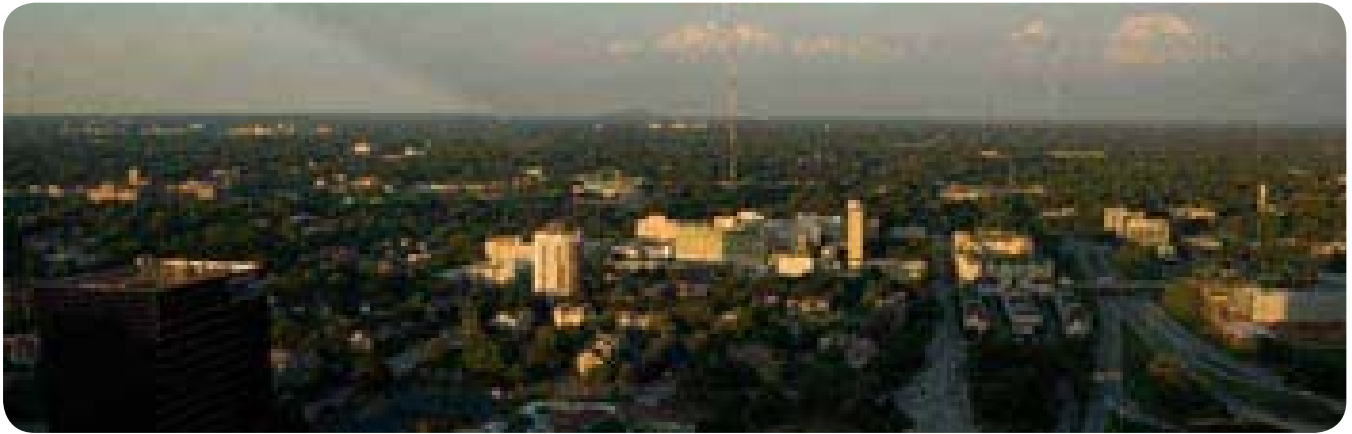


Old Fourth Ward Master Plan

September 2008



Prepared for the City of Atlanta Department
of Planning & Community Development
by Tunnell-Spangler-Walsh & Associates

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Livable Communities Coalition

Smith-Dalia Architects

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Trees Atlanta

Walden Middle School

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Old Fourth Ward Master Plan

Part 1: Executive Summary



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Introduction

The Old Fourth Ward is a dynamic and diverse neighborhood with a rich history. Like many Atlanta neighborhoods, it is facing significant new challenges as it enters a period of rapid change. To understand and respond to these challenges, this plan explores the neighborhood's past, its present, and its potential to create a proactive, community-based framework for future growth.

