



## Atlanta BeltLine Master Plan

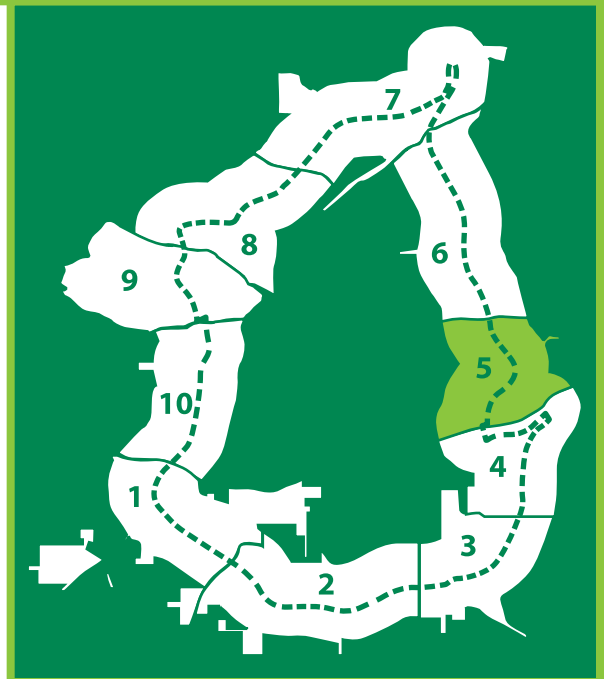
# SUBAREA 5

## FREEDOM PARKWAY

### Plan Recommendations Report

Prepared for  
Atlanta BeltLine, Inc.  
by EDAW, Inc., Arcadis & APD

Adopted by the Atlanta City Council March 16, 2009







<b>Executive Summary</b>	<b>1</b>	<b>Parks and Open Space</b>	<b>85</b>
Study Overview	1	Parks and Open Space Policies	85
Subarea Context	1	Historic Fourth Ward Park master plan and Improvements	85
Methodology and Community Input	1	Greenway Trail Improvements	93
Overview of Subarea Goals	2	Other Open Space Improvements	100
Plan Summary	2	Project Implementation Summary	100
Project Implementation	10		
<b>Overview</b>	<b>11</b>	<b>Public Involvement Summary</b>	<b>105</b>
Background	11	Process Description	105
Guiding Principles	12	Major Themes & Issues	105
		Ongoing Engagement Activities	106
<b>Land Use and Design</b>	<b>15</b>	<b>Appendix</b>	<b>107</b>
Land Use and Design Policies	15	ASAP Amendments	107
Future Land Use and Circulation	16	Zoning Recommendations	107
Future Land Use and Circulation for the Historic Fourth Ward Park Station Area	17	Transportation Impact Analysis	107
Future Land Use and Circulation for the Freedom Parkway Station Area	25	Meeting Summaries	107
Development Opportunities	31	Support Documents	107
Development Quantifications	33		
Project Implementation Summary	33		
Historic Resource Strategies	35		
Art and Cultural Strategies	41		
<b>Mobility</b>	<b>55</b>		
Mobility Policies	55		
Connectivity & Accessibility Improvements			
Overview	55		
Street Connectivity Framework Plan	55		
Historic Fourth Ward Park Station Area Operational and Capacity Improvements	63		
Freedom Parkway Station Area Operational and Capacity Improvements	67		
Transit Improvements	71		
Project Implication and Summary	75		



# List of Figures

---

Figure 01 - BeltLine TAD and Subarea 5 Study Area	4
Figure 02 - BeltLine Subarea 5 Study Area and Station Areas	5
Figure 03 - Proposed Future Land Use and Design	6
Figure 04 - Proposed Future Mobility Recommendations	7
Figure 05 - Recommendations for Additional Trail Connections and Bicycle/Pedestrian Enhancements	8
Figure 06 - Proposed Parks and Open Space	9
Figure 07 - BeltLine TAD and Subarea 5 Study Area	11
Figure 08 - Subarea 5 Context and Station Areas	16
Figure 09 - Proposed Future Land Use and Design	19
Figure 10 - Proposed Future Land Use and Circulation for the Historic Fourth Ward Park Station Area	21
Figure 11 - Proposed Future Land Use and Circulation for the Freedom Parkway Station Area	27
Figure 12 - Conceptual plan for Angier Springs Transit Stop vicinity in the Historic Fourth Ward Park Station Area	31
Figure 13 - Conceptual plan for Irwin Street Transit Stop vicinity in the Freedom Parkway Station Area	32
Figure 14 - Historic and Cultural Resources	39
Figure 15 - Recommendations for Potential Public Art Locations	43
Figure 16 - Avenue / Mixed-Use Cross Section	57
Figure 17 - Multi-family Street Cross Section	59
Figure 18 - Single Family Street Cross Section	61
Figure 19 - Operation and Capacity Recommendations for the Historic Fourth Ward Park Station Area	65
Figure 20 - Before and After of Historic Fourth Ward Park Crossing at Ralph McGill Boulevard	66
Figure 21 - Operation and Capacity Recommendations for the Freedom Parkway Station Area	69
Figure 22- Before and After of Krog Street Tunnel BeltLine Trail Alignment	70
Figure 23 - Recommendations for Additional Trail Connections and Bicycle/Pedestrian Enhancements	73
Figure 24 - Implementation Plans for Historic Fourth Ward Park Station Area	81
Figure 25 - Implementation Plans for Freedom Parkway Station Area	83
Figure 26- Park master plan Concept A	89
Figure 27- Park master plan Concept B	89
Figure 28 - Park master plan Concept C	89
Figure 29 - Historic Fourth Ward Park master plan	91
Figure 30 - Birdseye View of Development Surrounding Historic Fourth Ward Park	92
Figure 31 - BeltLine Trail, Transit and Future Connection of Elizabeth Street to Willoughby Way	95
Figure 32 - Before and After of the Freedom Parkway Underpass with the BeltLine Trail and Transit, and Proposed Street	96
Figure 33 - Trail options under Hulsey Intermodal Terminal	98
Figure 34 - Recommendations for Additional Trail Connections and Bicycle/Pedestrian Enhancements	101
Figure 35 - Proposed Parks and Open Space	103

# List of Tables

---



Table 01 - Proposed Future Land Use Changes for the Historic Fourth Ward Park Station Area	23
Table 02 - Proposed Future Land Use Changes for the Freedom Parkway Station Area	29
Table 03 - BeltLine Market Study Summary for Subarea 5, performed by Robert Charles Lesser and Company	33
Table 04 - Conceptual Development Quantifications	33
Table 05 - Proposed and Existing Historic Resources	38
Table 06 - Proposed Development Within 1/4 mile of Potential Transit Stops	72
Table 07 - Implementation Summary Table	76
Table 08 - Open Space Implementation Table	100



# Acknowledgements

---

Many stakeholders participated in the engagement process and contributed to development of the vision for Subarea 5 and the recommendations of this master plan.

## The Honorable Mayor **Shirley Franklin**

### ATLANTA CITY COUNCIL

---

Lisa Borders, Council President

Carla Smith, District 1

Kwanza Hall, District 2

Ivory Lee Young, Jr., District 3

Cleta Winslow, District 4

Natalyn Mosby Archibong, District 5

Anne Fauver, District 6

Howard Shook, District 7

Clair Muller, District 8

Felicia A. Moore, District 9

C.T. Martin, District 10

Jim Maddox, District 11

Joyce Sheperd, District 12

Cesar C. Mitchell, Post 1 at Large

Mary Norwood, Post 2 at Large

H. Lamar Willis, Post 3 at Large

### ATLANTA BELTLINE INC. BOARD OF DIRECTORS

---

Calvin "Cal" Darden, Chair of the Board, ADA Appointee

The Honorable Shirley Franklin, Vice Chair of the Board; Mayor, City of Atlanta

The Honorable Jim Maddox; Atlanta City Council District 11

Joseph A. Brown, Director of Equity/Structured Finance, Centerline Capital Group; Board of Directors, ADA, ADA Appointee

LaChandra Butler, Atlanta Board of Education District 5, APS Appointee

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

Clara Axam, Director of Atlanta Office, Enterprise Community Partners, Inc.; Board of Directors, MARTA, BeltLine Partnership Appointee

Ray Weeks, Chair of the Board, BeltLine Partnership; CEO, Weeks Properties, BeltLine Partnership Appointee

Elizabeth "Liz" Coyle, Atlanta City Council Appointee - Community Representative

### SUBAREA 5 PLANNING COMMITTEE

---

John Barneymeyer, Freedom Park Conservancy

Jimmy Barry, NE Corridor Joint Venture (Barry Realty)

Saskia Benjamin, Georgia Conservancy and MLK District Resident

Bob Bridges, The Simpson Organization

Chris Carrigan, Historical Concepts architectural firm

Dorothy Clayton, First Tabernacle Church

Anna Copello, NPU N

Judy Forte, National Park Service

Joan Garner, Historic District Development Corporation

David Hamilton, MPAC

Matt Hicks, Fourth Ward Alliance

# Acknowledgements



David Laube, Ponce Park

Angie Laurie, Downtown TMA/Central Atlanta Progress

Elena Mansour, Inman Park, Real Estate Consultant (Keller Williams)

Jim McMahel, Poncey-Highland Neighborhood Association

Lydia Meredith, Tabernacle Baptist Church and NPU-M

Jonathan Miller, Inman Park Neighborhood Association

Matt Newburn, Euclid/Moreland

David Patton, NPU M

Scott Pendergrast, Little Five Points Business District

John Perlman, Ponce Park

Justin Segal, NE Corridor Joint Venture (Atlanta BeltLine, Inc)

Markham Smith, Smith-Dahlia/Friends of Historic Fourth Ward Park

Taylor Smith, Bryant Real Estate Partners

Richard Tucker, TPL

Jeremy Wilhelm, Inman Park resident

## ATLANTA BELTLINE INC. STAFF

Terri Montague, President and Chief Executive Officer

Tina Arbes, Chief Operating Officer

Shunta Curry, Executive Assistant

Rukiya S. Eaddy, Community Engagement Advocate

Richard Lutch, Director of Finance

Paul G. Vespermann, Director of Real Estate

E. Fred Yalouris, Director of Design

Lee J. Harrop, Program Management Officer

Nate Conable, Senior Project Manager

K. C. Boyce, Senior Project Manager

James Alexander, Project Manager

## CITY OF ATLANTA STAFF

Paul Taylor, Assistant Director, Park Design

Jonathan S. Lewis, Senior Project Manager

Shawn M. Kendrick, General Planner

## CONSULTANT TEAM

Barbara Faga, EDAW

Ellen Heath, EDAW

Liz Drake, EDAW

Eric Bishop, EDAW

Robin Cailloux, EDAW

Samantha Castro, EDAW

Tim Preece, Arcadis

Olen Daelhousen, Arcadis

Matt Vivian, Arcadis

Jesse Wiles, APD

Contente Terry, APD

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



# Executive Summary

## Study Overview

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

The specific purpose of the Subarea 5 master plan is to:

- reflect recent development activity;
- finalize the land use to be incorporated into the Atlanta Strategic Action Plan;
- review and refine the proposed street framework;
- complete a master plan for Historic Fourth Ward Park and site and preliminary cost estimates for a stormwater detention facility within the park; and
- define streetscape, pedestrian and roadway projects and associated cost estimates.

## Subarea Context

Subarea 5 includes all properties that are within a one-half mile buffer on either side of the BeltLine between Ponce de Leon Avenue to the north and DeKalb Avenue to the south. Properties outside this buffer that are within the designated BeltLine Tax Allocation District are also included in the study area (see Figure 01).

The study area is divided into two station areas, the Historic Fourth Ward Park Station Area and the Freedom Parkway Station Area. Figure 2 depicts these two areas, each identifiable by unique characteristics. The Historic Fourth Ward Park Station Area is the area around the proposed Historic Fourth Ward Park between Freedom Parkway and Ponce de Leon Avenue. The Freedom Parkway Station area consists of the area south of Freedom Parkway.

## Methodology and Community Input

The recommendations in this report reflect the results of detailed technical analyses as well as feedback from stakeholders engaged in the overall public participation process established for the BeltLine-wide master planning studies. The process has included the regular review of concepts by the Northeast study group and a more geographically focused Planning Committee that consists of neighborhood representatives, non-profit organizations, and business interests from Subarea 5. Each study group and Planning Committee has met three key milestones in the planning process based on the review of existing conditions, preliminary park/land use concepts and draft recommendations. The planning team also met with individual neighborhood groups throughout the effort to evaluate such concepts as the proposed Historic Fourth Ward Park. The *Appendix* contains information on the specific meetings held during the Subarea 5 master planning process.



## Overview of Subarea Goals

As part of the engagement process with the Planning Committee and study group, the planning team identified the following specific goals for Subarea 5. These general goals inform the specific land use, parks, mobility, and connectivity recommendations of this master plan and will set an overarching framework for the implementation of future projects and policy actions.

### **Land Use & Design**

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

### **Mobility**

- Maximize accessibility to BeltLine transit
- Minimize impacts of the BeltLine transit
- Foster transit-supportive economic development along the BeltLine
- Mitigate traffic impacts of BeltLine redevelopment
- Emphasize pedestrian connectivity
- Create a network of sidewalks and trails
- Enhance street grid and improve street connectivity
- Provide disabled accessibility
- Minimize trail intrusion on existing neighborhoods
- Provide connectivity to all neighborhoods

### **Parks & Greenspace**

- Create a linear park system
- Maximize greenspace opportunities
- Include active and passive activities for people of all ages at all times
- Ensure parks are safe
- Create tree-filled parks and greenspaces
- Expand connections to parks and schools
- Make stormwater pond an amenity rather than an engineering solution

## Plan Summary

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

### **Land Use & Design**

Figure 03 shows the proposed land use for the study area. Recommendations include:

- Refined land use to increase density around transit stops at City Hall East, North Angier Street and the southern tip of the Historic Fourth Ward Park
- Footprints for additional mixed use and residential development parcels within the BeltLine right-of-way
- Refined land uses that transition down to fit more compatibly within the existing single family neighborhoods
- Identification of public art efforts on the BeltLine or in close proximity to the corridor and refined urban design strategies to reinforce the local historic character of the Old Fourth Ward, Inman Park, and Poncey-Highland neighborhoods

### **Mobility**

Mobility recommendations in the study area include new streets, improved trail connections, and additional bike and pedestrian connections. (See Figures 04 and 05)

- The plan includes a refined street grid based on the street typology utilized across all BeltLine subareas to enhance mobility and circulation as parcels redevelop. New streets include:
  - Four new cross-BeltLine streets (Angier Springs Road extension to North Angier Avenue, Belgrade Avenue-North Angier Avenue Connector, Montag

Circle extension, and McGruder Street extension.)

- Streets lining the eastern and western edges of Historic Fourth Ward Park
- BeltLine-parallel streets to access development parcels in the right-of-way
- Freedom Parkway underpass street
- Elizabeth Street extension to connect with Freedom Parkway underpass street
- Willoughby Way and East Avenue extensions to connect dead-end streets with Freedom Parkway underpass street.
- Extension of Ford Place to connect with North Avenue
- Extension of Somerset Terrace to connect with Ralph McGill Boulevard
- Extension of North Angier Avenue to connect with Ralph McGill Boulevard
- New streets to support redevelopment such as the Post Office site or the Alaska Avenue area
- Additional multi-use trail connectivity along the northern side of Freedom Parkway running from the intersection at Boulevard to the proposed Historic Fourth Ward Park

- Freedom Parkway trail connection down to the BeltLine trail
- A defined extension of the Freedom Parkway PATH trail from the intersection at Ralph McGill and connecting to the Historic Fourth Ward Park
- Additional bike and pedestrian links on Ralph McGill and Auburn Avenue

### ***Parks & Greenspace***

Figure 06 depicts the parks and greenspace recommendations for the study area. A summary of recommendations includes:

- The proposed Historic Fourth Ward Park reconfigured for a program that combines a sustainable stormwater detention facility with active and passive open space components
- Additional open space opportunities identified at the historic tower on Irwin and Sampson Street; the triangle adjacent to DeKalb Avenue and Arlene Street; and the soccer fields in the parcels behind Euclid Avenue and Moreland Avenue



