Lane	New bike lane along Boone Blvd from Holy St to Lowery Blvd	N/A	Bike Lane
B-002A	Mozley Park Bike Route Improvement Wayfinding	Upgrade wayfinding from Mozley Park to PATH at Chatham Way and MARTA bridge crossing	N/A	Bike Route
B-002B	Mozley Park Bike Route Improvement: Roadway marking	Install roadway markings, such as sharrows, to improve bicycle safety and wayfinding along route	N/A	Bike Route
<b>Intersection Improvement (I)</b>				
I-001	Boone Blvd/Chappell Rd	Intersection improvements that include geometric improvements, as well as pedestrian and bicycle improvements	SRCRP (S-11)	Intersection Improvement
I-002	Boone Blvd/Burbank Dr	Intersection improvements that include geometric improvements, as well as pedestrian and bicycle improvements	SRCRP (S-13)	Intersection Improvement
I-003	Boone Blvd/Lowery Blvd	Intersection improvements that include geometric improvements, as well as pedestrian and bicycle improvements	CAP (PS-IR-004); SRCRP (S-10); VCWP (T-33); EACRPU (T2)	Intersection Improvement
I-004	Westview Drive- Langhorn Street	Realignment of Westview Drive and Langhourn St; Potential roundabout location	CAP (RB-004)	Intersection Improvement
I-005	Boone Blvd/Mayson Turner Rd	Intersection improvements that include conversion to 4-way intersection, geometric improvements, as well as pedestrian and bicycle improvements.	N/A	Intersection Improvement


CAP: Connect Atlanta Plan  
 SRCRP: Simpson Road Corridor Redevelopment Plan  
 VCWP: Vine City-Washington Park LCI Study  
 BMS: Bankhead MARTA Station LCI Study  
 EACRPU: English Avenue Community Redevelopment Plan Update



# Map 9. Recommended Transportation Projects







**BeltLine Subarea 10:  
BOONE/HOLLOWELL**

**Transportation  
Projects**


**LEGEND**

- Subarea 10
- Subarea 10 Beltline TAD
- BeltLine
- T Proposed Transit Station

**Transportation Project Types**

- Transit Project (TR)
- New Streets/  
Street Connections with  
Public Funding (NS)
- New Streets/  
Street Connections with  
Private Funding
- Complete Streets (CS)
- Pedestrian  
Amenities/Sidewalks (PA)
- Bicycle Route/Bike Lanes  
(B)
- Intersection Improvement (I)

Prepared By:  
**MACTEC**  
with  
Perkins + Will and  
Grice and Associates



SCALE IN FEET  
0 300 600 1,200



# PARKS & OPEN SPACE

The vision for parks and open space in Subarea 10 is to improve environmental quality while also enhancing and expanding parks, open spaces and trail systems. To achieve this vision, the sections that follow describe in greater detail the parks and open space vision and strategies for Subarea 10.

- **Parks and Open Space Goals** – Describes the long-term outcomes desired for the subarea.
- **Park Improvements** – Summarizes park improvement strategies and projects.
- **Maddox Park Improvements** – Overviews the Maddox Park Master Plan (see Appendix 4: Maddox Park Master Plan for full details).
- **Proctor Creek Improvements** – Overviews Proctor Creek analysis and restoration recommendations (see Appendix 5: Proctor Creek Restoration Plan for full details).
- **Greenway Trail Improvements** – Summarizes recommended multi-use trail projects.

## Parks and Open Space Goals

The goals for Subarea 10 parks and open space are the outcome of existing conditions assessment and discussions at community meetings. They have guided planning and decision-making related to parks and open space improvements.

### ***Goal 1: Enhance opportunities for safe community gathering and youth recreation.***

Safe areas for children and adults to gather and socialize are critical components of the community. Improvements to existing parks should enhance access and visibility, increase activity and promote safety. And, expansion of parks and recreation facilities should be undertaken to create much needed youth recreation opportunities.

### ***Goal 2: Provide a connected network of well-maintained parks and green spaces.***

Linking parks and open spaces with a network of trails will improve access to neighborhood parks. The trails and parks that they link to should be well maintained to encourage use and foster a sense of community pride.



Creating areas in the subarea for children to play safely is a primary objective.



Trails should connect neighborhood residents to parks and natural areas.