Study Area Overview

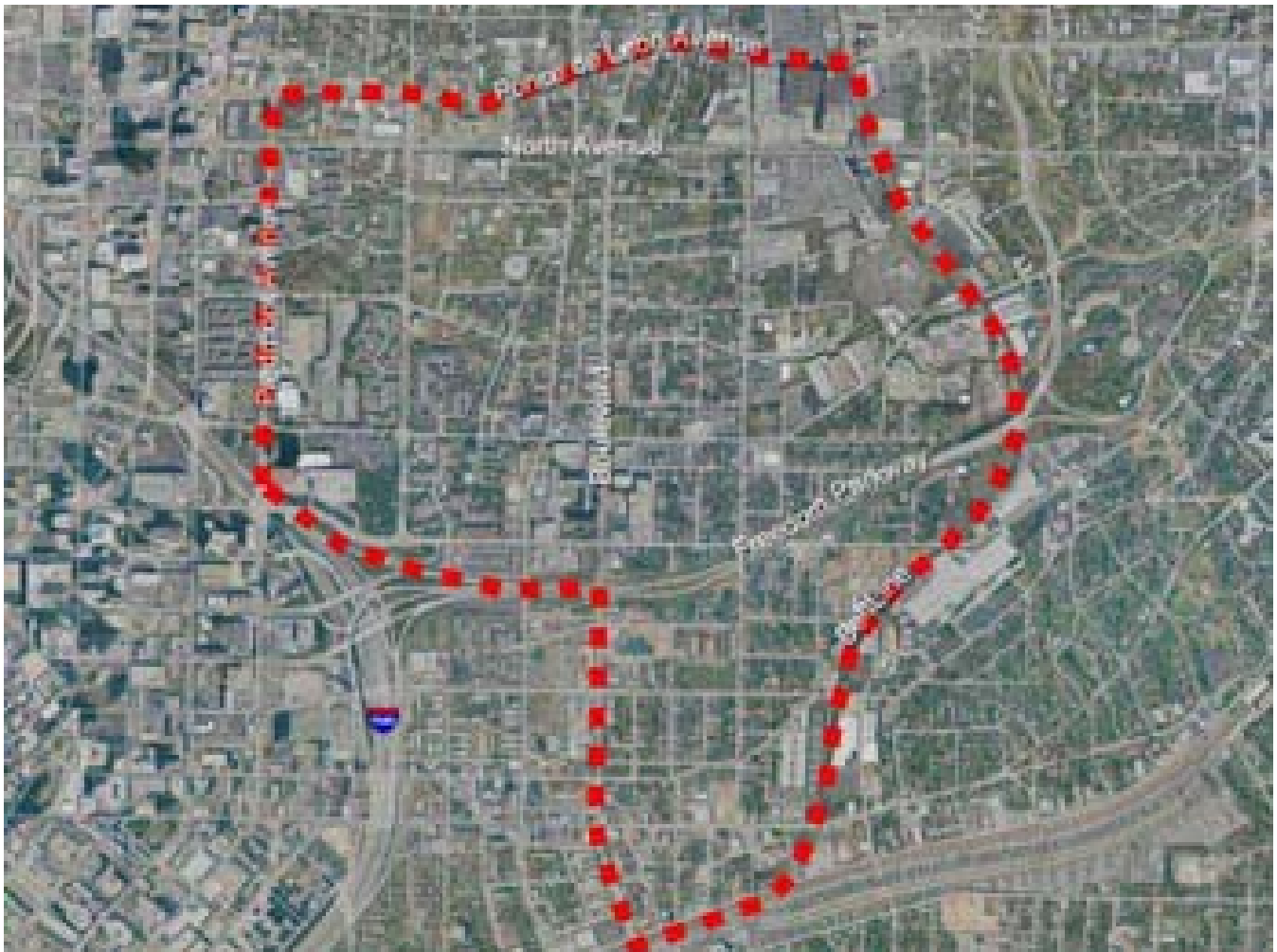
The study area for this effort includes the portions of the Old Fourth Ward bordered by Ponce de Leon Avenue to the north, the BeltLine to the east, Decatur Street to the South, Boulevard/Freedom Parkway to the southwest, and Piedmont Avenue to the west. It excludes parts of the neighborhood

south of Freedom Parkway and west of Boulevard, which were studied in 2005 as part of the Butler-Auburn Redevelopment Plan Update.

The study area includes a broad mix of land uses. These range from multifamily along Boulevard; to traditional single-family areas east, west and south of it; to gated multifamily complexes and high-rises in the area cleared by urban renewal in the 1960s and 1970s.

Historic resources also abound in the Old Fourth Ward, including the birthplace of civil rights leader and Nobel Peace Prize winner Dr. Martin Luther King, Jr. Historic homes and business line many neighborhood streets.

The map below shows the study area in red. It encompasses 763 acres and over 2,000 parcels.



Old Fourth Ward Master Plan study area

Master Plan Goals

The goals of this master plan are to:

- Define what the Old Fourth Ward should be in 25 or even 50 years.
- Encourage a diverse and sustainable mix of housing, employment, shopping, and open space.
- Accommodate and encourage smart growth and redevelopment while protecting the neighborhood's existing character, businesses, and residents.
- Improve the neighborhood's visual character.
- Reestablish broken connections across the BeltLine, Freedom Parkway, and I-75/85.
- Leverage growth and development along the BeltLine to foster improvements throughout the neighborhood.
- Create a stronger identity and character for the Old Fourth Ward.

It is these community-based goals that guided the master planning effort.

Existing Conditions

The planning process included a detailed review of existing conditions. Transportation, land use, urban design, historic resources, demographics, parks, and other existing conditions were carefully reviewed during the planning process to identify opportunities and issues.

Among the key findings are that:

- Neighborhood residents are diverse in terms of age, race, income, and educational level, but unchecked growth could displace existing residents.
- The neighborhood has a wealth of historic resources.
- Historically the neighborhood was characterized by a human-scaled, architecturally rich, urban fabric, yet major damage was done to this fabric in the twentieth century.
- Its mix of land uses is dominated by single-family houses, multifamily blocks, industrial



The Old Fourth Ward is rich in historic resources and sense of place

- zones on its fringes, and commercial uses.
- Development pressure is changing the face of many parts of the neighborhood, particularly adjacent to the BeltLine.
- The neighborhood is well served by schools, churches, and public facilities, but public safety challenges remain, particularly along Boulevard.
- The neighborhood benefits from several large and small parks, but new development will increase the demand on these facilities and demand new park spaces.
- Bus and rail service exist in and near the neighborhood, and new facilities are likely, yet much remains to be done to maximize use of existing routes.
- Vehicular traffic is well served by an existing grid of streets, but opportunities exist to create new streets and improve roadway operations.
- Walking is supported by compact land use patterns, but poor sidewalk conditions and pedestrian-unfriendly development discourage walking.
- A range of bicycle facilities exist, including off-street trails and on-street bike routes, but opportunities exist to improve biking conditions.