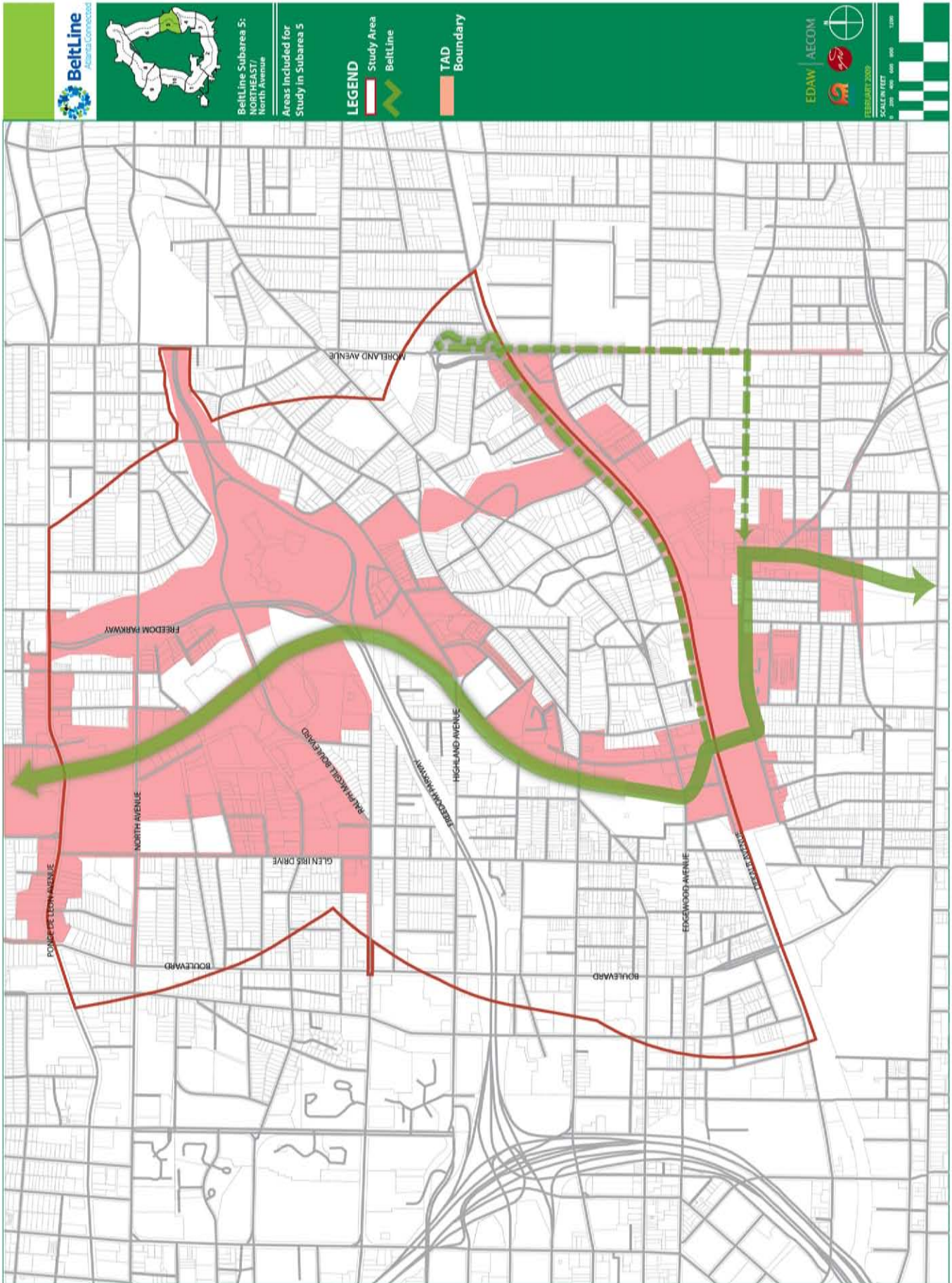


Figure 01 - BeltLine TAD and Subarea 5 Study Area

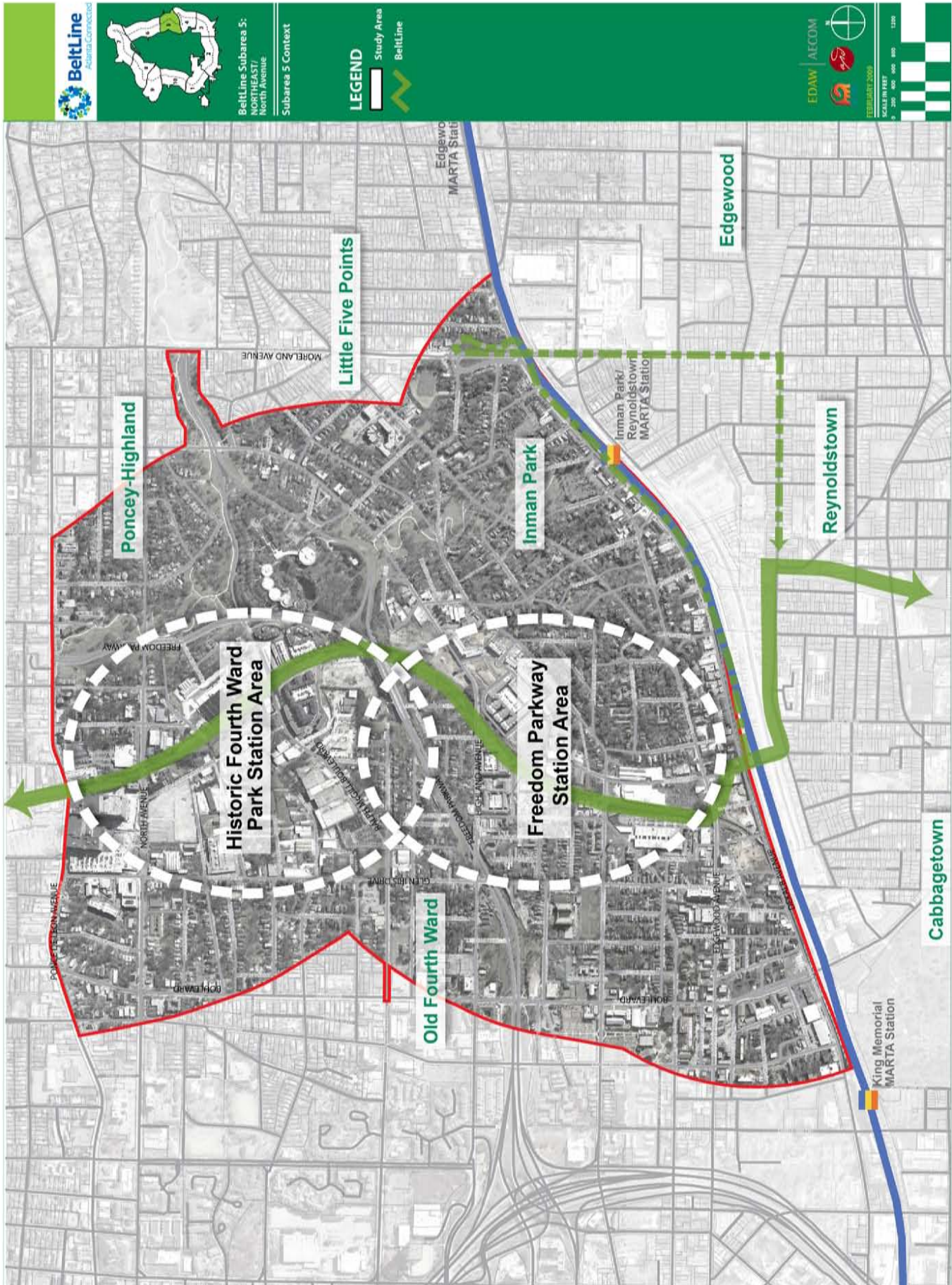


Figure 02 - BeltLine Subarea 5 Study Area and Station Areas

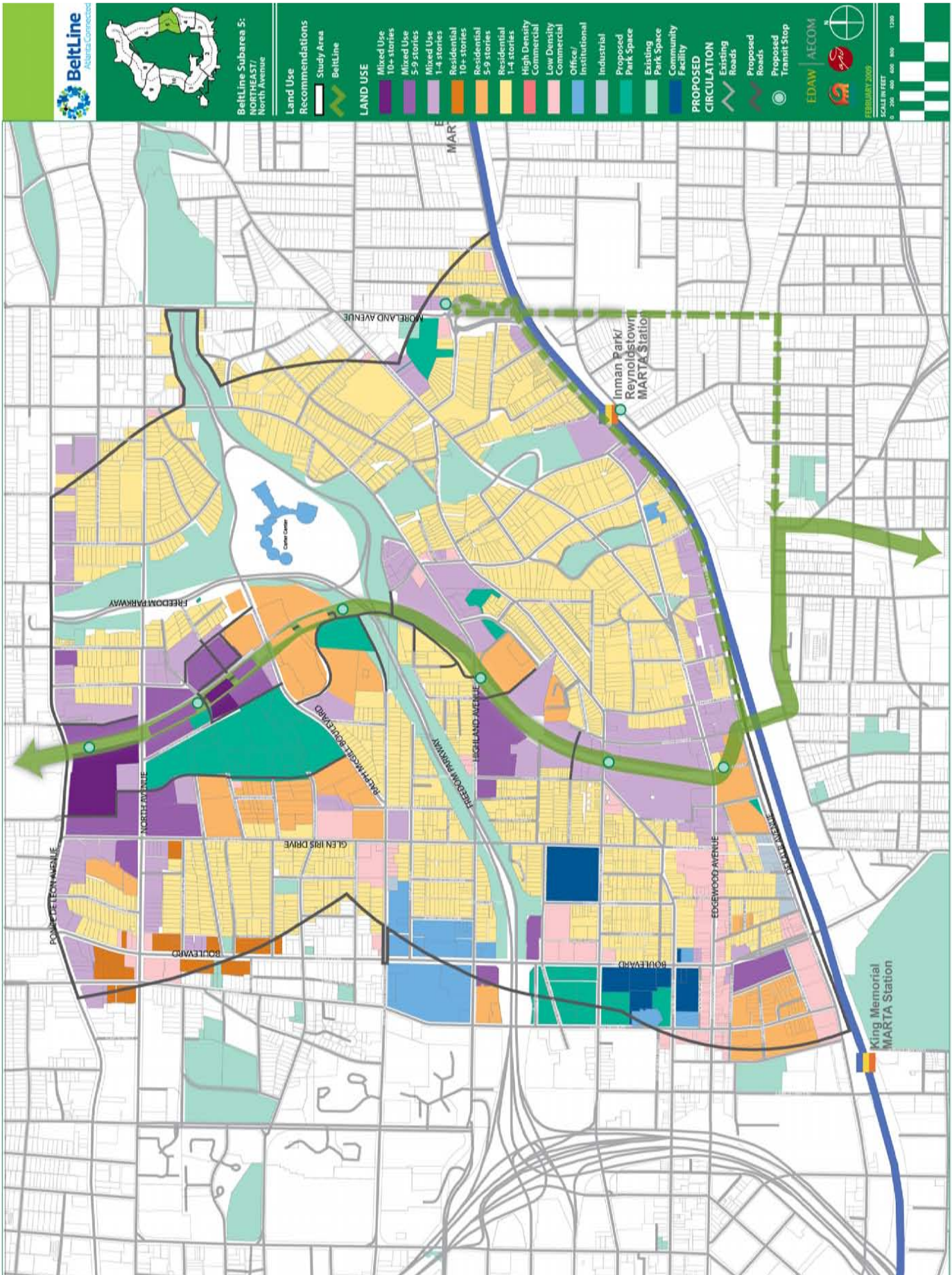


Figure 03 - Proposed Future Land Use and Design

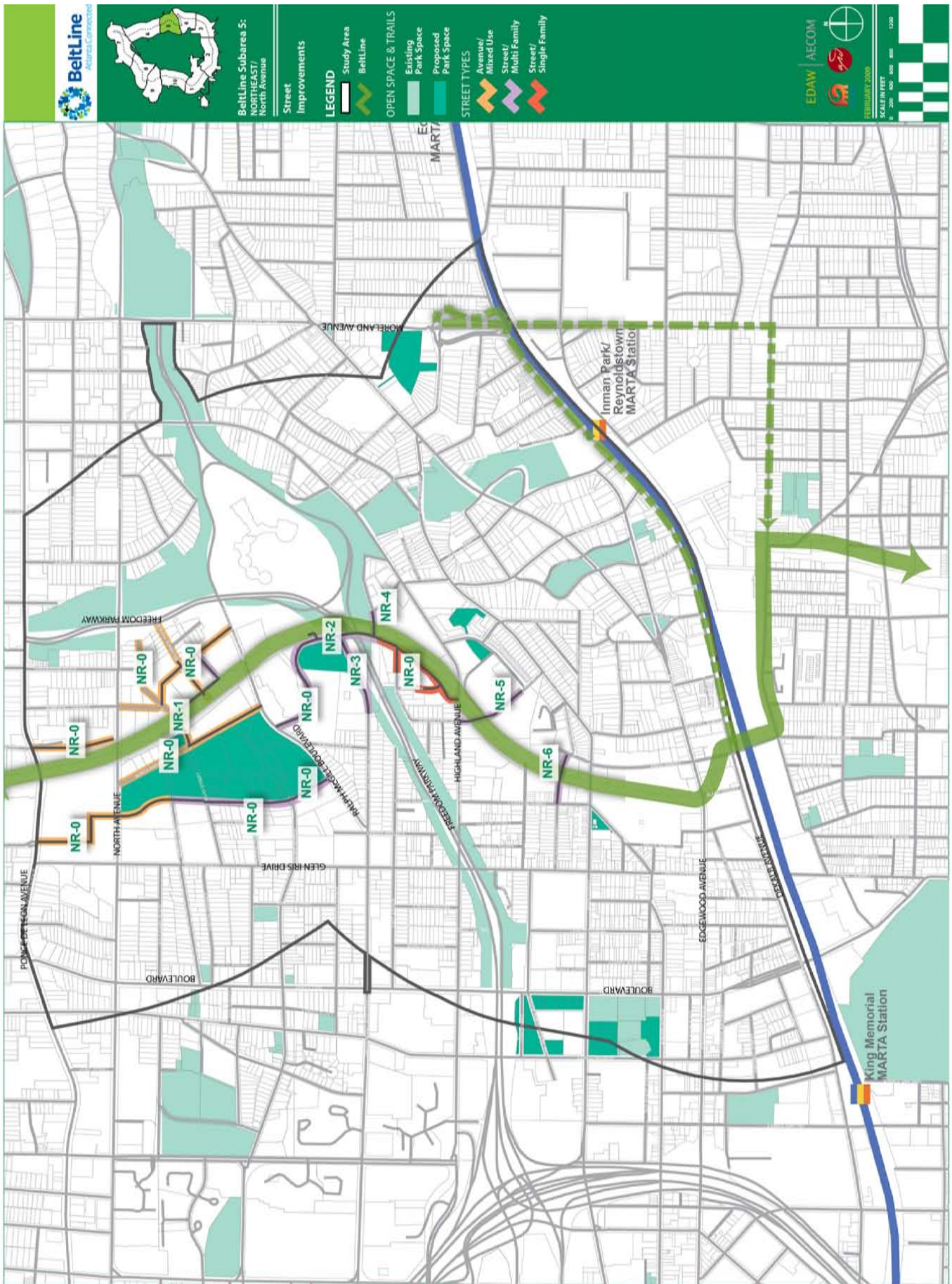


Figure 04 - Proposed Future Mobility Recommendations

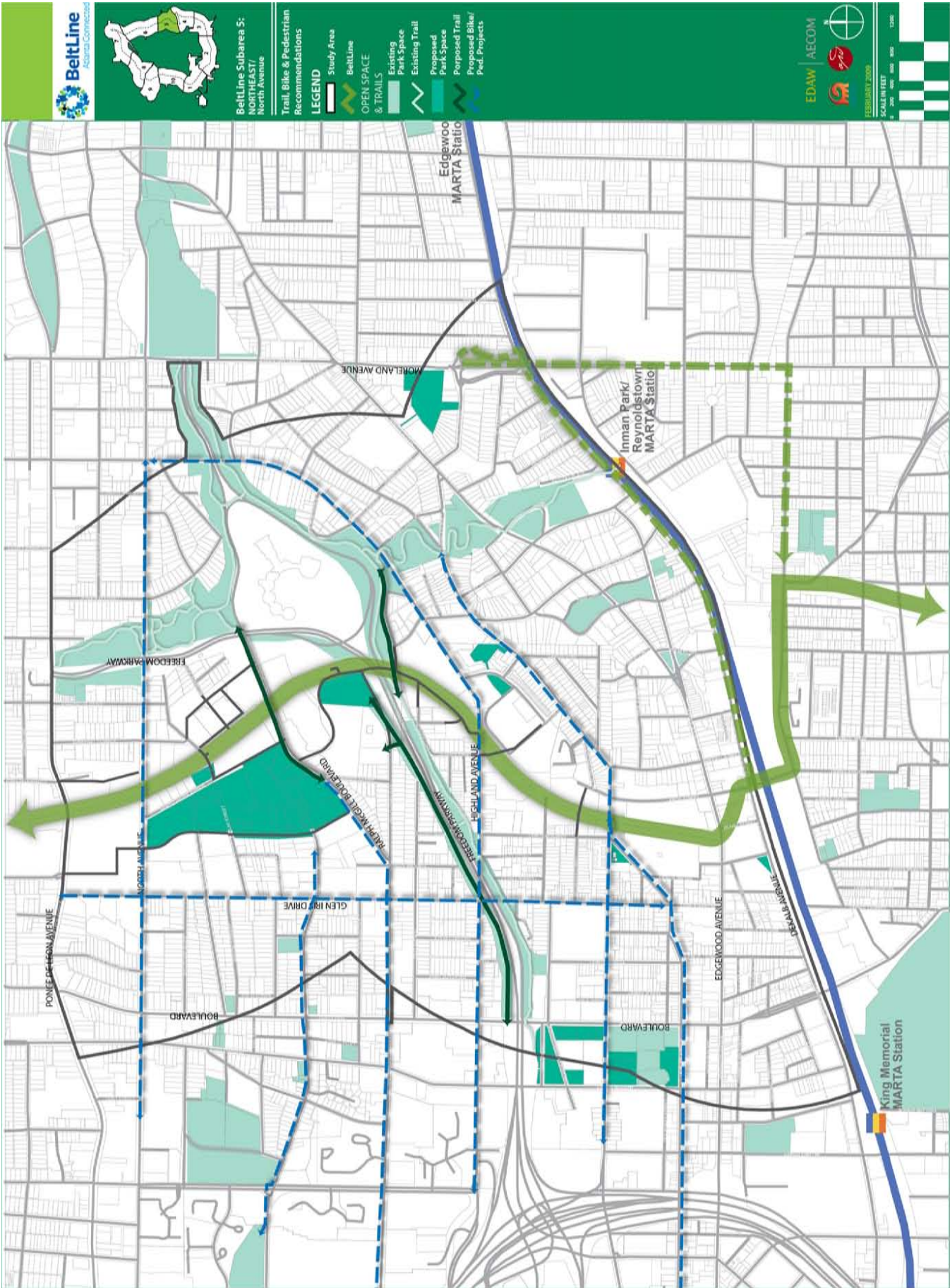


Figure 05 - Recommendations for Additional Trail Connections and Bicycle/Pedestrian Enhancements



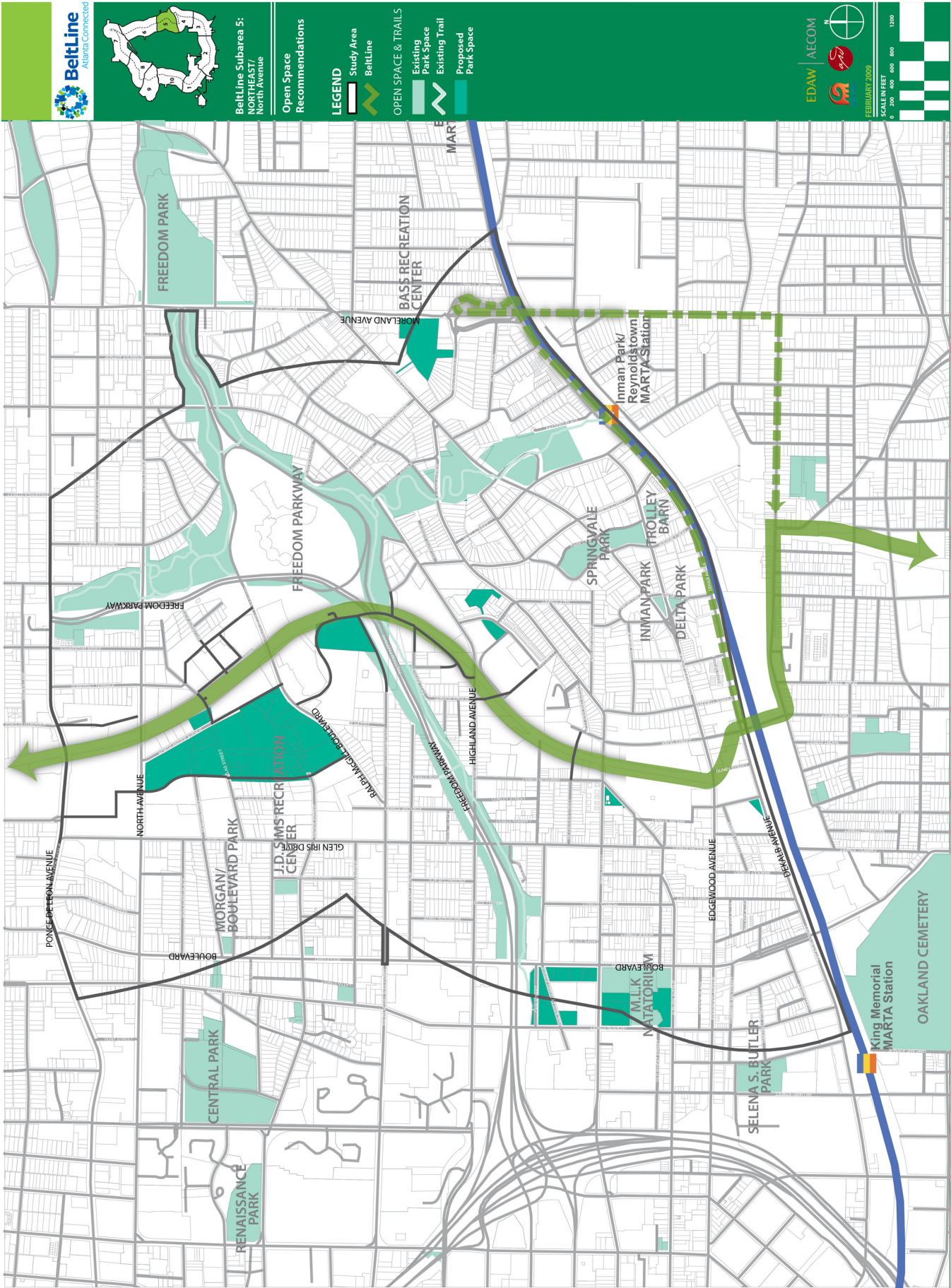


Figure 06 - Proposed Parks and Open Space

## Project Implementation

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

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

this page left intentionally blank

this report has been formatted to be printed double-sided in an effort to save paper

# Overview

## Background

Subarea 5 is a diverse mix of land uses, mobility options, and historic and cultural resources. The majority of the area is residential with commercial uses along major corridors. The major roads serving the area are Ponce de Leon Avenue, North Avenue, Freedom Parkway, DeKalb Avenue, Boulevard and Glen Iris Drive. The east-west MARTA rail line runs parallel to DeKalb Avenue, and a high concentration of bus routes serve the area. A multi-use trail runs along Freedom Parkway, creating one of the most popular and heavily used trail segments in the State of Georgia.

Freedom Parkway bisects study area neighborhoods and disrupts the local street grid.

As a result, heavier volumes of vehicular traffic use fewer roadways, placing a burden on these corridors. In addition to vehicular congestion, traffic volumes create high crash rates along Ponce de Leon Avenue, Boulevard, and Glen Iris Drive. The BeltLine also cuts through the community, creating dead-end streets and the large super-blocks of once-industrial structures. Three BeltLine bridges cross over streets in this subarea, along with three underpasses and one at-grade crossing.

Historic neighborhoods such as Inman Park, Old Fourth Ward, Poncey-Highland and the Martin Luther King, Jr. Historic District each have a unique character that contributes to the overall richness of the study area. Historic structures are sprinkled

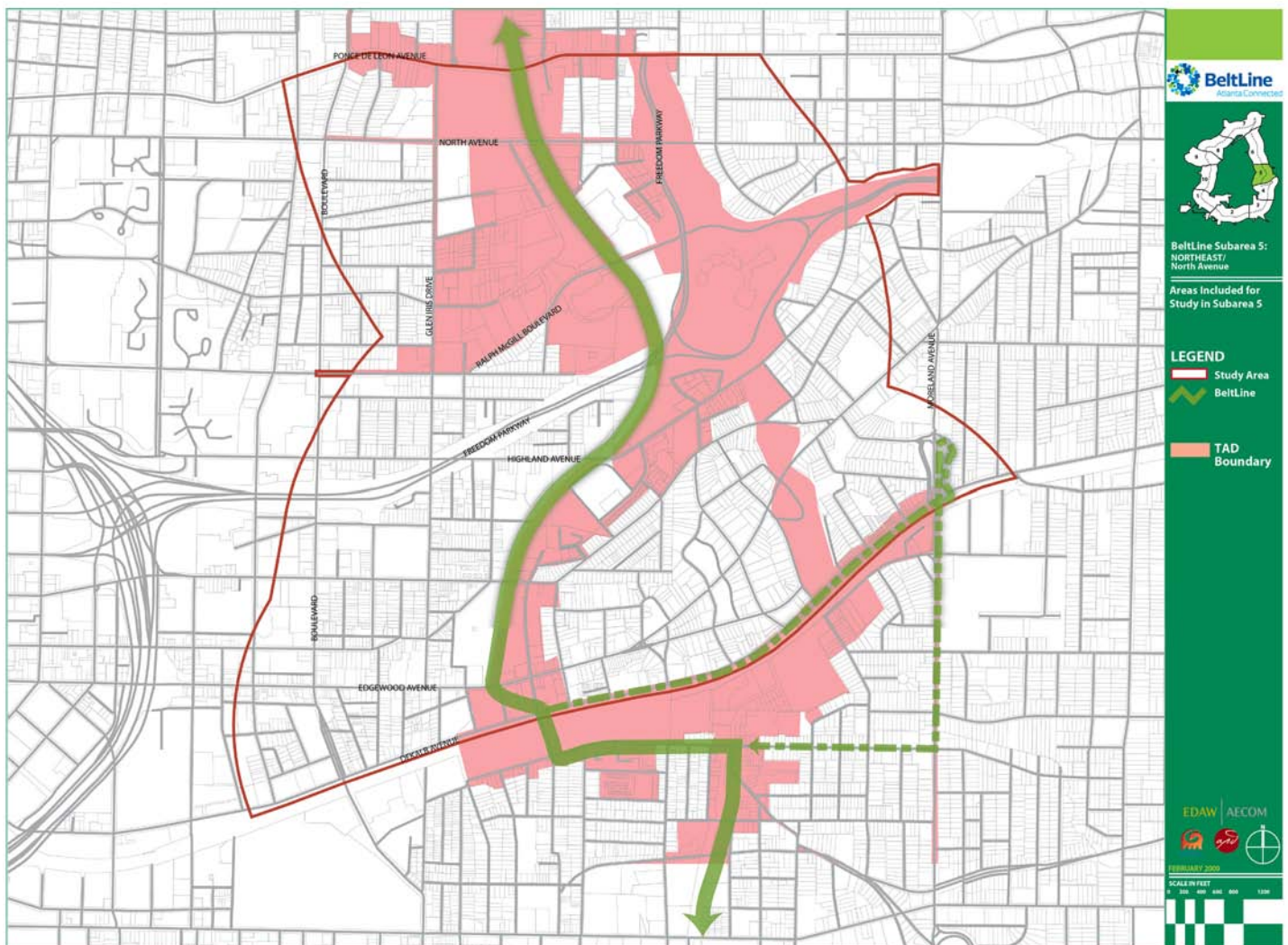


Figure 07 - BeltLine TAD and Subarea 5 Study Area

throughout the area, reinforcing its distinct identity. The subarea is also home to major cultural centers, such as the Jimmy Carter Presidential Library and the Martin Luther King, Jr. birthplace. Many of the original industrial structures are intact along the BeltLine, reflecting the area's industrial roots.

The study area is actively transforming, especially around the site of the proposed Historic Fourth Ward Park and along the BeltLine corridor. One successful redevelopment, the Mead Factory site, is largely complete and serves as a model for other redevelopment opportunities in the area. This project reintroduced a grid street network, a mixture of housing types, environmentally friendly stormwater management ponds, and pedestrian-friendly streets lined with ground-level retail. Other proposed redevelopment around the Historic Fourth Ward Park includes the Ponce Park redevelopment, which repurposes the historic Sears Roebuck building and introduces two acres of green space.

One concurrent planning effort led by the City, the Old Fourth Ward master Plan, has recently been completed. Planning efforts for the two plans have been closely coordinated.



*The Payne-Griffith House is located in Subarea 5 and is listed on the National Register of Historic Places*

## Guiding Principles

The recommendations for Subarea 5 are intended to reinforce four overarching themes guiding masterr plans in all of the BeltLine subareas:

- redevelopment should be at a density sufficient to support public transit;
- design should celebrate the distinct character of the area through public art opportunities;
- the layout of streets should promote cross-BeltLine connectivity and local mobility; and
- redevelopment should respect the existing historic context and promote the preservation of historic resources, wherever possible.

As part of the engagement process with the Planning Committee and study group, the planning team identified the following specific goals for Subarea 5. These general goals support the specific land use, parks, mobility, and connectivity recommendations of this masterr plan and strategically frame the implementation of future projects and policy actions.

### **Land Use & Design**

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

### **Mobility**

- Maximize accessibility to BeltLine transit
- Minimize impacts of the BeltLine transit
- Foster transit-supportive economic development along the BeltLine
- Mitigate traffic impacts of BeltLine redevelopment
- Emphasize pedestrian connectivity
- Create a network of sidewalks and trails
- Enhance street grid and improve street connectivity

- Provide disabled accessibility
- Minimize trail intrusion on existing neighborhoods
- Provide connectivity to all neighborhoods

### ***Parks & Greenspace***

- Create a linear park system
- Maximize greenspace opportunities
- Include active and passive activities for people of all ages at all times
- Ensure parks are safe
- Create tree-filled parks and greenspaces
- Expand connections to parks and schools
- Make stormwater pond an amenity rather than an engineering solution



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

# Land Use and Design

## Land Use and Design Policies

In conjunction with the Planning Committee and study group, the planning team identified a series of land use and design goals for Subarea 5. The following goals are intended to enhance transit opportunities, preserve existing character, and promote land use compatibility:

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

The Subarea 5 master plan emphasizes vital communities built around development that blends with established neighborhoods and historic resources, readily connects transit and alternative mode options, and creates comfortable, safe and attractive places for residents and visitors.

The master plan builds on the wealth of historic structures, cultural resources and historic districts in the area by improving connections and public access to these assets where appropriate. To reinforce the subarea's physical character, land use recommendations are appropriately scaled around historic structures. Additionally, any proposed change in a zoning designation for a historic structure indicates a recommended change in land use rather than a physical alteration to the exterior of the structure. StudioPlex and Ponce Park redevelopments are good examples of re-purposed historic structures that do not compromise the physical character of the building. Smaller-scale redevelopment of buildings along DeKalb Avenue, such as the Marble Lofts, are also positive examples of building re-use that maintain the unique and cultural significance of these structures.

The master plan also protects historic neighborhoods by stepping down intensity near

existing homes and guiding compact mixed use developments to activity centers rather than spreading uses along corridors. Infill development should also be appropriately scaled to enhance surrounding single family homes and former houses converted to commercial uses should maintain their residential appearance, especially along Edgewood Avenue and DeKalb Avenue.

New development must contribute to the street network by re-establishing street connections, or creating new links, particularly around the BeltLine and Freedom Parkway. Over the years, these neighborhoods have lost portions of the street network, forcing vehicular traffic to use remaining roadways. The diverted traffic flow often travels through residential neighborhoods and disrupts quality of life. The master plan calls for several street connections across the BeltLine and Freedom Parkway. Also critical are the new streets around the edge of the proposed park. The Park master plan eliminates vehicular traffic across the park, reinforcing the role of new park-edge streets in maintaining circulation in the area.

The park master plan incorporates a City stormwater management pond designed to be an asset to the community, while supporting much needed stormwater improvements in the area. The park also includes active and passive programming, such as sports fields, nature trails and multi-purpose lawns. The trail system connects to the BeltLine trail and the Freedom PATH, and bicycle lanes along Ralph McGill Boulevard. Inside the park, the master plan highlights several opportunities for public art. The *Parks and Open Space* section of this document describes the proposed elements of the park more fully and the *Appendices* contain the full Historic Fourth Ward Park master plan study.

The Subarea 5 master plan proposes additional green spaces along Moreland Avenue and Irwin Street. The City should incorporate the soccer fields on Moreland into the official recreation

inventory and establish a better physical presence on Austin Avenue. The Irwin Street Pocket Park that includes the historic water tower is an iconic feature that can anchor a proposed shared transit stop for the BeltLine and Sweet Auburn Trolley. The plan also identifies improved trail connections, including the addition of a multi-use trail on the north side of Freedom Parkway and BeltLine trail enhancements through the Krog Street Tunnel.

- Freedom Parkway station area around the Freedom Parkway/BeltLine underpass and the warehouse district adjacent to the BeltLine towards Edgewood Avenue.

These two station areas encompass properties where future land use changes are likely to occur in the short term and where critical circulation patterns must be established to ensure maximum mobility to the community.

## Future Land Use and Circulation

The Subarea 5 master plan includes a detailed land use and circulation study with specific emphasis on two station areas (see Figure 08):

- Historic Fourth Ward Park station area around the northern portion of the proposed Historic Fourth Ward Park, and

Although special attention is given to these station areas, the master plan includes recommendations for land use and circulation for the entire study area. (See Figure 09) The master plan incorporates all the previous studies conducted for the area, as well as city-wide plans such as the BeltLine Street Framework Plan and Project Greenspace.