### ***Goal 3: Preserve historic features and enhance parks and green space.***

Parks in Subarea 10, primarily Maddox and Washington parks, have historic resources that add value and interest. Along with preservation of historic park features, park expansions, new parks, and new connecting trails will make parks more attractive and easier to use.

### ***Goal 4: Reclaim and restore degraded and environmentally sensitive areas such as streams and floodplains.***

Natural areas, particularly in urban settings, can be easily degraded by human activity. Proctor Creek and its associated tributaries are in particular need of restoration projects to improve water quality, natural habitat and sustainability.



**Goal 5: Establish strong park edges**

Well-defined park edges are important for safety and accessibility. Urban parks should be framed by streets with buildings oriented to overlook park space in order to improve visibility and increase activity.

**Park Improvements**

The existing parks and open spaces in Subarea 10 provide important community gathering areas and places for recreation, but they are in need of improvements and expansion to better serve residents. The Subarea 10 master plan includes recommendations for park renovation, park expansions and creation of new parks. In total, the park projects cover 121 acres and represent a net increase of 69 acres of park space in the subarea.

The sections that follow describe in detail the park and open space recommendations for Subarea 10.

**Maddox Park Improvements**

Maddox Park is one of Atlanta’s historic public parks, dating from the early 1900’s. To honor its history and improve its ability to meet community needs, a master plan for park preservation, expansion and improvements has been developed.

Currently, some important facilities in Maddox Park are closed (pool and poolhouse) and there are access limitations. Accordingly, the park is not heavily used by the entire community. Community input has clarified that renovations and improvements to park facilities are needed to better meet the community’s recreation needs.

Recommendations of the Maddox Park master plan include renovation and reprogramming of the historic core of the park and park expansion to the west and south. When renovations and expansions are completed, the park will be more accessible from adjacent neighborhoods and will provide improved recreation opportunities.



Natural areas in the subarea, including Proctor Creek and its floodplain, should be preserved and restored for the community to enjoy.



Parks should be framed by streets and buildings oriented to overlook the parks to improve visibility and access.