The three elements of sustainability are key to the plan

Sustainability

The Old Fourth Ward must be a national model of sustainable development. Sustainability is defined by the relationship of three elements: environmental, social, and economic. A balance of the three is the guiding principle of this study.

- **Land Use Recommendations** will encourage higher density development to promote walking, biking, and transit use.
- **Infrastructure & Facilities Recommendations** will reduce crime and promote learning. Stormwater management features will decrease runoff and beautify the area.
- **Parks & Open Space Recommendations** will provide new open spaces, including gardens that will allow residents to grow food and keep food dollars local.
- **Urban Design Recommendations** will create a form that supports walking, community life, and aesthetics. They will create beautiful places that will instill civic pride and order.
- **Historic Preservation Recommendations** will minimize new construction in favor of adaptive reuse. They will also support the preservation of the community’s social fabric.
- **Housing & Economic Development Recommendations** will provide opportunities for residents and businesses and minimize potential displacement.

- **Transportation Recommendations** will reduce driving, improve air quality, promote health, and allow residents to save money.

Land Use Recommendations

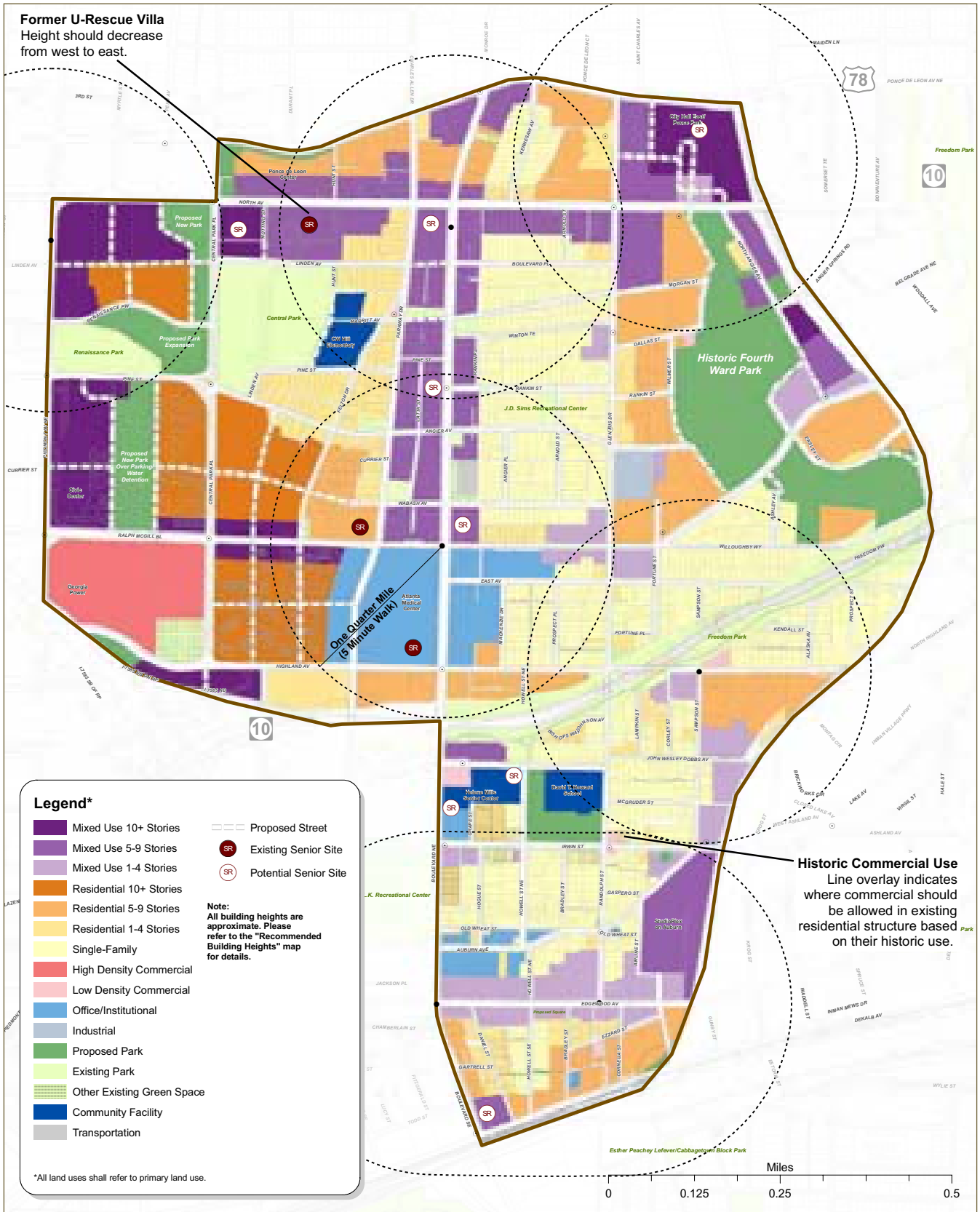
The recommended land use plan permits growth, but directs it into appropriate locations.