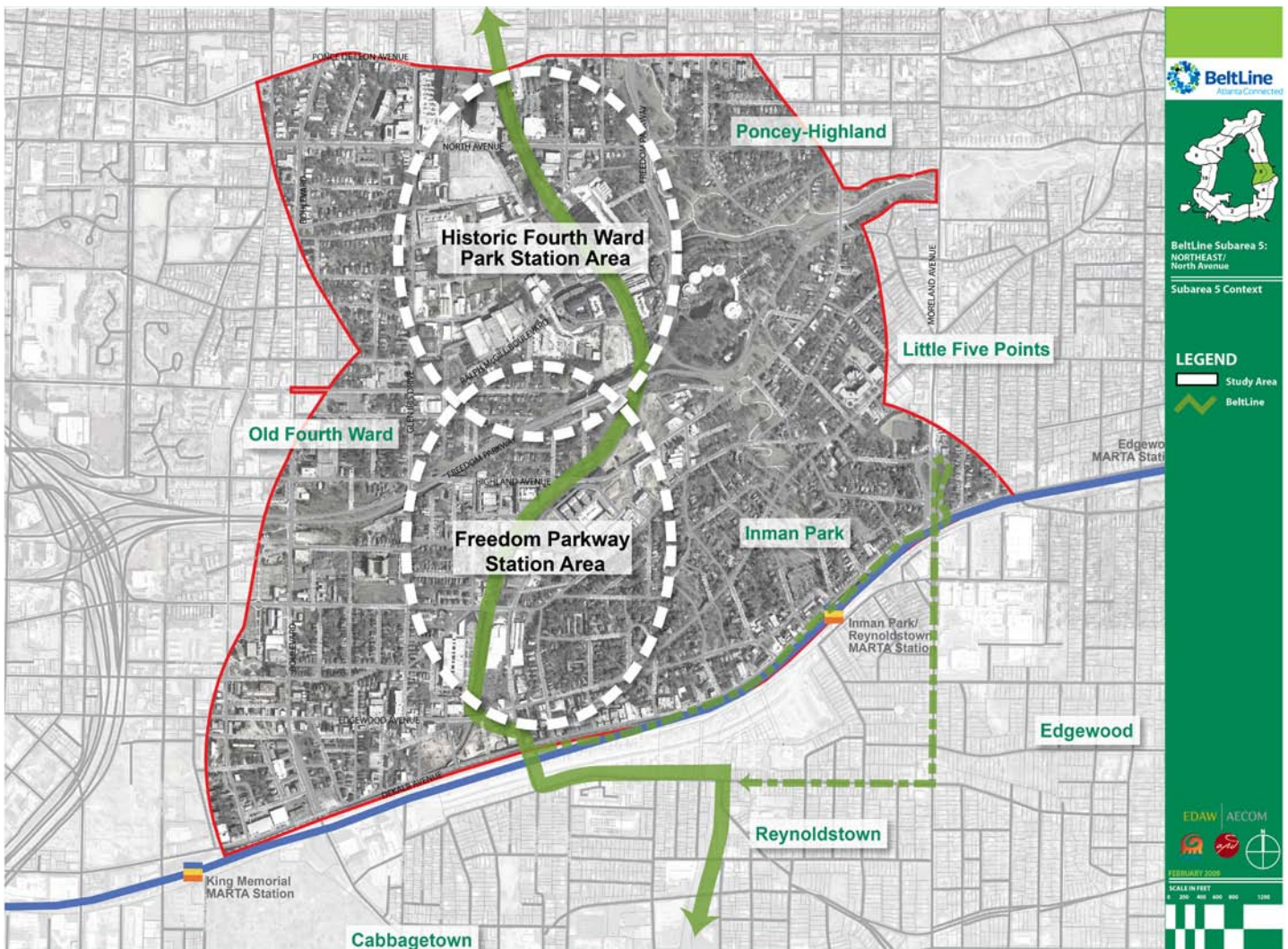


Figure 08 - Subarea 5 Context and Station Areas



## Future Land Use and Circulation for the Historic Fourth Ward Park Station Area

The redevelopment activities around Historic Fourth Ward Park are largely underway, due in part to the proposed new park.

Redevelopment along this section of the BeltLine and the northern portion of the Historic Fourth Ward Park closely reflects the City's Future Land Use Plan and the BeltLine Redevelopment Plan (2005). The master plan's proposed future land uses refine these efforts by establishing transit-supportive densities around the BeltLine.

The Historic Fourth Ward Park Station Area has the following characteristics:

- **City Hall East:** Once the largest commercial building in the Southeast and a distribution center for Sears Roebuck & Company, the site is now an annex for the City of Atlanta. The complex of buildings is scheduled for rehabilitation into a mixed use redevelopment, Ponce Park, that includes a transit station and a small internal park.
- **Historic structures:** Built to serve the original industrial users along the BeltLine, the remaining warehouses reflect the history of the area as well as define the unique character of this station area. Examples include Excelsior Mill, Ford Factory, NuGrape, Empire Manufacturing, Southern Dairies, and the Telephone Factory.
- **Surface level grade changes:** Significant grade differential exists, especially on the western edge of the BeltLine near the Historic Fourth Ward Park. The stormwater detention pond in the park will take advantage of these grade changes to create a unique, sustainable, environmental feature. The area was once the site of a natural stream, Clear Creek, long since buried. The park concept plan addresses the natural features within the park.
- **Large parcels of existing distribution and heavy commercial users:** The U.S. Post Office property along the eastern edge of the BeltLine is in active use, and the Georgia

Power property on the western edge operates as a training area and storage lot for heavy vehicles. These users provide the employment base that the City desires to maintain, but the presence of heavy truck traffic and the outdoor storage of heavy equipment detracts from the compact, urban, pedestrian-friendly environment envisioned for the area.

- **Active redevelopment:** Many of the parcels around the park are in some stage of redevelopment. The Ponce Park redevelopment includes: City Hall East and parcels south of North Avenue; the Fourth is under construction between Morgan Street and Dallas Street; Dobbs Landing and Excelsior Mills Lofts are along the eastern edge of the park; and the Ivan Allen site is between Angier Avenue and Ralph McGill Boulevard.
- **Existing established single family homes:** Small pockets of existing and stable single family housing are scattered throughout the area, especially along the edges of the station area. A portion of the housing in the station area is within the Poncey-Highland Historic District.

### Highlights of the Historic Fourth Ward Park Station Area

Figure 10 depicts the future land use recommendations for the Historic Fourth Ward Park Station Area. The recommended land use reflects the need to provide transit supportive density along the BeltLine, while simultaneously protecting the existing low-density neighborhoods and historic resources. The plan calls for increases near proposed transit stops along the BeltLine, as well as where the existing and proposed street network is capable of safely accommodating additional traffic volumes. The proposed Historic Fourth Ward Park acts as a natural buffer, absorbing the visual and circulation impacts of increased density.

- **Larger park:** The Historic Fourth Ward Park has been slightly increased in size as compared to the BeltLine Redevelopment Plan (2005) to accommodate the stormwater

detention ponds and provide more usable open space for the community. The increase in open space off-sets the proposed increase in land use intensity along the BeltLine.

- **Increase Intensity around transit stations:** Two transit stops fall within the station area: at City Hall East and near North Angier Street. The plan directs the highest intensity of uses to areas near the proposed transit stops, encouraging transit ridership and reducing vehicular demand.
- **New development parcels:** The plan identifies additional parcels for redevelopment within the BeltLine right-of-way. Proposed for mixed use (10+ stories) and mixed use (5 – 9 stories), these parcels offer the opportunity to create activity centers in proximity to transit and park space.
- **Preservation of stable neighborhoods:** The proposed redevelopment of parcels near single family homes will step down to fit more compatibly within the surroundings. Mixed-use (1-4 stories) transitions between mixed use (5-9) and residential (1-4 stories), buffering existing neighborhoods along Somerset Terrace and Belgrade Avenue from proposed activity centers.
- **Interior park streets:** The plan proposed the closure of portions of Edith Street, Morgan Street, Dallas Street and Angier Street for inclusion within the Historic Fourth Ward Park. Internal pedestrian and bicycle traffic will continue to use the converted road beds, thereby improving pedestrian circulation throughout the area.
- **Cross BeltLine streets:** East-west streets across the BeltLine will connect neighborhoods and provide local access to the new park. This denser street network will also support enhanced access to new developments.

### **Land Use Changes**

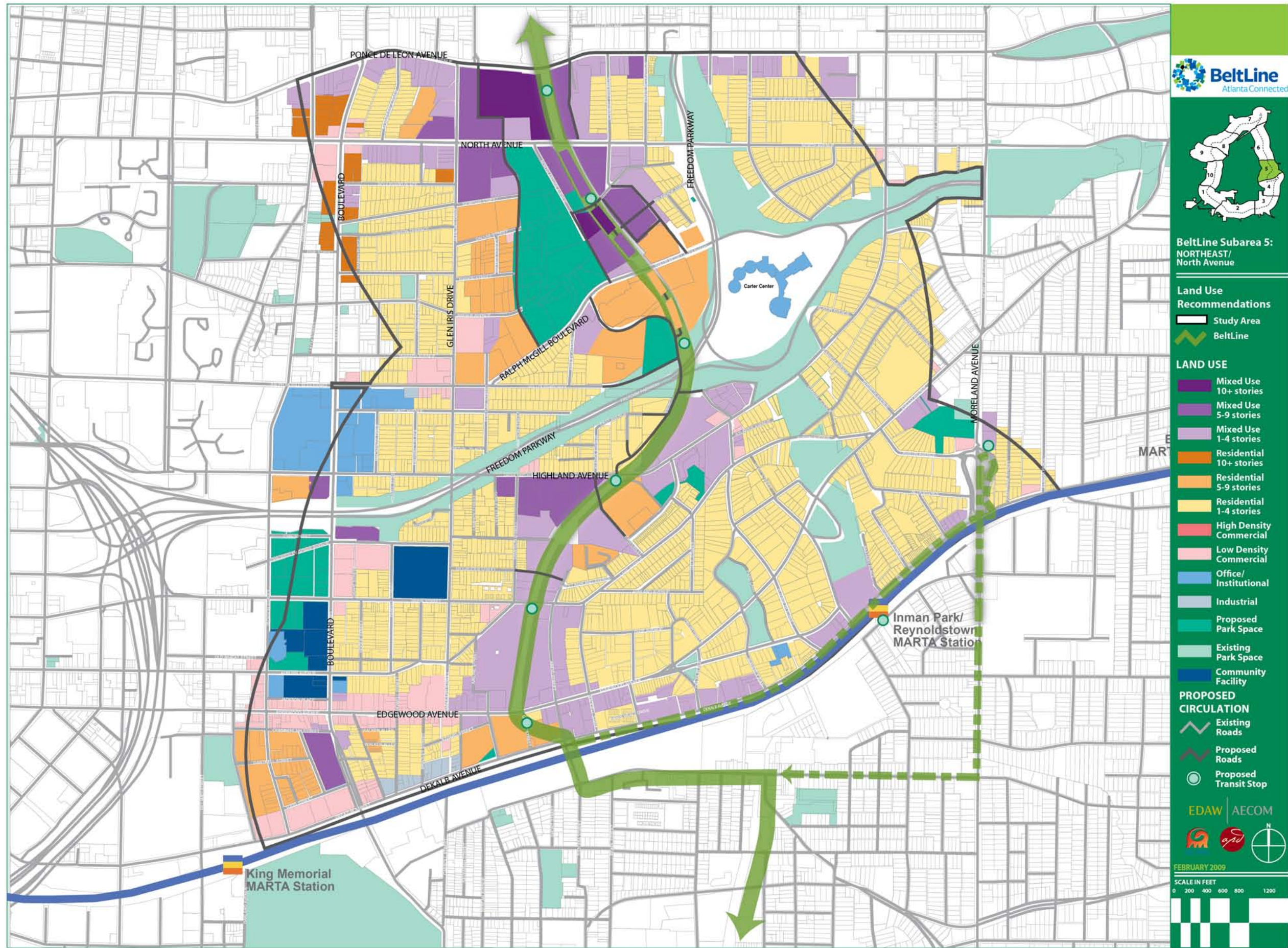
The following analysis (Table 01) compares recommended land use changes to the City's 15 Year Plan and the BeltLine Redevelopment Plan (2005). The changes primarily build on the

two studies, creating a finer grain of uses than shown in these more strategic level documents and reflecting the planned and approved developments that have occurred subsequent to those previous planning efforts.

The area along the BeltLine south of Ponce de Leon Avenue and north of Ralph McGill Boulevard around the Historic Fourth Ward Park refines the City's 15 Year Plan from the single designation of mixed use into several levels of mixed use and residential. Between the BeltLine Redevelopment Plan and these recommendations, the proposed land use plan shows a slight change in land uses, mostly reflecting revised park boundaries.

The other changes reduce the scale of the mixed use designation along North Avenue and Angier Springs Road to 1-4 stories to step down from the compact development along the BeltLine into the existing neighborhood of Poncey-Highland. The neighborhood expressed a desire to maintain a mixture of uses along the Somerset Terrace extension.

The change along Ralph McGill at Willoughby Way reflects the proposed redevelopment of these industrial and institutional structures into a mixed use development consisting mostly of residential (5-9 stories) uses with small retail stores near the intersection.



BeltLine Subarea 5:  
NORTHEAST/  
North Avenue

Land Use Recommendations

- Study Area
- BeltLine

LAND USE

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

PROPOSED CIRCULATION

- Existing Roads
- Proposed Roads
- Proposed Transit Stop

EDAW | AECOM



FEBRUARY 2009

SCALE IN FEET



Figure 09 - Proposed Future Land Use

This page left intentionally blank.

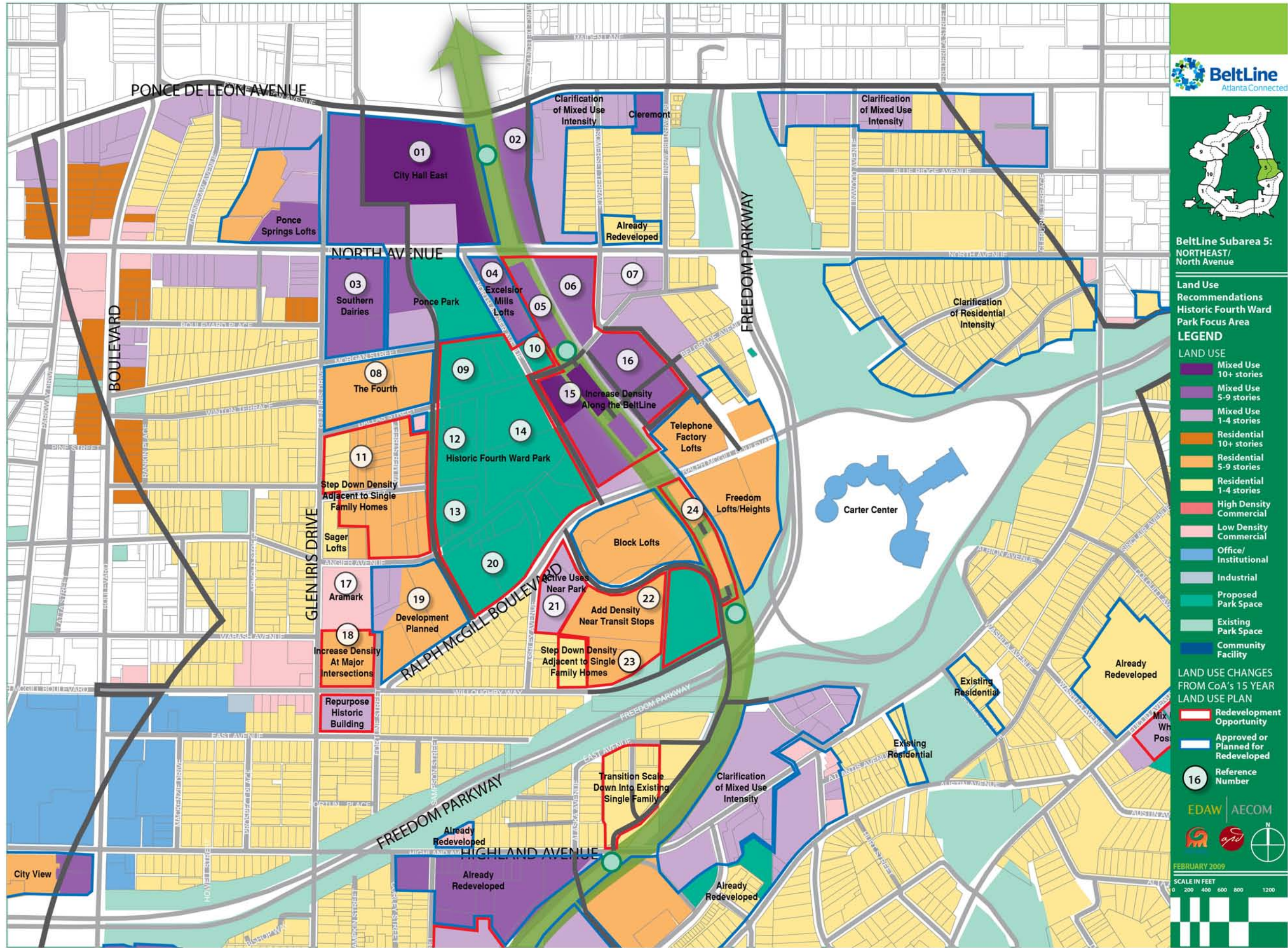


Figure 10 - Proposed Future Land Use and Circulation for the Historic Fourth Ward Park Station Area

This page left intentionally blank.

LOCATION	CITY'S FUTURE LAND USE	BELTLINE REDEVELOPMENT PLAN (2005)	SUBAREA 5 BELTLINE MASTER PLAN PROPOSED LAND USE	NOTES	ZONING : CURRENT AND RECOMMENDED CHANGES	ASAP RECOMMENDATIONS	
1	City Hall East and Ponce Park Redevelopment Plan	Mixed Use	Mid Rise Mixed Use and Park space	A combination of Mixed Use (all three levels of intensity), park space, and residential (10+ stories and 5-9 stories)	This reflects the Ponce Park redevelopment plan as approved by the City.	MRC-3 is a Quality of Life zoning code. No change recommended	No changes necessary. It is recommended that the City refine the Mixed Use category to include intensity definitions.
2	Kroger Shopping Center	Mixed Use	Low-rise Mixed Use and Low Density Mixed Use	Mixed Use (5-9 stories) and Mixed Use (1-4 stories)	This reflects the redevelopment of the historic Ford Lofts. Redevelopment should step down intensity closer to single-family neighborhood.	C-1. Recommended MRC-2	No changes necessary. It is recommended that the City refine the Mixed Use category to include intensity definitions.
3	Southern Dairies	Mixed Use	N/A	Low Density Commercial	The property has been redeveloped into office space within the original historic structure.	MRC-3. No change recommended	No changes recommended since the property is developed as envisioned.
4	Excelsior Mills	Mixed Use	Low Density Commercial and Medium Density Residential	Mixed Use (5-9 stories)	Reflects proposed plan of property owner for 195 units and about 6,000 square feet of commercial space.	MRC-3. No change recommended	No changes necessary. It is recommended that the City refine the Mixed Use category to include intensity definitions.
5	BeltLine Right-of-Way between North Avenue and Dallas Street	TCU	Mid-rise Mixed Use	Mixed Use (5-9 stories)	The potential for redevelopment is maximized if combined with adjacent property along Somerset Terrace.	I-1. Recommend MRC-3 or MRC-2	Update from TCU to Mixed Use. Preferably, include intensity definitions in the Mixed Use category.
6	Doggy Day care	Mixed Use	Low-rise Mixed Use	Mixed Use (5-9 stories)	Provide transit supportive densities and activity centers near transit stops.	I-1. Recommend MRC-3 of MRC-2	No changes necessary.
7	2 blocks east of post office	Mixed Use	Low Rise Mixed Use	Mixed Use (1-4 stories)	Provide buffer of intensity between activity center and single family homes. Establishes active uses along Somerset Terrace.	-1 and C-1. Recommend a combination of MRC-3 or MRC-2	No changes necessary. It is recommended that the City refine the Mixed Use category to include intensity definitions.
8	The Fourth	Mixed Use	Medium Density Residential	Residential (5-9 stories)	As approved by the City. 339 residential units and 10,000 square feet of commercial	MRC-3. No change recommended	Update to High Density Residential
9	Vacant lot	Mixed Use	Proposed Park	Proposed Park	This parcel connects the Ponce Park greenspace with the Historic Fourth Ward Park	MRC-3. No change recommended	Update to Open Space.
10	Industrial lot	Mixed Use	Medium Density Residential	Proposed Park	Connects the Park to the transit stop platform	MRC-3. No change recommended	Update to Open Space
11	2 blocks between Angier Avenue and Dallas Street	Mixed Use	Medium Density Residential	Residential (5-9 stories) and residential (1-4 stories)	Step down intensity adjacent to single family residential and historic structure Sager Lofts.	C-2, I-1, MRC-3, MRC-1, LW. Parcels that have not developed should utilize MR-4B, MR-2 or single family zoning districts	Update to High Density Residential and Low Density Residential
12	Block between Wilmer and Georgia Power property	Mixed Use	Proposed Park	Proposed Park	This block includes old-growth trees and a vista of the city skyline	I-1. No change necessary for park space.	Update to Open Space
13	700 block of Angier Avenue	Mixed Use	Proposed Park and Medium Density Residential	Proposed Park	This property houses some active and vacant industrial warehouse buildings	I-1. No change necessary for park space	Update to Open Space
14	Georgia Power	Mixed Use	Proposed Park	Proposed Park	This is the location for the proposed active fields	I-2. No change necessary for park space	Update to Open Space
15	Georgia Power and BeltLine	Mixed Use and TCU	Mid-rise Mixed Use	Mixed Use (10+ stories)	Increase density and provide activity centers near transit stop.	I-2 and I-1. Recommend MRC-3	No changes necessary.
16	Post office property	Mixed Use	Low-rise Mixed Use	Mixed Use (5-9 stories)	Increase density near transit stop	I-1. Recommend MRC-3	No change necessary.
17	Aramark	Mixed Use	Low Rise Mixed Use	Low Density Commercial	Preserve existing job base in the area.	I-1. No change recommended	Update to Low Density Commercial
18	300 block of Glen Iris Drive	Mixed Use	Low Density Residential	Residential (5-9 stories)	Increase density near existing infrastructure	MR-5A C. No change recommended	Update to Very High Density Residential
19	Ivan Allen Property	Mixed Use	Medium Density Residential and Low Density Residential	Residential (5-9 stories)	Reflects proposal of property owner. Provides transit-supportive densities within walking distance of park and transit stop.	MRC-3C. No change recommended	Update to High Density Residential
20	Proposed Park	Mixed Use	Proposed Park	Proposed Park Space	Updates Redevelopment Plan to incorporate additional usable park space	Currently MRC-3 and I-1. No zoning changes are necessary for park space.	Update to Open Space
21	Fish Fry/ Ralph McGill Blvd road frontage	Mixed Use	Proposed Park	Mixed Use (1-4 stories)	Create activity along park edge.	I-2. Recommend a combination of MRC-3 or MRC-2	Update to Mixed Use. Preferably include intensity definitions in update
22	Sunbelt Property	Mixed Use	Proposed Park	Residential (5-9 stories)	Increase density near transit stop	I-2. Recommend MR-4A or MR-4B	Update to High Density Residential
23	WSB TV Broadcasting tower	Mixed Use	Proposed Park	Residential (5-9 stories)	Provide active uses along park edge	I-2. Recommend MR-4A	Update to High Density Residential
24	BeltLine Right-of-Way parcels	TCU	Medium Density Residential	Residential (5-9 stories)	Provide transit supportive density on BeltLine	I-2. Recommend MR-4A or MR-4B	Update to High Density Residential

Table 01 - Proposed Future Land Use Changes for the Historic Fourth Ward Park Station Area

This page left intentionally blank.



## Future Land Use and Circulation for the Freedom Parkway Station Area

The Freedom Parkway station area is specially called out in the planning process as an opportunity to address a significant constraint for the community. As a limited access roadway, Freedom Parkway splices through the neighborhood and restricts the southern neighborhoods of Inman Park and portions of Old Fourth Ward from accessing the proposed park.

Recommendations within this area reflect the expansion of the park and the influence of large redevelopment activities underway in the area. The Freedom Parkway Station Area has the following characteristics:

- **Freedom Parkway:** As a major physical constraint, Freedom Parkway runs roughly east-west through the station area, dividing the community in half and separating residents from amenities on either side of the Parkway.
- **Challenging grade changes:** Significant grade differentials exist along this section of the BeltLine. The land around the BeltLine undulates between at-grade level with the rail to above-grade with the rail. This is both an opportunity and a constraint to providing universal access to pedestrians of all abilities. The differences in grade around Freedom Park offer similar challenges.
- **Utilities:** A large communications tower for WSB-TV is at the southern point of the proposed Historic Fourth Ward Park, and is associated with considerable infrastructure in the form of a cement structure over Freedom Parkway and several large guide-wires.
- **Historic structures:** Built to serve the original industrial users along the BeltLine, the remaining warehouses are historical resources, as well as contemporary character elements for the community. Examples include Studioplex, the Virginia Docks and the historic water tower. All of these structures are vital to maintaining the area's unique physical character.

- **Large parcels of existing heavy commercial users:** The Sunbelt property is an active use for both rental and storage of heavy equipment. The truck traffic and outdoor storage of heavy equipment detracts from a pedestrian-friendly environment.
- **Under-utilized properties adjacent to BeltLine:** Another large vacant lot with cement loading docks still intact serves as an informal local skate boarding spot. This property is directly adjacent to the BeltLine and could provide valuable connectivity between the Historic Fourth Ward Park and the BeltLine.
- **Redevelopment energy:** The Mead Factory redevelopment is largely complete. The redevelopment is a large-scale mixed-use project that introduced a new street grid and a mixture of residential types appropriately designed for compatibility with the surrounding neighborhood, while providing transit-supportive densities. Ground-level commercial uses activate the public realm along the streets. The project has also acted as a catalyst, sparking redevelopment on smaller parcels in the area.
- **Existing established single family homes:** Throughout the station area, existing single family neighborhoods have established a stable presence.