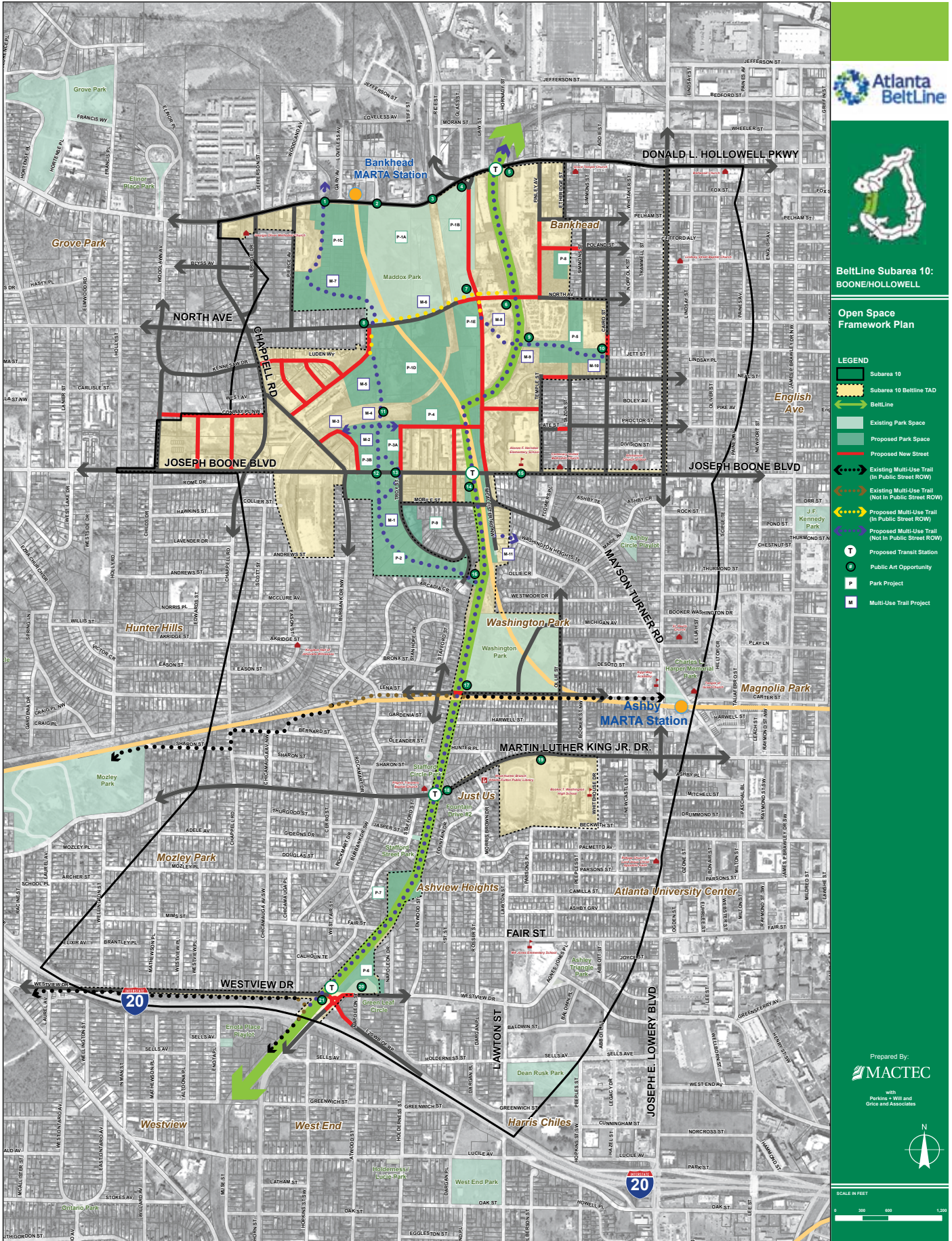
\* Similar to CAP recommended project

**Table 9. Summary Parks Table**

MAP ID	DESCRIPTION	ACRES
P-1A	Maddox Park: Historic Core Enhancemet	22.8
P-1B	Maddox Park: East Enhancement	10.6
P-1C	Maddox Park: West Expansion	22.1
P-1D	Maddox Park: South Expansion	20.1
P-1E	Maddox Park: Public Works Conversion	8.2
P-2	Troy Street Greenway	14.8
P-3A	Boone Greenway: North of Boone Creation	2.5
P-3B	Boone Greenway: North of Boone Creation	3.4
P-4	CSX to Atlanta Beltline Open Space	4.5
P-5	North Ave/Cairo St/Neal St Area Greenway	5.6
P-6	Greenleaf Circle Expansion	2.3
P-7	Mozley Park/Ashview Heights Greenspace	2.2
P-8	Poland St Park	1.0
P-9	Troy St./Mobile St. Park	1.1
<b>Total</b>		<b>121.2</b>



Map 10. Recommended Open Space Framework



BeltLine Subarea 10: BOONE/HOLLOWELL

Open Space Framework Plan

- LEGEND**
- Subarea 10 Subarea 10
  - Subarea 10 BeltLine TAD Subarea 10 BeltLine TAD
  - BeltLine BeltLine
  - Existing Park Space Existing Park Space
  - Proposed Park Space Proposed Park Space
  - Proposed New Street Proposed New Street
  - T Existing Multi-Use Trail (In Public Street ROW)
  - M Existing Multi-Use Trail (Not In Public Street ROW)
  - B Proposed Multi-Use Trail (In Public Street ROW)
  - M Proposed Multi-Use Trail (Not In Public Street ROW)
  - T Proposed Transit Station
  - B Public Art Opportunity
  - M Park Project
  - M Multi-Use Trail Project

Prepared By: MACTEC

with Perkins + Will and Grace and Associates





The following summary of recommended Maddox Park Projects is fully detailed in *Appendix 4: Maddox Park Master Plan*.