- Encourage a mix of land uses.
- Preserve single-family areas.
- Focus growth into corridors and near transit.
- Support appropriate infill housing.
- Provide transitions between new development and existing residential areas.
- Incorporate green building standards.
- Vary building height in response to context.
- Support and expand code enforcement.
- Utilize quality of life zoning districts.
- Support pedestrian-oriented retail nodes.
- Encourage catalytic redevelopment at:
 - *Historic Fourth Ward Park Area*
 - *Boulevard Corridor*
 - *Former U-Rescue Villa Site*
 - *Civic Center & Sci-Trek*
 - *Renaissance Park*
 - *The MLK Historic District*

Table 1.1: Proposed Land Use Summary

	Acreage
Existing Park	25.1
Proposed New Park	64.7
Industrial	2.6
High Density Commercial	17.8
Mixed-Use 1-4 Stories	34.6
Mixed-Use 5-9 Stories	76.1
Mixed-Use 10+ Stories	47.7
Office/Institutional	29.0
Residential 1-4 Stories	51.0
Residential 5-9 Stories	85.7
Residential 10+ Stories	47.8
Single-Family	126.5
Community Facility	10.2
Total:	608.6

Recommended Land Uses



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Infrastructure & Facility Recommendations

Fixing aging water and sewer pipes is a priority, as is public safety.

- Hide utility wires when feasible.
- Identify new stormwater detention sites.
- Improve street lighting.
- Support the Sewer Evaluation and Rehabilitation Project.
- Complete the Historic Fourth Ward Park stormwater management facility.
- Increase the number and visibility of public safety officers.
- Improve urban design to minimize crime.
- Use technology strategically to tackle crime.
- Hold property owners accountable.
- Increase community involvement.
- Open a police mini-precinct.
- Create “Boulevard Blue.”
- Install Boulevard security cameras.
- Support partnerships between colleges, universities, and neighborhood schools.

Park & Open Space Recommendations

The revitalization of existing parks and the creation of 65 acres of new parks will benefit the neighborhood and the city.

- Support the Historic Fourth Ward Park.
- Require open space in new developments.
- Encourage public art.
- Preserve open space around the water tower.
- Encourage tree planting in front yards.
- Support an interconnected green network.
- Allow access to the Howard School fields.
- Support forming park partnerships.
- Encourage xeriscaping and native species.
- Rehabilitate Renaissance Park.
- Expand Renaissance Park.
- Create a new Park Place Park.



Community gardens can provide local food and give residents a chance to care for their parks

- Turn Angier Avenue into a “Green Street.”
- Create a park conservancy.
- Install community gardens at:
 - *Freedom Park (two locations)*
 - *Parkway-Angier Park*
 - *Central and Renaissance Parks*
 - *Auburn Avenue at Hogue Street*
 - *Historic Fourth Ward Park*
- Rehabilitate green spaces at:
 - *Merritts Park*
 - *Boulevard-Angier Park*
 - *Morgan-Boulevard Park*
 - *Georgia Power substation*
- Establish a mid-block pedestrian way/park between Daniel and Bradley Streets.