### Highlights of the Freedom Parkway Station Area

Figure 11 depicts the future land use recommendations for the Freedom Parkway Station Area. The recommended land use reflects the need to balance higher transit supportive densities with protection of the existing single family fabric and historic resources. The plan continues its guiding theme of directing intensity to appropriate areas, such as along the BeltLine and in close proximity to similar developments.

- **Larger Park:** The Historic Fourth Ward Park has been slightly increased in size as compared to the BeltLine Redevelopment Plan to accommodate the stormwater detention ponds and provide more usable open space for the community. The increase in open space offsets the proposed increase in intensity along the BeltLine.

- **Direct park access from proposed transit stations:** A transit stop is proposed at the southern tip of the Historic Fourth Ward Park. The location of the stop is effective in establishing direct access to active uses in the park and linking conveniently to the Carter Center and Presidential Library via the Freedom PATH.
- **New development parcels:** The plan identifies additional parcels for redevelopment within the BeltLine right-of-way, just south of Ralph McGill Boulevard. Proposed residential uses (5–9 stories), are consistent with the surrounding existing developments of Freedom Lofts and Block Lofts. The new residential development supports the City’s goal of placing more residents within walking distance of transit.
- **Preservation of stable neighborhoods:** Redevelopment of parcels near single family homes will step down in intensity to achieve design compatibility. Residential activity (5-9 stories) proposed along the BeltLine transitions to lower scale residential (1-4 stories), providing a buffer between existing neighborhoods, such as those along Alaska Avenue and Ashley Avenue.
- **Preservation of culturally significant structures:** Many of the original warehouses and loading docks are still intact, providing the community a physical reminder of the history and origins of the BeltLine. Although some of structures are not on the AUDC list of historic resources, including the Virginia Docks, the community voiced a desire to retain these structures as examples of the much sought-after character that continues to drive neighborhood growth.
- **Cross BeltLine streets:** East-west streets across the BeltLine and a north-south street running parallel to the BeltLine will connect neighborhoods and provide local access to the new park, especially to residents separated from the park by Freedom Parkway. These new streets will also refine the roadway network to support planned projects.

### **Land Use Changes**

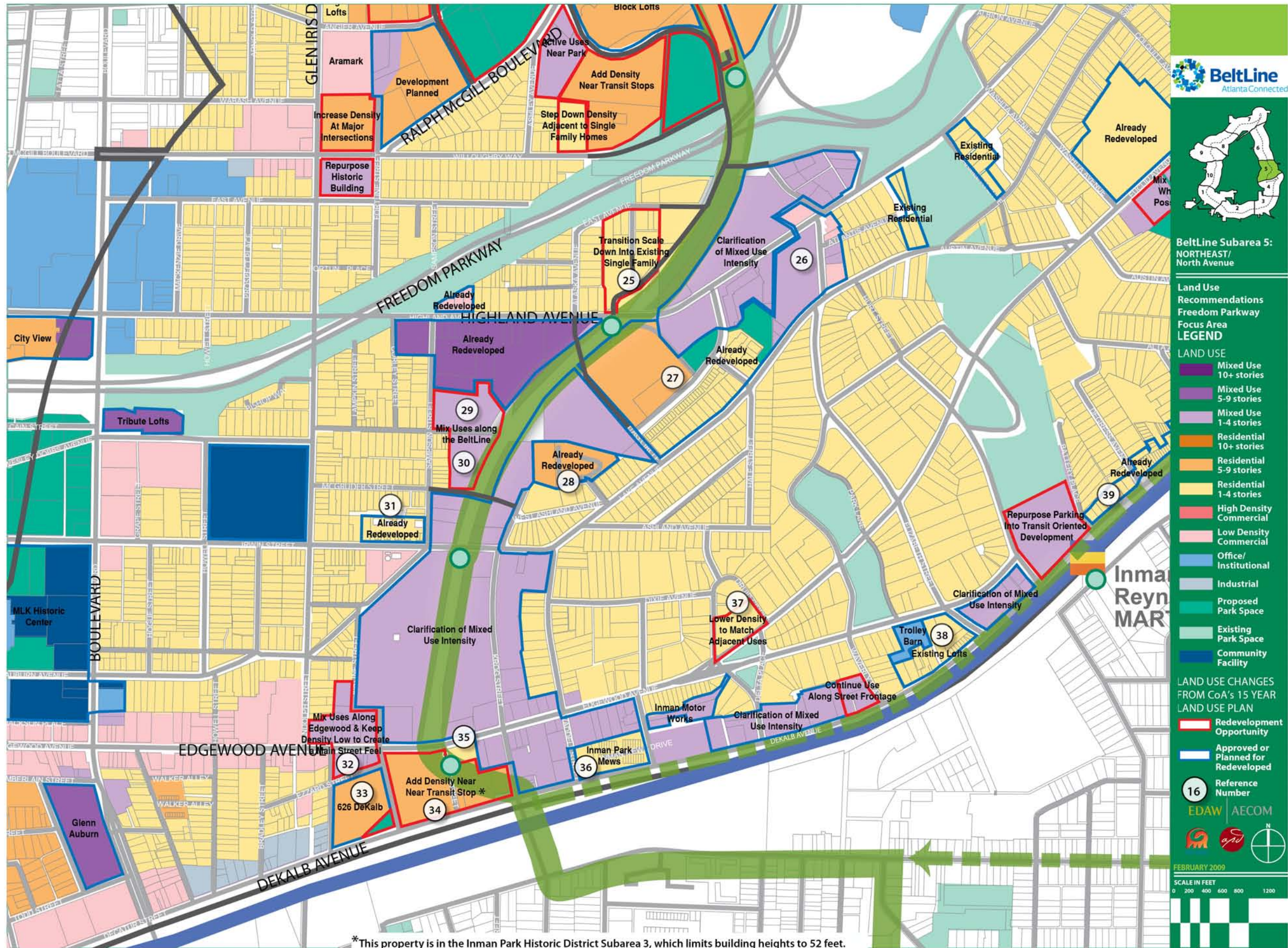
The following analysis (Table 02) compares recommended land use changes to the City’s 15 Year Plan and the BeltLine Redevelopment Plan (2005). These changes build on the two studies, creating a finer grain of uses than shown in these more strategic level documents and reflecting the developments that have occurred subsequent to those previous planning efforts.

In the study area, the City’s plan currently designates new development parcels for Transportation Communication and Utilities (TCU), which would prohibit residential development as proposed in this plan. Also, the master plan calls for residential (5-9 stories) on the parcel currently home to the large communications tower for WSB-TV to facilitate redevelopment.

Just south of Freedom Parkway, the Mead Factory Redevelopment project is near completion and recommended land use changes reflect the built condition. The parcel across from the Mead redevelopment is the largest remaining undeveloped assemblage in the station area. The City’s plan recommends medium density residential for the entire area, but residents voiced concern that this designation is too intense for the area. The proposal thus recommends a step-down in intensity to residential (1-4 stories) adjacent to single family homes.

The parcel just south of the Highland Walk mixed use development along Highland Avenue is currently used for light commercial and U-Haul truck storage. The recommended land use is mixed use, similar in character to Highland Walk but of lower intensity and more in scale with the Virginia Docks, which are adjacent to the south.

Many of the light industrial uses in the area are proposed for mixed use redevelopment, and have already converted to developments such as the Krog Street docks that preserve the structural and cultural history of the BeltLine. The encroachment of these structures into the BeltLine right-of-way poses implementation challenges that must be addressed individually with the private property owners.



\*This property is in the Inman Park Historic District Subarea 3, which limits building heights to 52 feet.



BeltLine Subarea 5: NORTHEAST/ North Avenue

Figure 11 - Proposed Future Land Use and Circulation for the Freedom Parkway Station Area

Land Use Recommendations Freedom Parkway Focus Area LEGEND

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

LAND USE CHANGES FROM CoA's 15 YEAR LAND USE PLAN

- Redemption Opportunity
- Approved or Planned for Redeveloped

16 Reference Number

EDAW | AECOM

FEBRUARY 2009



This page left intentionally blank.

LOCATION	CITY'S FUTURE LAND USE	BELTLINE REDEVELOPMENT PLAN (2005)	SUBAREA 5 BELTLINE MASTER PLAN PROPOSED LAND USE	NOTES	ZONING: CURRENT AND RECOMMENDED CHANGES	ASAP RECOMMENDATIONS
25 East Avenue	Medium Density Residential	N/A	Residential (1-4 stories)	Compatible development with surrounding neighborhood.	R-5 and PDH. No change necessary, zones MR-1, MR-2, RG-1, and RG-2 also comply.	Update to Low Density Residential
26 Elizabeth Street near North Highlands Avenue	Mixed Use	Low-rise Mixed Use	Low Density Commercial	Update plan to reflect new development	C-1 and C-2. No change necessary since property is developed as envisioned.	Update to Low Density Commercial
27 Mead Factory Redevelopment	Mixed Use	Low-rise Mixed Use	Residential (5-9 stories) and Residential (1-4 stories)	Update plan to reflect new development	PDMU. No change necessary.	Update to Low Density Residential and Medium Density Residential
28 Brickworks	Mixed Use	Low Density Mixed Use	Residential (5-9 stories)	Update plan to reflect redevelopment	C-2. No change necessary since property is developed as envisioned.	Update to Medium Density Residential
29 200 block Sampson Street	Low Density Commercial	N/A	Mixed Use (1-4 stories)	Provide mixed uses along BeltLine in a similar scale as Virginia Docks.	I-1. Recommend LW, MRC-2 or other low scale mixed use category.	Update to Mixed Use. <i>It is recommended that the City refine the Mixed Use category to include intensity definitions.</i>
30 Virginia Docks	Low Density Commercial	N/A	Mixed Use (1-4 stories)	Update plan to reflect existing development	I-2. No change is necessary as property is developed as desired.	Update to Mixed Use. <i>It is recommended that the City refine the Mixed Use category to include intensity definitions.</i>
31 600 block Irwin Street	Low Density Commercial	N/A	Residential (1-4 stories)	Reflects redevelopment and built condition	C-1C. No change recommended since property has been developed into duplexes.	Update to Low Density Residential
32 Edgewood Avenue and Airline Street	Low Density Commercial	N/A	Mixed Use (1-4 stories)	Retain Main-Street design similar to Edgewood at Boulevard. Provide mixed use along BeltLine.	C-2. Recommend LW, MRC-2 or other low scale mixed use category	Update to Mixed Use. <i>It is recommended that the City refine the Mixed Use category to include intensity definitions.</i>
33 626 DeKalb Avenue	High Density Commercial	N/A	Residential (5-9 stories)	Reflects built condition.	I-2 None recommended since property has been redeveloped into apartments	Update to High Density Residential
34 Gunby Street	Mixed Use and TCU	Low-rise Mixed Use	Residential (5-9 stories) and BeltLine Right-of-Way	This property is part of the Inman Park Historic District, Subarea 3, which limits heights to 52 feet	I-2. Recommend RG-4, MR-3, MR-4A or MR-4B, or other code to meet this scale intensity. Part of the Inman Park Historic District Subarea 3 Overlay Zone.	Update to High Density Residential
35 SkyView Lofts	Mixed Use	Low-rise Mixed Use	Residential (1-4 stories)	Reflects built conditions	RLC. No change necessary	Update to Low Density Residential
36 Inman Park Mews	Mixed Use	N/A	Residential (1-4 stories)	Reflects built conditions.	I-1 and C-2. No change necessary as property is developed as desired	Update to Low Density Residential
37 Euclid Avenue and Druid Circle	Medium Density Residential	N/A	Residential (1-4 stories)	Provide compatible development and redevelopment. Retain church structure.	R-5 and RG-3. No change necessary	No change necessary
38 900 block DeKalb Avenue	Mixed Use	N/A	Mixed Use (1-4 stories)	Reflects built condition	C-2. No change necessary as property developed as desired.	Update to Low Density Residential
39 1100 block DeKalb Avenue	Mixed Use	N/A	Residential (1-4 stories)	Reflects built condition	C-2. No change necessary as property is developed as desired	Update to Low Density Residential

Table 02 - Proposed Future Land Use Changes for the Freedom Parkway Station Area

This page left intentionally blank.

## Development Opportunities

Different areas along the BeltLine have varying opportunities for development and redevelopment. In the Historic Fourth Ward Park Station Area, much of the land has been cleared or is in some stage of the development process, while in the Freedom Parkway Station Area, much of the land is already redeveloped or would require the reuse of existing historic structures. Conceptual development programs for each station area are presented below.

### **Historic Fourth Ward Park Station Area- Transit Stop at Angier Springs Road Extension**

Higher intensity mixed-use development is envisioned within walking distance of the proposed transit stop at the Angier Springs

Road extension. Figure 12 depicts potential development building footprints around the stop.

#### *Urban Design*

The Angier Springs Road stop is located on a highpoint in the area. Even on the lower stories, many of the buildings will have prime views of the Downtown and Midtown skyline as well as of the new Historic Fourth Ward Park. Buildings should also be sited to maintain views for the general public using the BeltLine trail and transit.

#### *Parking*

Parking should be minimized wherever possible. Parking decks should incorporate active street-level uses and utilize grade changes to reduce visual impact on the pedestrian environment.



Figure 12 - Conceptual plan for Angier Springs Transit Stop vicinity in the Historic Fourth Ward Park Station Area

## Freedom Parkway Station Area-Transit Stop at Irwin Street

Lower density mixed-use development is envisioned within walking distance of the proposed transit stop at Irwin Street. Figure 13 depicts potential development building footprints surrounding the stop.

### Transit

The proposed transit stop at Irwin Street is unique to the entire subarea because it provides an opportunity to connect BeltLine transit riders with the proposed Sweet Auburn Trolley which would run into the Downtown Business District. Development around the Irwin Street stop should maintain adequate right-of-way for a future connection between the two transit systems.

### Urban Design

The Irwin Street stop is located in the heart of the historic warehouse and docks area that characterizes the Old Fourth Ward neighborhood. The creative adaptive re-use of these structures has spurred much of the redevelopment in the community. The conceptual development plan utilizes many of the existing structures to preserve the industrial-like design elements that embody neighborhood character.

To avoid large surface parking lots, a central deck is proposed along Krog Street to share parking spaces with Krog Bar, Atlanta Stage Works and new development. Smaller-scale surface parking lots are located within blocks to limit their impact on adjacent neighbors.



Figure 13 - Conceptual plan for Irwin Street Transit Stop vicinity in the Freedom Parkway Station Area



Although not shown in the figure above, the Inman Park MARTA Station surface parking lot is planned for redevelopment into a Transit Oriented Development (TOD). Parking should be contained within a deck, and retail should be neighborhood scales. The design of the TOD must comply with the Inman Park Historic Overlay District.

## Development Quantifications

In early 2008, Robert Charles Lesser and Company produced a market study for the entire BeltLine corridor. In the study, Subarea 5 is projected to have 10,464 residential units, which is an increase of almost 4,000 units. The study also shows an increase in retail of over 157,000 square feet; and increase in office space of over 270,000 square feet and a loss of industrial space. Table 03 summarizes the study findings in Subarea 5.

<b>BeltLine Market Study Summary : Subarea 5</b>			
	<b>2005</b>	<b>2020</b>	<b>Change</b>
<b>Households</b>			
Owners	3,223	5,515	2,292
Renters	3,277	4,949	1,672
<b>Total</b>	<b>6,500</b>	<b>10,464</b>	<b>3,964</b>
<b>Office (SF)</b>			
Local 1	723,228	780,401	57,173
Regional 2	136,056	348,735	212,679

Table 03 - BeltLine Market Study Summary for Subarea 5, performed by Robert Charles Lesser and Company

<b>Total</b>	<b>859,284</b>	<b>1,129,136</b>	<b>269,852</b>
<b>Retail (SF)</b>			
Local 3	567,148	719,608	152,460
Regional 4	0	5,000	5,000
<b>Total</b>	<b>567,148</b>	<b>724,608</b>	<b>157,460</b>
<b>Industrial (SF)</b>			
<b>Total</b>	<b>2,175,394</b>	<b>2,168,843</b>	<b>-6,551</b>

The full build-out of the master plan would result in an estimated increase of 5,000 residential units, which is in addition to the units that have already been approved by the City. This estimate is based on generalized land use assumptions utilized across all BeltLine subareas.

<b>Angier Springs Road Extension Transit Stop</b>	<b>Conceptual Development</b>	<b>Per Acre</b>
Residential Growth (DU)	930	48
Employment Growth (Jobs)	336	17

<b>Irwin Street Transit Stop</b>	<b>Conceptual Development</b>	<b>Per Acre</b>
Residential Growth (DU)	627	32
Employment Growth (Jobs)	144	7

Table 04 - Conceptual Development Quantifications

The build-out program for each of the conceptual development areas is summarized in Table 04. The Angier Springs Road Extension Transit Stop conceptual plan (Figure 12) would add about 930 residential units, or about 48 units per acre. This density is within the range to support a higher capacity transit system such as bus rapid transit or light rail.

The Irwin Street Transit Stop conceptual development plan (Figure 13) would add over 600 new residential units, in addition to the existing units in StudioPlex and Krog Bar lofts. At about 32 units per acre, the density is sufficient to support higher-capacity transit. BeltLine transit in this area would connect to the Sweet Auburn Trolley and link to downtown jobs, housing and entertainment.

## Project Implementation

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

Implementation of projects identified in individual subarea master plans is dependent upon the active involvement of numerous organizations.

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

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

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

**ABI Control:** Projects that ABI is responsible for based on legislative authority and the use of flexible TAD funds.

**ABI Influence:** Projects that are primarily controlled by outside parties with some ABI involvement and/or nominal TAD funding or adherence to BeltLine design standards.

**External ownership:** Projects that require external leadership and ownership in order to most effectively achieve equitable development.

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

## Historic Resource Strategies

The Subarea 5 study area includes established neighborhoods of classic frame bungalows and stately Victorian mansions with smaller commercial areas at major intersections. Neighborhoods in the study area include: 1) Inman Park, 2) Martin Luther King, Jr. District, 3.) Old Fourth Ward, and 4.) Poncey-Highland, each with its own identity.

Design in Subarea 5 should reflect the goal of blending with existing neighborhoods, each of which has a distinctive sense of place. To achieve context sensitivity, design should follow a series of guiding principles that reflect the diverse character of study area surroundings. Design efforts in historic settings should also be carefully coordinated with the City's BeltLine planners and Atlanta Urban Design Commission to uphold standards of appropriateness.

**Old Fourth Ward** is a dynamic neighborhood typified by its simplicity and functionality. A heavy industrial influence should emerge in the design of such elements as wayfinding devices and public art within the neighborhood. The architecture is identifiable as one of the few remaining areas to the east of downtown with warehouses and industrial spaces adjacent to the BeltLine and DeKalb Avenue. Industrial uses were clustered alongside the BeltLine to take advantage of the once-active rail line. While some of the industrial buildings still house distribution and other light industrial operations, many of these structures have been converted to residential and vibrant mixed-use spaces. The residential portions of the area were primarily comprised of housing built for the mill and factory workers in a simple traditional style called mill housing. Similar housing still exists in the nearby community of Cabbagetown and Reynoldstown. Few of these Mill Homes still exist in the Old Fourth Ward due to redevelopment. The rough and unfinished nature of the area has become the draw for many residents, and so new designs should reflect the original simple style of mill homes. Materials typical of the neighborhood would include a variety of metals, such as oxidized steel, copper, and aluminum, with the addition of rough brick and wood.



*The historic Virginia Docks have converted into an eclectic mix of housing and artists' studios.*



*Examples of Mill Housing in Old Fourth Ward*



*The Old Fourth Ward is home to a vast array of architectural styles, including these historic international-style condominiums*

**Inman Park** has a rich and well-established history and is one of the first planned communities. The Craftsman and Victorian style houses contribute to the feel of a garden district. Designs for art and wayfinding can incorporate either the clean and simple geometry typical of the Craftsman style or the ornate and detailed lines of the Victorian style. Softer materials can be used throughout this neighborhood with a heavy bent towards wood craft, or the use of decorative glass or organic materials. The community as a whole has a brightly colored personality, with many of the houses painted in bold contrasting colors and displaying the neighborhood's butterfly logo. Design within this neighborhood must maintain consistency with the Inman Park Historic District Zoning Regulations.

**Poncey-Highland** is a small, quiet residential neighborhood with a mix of bungalows, Craftsman style homes, and repurposed multi-family dwellings. Simple design and materials embody community character. The neighborhood has a strong mix of residential, commercial, and remaining industrial abutting the BeltLine. Given its adjacency to Freedom Parkway the area also has a distinctive pattern of open spaces. Design in this neighborhood should be coordinated with the Freedom Park Conservancy.



*Historic Inman Park Trolley Barn is now an event facility*



*Historic commercial row on Highlands Avenue*



*Historic Creomulsion Company and Institutional building at the corner of Ralph McGill Boulevard and Glenn Iris*

The subarea includes many of the historic resources identified by the Atlanta Urban Design Commission (AUDC) and the National Register of Historic Places:

- Troy Peerless Laundry Lofts
- Empire Manufacturing Company
- Southern Dairies
- Ford Factory Lofts
- Payne-Griffith House
- Highland School Lofts
- NuGrape
- Excelsior Mill
- Telephone Factory Lofts
- John A. Hood Building
- Kriegshaber House (The Wrecking Bar)
- Sears-Roebuck (City Hall East)
- Clermont Motor Hotel
- Inman Park- Moreland Historic District
- Martin Luther King, Jr. Historic District
- Poncey-Highland Historic District

The community identified other structures for recognition and protection by the Atlanta Urban Design Commission:

- Ponce De Leon Overpass (specifically the art)
- Creomulsion Company
- Virginia Cotton Docks
- Irwin Street tower
- Studioplex
- The Stove Works
- The David T. Howard building

Table 05 and Figure 14 show these proposed additions to the Atlanta Urban Design Commission's Historic/Landmark designated properties as well as properties currently listed on the National Register of Historic Buildings.

Although not officially recognized by the Atlanta Urban Design Commission, many structures and homes within the study area hold some historic value. The recommended land uses reinforce the importance of these structures and districts by stepping down intensity where necessary. In some cases, such as along Edgewood Avenue and Irwin Street, the plan proposes mixed use. This recommendation does not reflect a desire to alter the existing façade or overall structure, but instead calls for the unobtrusive introduction of small retail or residential spaces to achieve a traditional main street character.



*The Highland School Lofts is a converted school listed on the National Register of Historic Buildings*



*Historic David T. Howard School on John Wesley Dobbs Avenue*

**BELTLINE SUBAREA 5 HISTORIC RESOURCES**

***Additional Recommendations for AUDC Priority***

Ponce de Leon Overpass	Ponce de Leon Avenue at BeltLine
Creomulsion Company	345 Glen Iris Drive
Virginia Cotton Docks	641 John Wesley Dobbs Avenue
Irwin Street Tower	Irwin Street
Studioplex	659 Auburn Avenue
The Stove Works	112 Krog Street
David T. Howard Building	551 John Wesley Dobbs Avenue

***Listed National Register of Historic Places***

Troy Peerless Lofts	650 Glen Iris Drive
Empire Manufacturing Company	575 Glen Iris Drive
Southern Dairies	593 Glen Iris Drive
Ford Factory Lofts	699 Ponce de Leon Avenue
Payne-Griffith House	650 Bonaventure Drive
Highland School Lofts	978 North Avenue
NuGrape	794 Ralph McGill Boulevard
Telephone Factory Lofts	828 Ralph McGill Boulevard
Kriegshaber House	292 Moreland Avenue

***Atlanta Urban Design Commission Priority (In addition to NRHP Listed properties)***

Sears- Roebuck/ City Hall East	675 Ponce de Leon Avenue
Clermont Motor Hotel	789 Ponce de Leon Avenue

Table 05 - Proposed and Existing Historic Resources



Figure 14 - Historic and Cultural Resources

This page left intentionally blank.



## Art and Cultural Strategies

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

- Experience high levels of pedestrian traffic and are part of the City's paths of circulation
- Are easily visible and accessible to the public;
- Serve to anchor and activate the site;
- Enhance the overall public environment;
- Enhance the streetscape experience for pedestrians;
- Help to create a place of congregation and activity;
- Establish landmarks and neighborhood gateways; and
- Are dispersed throughout the City— as opposed to being concentrated in the central business districts.

Public art can interpret the history of an area or express its more contemporary character. The Beltline, for example, will have many physical elements, such as signs and lighting that are consistent along the 22 mile corridor. The use of public art can distinguish the individual neighborhoods joined along the corridor, acting as district gateways. Art thus essentially functions as a high impact form of place-making that creates something authentic and readily accessible to the public.

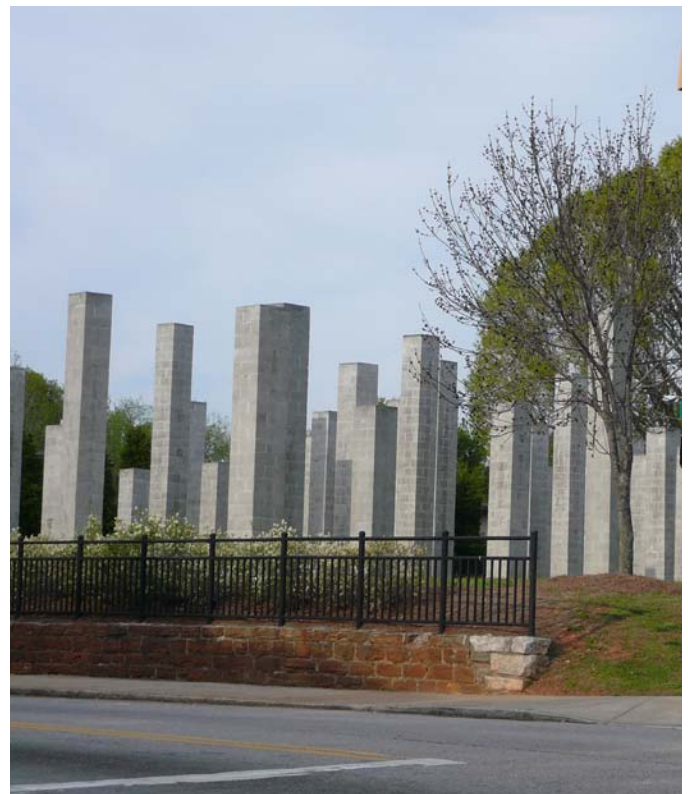
Distinctive art pieces can also orient people to a site and the corridor overall. Art can thus play a bridging role in defining a continuous and more legible user experience as the corridor varies in grade, condition and urban context. In this capacity, public art should be viewed not just as a series of discrete physical objects, but as part of the landscape and the overall public realm. For example, wayfinding signage can be a conduit for incorporating public art, as can pedestrian fixtures such as bike racks and bus stops or murals, walls and other structural elements.