- **P-1A: Maddox Park: Historic Core Enhancement** - Proposed projects for the historic core of Maddox Park include restoring and reopening the pool and poolhouse, as well as restoration of the historic gazebo/pavilion and surrounding landscape. Reprogramming projects include relocating parking to be directly south of the Bankhead MARTA station, converting the driveway around the poolhouse into a pedestrian-only walking track and opening up the City's greenhouse for public use.
- **P-1B: Maddox Park: East Enhancement** - The portion of Maddox Park east of the CSX rail line needs improvements including replacement of the north/south portion of North Avenue with a new street that will connect Hollowell Parkway to Boone Boulevard, a dog park at North Avenue, relocation of the existing multi-use field and creation of an at-grade pedestrian crossing of the CSX rail line.
- **P-1C: Maddox Park: West Expansion** - The area west of Maddox Park and the Proctor Creek MARTA line is proposed for park expansion to include restoration of Proctor Creek, multi-use trails, and multi-use fields.
- **P-1D: Maddox Park: South Expansion** - Southward expansion of Maddox Park is proposed for the area between North Avenue and the CSX rail line. Components of this expansion include Proctor Creek restoration, a large pond for stormwater collection, multi-use trails and trailheads.
- **P-1E: Maddox Park: Public Works Conversion** The City Public Works compound area between the CSX rail line and proposed new street extending south to Boone Boulevard is ideal for additional park space that can enhance the residential development potential. The recommended program for park space includes an open play area and walking trails.



Historic elements of Maddox Park, including the pavilion, will be preserved and renovated.



Proposed improvements to the Maddox Park Historic Core include conversion of the driveway to a pedestrian-only promenade, similar to Piedmont Park as shown in this image.



Expansion of Maddox Park includes creation of the trail head for the Proctor Creek Greenway, which will extend through much of the park alongside Proctor Creek.

## Proctor Creek Improvements

Additional analysis of Proctor Creek within Maddox Park was conducted to better understand the level of streambank degradation. Recommendations for streambank restoration are coordinated with the Proctor Creek greenway concept. The following is a brief summary of Proctor Creek greenway projects both within and outside of Maddox Park. Please see *Appendix 5: Proctor Creek Restoration Plan* for more details.

- **P-2: Troy Street Greenway** - The area south of Boone Boulevard and west of Troy Street is prone to flooding due to the fact that it is within the Proctor Creek floodplain. These properties, most of which are vacant, abandoned and prone to flooding, should be acquired to create a greenway public open space. In addition to Proctor Creek restoration and proposed multi-use trails, the land is relatively flat and suitable for multi-use fields, community gardens or urban agriculture (pending confirmation of environmental conditions).
- **P-3A: Boone Greenway: East Segment and P-3B: Boone Greenway: West Segment** - Portions of the property north of Boone Boulevard and directly east and west of Proctor Creek are in the Proctor Creek floodplain. These areas within the floodplain should be acquired to create the northern portion of the Boone-Troy Street greenway.

## Other Parks and Open Space Improvements

In addition to Maddox Park improvements and the creation of the Proctor Creek Greenway, there are several smaller-scale projects recommended for Subarea 10. These projects include the following:

- **P-4: CSX to Atlanta BeltLine Open Space** - With the construction of a new street grid between Boone Boulevard and the CSX rail line to the north, a linear strip of undevelopable land will remain. The recommended use for this area is passive greenspace that can act as a buffer between the active CSX rail line and development along Boone Boulevard.



The proposed greenways provide opportunities to combine recreation features with environmental preservation.



Undevelopable areas can be used for passive open space.

- **P-5: North Ave./Cairo St./Neal St. Greenway** - The area east of the Atlanta BeltLine and bounded by North Avenue, Cairo Street and Neal Street includes a tributary to Proctor Creek. Required stream buffers and the need to manage stormwater factor into the recommendation that the area adjacent to the stream be converted to a greenway. This environmental amenity should include streambank restoration, stormwater management components and a trail connecting neighborhoods to Maddox Park.



- **P-6: Greenleaf Circle Expansion** - Several transportation projects are proposed near the Langhorn Street and Westview Drive intersection, including the Atlanta BeltLine trail and the Westview Drive/Langhorn Street roundabout. Greenspace improvements should be coordinated with trail and transportation projects, especially the Westview Drive/Langhorn Street roundabout. Additionally, portions of the Atlanta BeltLine right-of-way may allow for expansion of greenspace to the west and north.
- **P-7: Mozley Park/Ashview Heights Greenspace** - Two small, triangular pieces of land are located adjacent to the Atlanta BeltLine and within the Atlanta BeltLine right-of-way. These small pieces of land could be used as a neighborhood park area or preserved as natural greenspace as part of the Atlanta BeltLine arboretum concept.
- **P-8: Poland Street Park** - A small, natural area is located between Poland Street and North Avenue where Poland Street currently dead-ends. Because of the area's steep topography and mature tree stand, it is recommended that this area be preserved as open space adjacent to new development.
- **P-9: Troy Street/Mobile Street Park** - Several properties located at the intersection of Troy Street and Mobile Street are within the Proctor Creek floodplain. It is recommended that these properties be converted to a neighborhood park space that can complement the Proctor Creek Greenway, mixed used development along Mobile Street, and adjacent low density residential development.