Urban Design Recommendations

- Allow architectural variety, but require quality.
- Provide modern buildings out of historic districts.
- Provide pedestrian-oriented supplemental sidewalk zones.
- Require good urban design:
 - *Parking behind buildings*
 - *No gated streets*
 - *Buildings that form a street wall*
 - *Doors accessible from the sidewalk*

- Active ground floor uses, including storefronts, stoops, porches, or forecourts
- Pedestrian-scaled signage
- Transparent ground floor glass
- Continue the modern home tour.
- Install new gateway markers at:
 - Ponce de Leon Avenue at Piedmont Avenue and Boulevard
 - Ralph McGill Boulevard at Piedmont Avenue and Boulevard
 - Highland Avenue at Piedmont Avenue
 - Boulevard at Freedom Parkway
 - Irwin Street at I-75/I-85 and the BeltLine
 - Decatur Street at Boulevard



Building design should embrace the pedestrian and encourage walking over driving

Historic Preservation Recommendations

The character of the Old Fourth Ward must be preserved if it is to retain its quality of life.

- Encourage historic rehabilitation.
- Preserve the integrity of the King District.
- Amend the MLK Landmark District:
 - Allow commercial uses along Irwin Street.
 - Permit hardiplank siding.
 - Permit two story infill housing.
 - Reduce the effort needed to demolish non-contributing structures.

Housing & Economic Recommendations

The Old Fourth Ward must be a sustainable neighborhood that allows long-time residents to

remain. Unlike other Atlanta neighborhoods where residents are displaced by the revitalization efforts intended to benefit them, this must not happen here. Rather, a model for growth must allow those who want to remain to do so.

- Prevent the involuntary displacement of existing residents.
- Strive to allow residents to age in place.
- Encourage a mix of housing price points.
- Strive for a mix of multifamily units, including three-bedroom units.
- Strive for 20 percent affordable housing.
- Encourage senior housing.
- Support the recommendations of the BeltLine Affordable Housing Advisory Board.
- Support existing incentives.
- Encourage the creation of temporary business innovation zones on vacant lots.
- Support the rehabilitation of key buildings.

Table 1.2: Master Plan Build-Out Summary

	New Non-Residential	New Jobs	New Dwelling Units	New 20% Affordable Units	Net New Dwelling Units ¹
Mixed-Use 10+	2,080,000 sf	4,200	3,800	760	3,200
Mixed-Use 5-9	1,660,000 sf	3,300	3,800	760	3,100
Mixed-Use 1-4	210,000 sf	400	900	180	800
Residential 10+	420,000 sf	800	3,800	760	3,400
Residential 5-9	750,000 sf	1,500	4,300	860	3,400
Total:	5,120,000 sf	10,200	16,600	3,320	13,900

1: New units less existing units that must be demolished before redevelopment can occur.

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- Focus on catalytic redevelopment sites.
- Create a community improvement district.
- Convene an affordable Housing Technical Advisory Program.
- Create zoning to allow “granny flats.”
- Continue neighborhood marketing.

Transportation Recommendations

In the Old Fourth Ward, transportation means providing accessibility and mobility for people, not just cars. This means establishing a balanced system of transit, pedestrian, and bicycle facilities, as well as modest vehicular upgrades.

Pedestrian

- Require developments to upgrade sidewalks.
- Provide pedestrian-oriented buildings.
- Ensure that sidewalks are accessible.
- Maximize on-street parking.
- Continue to support tree planting efforts.
- Install major streetscape projects on:
 - *Boulevard*
 - *North Avenue*
 - *Glen Iris Drive*
 - *Randolph Street*
 - *Edgewood Avenue*
 - *Highland Avenue*
 - *Irwin Street*
 - *Ralph McGill Boulevard*
 - *Angier Avenue*
 - *Parkway Drive*
 - *Piedmont Avenue*
 - *Ponce de Leon Avenue*
- Create neighborhood walking routes.
- Repair neighborhood sidewalks.
- Upgrade the Sampson Street pedestrian bridge.
- Install mid-block crossings.

Bicycle

- Continue to provide bicycle parking in new developments.



Major streetscape projects will encourage walking and improve neighborhood safety

- Enforce no-parking laws in bike lanes.
- Install bicycle lanes on:
 - *Parkway Drive, from Highland Avenue to Ponce de Leon Avenue*
 - *Ralph McGill, from the Freedom Park to Ivan Allen Boulevard*
- Install bicycle sharrows on:
 - *Highland Avenue*
 - *Glen Iris Drive/Randolph Street*
 - *Irwin Street/Lake Avenue*
 - *Angier Avenue*
- Complete the Centennial Park connector trail.