Public art is a manifestation of a richer, broader network of diverse, creative people

and organizations living and working within a community. The presence of art can thus elevate the BeltLine above a transportation and recreation corridor to a cultural and tourism amenity that attracts additional investment and supports a community-based creative sector.

The Subarea 5 plan focuses public art efforts on the BeltLine or in close proximity to the corridor. The Park master plan discusses the public art installations and landscape art opportunities within the proposed Historic Fourth Ward Park. Public art should also be part of private redevelopments along the corridor, especially at high activity areas where private users and the general public may interact with the art.

Figure 15 depicts the recommendations for potential public art sites. The numbers on the map coincide with the numbers of the pictures on the following pages. Each number represents a potential public art site and makes suggestions for the type of installation that is appropriate for the context of the site.



**Existing Public Art at the intersection of Highlands Avenue and Glen Iris Drive.**

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

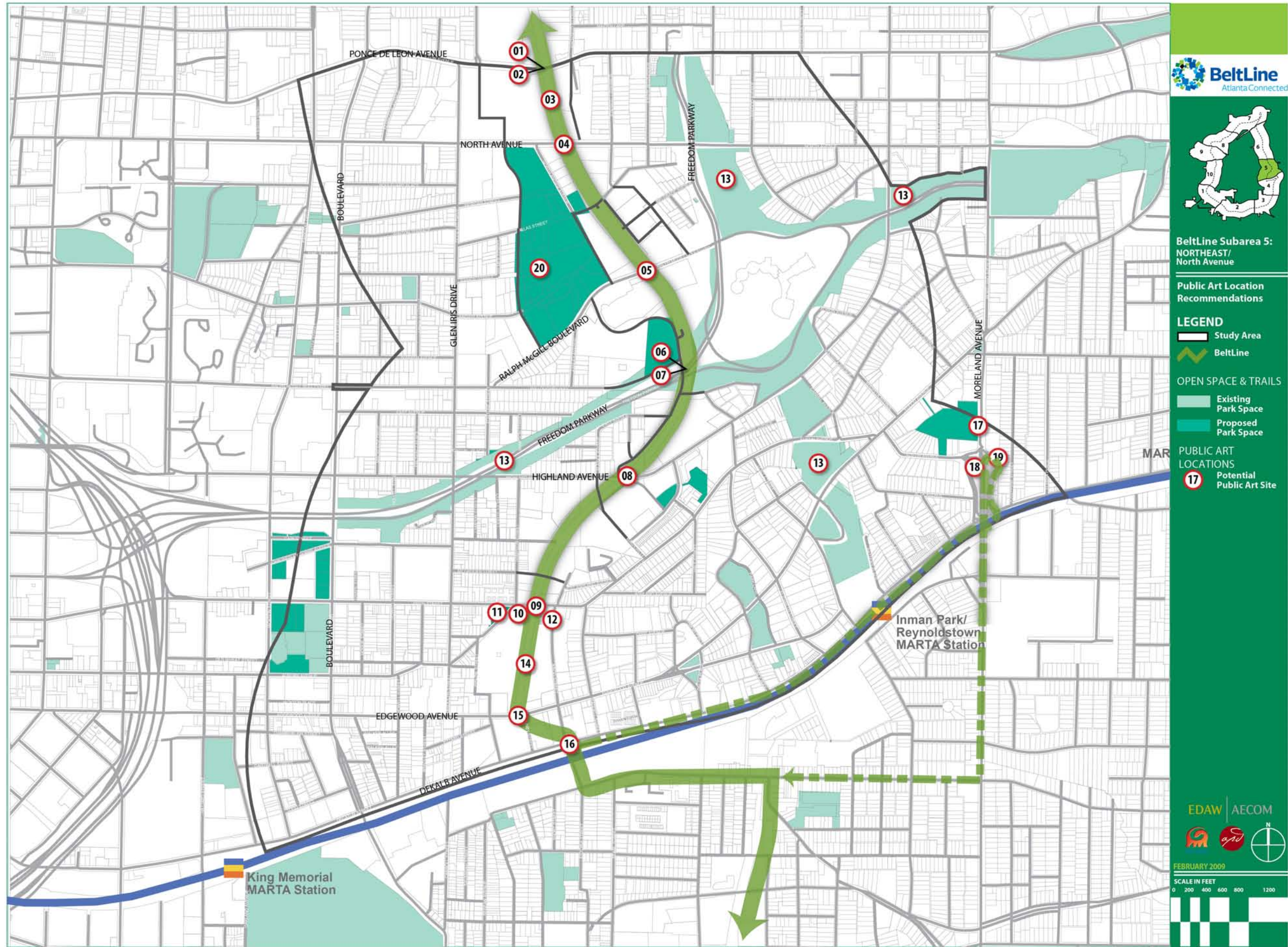


Figure 15 - Recommendations for Potential Public Art Locations

This page left intentionally blank.

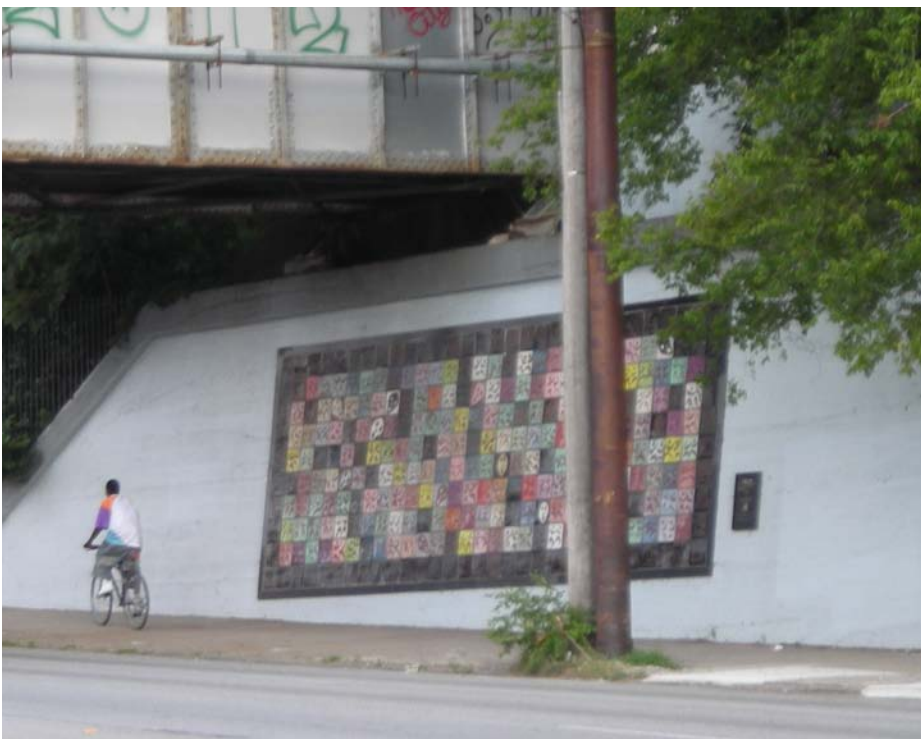
01

## Ponce de Leon Ave.

*Bridge or Overpass*

*BeltLine Signage*

If reconstruction of overpass is necessary, design to include BeltLine logo. Art Deco architecture may be appropriate. This bridge is highly visible on one of the city's major thoroughfares, and it will act as an important wayfinding structure.



02

## Ponce de Leon Avenue

*Bridge or Overpass*

*Mosaic Mural*

Clean and repair existing mosaic mural. Add lighting and make it a more prominent feature along the roadway.

03

### City Hall East

*BeltLine Station Entrance*

*Sculpture*

Potential historic piece denoting the building's significance. Could also incorporate wayfinding device or directory for local commercial development. It could act as a visual marker for the transit stop, since it may be located between two large buildings.



04

### North Avenue

*BeltLine Bridge or Overpass*

*BeltLine Signage*

If reconstruction of overpass is necessary, design to include BeltLine logo. Art Deco or industrial architecture may be appropriate. Since there may not be a station stop on North Avenue the overpass should call attention to the presence of the BeltLine overhead.





05

## Ralph McGill Blvd

*BeltLine Bridge or Overpass*

*BeltLine Signage*

If reconstruction of overpass is necessary, design to include BeltLine logo. Industrial architecture style may be appropriate

06

## Freedom Parkway

*BeltLine Bridge or Overpass*

*Graffiti art mural*

Large underpass area for potential murals, mosaics, etc. Well done graffiti or mural art helps to prevent random acts of vandalism in urban areas, and there is already a well established history of skilled graffiti art in this area, as well as a resource of potentially interested local artists.



07

## Freedom Parkway

**BeltLine Station**

*landscape installation,  
interactive sculpture*

The station and associated plaza area would be a great opportunity to play off the important cultural pieces closely adjacent. This could be done as an introduction to the theme of human rights in relation to the Carter Center and Martin Luther King, Jr. district, or the proximity to the proposed Historic Fourth Ward Park.



08

## Highland Avenue

**BeltLine Bridge or Overpass**

*Wayfinding sculpture*

The area along Highland Avenue where the BeltLine passes underneath could be called out in a more effective manner. This would both add interest the stretch of road, and act as a wayfinding device.





09

## Irwin Street

**Gateway**

*Sculpture or gateway*

Irwin Street will act as the gateway to much of the neighborhood traffic coming from both Inman Park and Old Fourth Ward. A stop will also be associated with the at-grade crossing, providing potential space for a large installation piece. This fits into the personality of the area, which is a thriving pocket of the creative class.



10

## Irwin Street

**Building facade**

*Mural/graffiti space*

There is an opportunity for an iconic mural along the northern wall of the Studioplex complex. This could act as a marker for the neighborhoods along the BeltLine, as well as a potential story-telling piece for the connection down to the MLK Historic Site.





11

## Irwin Street

**Community Park**

*Sculpture garden or temporary exhibition*

The space surrounding the tower on Irwin Street, if turned into a community park, could serve as a sculpture garden, or temporary exhibition space for the adjacent Studioplex artist community. The site could serve as an iconic junction between the BeltLine transit and the proposed Sweet Auburn Trolley.

12

## Krog Street

**Industrial building**

*Creative reuse*

Industrial remnants can be turned into unique sculptural elements, or as historic placemarkers. The help to recall the industrial nature to the area surrounding the BeltLine.



13

## Freedom Park

### *Art in Freedom Park Installation Pieces*

Art in Freedom Park an initiative to create the vast expanse of Freedom Park into a world-class gallery of temporary and permanent art installations. Art forms could be interactive, temporary performance, or story-telling pieces



14

## Virginia Cotton Docks

### *Building Art walk*

Multiple installations from local artists would capitalize on the thriving artists' community that has established itself here.



15

### Edgewood Avenue

**BeltLine Bridge or Overpass**

*BeltLine Signage*

If reconstruction of overpass is necessary, design to include BeltLine logo. Industrial architecture style may be appropriate



16

### Krog Street

**BeltLine Bridge or Overpass**

*Graffiti art mural*

Large underpass area for potential murals, mosaics, etc. Well done graffiti or mural art helps to prevent random acts of vandalism in urban areas, and there is already a well established history of skilled graffiti art in this area, as well as a resource of potentially interested local artists. Enhanced lighting should be incorporated into the design.



17

## Moreland Avenue

*Park entrance*

*Gateway*

Gateway sculpture along Moreland to call attention to the park. It could incorporate either the feel of Little Five Points, or the sports-related aspect of the park.



18

## Moreland Avenue

*Roadway island*

*Sculpture*

The islands associated with the on and off ramps from Moreland Avenue to DeKalb Avenue are potential sites for low profile sculpture installations. They could have an industrial feel to them associated with Little Five Points and the nearby CSX line.



19

## Moreland Avenue

Privacy fence

Graffiti or mural art

Refurbishment or replacement of the existing graffiti art that is found on the privacy fence on the on-ramp from Moreland Avenue to DeKalb Avenue.



20

## Historic Fourth Ward

Park

Mixed art installations

A wide variety of art installations can be associated within Historic Fourth Ward Park. These can range from large-scale land sculptures to interactive fountains.. There is an openness as to whether they reflect the industrial past of the neighborhood, the cultural diversity of the neighborhood, or simply serve an aesthetic or functional purpose. Refer to the Historic Fourth Ward Park master plan.



# Mobility

## Mobility Policies

As part of the community engagement process with the Planning Committee and study group, the planning team identified the following specific mobility goals for Subarea 5. These goals serve as the basis for the mobility and connectivity recommendations of this master plan and lay the groundwork for implementation actions.

### Mobility

- Maximize accessibility to BeltLine transit
- Minimize impacts of the BeltLine transit
- Foster transit-supportive economic development along the BeltLine
- Mitigate traffic impacts of BeltLine redevelopment
- Emphasize pedestrian connectivity
- Create a network of sidewalks and trails
- Enhance street grid and improve street connectivity
- Provide disabled accessibility
- Minimize trail intrusion on existing neighborhoods
- Provide connectivity to all neighborhoods

## Connectivity & Accessibility Improvements Overview

Enhanced mobility in the study area requires improved pedestrian and bicycle connections, as well as new streets. The complete Traffic Impact Analysis Study is available in the Appendix. Below are the connectivity and accessibility improvements recommended for Subarea 5:

- New streets include:
  - Four new cross-BeltLine streets
  - Streets lining the eastern and western edges of Historic Fourth Ward Park
  - Vital north-south streets such as Freedom Parkway underpass street, Ford Place extension to North Avenue, Somerset Terrace extension to Ralph McGill Boulevard, and North Angier Avenue to Ralph McGill Boulevard.
  - Elizabeth Street extension to connect

- with Freedom Parkway underpass street
- New streets to support redevelopment such as the Post Office or within the BeltLine right-of-way.
- Additional multiuse trail connectivity
  - Extend the multi-use trail along the northern side of Freedom Parkway running from the intersection at Boulevard to the proposed Historic Fourth Ward Park.
  - Connect Freedom Parkway trail down to the BeltLine trail
  - A defined extension of the Freedom Parkway multi-use trail from the intersection at Ralph McGill and connecting to the Historic Fourth Ward Park.
- A road diet for North Avenue
- Additional bike and pedestrian links on Ralph McGill, Auburn Avenue, Irwin Street and potentially North Avenue
- Extend the proposed Sweet Auburn trolley to connect BeltLine transit to the Downtown job center.

## Street Connectivity Framework Plan

The planning team evaluated the existing Street Framework Plan and has proposed additional connections to enhance mobility and provide needed circulation as parcels redevelop. Early and carefully coordinated planning is required in the area to address grade challenges before redevelopment. The resulting refined street network will establish a framework for appropriate block sizes and a walkable pedestrian-friendly environment, especially near the BeltLine transit stops.

Traditional transportation planning standards categorize road types based on their role in the overall road network and their capacity to carry vehicles. Road categories such as primary and secondary arterials, collectors and local streets may be commonly used, but they do not clearly inform the design of the street and define the pedestrian experience. The BeltLine planning process developed a framework of street typologies based on the 'complete streets'

concept of accommodating all modes of travel. Each of the street types are context sensitive and respond to the surrounding land use. The street types appropriate in Subarea 5 are described on the following pages.



**Avenue/ Mixed-Use: (90-foot right-of-way)**

These facilities are intended for higher activity areas such as around transit stations or near proposed mixed use. They are designed to carry higher levels of vehicles per day at moderate speeds of 25 to 35 miles per hour:

- 11-foot lanes, 1 in each direction
- 12-foot central median
- 7.5-foot on-street parking on both sides of the street
- 5-foot bike lanes in each direction
- 5-foot tree planting and street furniture zone (called the Planting Buffer by GDOT)
- 10-foot sidewalks

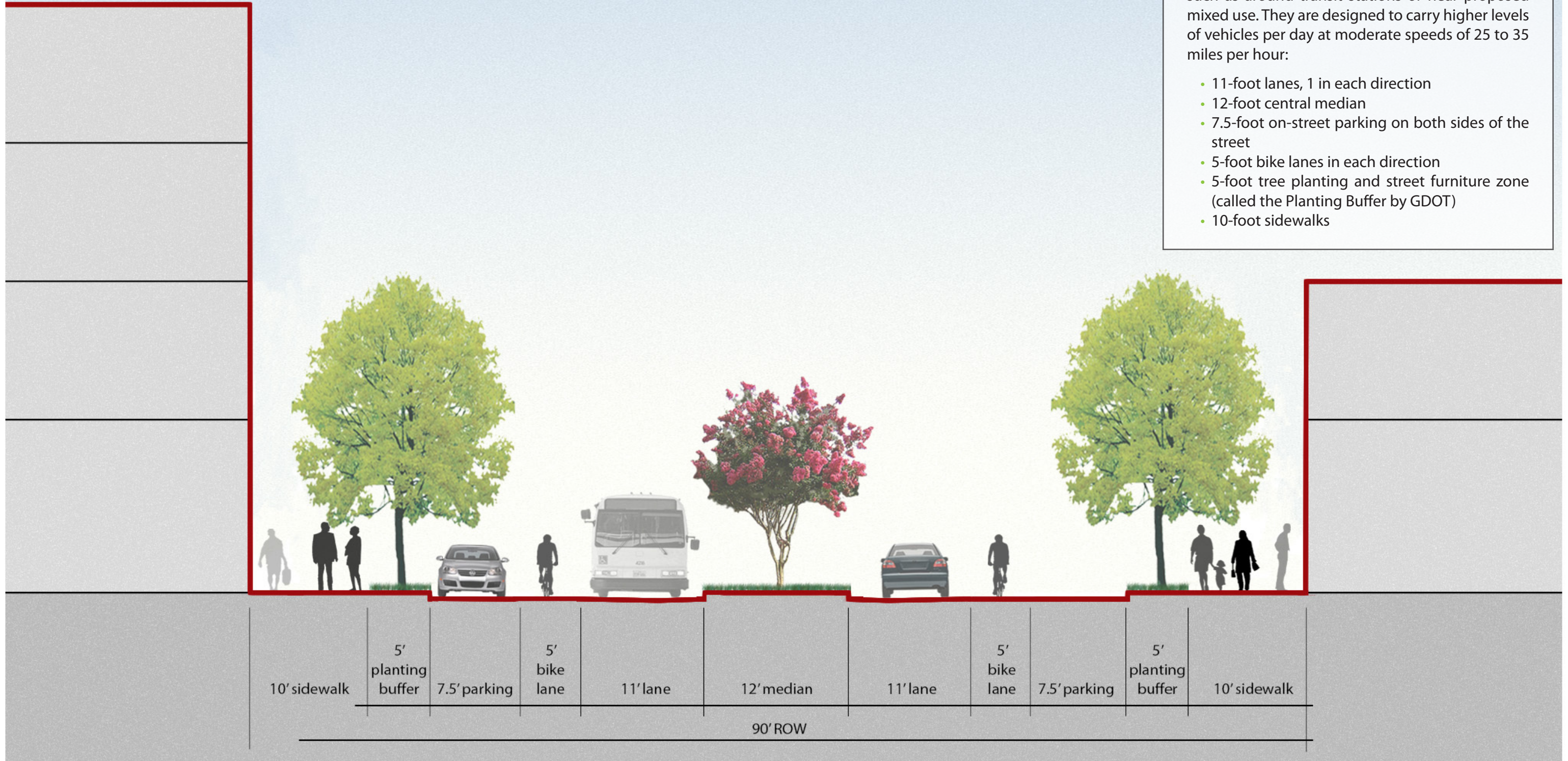


Figure 16 - Avenue / Mixed-Use Cross Section

This page left intentionally blank.

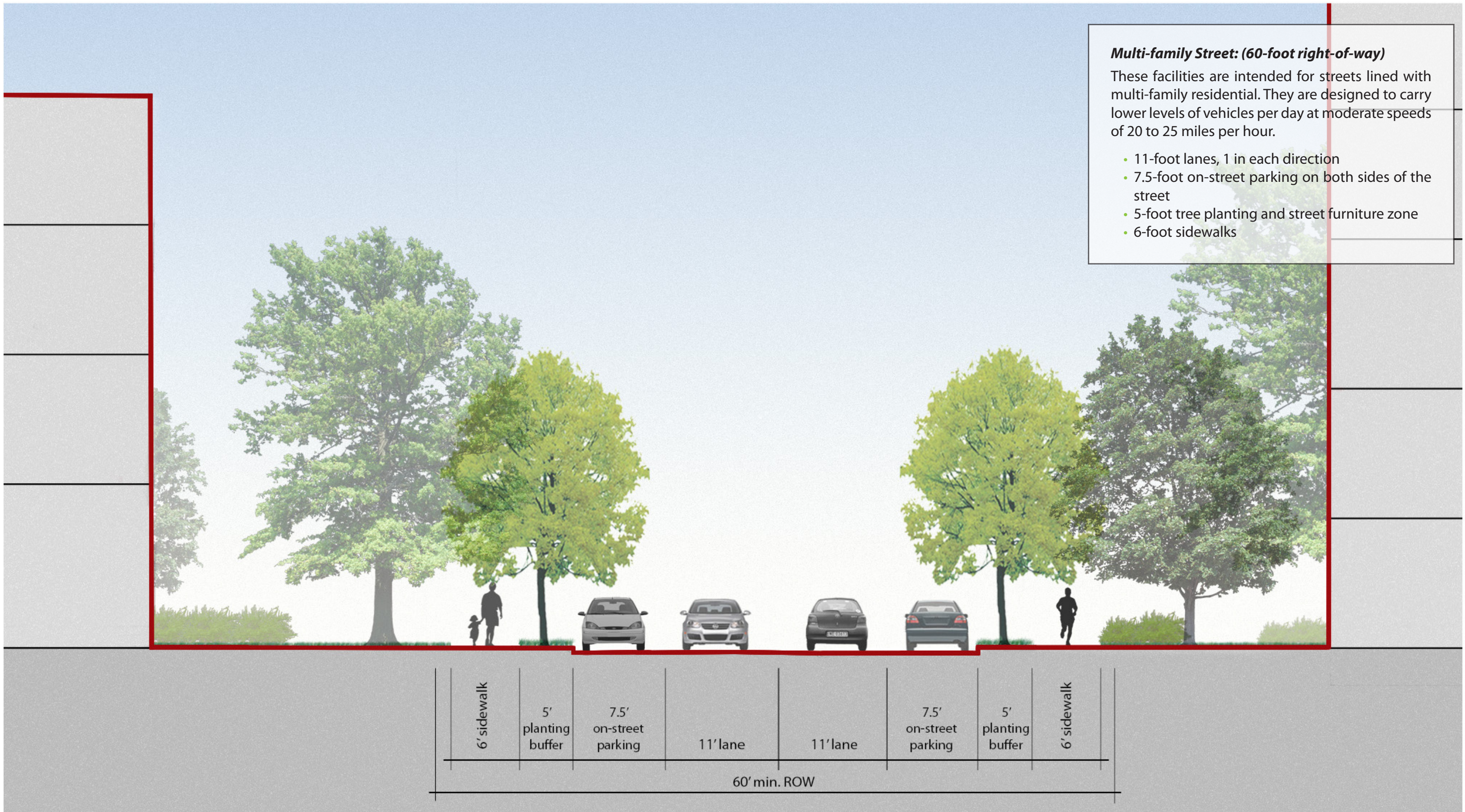


Figure 17 - Multi-family Street Cross Section

This page left intentionally blank.

**Single Family Street: (50-foot right-of-way)**

These facilities serve local residents and provide multiple route choices without introducing traffic from the broader community. New street connections also provide mobility to pedestrians and bicycles, connecting areas that have long been divided by the BeltLine rail corridor and Freedom Parkway.