The area between the Atlanta BeltLine and Cairo St. (known locally as the "Valley of the Hawks") can be a greenway connection between English Avenue and Maddox Park.



Mature trees should be preserved to provide shade and natural beauty.



Open space associated with private development should be designed to provide active and passive recreation opportunities to residents and enhance the public realm.

## Greenway Trail Improvements

The vision for Subarea 10 includes a linked network of parks and neighborhoods. To achieve this vision, a network for multi-use trails is proposed that will connect residents to parks and transit.

The proposed trail network will build off of the existing trails along Lena Street and Westview Drive, as well as the Atlanta BeltLine trail already under development south of Lena Street. Ultimately, the Atlanta BeltLine trail will serve as the spine of the trail network with spurs connecting to the Proctor Creek Greenway, Maddox Park and the proposed North Avenue/Cairo Street/Neal Street greenway.

Subarea 10 will also serve as the beginning of the Proctor Creek Greenway, which is recommended in the City’s Project Greenspace plan. These multi-use trails will extend north from Maddox Park and connect to parks and neighborhoods in northwest Atlanta and ultimately to the Chattahoochee River.

In total, there are ten trail projects proposed for Subarea 10. These projects include the following:

- **M-1: South Boone Boulevard Greenway Trail Spur** - This trail spur will begin near the intersection of Stafford Street, Troy Street and the Atlanta BeltLine and travel through the proposed Proctor Creek Greenway to Boone Boulevard. This trail should pass under Boone Boulevard and also include a trail spur to connect at-grade with Boone Boulevard.
- **M-2: North Boone Boulevard Greenway Trail Spur** - This trail spur will extend from the intersection of Boone Boulevard and Proctor Creek north to the CSX rail line. It should connect under Boone Boulevard to the South Boone Boulevard Greenway Trail Spur and also include a trail spur to connect at-grade with Boone Boulevard.
- **M-3: North Boone Boulevard Greenway East-West Connection** - This multi-use trail is proposed to connect new development east and west of the Boone Boulevard Greenway. Though a road connection across the greenway has been recommended in previous plans, this option would be costly due to bridging requirements. The trail connection is a lower

**Table 10. Summary Multi-Use Trails**

MAP ID	TRAIL DESCRIPTION	LENGTH
M-1	South Boone Blvd Greenway Trail Spur	0.47 mi
M-2	North Boone Blvd Greenway Trail Spur	0.19 mi
M-3	North Boone Blvd Greenway East-West Connection	0.13 mi
M-4	CSX Trail Underpass	0.03 mi
M-5	Maddox Park South Trail Spur	0.19 mi
M-6	Maddox Park East-West Connection to Atlanta BeltLine	0.32 mi
M-7	Maddox Park North Trail Spur	0.37 mi
M-8	Public Works Trail Spur	0.16 mi
M-9	Atlanta BeltLine Trail Underpass	0.03 mi
M-10	North Ave/Cairo St/Neal St Greenway Trail Spur	0.20 mi
M-11	McCallister Rd Trail Connection	0.03 mi
<b>Total</b>		<b>2.12 mi</b>



Multi-use trails will allow the community to conveniently access parks and natural areas by walking and biking.

- cost alternative that will improve bicycle and pedestrian connectivity between the two development areas and also connect to the Proctor Creek greenway trail.
- **M-4: CSX Trail Underpass** - To connect the Boone Boulevard greenway trails to Maddox Park, a trail underpass is needed to cross the CSX rail line. Currently, a large concrete culvert carries Proctor Creek water flow northwards under the rail line. Feasibility study should be conducted to determine if the existing tunnel can be modified to accommodate a trail. If feasible, a trail underpass would be beneficial, linking the Boone Greenway to Maddox Park and additional trails north of Subarea 10. A recent example of a rail underpass is the pedestrian underpass in downtown Kennesaw.