Vehicular

- Encourage different uses in walking distance.
- Limit vehicular access to alleys and side streets via zoning requirements.
- Require access management.
- Maximize on-street parking.
- Install medians on portions of:
 - *Boulevard*
 - *North Avenue*
 - *Ralph McGill Boulevard.*
- Improve Edgewood Avenue at Boulevard.
- Install traffic signals at:
 - *Ralph McGill Boulevard at Willoughby Way and Fortune Street*

Transportation Projects



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- North Avenue at City Hall East
- Hutting Street at North Avenue
- Install left turn striping at:
 - Glen Iris Drive at Highland Avenue
 - Randolph Street at Irwin Street
- Install four-way stop signs at:
 - Irwin Street at Sampson Street
 - Fortune Street at East Avenue
- Convert JW Dobbs Avenue to one-way east-bound east of Randolph Street.
- Implement Boulevard signal coordination
- Rebuild the Freedom Parkway/Downtown Connector ramp.
- Construct or require new streets with development at:
 - Merritts Avenue from Boulevard to Parkway
 - Hunt Street from Linden Avenue to Pine Street
 - Hutting Street from Linden Street to North Avenue
 - North Avenue on AHA property
 - The Civic Center site
 - Linden Avenue to Piedmont Avenue
 - Penn Avenue to Renaissance Parkway
 - Central Park Place to the Civic Center
 - The block bounded by Central Park Place, Ralph McGill Boulevard, Parkway, and Highland Avenue
 - Renaissance Parkway to North Avenue
 - Linden Street From Parkway Drive to Boulevard
 - Dallas Street from Angier Springs Road
 - Wilmer Street to Ralph McGill Boulevard
 - North Angier Avenue to Ralph McGill Boulevard
 - Willoughby Way to Ensley Street
 - Ensley Street to Elizabeth Street
- Install neighborhood speed humps.

Transit

- Support efforts to increase bus frequency.



Boulevard as it is today, with utility poles, little greenery, and dangerous pedestrian crossings



Boulevard after the proposed streetscape improvements, showing new median and potential redevelopment

- Reduce closely-spaced bus stops.
- Construct 10 new bus shelters.
- Install trash receptacles at 25 bus stops.
- Build the Peachtree/Auburn Streetcar.
- Study potential long-term streetcars along:
 - Ponce de Leon Avenue
 - Highland Avenue
 - Boulevard Monroe
- Reinstate MARTA bus Route 3.
- Implement BeltLine Transit.

Old Fourth Ward Master Plan

Part 2: Context and History



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Neighborhood History

The Old Fourth Ward is the only Atlanta neighborhood that has retained its name from the historic ward system, possibly because the neighborhood fell between more thriving areas and was never subdivided or marketed under other names by real estate speculators.

The name derives from the 1874 City Charter, which defined the City of Atlanta as a circle with a radius of 1.5 miles centered on Five Points. The city was divided into five pie-shaped wards, with the Fourth Ward consisting of the northeast quadrant and stretching as far west as what is today West Peachtree Street. In 1883, the Fourth Ward was split and the portions west of Piedmont Avenue were re-designated as the Sixth Ward, leaving the Fourth Ward essentially as it is today.

As Atlanta grew, new wards were added every few years. The thirteenth and final ward was created in 1929 to encompass the Virginia Highland area. The ward system was abolished in 1954 when the current system of city council districts was implemented.

In the first half of the twentieth century the Old Fourth Ward was a densely packed area of small houses and shops, occupied largely by African Americans. Homes were primarily shotgun houses built close together, often several rows deep on a single lot. Few of the buildings were equipped with running water.

The first of a string of events that would transform the character of the Old Fourth Ward began with the Great Atlanta Fire of 1917. Starting near Decatur Street, the fire quickly spread northward. Within hours, it had burned across nearly half of the neighborhood, until firefighters were able to contain the flames just north of Ponce de Leon Avenue. The fire left much of the neighborhood undeveloped for years, in addition to changing the character of Boulevard as brick apartment buildings replaced destroyed single-family homes.

The 1950s saw the introduction of the Interstate Highway System, and highway planners identified a route that bypassed downtown Atlanta to the



The Great Fire of 1917 destroyed nearly 2,000 buildings in the Old Fourth Ward



Construction of what is now Freedom Parkway began in 1964 and resulted in the demolition of many buildings (Image courtesy Special Collections and Archives, GSU)

east. The new route required the clearance of dozens of blocks of land on the western edge of the Fourth Ward.

In the 1960s, preliminary land clearance for the Stone Mountain Freeway led to the destruction of a large area across the center of the neighborhood before the project was stopped by a coalition of community activists. The cleared land became the site of Freedom Parkway, Freedom Park, and the Carter Presidential Center. While these assets provide much needed greenspace, mobility, and culture, the right-of-way leaves a rift in the fabric of the neighborhood. This destruction is evident in the photo shown above.