- 10-foot lanes
- 7.5-foot on-street parking required on one side of the street only
- 5-foot tree planting zone
- 6-foot sidewalks

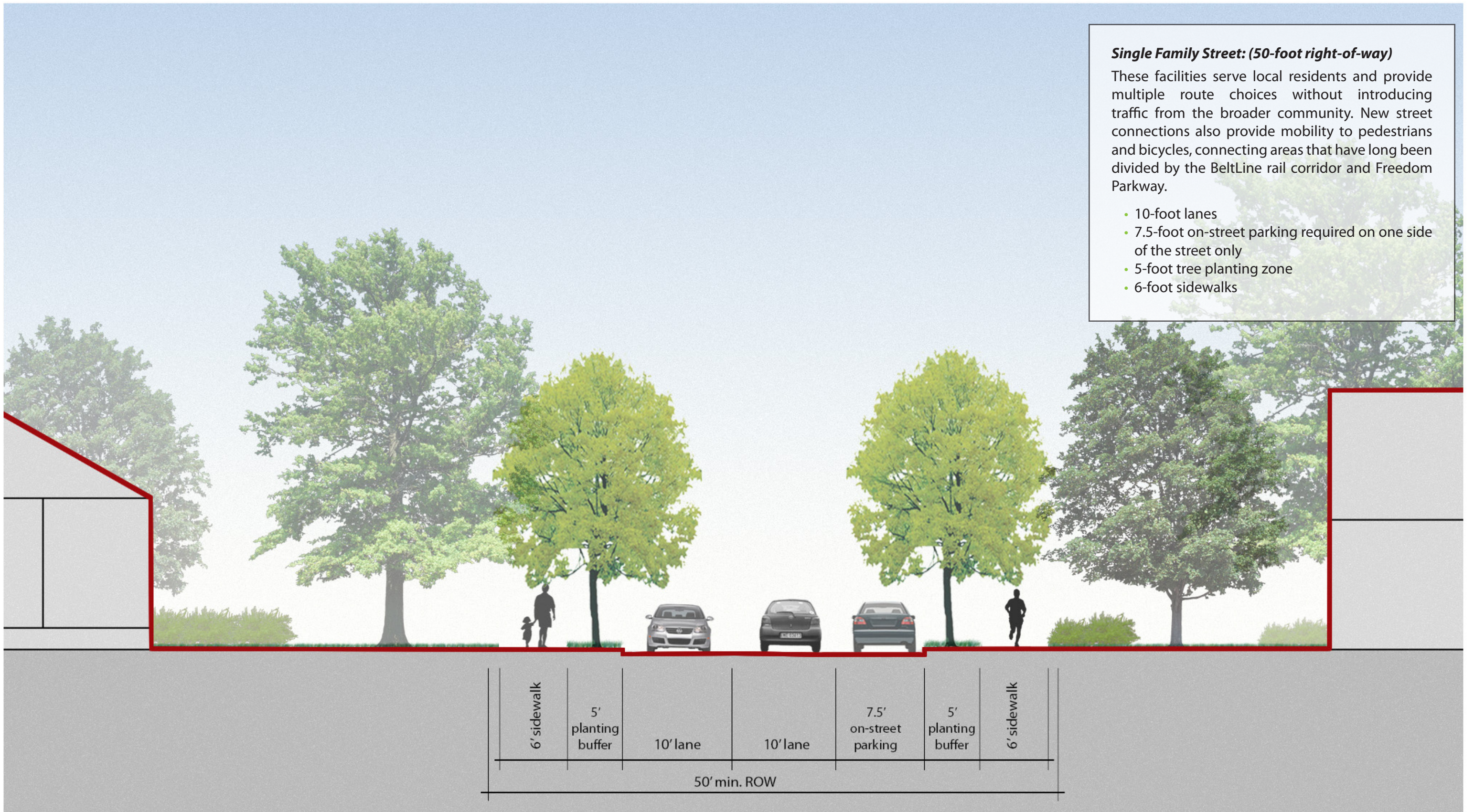


Figure 18 - Single Family Street Cross Section

This page left intentionally blank.

## Historic Fourth Ward Park Station Area Operational and Capacity Improvements

Each new street within the study area falls within one of the street types described in the *Street Connectivity Framework* section above. The BeltLine street typology is context sensitive so that each new street is designed based on the type of land use it serves. Figure 19 graphically depicts the recommended new street connections and the design typology each street should take:

- **Angier Springs Road Extension (NR-1):** A Mixed Use Avenue with on-street parking and bike lanes. Planning must address grade issues, especially for properties on the western side of the BeltLine. This connection will be an at-grade crossing with the transit line, requiring enhanced design elements. This street connection requires the redevelopment of the Post Office property.
- **Ford Place Extension (NR-0):** A Mixed Use Avenue with on-street parking and bike lanes. Constructed during redevelopment, this street will intersect with North Avenue at a point where grade changes combined with the BeltLine overpass above North Avenue may pose potential safety risks. Special design considerations should be given to this intersection, and the design of North Avenue just west of the intersection should give drivers advanced warning.
- **Somerset Terrace Extension (NR-0):** A Mixed Use Avenue with on-street parking and bike lanes. Constructed during redevelopment of surrounding properties, this street will require the redevelopment of the Post Office property. A central median will provide a more comfortable pedestrian experience, especially in vicinity to the transit stop.
- **Western Park Edge Streets (NR-0):** A combination of Mixed Use Avenues and Multi-Family Streets and several new and existing streets that line the western edge of Historic Fourth Ward Park between Ponce de Leon Avenue, North Avenue and Ralph McGill Boulevard. A continuous network is important along the entire edge of the park to provide visual security to the park

and allow local traffic to move north-south without diversion to Glen Iris Drive

- **Eastern Park Edge Streets (R-3 and NR-0):** A Mixed-Use Avenue lines the eastern edge of the Historic Fourth Ward Park and includes existing streets, new streets and unpaved rights-of-way. Portion of this roadway connection will be constructed during redevelopment, but the City should establish the design of the right-of-way by completing project R-3 during park development.
- **North Angier Avenue Extension (NR-0):** This street should be a Mixed Use Avenue type street with on-street parking. On-street parking should be offset from the intersections with North Avenue or Ralph McGill Boulevard to provide drivers with a clear view of oncoming traffic.
- **Post Office Multi-family Internal Circulation Streets (NR-0):** Following any redevelopment of the Post Office property, the larger blocks should be broken up with internal streets. Most of these streets will likely be private streets to provide interparcel access between new developments within the BeltLine right-of-way.

These new streets provide a higher degree of connectivity across the BeltLine and Freedom Parkway. A connected street network offers more routes to a destination and thereby disperses traffic and decreases the need for high-volume corridors. As connectivity and route options increase, travel time generally decreases.

The planning team explored capacity improvements for those streets and intersections experiencing high levels of delay. A full summary of the Traffic Analysis Report can be found in the Appendix. Below are the roadway and intersection improvements in the Historic Fourth Ward Park Station Area:

- North Avenue – Road diet from Boulevard to Bonaventure Avenue, replacing a travel lane in each direction with on-street parking, wider sidewalks, or streetscape improvements. The exact configuration and amenities would be determined during the concept development phase.

- Ponce de Leon Avenue at Boulevard/Monroe Drive
  - Add a left-turn only bay from southbound Monroe to eastbound Ponce de Leon Avenue and change the existing shared through/left to through only
  - Change the existing shared through/left-turn lane to through only

To provide internal park circulation, streets falling within the park will be converted to pedestrian-use or multi-use paths and will include the following:

- Morgan Street
- Dallas Street
- Rankin Street
- Angier Avenue
- Edith Street

Figure 20 shows potential future conditions along Ralph McGill Boulevard at Historic Fourth Ward Park. New development lines the south side of the street encouraging pedestrian activity and the streetscape improvement along Ralph McGill enhances pedestrian access to the new Historic Fourth Ward Park.



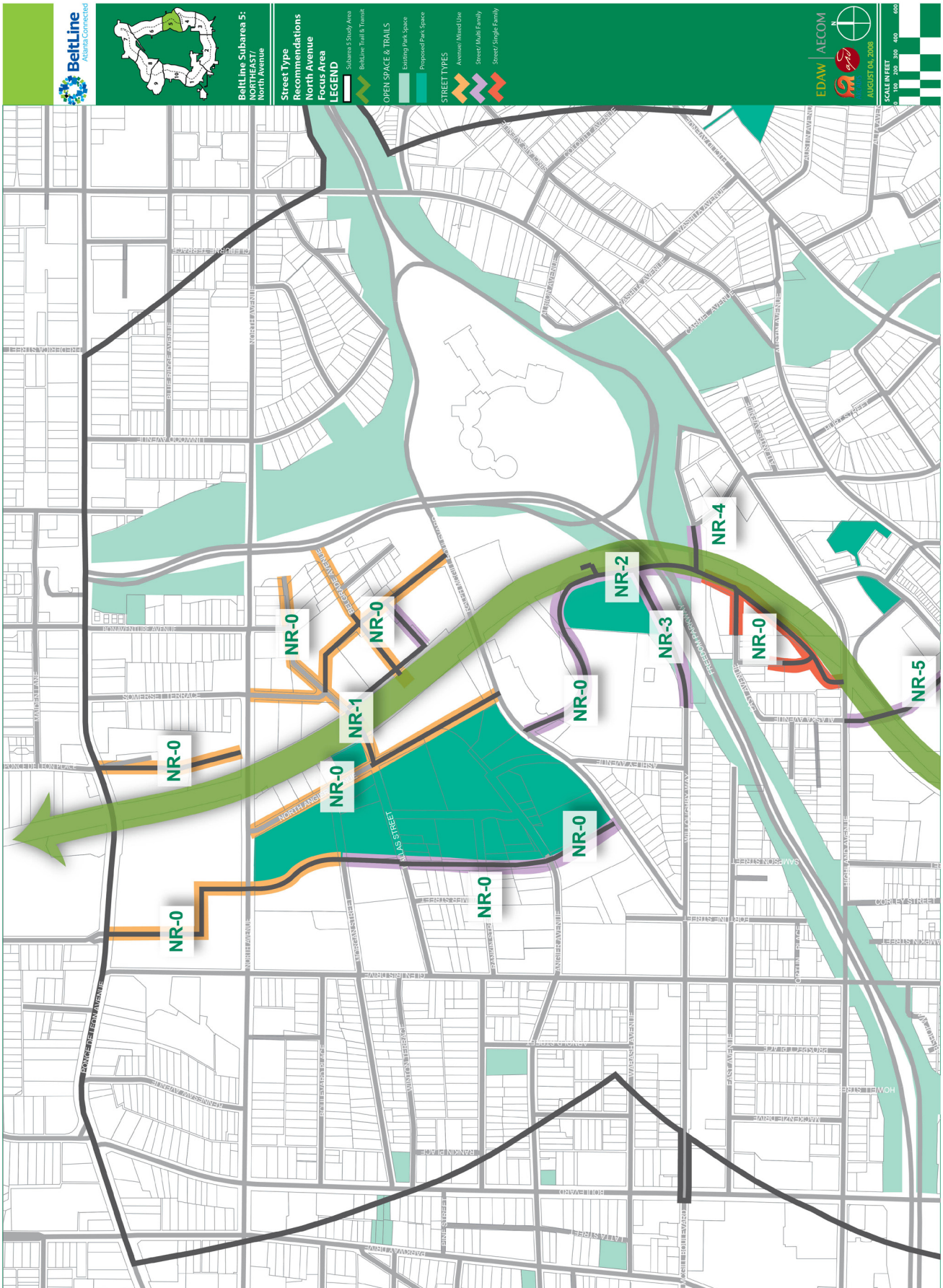


Figure 19 - Operation and Capacity Recommendations for the Historic Fourth Ward Park Station Area



Figure 20 - Before and After of Historic Fourth Ward Park Crossing at Ralph McGill Boulevard

## Freedom Parkway Station Area Operational and Capacity Improvements

Each new street within the study area falls within one of the street types described in the *Street Connectivity Framework* section above. The BeltLine street typology is context sensitive so that each new street is designed based on adjacent land uses. Figure 21 graphically depicts the recommended new street connections and the design typology each street should take:

- **Ensley Street extension (NR-0):** Although mapping data show this facility to be an existing street, the road and right-of-way serve as a private driveway for the SunBelt property. This Multi-Family Street extension will connect with the new street running parallel to the BeltLine. This should be done during redevelopment of the SunBelt property.
- **Freedom Parkway underpass street (NR-2):** This will be a modified Multi-Family Street due to physical constraints of the underpass. This street will run parallel to the BeltLine and connect Ensley Street on the north side of Freedom Parkway and East Avenue and Elizabeth Street on the south side of Freedom Parkway. The multi-use trail should be 20 feet in width to accommodate the expected volume of trail users.
- **Willoughby Way extension (NR-3):** Currently an existing gravel road bed, this Multi-Family Street extension will connect to the Freedom Parkway underpass street. This provides additional safety to residents along the street by connecting a dead-end street with other roads, and it will provide access to amenities on the south side of Freedom Parkway without having to travel along the busy corridors of Highland Avenue and Glen Iris Drive. Although this road could be done during redevelopment, timing of the park development may require that the road be constructed with the development of the southern park parcel.
- **Elizabeth Street extension (NR-4):** Extending Elizabeth Street as a Multi-family Street across the BeltLine to meet with the

Freedom Parkway underpass street will provide residents of Inman Park access to the new Historic Fourth Ward Park. Community participants in the public process consistently expressed support for this link.

- **East Avenue/ Alaska Avenue redevelopment streets (NR-0):** Extending East Avenue to meet with the Freedom Parkway underpass street will provide the residents of new development with Single Family Street access to the Historic Fourth Ward Park and alternative routes to Highland Avenue. These roadways should be constructed during redevelopment of the surrounding parcels.
- **Cross BeltLine streets (NR-5 and NR-6):** Both Multi-family streets, the extension of Montag Circle and McGruder Street across the BeltLine will provide local alternatives to major streets such as Highland Avenue and Irwin Street.

These new streets provide increased connectivity, especially the north-south connection under Freedom Parkway. A refined street network offers more routes to a destination and thereby decreases the need for high-volume corridors. Smaller and more frequent blocks and streets improve the pedestrian experience and increase modal choices.

The planning team explored vehicle capacity projects for those streets and intersections experiencing high levels of delay. A full summary of the Traffic Analysis Report can be found in the Appendix. Below are the proposed roadway and intersection improvements in the Freedom Parkway Station Area:

- Projects were explored at the Freedom Parkway/ Boulevard intersection. Although additional turning lanes may improve vehicular delay of an average 30 seconds, the delay is still categorized as a level of service F. Therefore, this project is not recommended due to the negative impacts on pedestrian and bicycle circulation. The City's Connect Atlanta Plan recommends additional re-configuration of this interchange to increase urbanization and development.

- Additional capacity on Decatur Street/ DeKalb Avenue was analyzed and found to improve operations. While this is a potential improvement, the existing MARTA line, railroad, and townhome/condominium development adjacent to the right-of-way makes widening to a six-lane facility impractical.
- Krog Street at Decatur Street
  - Left-turn lane from southbound Krog Street to eastbound Decatur Street
  - This project will require rebuilding the Krog tunnel to properly align the intersection
  - Recommended when the Krog tunnel deteriorates and is rebuilt in the future

Figure 22 shows potential future conditions at the intersection of Krog Street and Decatur Street based on implementation of recommended streetscape improvements, redevelopment, and transit.



Figure 21 - Operation and Capacity Recommendations for the Freedom Parkway Station Area



Figure 22- Before and After of Krog Street Tunnel BeltLine Trail Alignment

## Transit Improvements

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

- **Ponce de Leon Avenue:** access would be through the redeveloped City Hall East property, adjacent to the Ford Factory
- **Angier Springs Road/ Dallas Street Extension:** at the reconnection of Dallas Street with Angier Springs Road across the BeltLine
- **Historic Fourth Ward Park:** located at the southern end of the park, adjacent to the skate park and multi-use fields, and with easy access to the Freedom PATH and the Carter Center and Presidential Library.
- **Highland Avenue:** located near the intersection with Alaska Avenue and adjacent to existing commercial uses and high pedestrian activity
- **Irwin Street:** the existing at-grade crossing provides easy access to both Old Fourth Ward and Inman Park
- **Gunby Street:** the Gunby Street stop is the most variable depending on the final alignment of the transit, however the location should be near to both Edgewood Avenue and the Krog Street Tunnel
- **Inman Park MARTA station:** near the existing heavy rail station, the exact location will depend on the final alignment of the BeltLine transit
- **Moreland Avenue:** the Locally Preferred Alternative alignment for the BeltLine transit would allow for a transit stop near the jug-handle ramp and less than a quarter-mile south of Little Five Points



*Potential future road connection and BeltLine transit stop at Angier Springs Road extension, looking east from Dallas Street*



*Potential transit stop location at Angier Springs Road*



*Potential transit stop location at Irwin Street, looking west*

### Hulsey Yard Transit Crossing

CSX’s Hulsey intermodal terminal is located just south of Subarea 5’s southern boundary and is one of the community’s largest mobility barriers. The area is defined by several layers: the freight yard is located at grade with the freight railroad lines, which are above the grade of the surrounding streets. MARTA’s rail flies over the freight terminal so that the southern edge of DeKalb Avenue is a physical wall of railroad and transit infrastructure.

While these rail lines offer mobility options to the region’s population and much-needed freight mobility, they also limit the immediate neighborhood’s mobility choices, especially north-south movements. Within the area there are three passages under the railroads: Boulevard, Krog Street tunnel and Moreland Avenue. Crossing Hulsey terminal with the BeltLine trail and transit is challenging since freight requires over 23 feet of height clearance.

The ongoing MARTA Environmental Impact Statement effort will determine the feasible transit alignment across this barrier. The transit alignment depicted on the figures in this master plan represent the Locally Preferred Alternative.

### Proposed Density Near Transit Stops

A guiding principle of the BeltLine is to provide transit and the necessary transit-supportive density and economic development around the original rail line. Table 06 shows the proposed residential and employment densities within a quarter mile buffer of each proposed stop. Many stops are closer than a half-mile to each other, creating overlapping buffers. Therefore, the table also includes a total summary of all proposed residential and employment within the quarter mile buffers around the stops without the overlap.

The number of residential units within the quarter mile buffer is based on a dwelling unit per acre assumption utilized across all subareas of the BeltLine. The employment within the quarter mile buffer is based on nationally accepted square footage estimates per employee.

STOP LOCATION	RESIDENTIAL UNITS	EMPLOYMENT
City Hall East*	2,501	871
Angier Springs Rd.	2,849	707
Historic Fourth Ward Park	1,487	853
Highland Avenue	2,515	736
Irwin Street	2,629	1,829
Gunby Street*	1,515	519
Inman Park MARTA Station	820	330
Moreland North/South	874	123

Table 06 - Proposed Development Within 1/4 mile of Potential Transit Stops

\* Full quarter mile estimates are not available because they cross outside study area

### Pedestrian & Bicycle Improvements

New streets constructed during redevelopment will meet the street typology designs and thereby provide the much-needed pedestrian and bicycle connectivity in the study area. Other than the multi-use trail improvements discussed in the upcoming *Parks and Open Space* section, there are a few additional areas where bicycle and pedestrian enhancements can be made. These are shown in Figure 23 on the following page.

One such potential enhancement is a continuation of the multi-use trail that is proposed from the intersection at Freedom Parkway and Ralph McGill to the Historic Fourth Ward Park entrance. The remainder of Ralph McGill should be improved both for the pedestrian and cyclist by the refurbishment of sidewalks and the addition of bike lanes.

Another recommendation is to connect the BeltLine to the proposed Auburn Avenue Trolley, which would service the MLK Historic District and the Downtown business district. An extension of the proposed Auburn Trolley route to Irwin Street would provide a vital connection between the BeltLine transit and the Downtown job center.

Ongoing maintenance of sidewalks in the study area will also ensure safe and comfortable



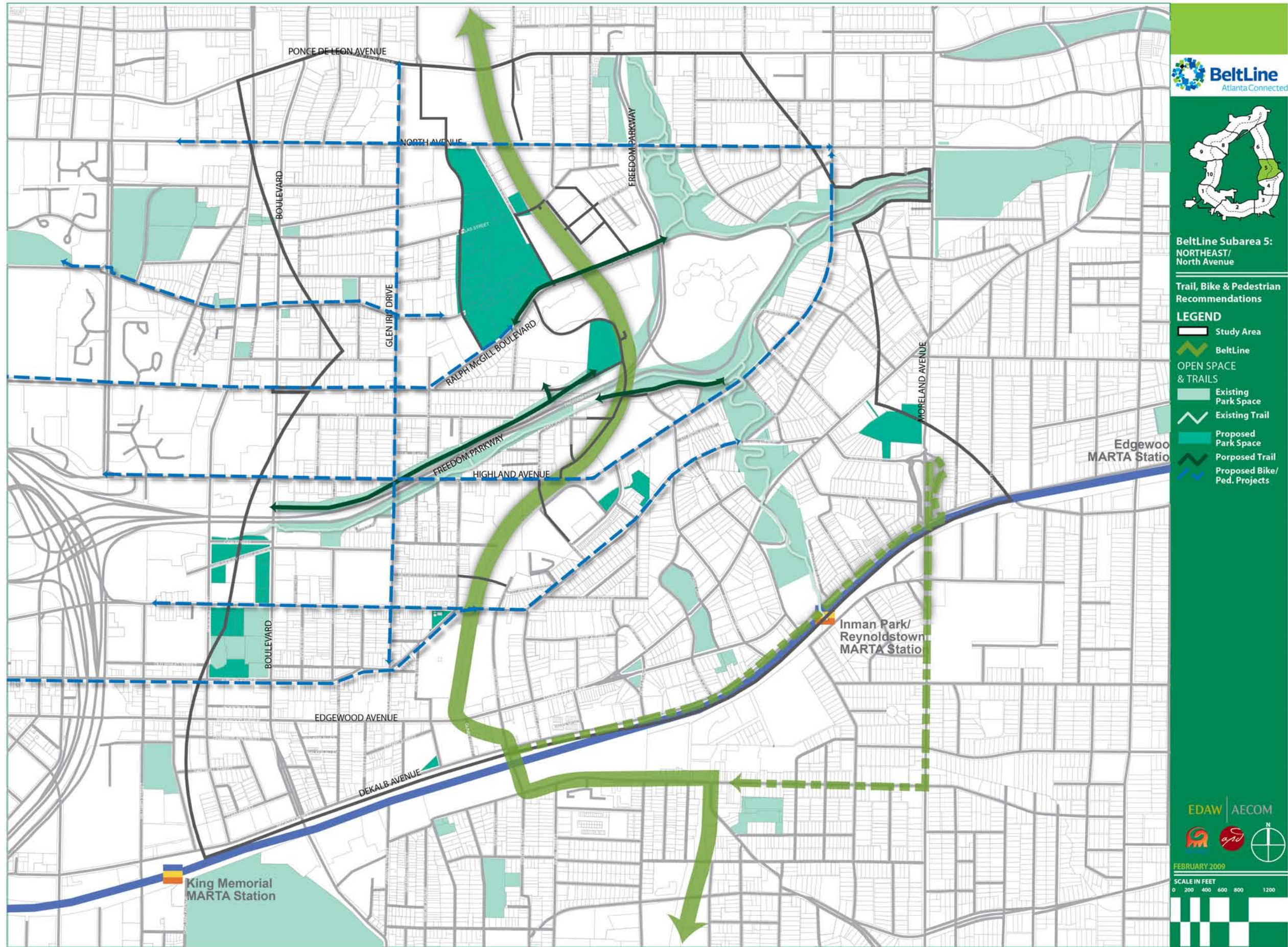


Figure 23 - Recommendations for Additional Trail Connections and Bicycle/ Pedestrian Enhancements

This page left intentionally blank.



***A proposed on-street bike lane could connect a number of neighborhood parks, like the J.D. Sims Recreation Center, to the new Historic Fourth Ward Park***



***Redevelopment of this site would have views of the Downtown and Midtown skyline, seen behind the the canopy.***



***A pedestrian/bicycle enhancement from the Irwin Street crossing to Auburn Avenue would help to connect the BeltLine to the Historic MLK District and serve as a junction between the BeltLine transit and the proposed Sweet Auburn Trolley.***

## **Project Implication and Summary**

The following implementation table contains order of magnitude costing estimates for recommended pedestrian and bicycle, pedestrian crossing, at-grade transit crossing, intersection improvement, roadway, open space and regulatory and policy projects and actions based on the following methodologies:

- The 2006 ARC Costing Tool (adjusted to 2008 dollars)
- GDOT Pay Items Summaries
- Planning Team estimates of linear foot cost for proposed streetscapes

The implementation table includes phasing of the recommended improvements so that Phase 1 should be completed in the near term to create the essential vehicular and non-motorized mobility connections necessary to support redevelopment. Phase 2 should be completed when the Historic Fourth Ward Park expands south beyond its initial size, and Phase 3 can be completed in the long term or as part of private redevelopment.



***When complete, the Historic Fourth Ward Park will have active and passive recreation areas within view of the Downtown skyline***

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH	PROJECT DESCRIPTION
I-1	Willoughby Way Intersection Realignment	Intersection	N/A	Intersection project to include realignment of Willoughby Way to intersect Ralph McGill Boulevard closer to 90 degrees. Includes pedestrian crosswalks.

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET)''	PROJECT DESCRIPTION
R-1	Ponce de Leon Avenue streetscape and bike lanes	Improved Roadway	4,666	New or improved sidewalks, median with pedestrian refuge islands at intersections, bike lanes, etc. from Glen Iris Drive to Highland Avenue. A portion of this improvement is proposed as a part of the Ponce Park redevelopment plan for City Hall East.
R-2	Ralph McGill Boulevard streetscape and bike lanes	Improved Roadway	5,080	Includes sidewalks, bike lanes, street furniture, street lighting, street trees, etc. from Jackson Street to Freedom Parkway. Coordinate with P-11, I-1, I-2, I-3, R-2 and M-2
R-3	BeltLine Parallel Street	Improved Roadway	742	Single family street type. Most of this roadway currently exists. Improvements include paving, sidewalks where possible and pedestrian lighting
R-4	Auburn Avenue bike lanes and streetscape	Improved Roadway	2,200	Avenue Mixed Use street type design. Improved sidewalks to fill in gaps, bike lanes, pedestrian lighting and trolley stop shelters.