- **M-5: Maddox Park South Trail Spur** - This trail spur will start at the proposed CSX rail underpass and travel through Maddox Park's southern expansion area to reach North Avenue.
- **M-6: Maddox Park East-West Connection to Atlanta BeltLine** - This trail segment is proposed to connect the trail network along Proctor Creek to the Atlanta BeltLine. The trail will extend from the western edge of Maddox Park along North Avenue to the Atlanta BeltLine trail. This trail should run adjacent to the street, similar to the Westview Drive trail, and within the street right-of-way.
- **M-7: Maddox Park North Trail Spur** - A proposed trail spur begins at the western edge of Maddox Park and follows Proctor Creek north to Hollowell Parkway. This segment of trail is near the beginning of the proposed Proctor Creek greenway, intended to extend all the way to the Chattahoochee River.
- **M-8: Public Works Trail Spur** - This trail spur will provide a direct connection between Maddox Park and the North Avenue/Cairo Street/Neal Street greenway. The trail will extend from North Avenue southeast to the Atlanta BeltLine. Because the Atlanta BeltLine is significantly elevated above the adjacent properties in this location, it is proposed that a trail underpass be used to connect to the North Avenue/Cairo Street/Neal Street greenway.
- **M-9: Atlanta BeltLine Trail Underpass** - As mentioned above, a trail underpass is needed to connect the Public Works Trail Spur to the North Avenue/Cairo Street/Neal Street Trail Spur. An underpass, rather than an at-grade crossing, is proposed because of the significant elevation difference between the Atlanta BeltLine and adjacent properties. This is similar to project M-4. The proposed location of the trail underpass is also where the Proctor Creek tributary east of the Atlanta BeltLine reaches the Atlanta BeltLine right-of-way. From field surveys, there appears to be a tunnel that has been back-filled at this location. Further investigation is needed to determine whether an actual tunnel exists, if it can be used, or if a new underpass needs to be designed and constructed. This effort should be coordinated



This pedestrian underpass in downtown Kennesaw is an example of a bicycle and pedestrian underpass that can be used to pass under rail lines in the subarea.



Bicycle parking at parks and new development will allow trail users to conveniently access parks, residences and businesses by bike.

with construction of the Atlanta BeltLine trail and transit.

- **M-10: North Avenue/Cairo Street/Neal Street Greenway Trail Spur** - This trail spur will begin at Cairo Street and extend due west to the Atlanta BeltLine. It will generally follow the Proctor Creek tributary and connect the Bankhead neighborhood to Maddox Park.
- **M-11: McCallister Road Trail Connection** - This trail segment is proposed to connect Washington Heights Terrace to McCallister Road. The trail will provide a convenient bicycle and pedestrian connection from the Washington Park Neighborhood to the Boone Boulevard activity center by eliminating the existing dead-end street condition.

## Parks and Open Space Implementation

The tables for parks and trails, as well as the associated map, include all of the proposed park and trail projects for Subarea 10. The associated map is located at the beginning of the Parks and Open Space chapter.

Of special note, detailed project scopes for Maddox Park improvements and Proctor Creek restoration are located in Appendix 4 and 5. The details of the Maddox Park Master Plan and Proctor Creek Restoration projects are summarized in their respective Appendices.