Other efforts in the 1970s further erased the historic fabric of western portions of the neighborhood as redevelopment plans attempted to address crime and urban ills through large-scale demolitions. The 1975 Bedford Pine Redevelopment Plan recommended that large portions of the neighborhood be cleared, consolidated, and replaced by what were considered progressive mini-cities of high-rise buildings. Economic and social conditions of the 1970s did not support this vision, and after the clearance the land lay vacant for over a decade until conventional “garden apartment” style complexes were built in the 1980s. Due to high crime rates, these developments were gated, high-security complexes with no relationship to the surrounding neighborhood.

Previous Studies

In recent years the Old Fourth Ward and surrounding areas have been the subject of various planning initiatives. A major element of developing this master plan has been absorbing the visions of previous, neighboring, and concurrent planning efforts to ensure that existing work is not duplicated. Each of these studies and their main recommendations are outlined below.

Old Fourth Ward Neighborhood Redevelopment Plan (1989)

This plan was conducted by the City of Atlanta Bureau of Planning in conjunction with the Old Fourth Ward’s Historic Development Corporation and the Community Design Center. The plan addressed vacant properties and assistance for low-income households in need of housing, as well as the competition that new housing and businesses present to existing stock. Loss of identity in the Old Fourth Ward and the encroachment of surrounding neighborhoods were also addressed in the plan.

Old Fourth Ward Community Redevelopment Plan (1994)

This plan outlined the goals, priorities, policies, procedural guidelines, and public redevelopment action programs for the Old Fourth Ward “Urban Redevelopment Area.” Its primary purpose was to

present a vision of the area as a rejuvenated, more economically and socially diverse community, with opportunities to live, work, and play in a safe, urban environment. The plan also focused on the need to retain a range of housing, employment, recreation, and education opportunities.

Butler Street / Auburn Avenue Community Redevelopment Plan (1994)

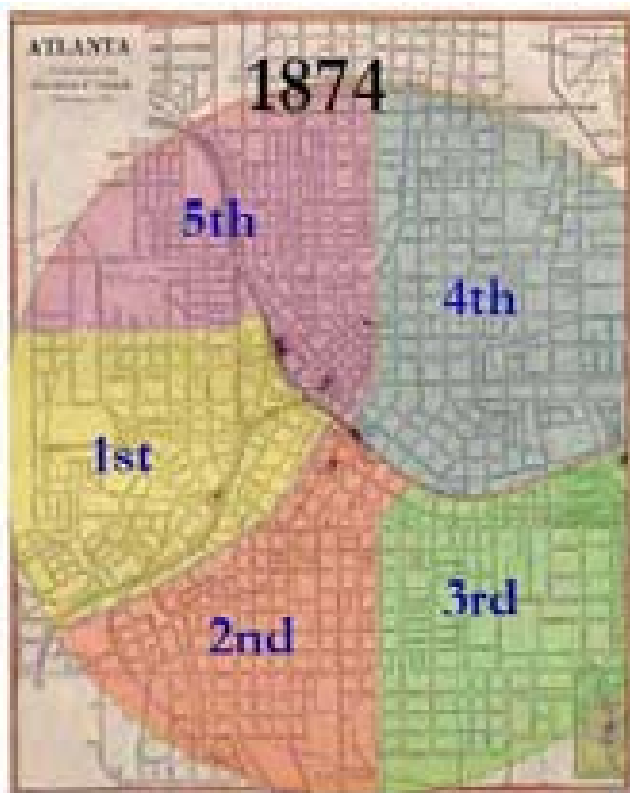
This plan, conducted in conjunction with the above-mentioned Old Fourth Ward Community Redevelopment Plan, focused on elements such as rehabilitating existing buildings and the expanding neighborhood amenities, with an emphasis on the arts and culture, strengthening community activism, and expanding social services.