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET/ AREA)	PROJECT DESCRIPTION
M-1	Freedom PATH on north side of Freedom Parkway	Multi-Use Trail	2,077	Extend Multi-use trail on north side of Freedom Parkway from Historic Fourth Ward Park to Boulevard
M-2	Ralph McGill Blvd multi-use trail connection	Multi-Use Trail	2,430	Connect eastern segment of Multi-use trail to new Historic Fourth Ward Park along Ralph McGill Boulevard
M-3	Freedom PATH/ BeltLine Trail connection	Multi-Use Trail	1,064	Provide connection between the Freedom PATH and BeltLine Trail at the Elizabeth Street extension. Coordinate with NR-2 and NR-4

Table 07 - Implementation Summary Table

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET/ AREA)	PROJECT DESCRIPTION
NR-0	Street Framework Plan	New Roadways	N/A	New roadways and extension of existing roadways based on the Street Framework Plan. These roadways will be implemented as redevelopment takes place, primarily using private funding
NR-1	Angier Springs Road Extension	New Roadway	590	New Mixed-Use Avenue street including sidewalks, on-street parking from North Angier Avenue to existing end of Angier Springs Road This will be an at-grade crossing with the BeltLine and will include enhanced safety measures. Considerable grading will be necessary on the western edge of the BeltLine and should be coordinated with construction/ development of park and stormwater management ponds. Coordinate with R-4 for roadway improvements to existing roadway.
NR-2	Freedom Parkway Underpass Street	New Roadway	1,048	New Multi-family street type under Freedom Parkway underpass running parallel with Beltline transit.
NR-3	Willoughby Way Extension	New Roadway	682	New Multi-family street type extending Willoughby Way to intersect with the new Freedom Parkway underpass street. .
NR-4	Elizabeth Street Extension	New Roadway	250	New Multi-family street type extending Elizabeth Street to intersect with the new Freedom Parkway Underpass street. (NR-3)
NR-5	Montag Circle extension	New Roadway	180	New Multi-family street type connecting Montag Circle with Highland Avenue. This includes an at-grade crossing of the Beltline. Includes sidewalks, pedestrian lighting and street trees
NR-6	McGruder Street Extension	New Roadway	130	New Multi-family street type extending McGruder across the Beltline to Krog Street.

Table 07 - Implementation Summary Table, continued

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET/ AREA)	PROJECT DESCRIPTION
P-1	North Avenue streetscape and bike lanes	Streetscape & Bike lanes	4,632	Sidewalks, bike lanes street furniture, street lighting, curbs, ramps, and street trees from Glen Iris Drive to Highland Avenue
P-2	Irwin Street streetscape and bike lanes	Streetscape & Bike lanes	2,730	Includes sidewalks, bike lanes, on-street parking, street lighting, furniture and street trees from Boulevard to Waddell Street. Coordinate with P-13 and P-14
P-3	Angier Avenue Bicycle lanes	Bike lanes	1,750	bike lanes along Angier Avenue between Jackson and new park
P-4	East Avenue Sidewalks	Sidewalks	1,288	Improve existing sidewalks and fill in gaps where missing. Coordinate with P-5
P-5	Fortune Street Sidewalks	Sidewalks	698	Improve existing sidewalks and fill in gaps where missing. Coordinate with P-11 and M-1
P-6	Krog Street tunnel	Tunnel	514	Enhanced lighting, improved sidewalks and water leak repairs to tunnel. Coordinate with P-15
P-7	Ashley Avenue (northern leg)/ Ralph McGill Boulevard/ Ensley Street Pedestrian Crossing	Pedestrian Crossing	N/A	Create a emphasized pedestrian crossing including raised crossing with special pavers, ramps, signage and signalization. Coordinate with I-1, R-2 and NR-9
P-8	Wilmer Street/ Dallas Street	Pedestrian Crossing	N/A	Create a pedestrian crossing including striping and ramps. Coordinate with private redevelopment along Dallas and Wilmer Streets
P-9	Dallas Street/ Glen Iris Drive	Pedestrian Crossing	N/A	Add striping and ramps.
P-10	Rankin Street/ Wilmer Street	Pedestrian Crossing	N/A	Create a pedestrian crossing including striping and ramps. Sidewalks should be included when property redevelops.

Table 07 - Implementation Summary Table, continued

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH	PROJECT DESCRIPTION
P-11	Fortune Street/ Ralph McGill Boulevard	Pedestrian Crossing	N/A	Pedestrian crossing with striping and ramps. Sidewalks included in project P-5 and possibly I-3
P-12	Glen Iris Drive/ McGrudger Street	Pedestrian Crossing	N/A	Pedestrian crossing with striping and ramps
P-13	Irwin Street/ Sampson Street	Pedestrian Crossing	N/A	Enhanced pedestrian crossing with special pavers, signal, pedestrian-actuated phase, benches, bike racks, pedestrian lighting, landscaping and signage for Sweet Auburn Trolley and BeltLine transit stops. Coordinate with P-2 and R-4
P-14	Krog Street/ Lake Avenue	Pedestrian Crossing	N/A	Add striping and ramps. Coordinate with P-2
P-15	Krog Street/ DeKalb Avenue	Pedestrian Crossing	N/A	Enhanced pedestrian crossing with special pavers, signal upgrade, pedestrian-actuated phase and BeltLine trail signage. Does not include bridge upgrade or general repairs needed, underpass lighting or sidewalk improvements included in project P-6
P-16	Glen Iris/ Randolph Share the Road bike route	Bike Route	7,000 ft	Share the Road bike route signage installed along corridor between Ponce de Leon Avenue and Edgewood Avenue
P-17	Highland Avenue Bike Lanes or Share the Road Signage	Bicycle Lane	10,000 ft	Share the Road bike route signage or bike lanes. Right-of-way along entire corridor is unknown. Survey required. Design to follow survey

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH	PROJECT DESCRIPTION
T-1	Irwin Street Crossing	At-grade crossing	N/A	Enhanced vehicle and pedestrian safety facilities such as pedestrian gates, fence extensions, textured sidewalk pavement with high contrast colors, active traffic control devices, advanced warning signals and traffic lights for vehicles. Although not the only at-grade crossing in the study area, this crossing/ transit stop is an important connection to the proposed Sweet Auburn Trolley

Table 07 - Implementation Summary Table, continued

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET/ AREA)	PROJECT DESCRIPTION
OS-1	Bass Park	Open Space	5 Acres	Add to the City's inventory. Add greater presence to Austin Avenue by adding signage to the gate. Pave and construct a small 10-space parking lot along edge of internal drive off Austin Avenue
OS-2	Historic Water Tower pocket park along Irwin Street	Open Space	0.4 Acres	Acquire lot on which historic brick water tower is located. If it does not meet City's standards, explore possibility of non-profit ownership.
OS-3	Historic Fourth Ward Park	Open Space	TBD	Work with TPL to acquire land for Historic Fourth Ward Park

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT LENGTH (LINEAR FEET/ AREA)	PROJECT DESCRIPTION
O-1	Rezoning	Land Use	N/A	Change zoning to meet planned future land use throughout the Study Area
O-2	Seek National Historic Register listing for key properties.	Historic Preservation	N/A	Key properties not currently listed include: Virginia Docks and Historic Water Tower
O-3	Encourage LEED certified development.		N/A	BOP should create a publication available to developers explaining the benefits of LEED certification and facilitating the LEED certification process.
O-4	Provide wayfinding system	Pedestrian	N/A	Provide Wayfinding Signage System - Key elements will include: uniform, attractive and geographically-oriented maps, signs and kiosks which capitalize on the industrial historic character of the area; signage at each transit stop and pedestrian access point to BeltLine trail.
O-5	Public Art	Urban Design	N/A	Encourage incorporation of public art into major public spaces.

Table 07 - Implementation Summary Table, continued



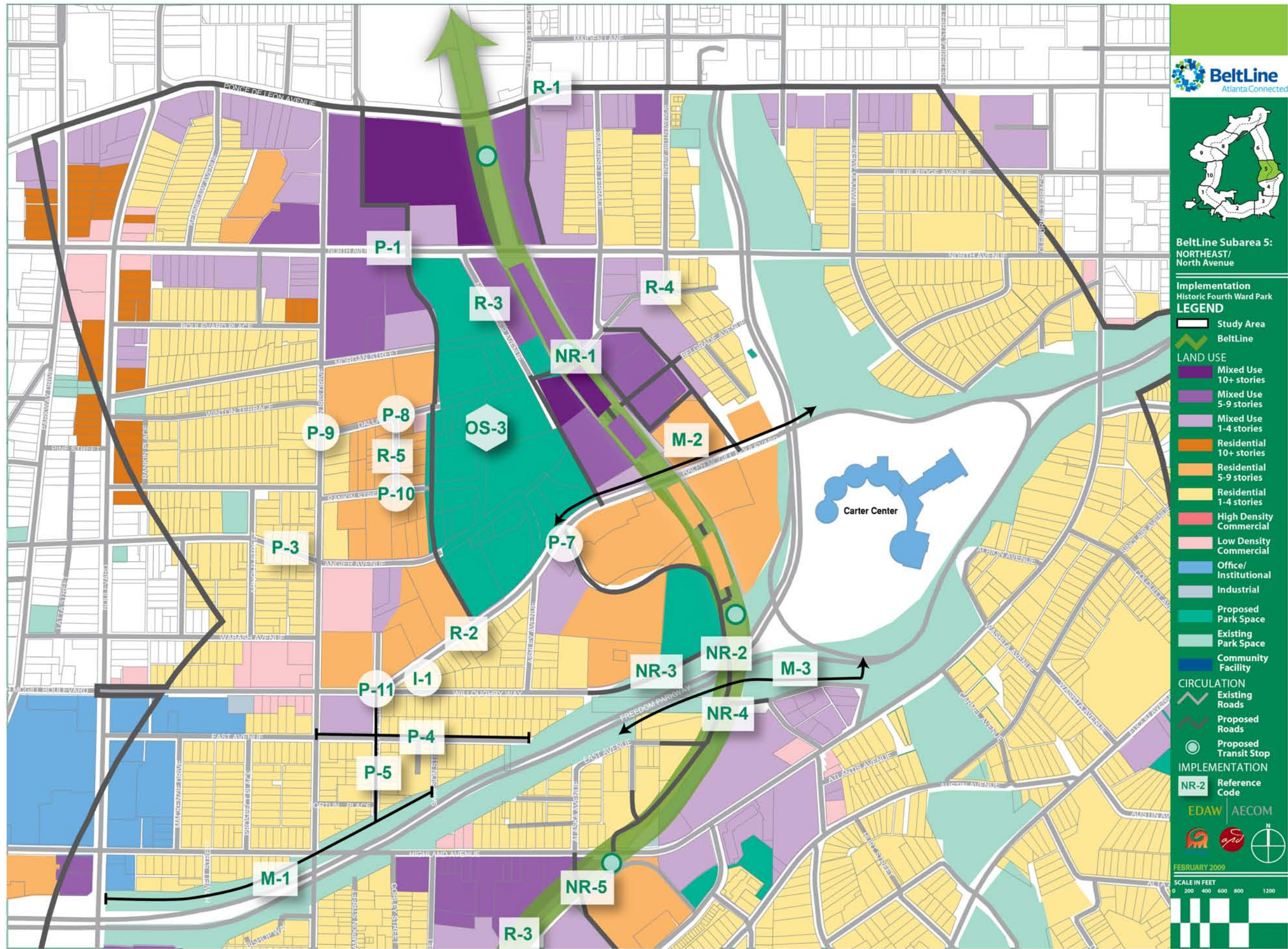


Figure 24 - Implementation Plans for Historic Fourth Ward Park Station Area

This page left intentionally blank.

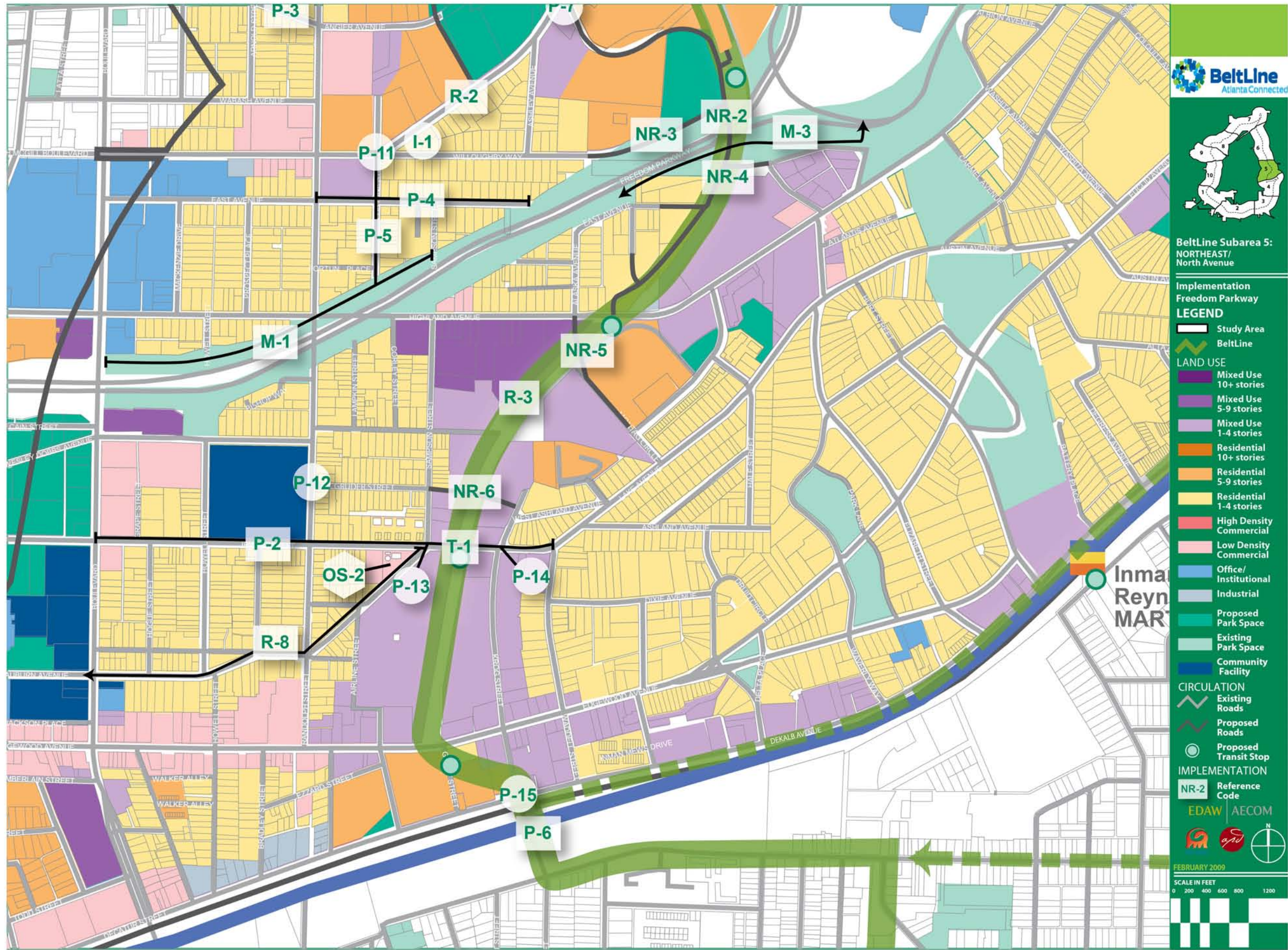


Figure 25 - Implementation Plans for Freedom Parkway Station Area

This page left intentionally blank.

# Parks and Open Space

## Parks and Open Space Policies

As part of the community engagement process with the Planning Committee and study group, the planning team identified the following specific goals for Subarea 5. These general goals inform the parks and open space design recommendations of this master plan and will set an overarching framework for the implementation of future projects and policy actions.

### *Parks & Greenspace*

- Create a linear park system
- Maximize greenspace opportunities
- Include active and passive activities for people of all ages at all times
- Ensure parks are safe
- Create tree-filled parks and greenspaces
- Expand connections to parks and schools
- Make stormwater pond a feature rather than an engineering solution



Piedmont Park is a major open space in close proximity to Subarea 5, located just to the north in Subarea 6.

## Historic Fourth Ward Park master plan and Improvements

The proposed Historic Fourth Ward Park is the predominant design feature of Subarea 5. As the central redevelopment catalyst, it frames many of the recommendations for increased land use intensity and improved circulation highlighted earlier. The environmental and the sociocultural values of park space support the compact, pedestrian-oriented and dynamic setting envisioned by the BeltLine and the resulting open space and quality views can anchor redevelopment parcels and attract the necessary private investment.

The Friends of Historic Fourth Ward Park initiated planning for the Old Fourth Ward neighborhood in March 2006. As part of the master plan process for Subarea 5, the planning team built on these previous efforts to frame three alternative concept park plans, each featuring a distinct combination of program elements and parcel configurations for potential acquisition.

After review of the comments and concerns raised from the evaluation of the initial three concept park designs, the planning team assembled a final list of desired elements for inclusion in the final park plan. The list of elements includes:

- Multi-use Fields
- Dog Parks (Small and Large)
- Picnic Areas
- Meadows
- Playgrounds
- Splash Pad
- Festival Space
- Garden Rooms
- Community Gardens
- Skate Park
- Amphitheater
- Fitness Stations

The master plan envisions a park with a balance of passive and active recreation elements, with the section of the park north of Ralph McGill Boulevard focused on passive use and active recreation organized in the southern portion of the park. A network of pedestrian paths knit these disparate pieces into a cohesive park.

The major proposed program elements of the park are listed on the following pages

**Pedestrian Circulation** - Pedestrians would circulate on a hierarchy of paths, ranging from major linear paths that use the existing road footprints to secondary paths that meander throughout the site.

**Multi-use Fields** - The southern section of the park will primarily consist of multi-use fields. A 170' x 370' field and a 170' x 500' field area will bracket each side of a playground.

**Dog Parks** - The two off leash dog parks areas are a +/- 1 acre small dog park on Wilmer Street and a +/- ¾ acre dog park south of Ralph McGill Boulevard.

**Picnic Areas** - A picnic area in the center of the park to the south of the stormwater pond with 5-10 shelters featuring an architectural design inspired by the Ponce De Leon Amusement Park shelters.

**Meadows** - An approximate 3 acre meadow on the east side of the park will create a large flexible

space framed by ¼ mile walking path. Additional meadows in the center of the park will offer rolling slopes ideal for passive recreation.

**Playgrounds** - The playground area in the southeast corner of the park will consist of a range of play equipment, including swing sets and play structures. A second playground near the splash pad at the center of the park will be designed as a children's garden.

**Splash Pad** - With a central location and a dynamic attraction for park visitors, the splash pad will be a focal point of the park in warm weather.

**Festival Space** - An open lawn at the southwestern corner of the park will serve as a flexible gathering place for events.

**Garden Rooms** - A series of garden rooms at the north side of the festival space will create attractive alcoves and enclosed spaces. A formal allee of trees will define the ceiling of the "rooms" and create shade.

**Community Garden** - Garden terraces on a crescent shaped 2/3 acre site will create a series of linear plots.

**Skate Park** - An approximate 12,000 SF skate park comprised of two elements: a "freestyle" (street skate) area, and a "bowl" area will be in the southeastern corner of the park.



*This abandoned industrial site will be turned into a multi-use field and skate park in the proposed Historic Fourth Ward Park.*

**Amphitheater** - A 250 seat theater terraced into a hillside near the stormwater pond.

**Sunken Garden** - A recessed cove surrounding the pond will include a sinuous network of paths that wind through a landscape of flowers, shrubs, and trees.

**Climbing Walls** - Climbing and bouldering walls will activate the southern end of the sunken garden.

**Fitness Stations** - Within the northern half of the park a 0.5-mile multi-use path forms a loop, encircling the stormwater pond.

**Public Art** - The incorporation of public art throughout the park is essential to celebrating the local identity and history of the site—both as discrete free-standing installations or as part of the landforms and facilities set within the park.



*Existing trees on site will remain, while some existing roads will be converted to pedestrian and bicycle paths.*



*View to stormwater pond and sunken garden*

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





Figure 26 - Park Master Plan Concept A

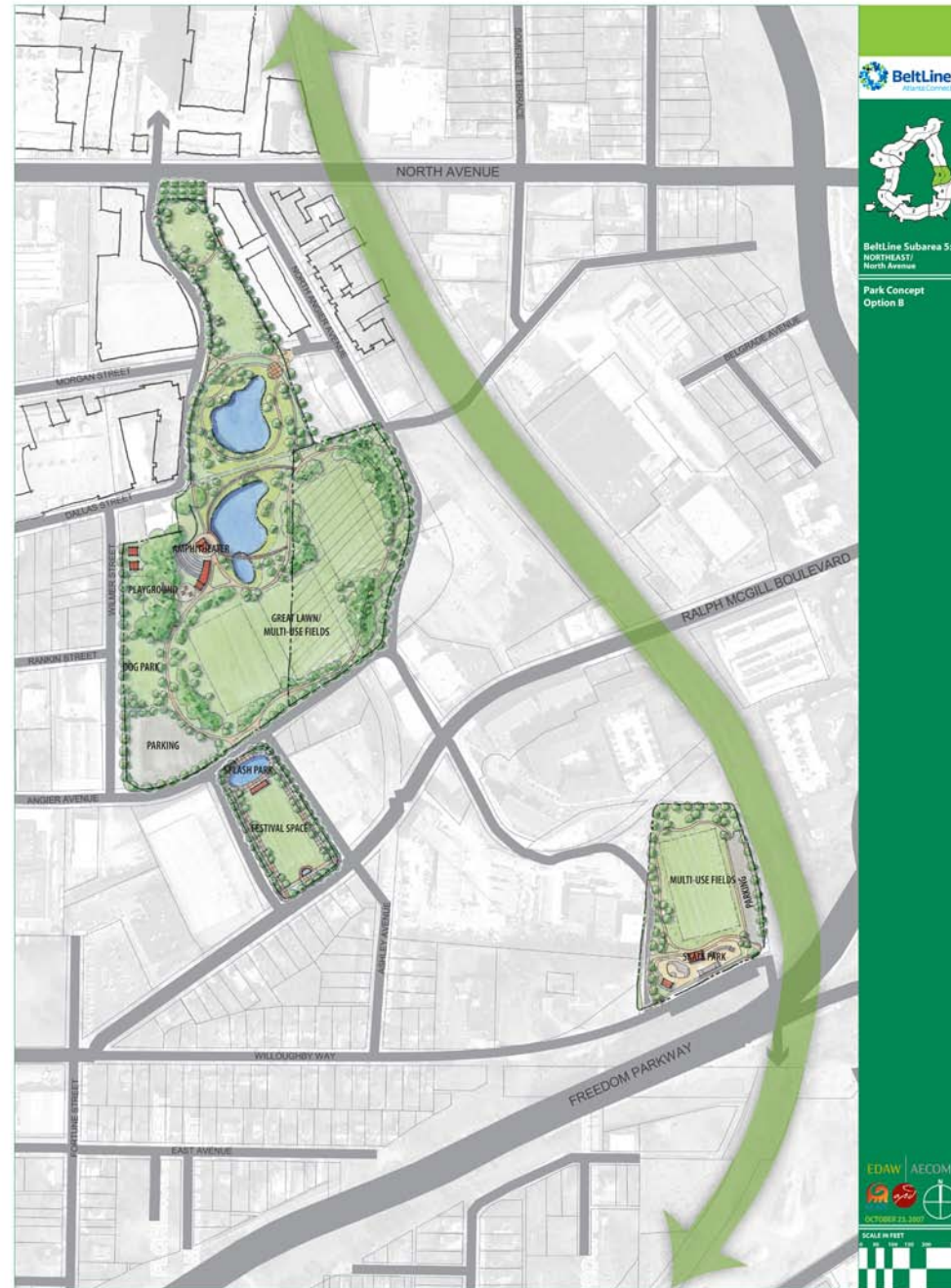


Figure 27 - Park Master Plan Concept B



Figure 28 - Park Master Plan Concept C

This page left intentionally blank.



Figure 29 - Historic Fourth Ward Park master plan





Figure 30 - Birdseye View of Development Surrounding Historic Fourth Ward Park

## Greenway Trail Improvements

### *The Current BeltLine Trail Alignment*

The current trail alignment for the BeltLine in Subarea 5 is challenging in terms of grade changes, existing structures and encroachment. To meet the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, all designated trailheads should have an ADA accessibility component. Trailheads are points of access to a trail that are intended for public access, such as a connection to a sidewalk or nearby neighborhood. Barriers that make it difficult to meet ADA accessibility standards are evaluated below.

Starting from the north, the connection to the trail at Ponce de Leon Avenue poses an accessibility problem. If possible, the overpass should be retained and reused as a historic structure, but the trail should travel through a separate bridge along the historic bridge. An elevator or a series of ramps could be installed to accommodate a heavy volume of users. As another option, users could access the trail and transit inside the City Hall East redevelopment through an elevator and a historic platform originally at-grade to the BeltLine.

The next area of difficulty is on the overpass at North Avenue. Either an additional bridge for the trail will need to be added, or the second bridge, which is now closed will need to be refurbished for use. It would require an elevator structure to bridge the grade gap to the BeltLine. An elevator, however, would be less of a priority with construction of an at-grade road connection along the Angier Springs Road extension. If this connection occurs, the intersection of Angier Springs Road and the BeltLine must be signalized and well marked for both pedestrian and vehicular safety. Signalization is also proposed for the potential at-grade crossing across the Georgia Power property and the Post Office site.

The overpass at Ralph McGill poses the same accessibility challenges as that of Ponce de Leon and North Avenues. The existing bridge structure is not wide enough to accommodate both the trail



*BeltLine overpass on Ponce de Leon Avenue, looking east*



*BeltLine Overpass on North Avenue, looking west*

and transit, and would therefore require a separate trail bridge. Because it is at a higher grade than the adjacent public street and there is limited space within the existing right of way for a ramp system, an elevator may be necessary. If a strip of land can be purchased from property owners along either side of the overpass, an ADA compliant ramp could be accommodated.