**Table 11. Subarea 10 Multi-Use Trail Project List**

PROJECT ID	PROJECT NAME	DESCRIPTION	PREVIOUS PLAN	TYPE OF IMPROVEMENT	LENGTH
M-1	South Boone Blvd Greenway Trail Spur	Connect Atlanta Beltline trail to Boone Blvd via Troy St greenway; Pass north under Boone Blvd bridge and include trail spur to create at-grade connection to Boone Blvd at Boone Blvd/Troy St intersection	PG	Multi-Use Trail	0.47 mi
M-2	North Boone Blvd Greenway Trail Spur	Trail spur connecting Boone Blvd to CSX rail underpass; Pass south under Boone Blvd bridge and include trail spur to create at-grade connection to Boone Blvd at Boone Blvd/Troy St intersection	PG	Multi-Use Trail	0.19 mi
M-3	North Boone Blvd Greenway East-West Connection	East-west trail connecting new streets south of CSX rail line	N/A	Multi-Use Trail	0.13 mi
M-4	CSX Trail Underpass	Trail underpass connecting North Boone Blvd Greenway to Maddox Park south trail spur	PG	Underpass	0.03 mi
M-5	Maddox Park South Trail Spur	Trail spur connecting North Ave and Maddox Park to North Boone Blvd Greenway	PG	Multi-Use Trail	0.19 mi
M-6	Maddox Park East-West Connection to Atlanta BeltLine	Connect Atlanta Beltline trail to Proctor Creek Greenway path adjacent to street (similar to Westview Dr path)	PG	Multi-Use Trail	0.32 mi
M-7	Maddox Park North Trail Spur	Connect Maddox Park to Proctor Creek trail system and Proctor Creek greenway north of Subarea 10	PG	Multi-Use Trail	0.37 mi
M-8	Public Works Trail Spur	Connect North Ave/Cairo St/Neal St Greenway to Maddox Park via Public Works property	N/A	Multi-Use Trail	0.16 mi
M-9	Atlanta Beltline Trail Underpass	Trail underpass connecting Public Works trail to North Ave/Cairo St/Neal St Greenway trail	N/A	Underpass	0.03 mi
M-10	North Ave/Cairo St/Neal St Greenway Trail Spur	Trail spur connecting Bankhead neighborhood to Maddox Park and Beltline via North Ave/Cairo St/Neal St Greenway	N/A	Multi-Use Trail	0.20 mi
M-11	McCallister Rd Trail Connection	Trail connecting Washington Heights Terrace to McCallister Rd	N/A	Multi-Use Trail	0.03 mi
<b>Total</b>					<b>2.12 mi</b>

PG: Project Greenspace



**Table 12. Subarea 10 Parks Project List**

PROJECT ID	PROJECT NAME	DESCRIPTION	PREVIOUS PLAN	TYPE OF IMPROVEMENT	ACRES
P-1A	Maddox Park: Historic Core Enhancement	Reprogram Maddox Park east of CSX rail line with facility upgrades and new park features; See Maddox Park Master Plan for more detail	BMS (O-2)	Park Enhancement	22.8
P-1B	Maddox Park: Maddox Park East Enhancement	Reprogram historic core of Maddox Park with facility upgrades and new park features; See Maddox Park Master Plan for more detail	BMS (O-2)	Park Enhancement	10.6
P-1C	Maddox Park: West expansion	Expand Maddox Park to Pierce Ave to incorporate Proctor Creek Greenway into park; See Maddox Park Master Plan for more detail	BMS (O-3, O-5, and O-6)	Park Expansion	22.1
P-1D	Maddox Park: South expansion	Expand Maddox Park south of North Ave to CSX rail line; See Maddox Park Master Plan for more detail	BMS (O-4, O-7 and O-8)	Park Expansion	20.1
P-1E	Maddox Park: Public works conversion	Convert portions of Public Works property south of North Ave to park space; See Maddox Park Master Plan for more detail	BMS (Concept Plan)	Public Property Conversion	8.2
P-2	Troy Street Greenway	Converge Proctor Creek floodplain into greenway with passive and active park components	SRCRP (Concept Plan and Environmental Recommendations)	Greenway	14.8
P-3A	Boone Greenway: North of Boone creation	Convert Proctor Creek floodplain into public greenway with passive and active park components; Portion bound by Proctor Creek, CSC rail line, Troy Street extensions and Boone Blvd	SRCRP (Concept Plan and Environmental Recommendations)	Greenway	2.5
P-3B	Boone Greenway: North of Boone creation	Convert Proctor Creek floodplain into public greenway with passive and active park components; Portion bound by Proctor Creek, CSC rail line, new development west of Proctor Creek and Boone Blvd	SRCRP (Concept Plan and Environmental Recommendations)	Greenway	3.4
P-4	CSX to Atlanta Beltline Open Space	Passive greenspace between CSX rail line and development south of CSX rail line	N/A	Open Space	4.5
P-5	North Ave/Valley of the Hawks Greenway	Conversion of stream buffer into greenway connection between Maddox Park and Bankhead neighborhood	N/A	Greenway	5.6
P-6	Greenleaf Circle Expansion	Expansion and reprogramming of greenleaf circle; Coordinate with Westview Dr and Langhorn St intersection improvements	N/A	Park Expansion	2.3
P-7	Mozley Park/Ashview Heights Greenspace	Convert to accessible parkspace adjacent to Beltline	N/A	New Park	2.2
P-8	Poland St Park	Preserve trees and natural area	N/A	New Park	1.0
P-9	Troy St./Mobile St. Park	Convert properties within Proctor Creek floodplain into neighborhood park space	N/A	New Park	1.1
<b>Total</b>					<b>121.2</b>