If development occurs within the BeltLine right-of-way between Ralph McGill and Freedom Parkway additional points of access will occur, which will also link the BeltLine to the Historic Fourth Ward Park.

The Freedom Parkway bridge underpass poses a unique challenge to the trail and transit. The following diagram and rendering (Figures 31 and 32) show how two lines of track, a wide multi-use trail, and a two-lane road can fit within



**The existing BeltLine alignment passes over Ralph McGill in a bridge which accommodates only a double rack of transit. An additional pedestrian bridge will be necessary**



**McGruder Street could be extended across the BeltLine**

the constraints of the bridge support columns. Another signalized intersection would be required to get the vehicular traffic across the BeltLine for the new street connection of Elizabeth Street to Willoughby Way. This alignment would allow for at-grade access to Elizabeth Street. Potential connections between the BeltLine and the portion of Freedom Parkway that passes over it will be discussed in the *Additional Trail Connectivity* section on the following page.



**Freedom Parkway overpass and remaining rail lines in the BeltLine right-of-way**

Highland Avenue crosses high above the BeltLine and a connection could be accomplished through an elevator system. The level of the BeltLine here does allow for access from the new street between the BeltLine and the Mariposa Apartments.

Farther south along the BeltLine, McGruder Street could be extended across to connect with a surface parking lot and Krog Street NE.

The Irwin Street crossing is also at-grade and would require a signal. This crossing is the dividing line between Inman Park and Old Fourth Ward and thus acts as a natural gateway. It is also an excellent point of intersection between the BeltLine transit and the Sweet Auburn Trolley proposed in the 2005 *Imagine Downtown* plan.



**Highland Avenue crosses over the BeltLine right-of-way. Picture shows bridge guardrail in foreground. New development and the overgrown right-of-way shown under the bridge**

The BeltLine underpass at Edgewood is another area of steep grade change. The potential addition of an elevator could connect the two areas. Placement of a stop just south of Edgewood Avenue on Gunby Street would be a more

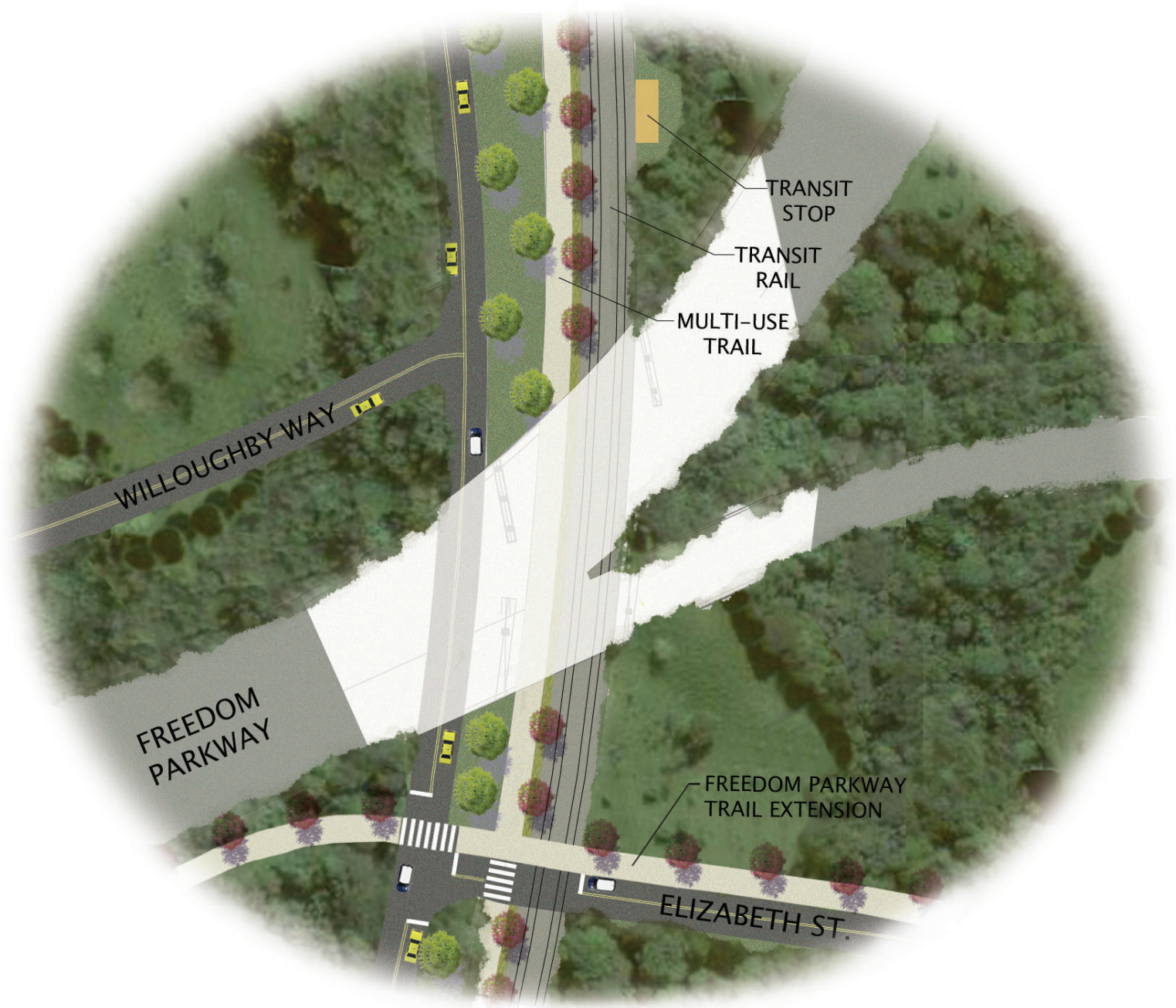


Figure 31 - BeltLine Trail, Transit and Future Connection of Elizabeth Street to Willoughby Way



Figure 32 - Before and After of the Freedom Parkway Underpass with the BeltLine Trail and Transit, and Proposed Street





***At-grade crossing at Irwin Street. Bicycle lanes and streetscape improvements are recommended in the master plan.***



***Looking down over the over-grown BeltLine right-of-way from the Edgewood Avenue bridge. New apartments on the right, undeveloped property on the left. Notice the elevated MARTA rail and the freight rail to the south.***



***Potential areas in which buildings have encroached into the BeltLine right of way over time will need to be dealt with on a parcel by parcel basis.***

accessible stop.

CSX's Hulsey intermodal terminal is a significant barrier to mobility along the BeltLine and is the final trail alignment challenge in the study area. The southern edge of DeKalb Avenue is defined by several layers: the freight yard is located at grade with the freight railroad lines, which are above the grade of the surrounding streets. MARTA's rail flies over the freight terminal so that the southern edge of DeKalb Avenue is a physical wall of railroad and transit infrastructure.

While these rail lines offer mobility options to the region's population and much-needed freight mobility, they also limit the immediate neighborhood's mobility choices, especially north-south movements. Within the area between Boulevard and Moreland Avenue, there are only three passages under the railroads: Boulevard, Krog Tunnel and Moreland Avenue. Crossing Hulsey terminal with the BeltLine trail and transit will be challenging, since freight requires over 23 feet of clearance.

Figure 33 depicts various trail options for crossing the Hulsey intermodal terminal. Each trail option uses the Krog Tunnel to cross under the freight yard. Alignment option A travels underneath the Edgewood Avenue bridge and cuts through the block south to DeKalb Avenue where it continues east to Krog Tunnel. Drawn at an angle, the trail could follow a more regular path through the potential redevelopment of this block.

Trail option B requires an elevator to bring trail users up to the grade of Edgewood Avenue, and then continues east to Krog Street and south on Krog through the tunnel. Option C breaks off from the transit farther north at Irwin Street, which is at-grade with transit and trail. Here the trail follows Irwin Street east and turns south on Krog Street through the tunnel.

Appendix A has an initial trail and transit alignment done in 2006 for cost estimation purposes. It gives an idea of potential areas of difficulty, as well as potential transit stop locations. However, it should be noted that it did not take into account any

potential development of the BeltLine right of way, or the proposed Historic Fourth Ward Park; therefore positioning of the trail in relation to the track may change, as well as potential transit stop locations.

### Additional Trail Connectivity

The majority of existing trails throughout Subarea 5 run along Freedom Parkway. This section of trail is one of the most successful pieces of multi-use trail within the City, and works to create connections among the neighborhoods. Several additional trail spurs are recommended to connect with the proposed development surrounding the future Historic Fourth Ward Park and to reach under-served neighborhoods. These connections are illustrated in Figure 34 on the following pages.

Currently a trail exists only along the southern side of Freedom Parkway. The neighborhoods north of Freedom Parkway can only access the trail at limited locations: the beginning of the Parkway at Jackson Street; the pedestrian bridge at the end of Sampson Street; and at the intersection at Ralph McGill. A similar multi-use trail connection should be placed along the northern side of Freedom Parkway running from the intersection at Boulevard to the proposed Historic Fourth Ward Park.

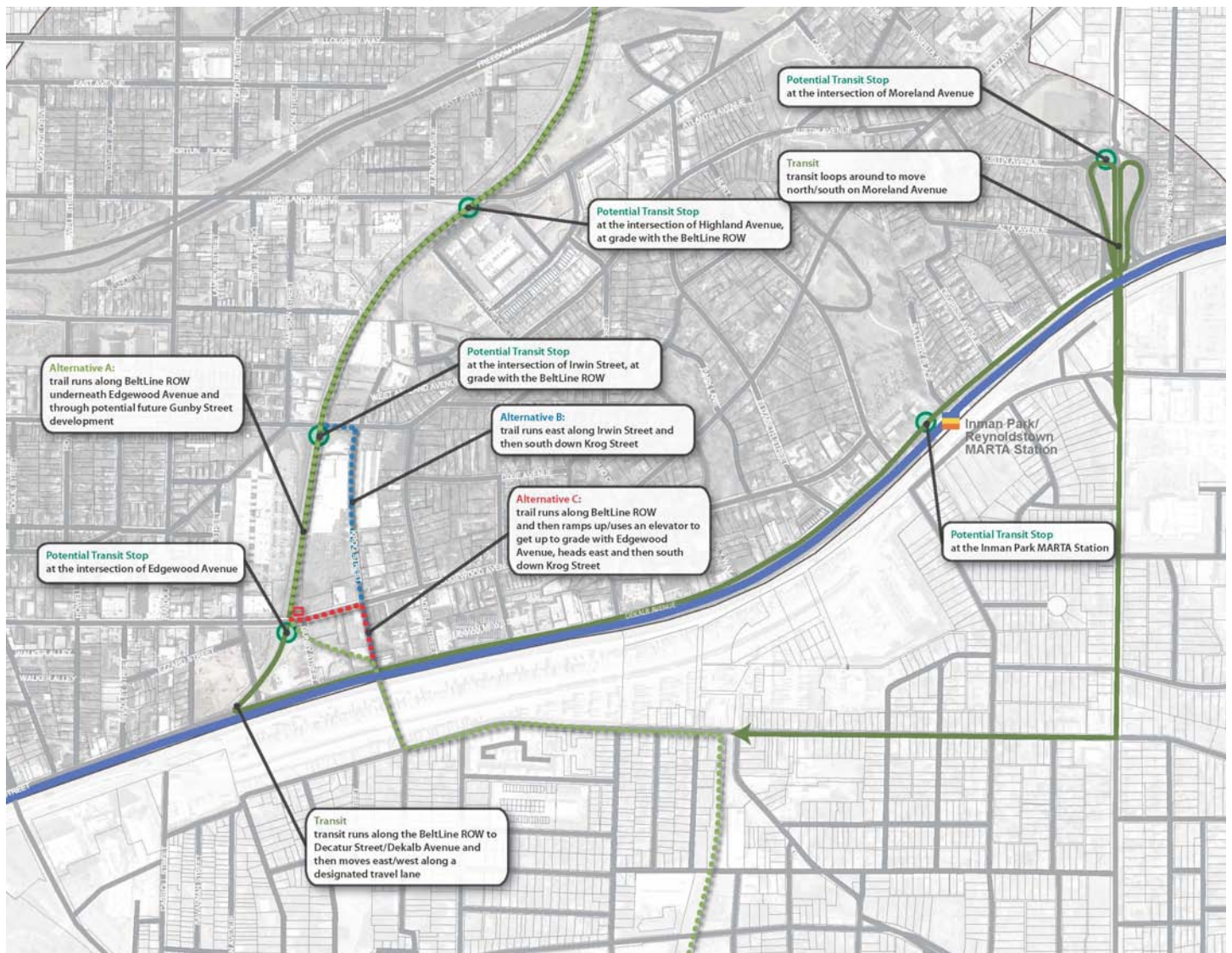


Figure 33 - Trail options under Hulsey Intermodal Terminal



***The southern portion of trail along Freedom Parkway. An addition of a northern trail would serve neighborhoods north of Freedom Parkway***



***Potential connection at Freedom Parkway and Ralph McGill to existing PATH trail***

Another critical link is from Freedom Parkway down to the BeltLine. A short spur from the Freedom PATH could accomplish this connection. (See Figure 34). The proposed alignment would connect the Freedom PATH trail at the point where it passes under the ice bridge, down a gradual slope eastward to the BeltLine trail. This spur would then continue eastward along Bernina Avenue and use the existing connection back into the Freedom PATH.

A defined extension of the Freedom Parkway PATH trail should connect into Historic Fourth Ward Park along Ralph McGill Boulevard. In this case the trail would have to occur within a modified sidewalk system befitting an urban condition. The City of Atlanta is currently establishing a design for multi-use paths appropriate for developed areas.

Another potential connection to the multi-use trail system that extends outside of the study area would occur off the western edge of Historic Fourth Ward Park and would run along Angier Avenue. This connection would serve an area of Old Fourth Ward with a large number of parks that have limited connections among them. Between Glenn Iris Drive and Piedmont Avenue a trail could connect J.D. Sims Recreation Center, Boulevard-Angier Park, Parkway-Angier Park, Central Park, and Renaissance Park.



***The spur of Freedom Parkway that goes through Inman Park***

## Other Open Space Improvements

The subarea is well served by park space, especially neighborhood scale parks. There are additional opportunities for park space, illustrated in Figure 35. Some parcels may be too small in size for incorporation into the official inventory of the Department of Parks, Recreation and Cultural Affairs, and thus may require ownership and maintenance by a non-profit organization.

One such small but strategic parcel is the historic tower on Irwin and Sampson Street. The tower has emerged as an identifying icon for the Old Fourth Ward neighborhood. Currently under private ownership the land could be purchased by the community and turned into an space for community gardens, festival or art space associated with Studioplex and surrounding artists, or a passive space for the neighborhood. This area also serves as a gateway and identifier along the potential connection from the proposed Sweet Auburn Trolley to the BeltLine transit.

If the site cannot be utilized as a park, there are other options for appropriate development such as a transit stop, or a neighborhood commercial use with an outdoor plaza, dog park

or playground. These options provide a source of revenue to support the preservation of the tower and the provision of public space.

An area in use as soccer fields in the parcels behind Euclid Avenue and Moreland Avenue currently lacks public visibility. A stronger physical presence along Austin Avenue would enhance the appearance of the park, as well as form a gateway on Moreland Avenue, and improve the relationship to Bass Recreation Center.

## Project Implementation Summary

Table 08 summarizes the specific action items to implement the Parks, Open Space and Trails segment of the Subarea 5 master plan. Cost estimates are in 2008 dollars. Estimates will increase annually, so an escalation in costs should be considered for projects in the future.

The implementation table includes phasing of the recommended improvements so that Phase 1 should be completed in the near term; Phase 2 should be completed when the Historic Fourth Ward Park expands south beyond its initial size, and Phase 3 can be completed in the long term or as part of private redevelopment.

PHASE	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	LINEAR FT/ AREA	ENGIN. COSTS	CONSTRUCT. COSTS	TOTAL PROJECT COSTS	ROW REQUIRED?
3	Bass Park	Open Space	Add to City's inventory. Add greater presence to Austin Avenue with signage. Pave and construct a small 10-space parking lot along edge of internal drive off Austin Avenue	5 a	\$180,000	\$1,500,000	\$1,680,000	No
2	Historic Water Tower pocket park along Irwin Street	Open Space	Acquire lot on which historic brick water tower is located. If it does not meet City's standards, explore possibility of non-profit ownership.	0.4 a	\$7,373	\$61,441	\$68,814	No
1	Historic Fourth Ward Park	Open Space	Work with TPL to acquire land for Historic Fourth Ward Park	TBD	TBD	TBD	TBD	TBD
1	Freedom PATH/ BeltLine Trail connection	Trail	Provide connection between the Freedom PATH and BeltLine Trail at the Elizabeth Street extension	1,064	\$63,840	\$532,000	\$595,840	No
3	Freedom PATH on north side of Freedom Parkway	Greenway	Extend PATH on north side of Freedom Parkway from Sampson Street bridge (NR-16) to Boulevard	2,077	\$124,620	\$1,038,520	\$1,163,120	No

Table 08 - Open Space Implementation Table

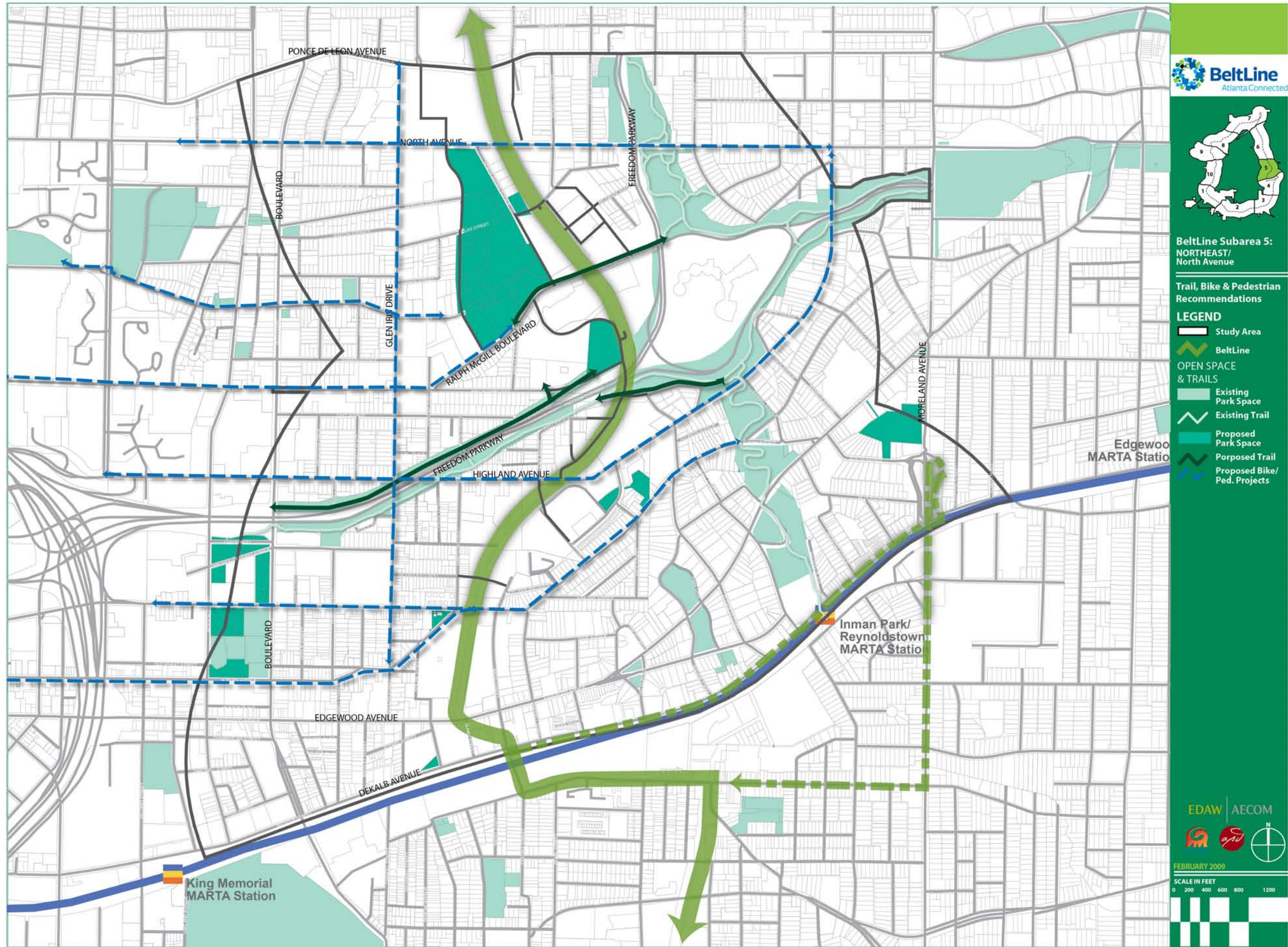


Figure 34 - Recommendations for Additional Trail Connections and Bicycle/Pedestrian Enhancements

This page left intentionally blank.



Figure 35 - Proposed Parks and Open Space

Remove this page from the document



# Public Involvement Summary

## Process Description

The Atlanta City Council created five study groups as part of the long-term Citizen Participation Framework for the BeltLine. Each study group oversees two of the ten subareas around the 22-mile loop of the BeltLine. The Northeast study group oversees the planning efforts in Subarea 5 as well as Subarea 6.

The study group is a long-term committee that will follow the entire BeltLine planning efforts far into the future. To assist the study group with the master planning efforts, a separate group of about 20 people was formed for each subarea. This group is called the Planning Committee. The Planning Committee is actively engaged on the specific issues pertaining to Subarea 5 such as parks, land use, and transportation.

During the master planning Process, the Planning Committee has regularly met with the study group to share and confirm that their plan reflects the goals and aspirations of the study group. Below is a list of meetings and meeting topic for each planning group:

### **Planning Committee Meeting Dates:**

- *July 18, 2007*- Process, Schedule and Background
- *September 10, 2007*- Study area existing conditions
- *October 23, 2007*- Concept master Park Plan
- *October 29, 2007*- Concept master plan
- *November 29, 2007*- Draft Park master plan
- *April 21, 2008*- Draft Study Area master plan

### **study group Public Meeting Dates:**

- *August 22, 2007*- Park existing conditions and visioning
- *September 26, 2007*- Goals and Objectives
- *December 20, 2007*- Final Park master plan
- *May 8, 2008*- Final Study Area master plan

The master planning process began with a survey of existing conditions and a summary of previous planning efforts. The Existing Conditions document catalogs the findings from this effort. After understanding the existing conditions in the study area, both the Planning Committee and the study group voiced their collective goals and objectives that the master plan should address. These goals then informed the concepts that were presented by the planning team.

The Planning Committee reviewed the concepts and provided comments, which were then incorporated into the draft plan. The final plan is a refinement of the draft plan after review by both the Planning Committee and the study group. This master plan was presented one more time to the study group to ensure that all public comment and participation is fully incorporated.

This document is the final product of the highly interactive and engaging planning process for Subarea 5.

## Major Themes & Issues

During the planning process, the Planning Committee, the study group, and the community at large expressed their vision and goals for their neighborhood. These general goals inform the specific land use, parks, mobility, and connectivity recommendations of this master plan and set an overarching framework for the implementation of future projects and policy actions.

### **Land Use & Design**

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

## **Mobility**

- Foster transit-supportive economic development along the BeltLine
- Maximize accessibility to BeltLine transit
- Minimize impacts of the BeltLine transit
- Mitigate traffic impacts of BeltLine redevelopment
- Create a network of sidewalks and trails
- Enhance street grid and improve street connectivity
- Provide disabled accessibility
- Minimize trail intrusion on existing neighborhoods
- Provide connectivity to all neighborhoods
- Emphasize pedestrian connectivity

## **Parks & Greenspace**

- Create a linear park system
- Maximize greenspace opportunities
- Include active and passive activities for people of all ages at all times
- Ensure parks are safe
- Create tree-filled parks and greenspaces
- Expand connections to parks and schools
- Make stormwater pond a feature rather than an engineering solution

## **Ongoing Engagement Activities**

Successfully achieving the community's vision for the BeltLine will take the participation and engagement of all the communities linked together by the BeltLine. The City of Atlanta, Atlanta BeltLine, Inc., BeltLine Partnership, The Trust for Public Land, and a multitude of other private and semi-private groups are actively organizing and planning public participation events.

A Quarterly Briefing is conducted to inform the public about current events and development status of the BeltLine. After the Briefing, a recording of the meeting is aired on the Atlanta cable channel.

Updates on all Subarea master plans are posted on the BeltLine website at [www.beltline.org](http://www.beltline.org). Citizens can also sign up for an e-mail update on BeltLine events, or join a free BeltLine Tour. These tours are given by volunteers, who have generously donated their time and efforts to help successfully implement the BeltLine vision.

Implementation of the BeltLine will require public hearings and participation activities, too. Changes to the Future Land Use map and zoning both require a public hearing. Recommendations for changes to the City's Future Land Use map are included in the Appendix. The City updates the Future Land Use map on a quarterly basis in an open and advertised public hearing. Citizens are encouraged to attend the hearing where they may address the City Council with their concerns and hopes about the proposed changes.

A zoning change may be requested by a property owner at any time. To be approved, in addition to other requirements, a zoning change request must be compliant with the Future Land Use Map. In the City of Atlanta, all zoning change requests must first be reviewed by the Neighborhood Planning Unit (NPU). Two NPUs are in the Subarea 5 study area: M and N. NPU meetings are open to the public where community input is encouraged.

After review and comment by the NPU, all zoning change requests must be advertised to the public and held in a public meeting. Citizens are permitted to speak at these meetings and voice their opinions about the request.

# Appendix

**ASAP Amendments**

**Zoning Recommendations**

**Transportation Impact Analysis**

**Meeting Summaries**

**Support Documents**