BMS: Bankhead MARTA Station Transit Area LCI Study

SRCRP: Simpson Road Corridor Redevelopment Plan

# PUBLIC INVOLVEMENT SUMMARY

The concepts and recommendations for this report are based on the community input discussed and debated during the planning process. In addition to the inventory and analysis of existing conditions, public input formed the foundation for this master plan. Below is a summary of the community meetings discussions from the planning process.

## Process Description

Seven public meetings were held during the planning process to present findings, establish goals and develop planning concepts for Subarea 10. These meetings were held between January 2010 and September 2010. The public involvement formats during this time period included Study Group meetings and Planning Group meetings. Study Group meetings were open to the entire community while the Planning Group was a selected steering committee for this plan. Planning Group members included 20 community representatives and key stakeholders. They provided detailed input on plan development throughout the planning process.



The community discusses plan elements at a Study Group meeting at Martin Luther King Jr. High School.

At the conclusion of the planning process, the final draft of the plan was presented at NPU meetings and office hour meeting opportunities were made available to those interested in having in depth discussions about the final draft. The NPU meetings allowed for additional public comment and marked the beginning of the adoption process for this plan.

## Major Themes and Issues

From the visioning process and community meetings, several issues and opportunities related to Subarea 10 were identified. Discussions ranged from community topics related to public safety and job opportunities to community design, transportation and housing needs.

**Table 13. Subarea 10 Community Meeting Schedule**

DATE	MEETING TYPE	TOPIC
January 25, 2010	Study Group	Kick-off Meeting
March 8, 2010	Planning Group	Goals and Preliminary Concept Plan
March 22, 2010	Study Group	Goals and Preliminary Concept Plans
April 26, 2010	Study Group	Revised Concepts, Maddox Park Master Plan Concept Alternatives
June 28, 2010	Study Group	Draft Plan Presentation, Draft Maddox Park Master Plan
August 6, 2010	Coordination Group Briefing	Draft Plan review
August 23, 2010	Study Group	Final Draft Plan Review
Oct./Nov. 2010	Office Hours, NPU meetings	



The issues and opportunities listed below, as well as the analysis of existing conditions and review of previous planning efforts, were used to establish planning goals for Subarea 10. This issues and opportunities summary list is in no particular order.

- Family-friendly parks and up-grades are needed.
- Trails that link to a larger system could be great community benefit.
- Martin Luther King Jr. Boulevard is the only direct route to Downtown.
- The Martin Luther King Jr. public library is a community asset and similar asset could be located in northern portion of Subarea 10.
- Vacant and abandoned houses need to be filled or, if uninhabitable, demolished.
- Vacant and abandoned apartments and commercial structures need to be demolished if they are not renovated and occupied.
- Lighting improvements are needed at Bankhead and Ashby MARTA stations.
- Maddox Park is not family friendly after work (i.e. after 5pm)
- Community gardens and urban farms could provide employment opportunities and neighborhood beautification.
- Skyline views in various subarea locations are a great community asset.
- The City's greenhouse at Maddox Park could be used for neighborhood beautification, local food production, etc.
- Subarea 10 is currently underserved by basic retail and commercial services.
- The intersection at Boone Boulevard and Lowery Boulevard needs improvement and is also an opportunity for community redevelopment.
- Commercial redevelopment at Boone Boulevard and Lowery Boulevard is a priority.
- Jobs for teens and young adults are needed.
- Community programs for kids are needed.
- A new transit station at Boone Boulevard and Mayson Turner Road with Atlanta BeltLine and MARTA transit service would be a great asset.
- Many residents in Subarea 10 are dependant on transit, so enhanced transit service could improve access to jobs and daily needs.
- Preserving and restoring historic buildings and cultural sites is important to retain community identity and character.
- Housing options and supportive services are needed for seniors.
- Traffic congestion within Subarea 10, compared to citywide, is not bad.
- Many who live in high density areas do not own cars, so access to transit and improved walking conditions are critical issues.

**this page left intentionally blank**  
**this report has been formatted to be printed double-sided in an effort to save paper**