District 2 Rail Corridor Plan (2001)

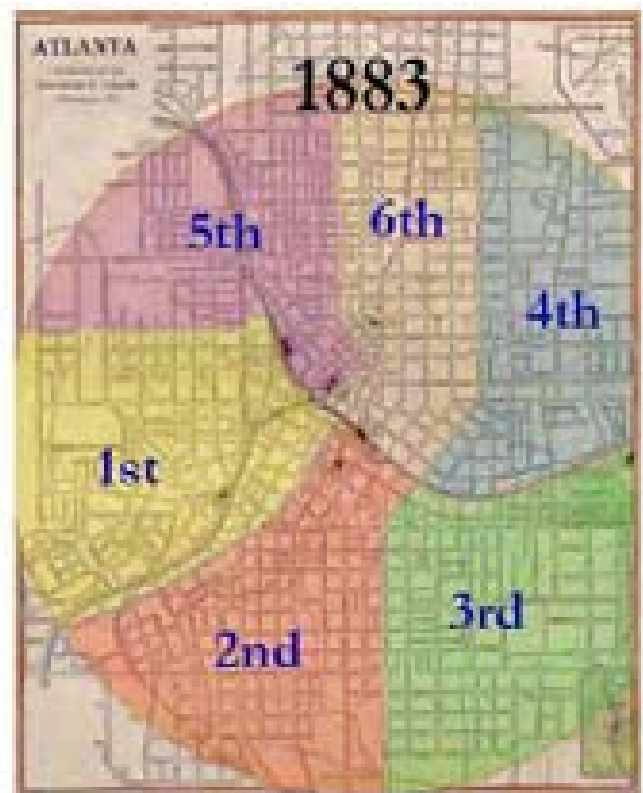
This plan examined the industrial properties in Council District 2 along the abandoned railroad (the BeltLine) forming the eastern boundary of the current study area. The study found that development was occurring in a piecemeal manner, with a poor relationship to the adjacent neighborhoods and little regard for good urban design. Among the issues addressed were how to:

- Recognize and maintain the identities of surrounding neighborhoods as well as the unique character of the railroad corridor
- Design a framework to bind the existing neighborhoods, the railroad corridor, and the surrounding city together
- Mix building types and uses in future development
- Develop the corridor in environmentally sensitive and sustainable ways
- Expand public use of the railroad right-of-way and increase public space along it
- Redevelop former industrial properties to compliment nearby residential areas
- Improve connectivity across the railroad and link new and existing streets
- Establish design guidelines for new development
- Allow responsible building densities

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Atlanta's Wards in 1874



Atlanta's Wards in 1883

Butler / Auburn Redevelopment Plan (2005)

This plan was built upon the Community Redevelopment Plan outlined above and includes the area roughly bounded to the west by Woodruff Park, to the east by Boulevard, to the south by Decatur Street, and to the north by JW Dobbs and Highland Avenues. Its goals were consistent with those of the 1994 redevelopment plan.

The three main elements of the plan were marketing or branding the area, identifying sites for catalytic redevelopments, and updating the historic zoning district regulations. The plan outlined specific site-based design strategies and provided a pro-forma financial analysis for thirteen redevelopment projects. These projects added needed density and mix of uses to the area while preserving the extant small-scale historic buildings, many of which had connections to Martin Luther King, Jr. and African-American history in Atlanta. The projects were intended to spur economic growth.

The plan's vision promoted a dynamic, revitalized Sweet Auburn community that emphasized its

African-American history but also capitalized on the resurgence of intown living and successful mixed-use communities.

Blueprint Midtown (2004)

Originally drafted by Midtown Alliance in 1996, this update to Blueprint Midtown impacted the northwestern portion of the current study area. The plan emphasized retaining Midtown's urban character, encouraging people-friendly places, and improved connectivity. Recommendations included:

- Mid-rise buildings that blended with surrounding neighborhoods
- Distinctive signage that directed pedestrians to attractions and defined Midtown as a destination for employment and enjoyment
- Wide sidewalks with trees and decorative lighting that buffered pedestrians from traffic
- A mix of office, housing, retail, hotels, and cultural uses
- Sidewalk-oriented open spaces in large developments

- Transitions between public and private spaces with porches, awnings, sidewalk cafes, storefronts, and courtyards

Two new zoning districts, SPI-16 and SPI-17, were approved by Atlanta City Council to codify the plan's vision and help make it a reality.

Imagine Downtown (2005)

The Imagine Downtown Plan was initiated by Central Atlanta Progress. The plan covered a four square mile area centered on the intersection of Peachtree Street and Andrew Young International Boulevard. It includes portions of the current study area south of North Avenue, west of Boulevard, and north of Freedom Parkway.

The plan proposed several items, including:

- New mixed-use buildings to transition between high-density Peachtree Street and existing low-density single-family areas
- Improved streetscapes along North Avenue, Boulevard, Ralph McGill Boulevard, Piedmont Avenue, Decatur Street, Edgewood Avenue, Auburn Avenue, and other streets
- An expanded Mayor's Park bridging the I-75/I-85 connector at Peachtree Street
- Redevelopment of the Civic Center site to incorporate new buildings and open plazas

Ponce Moreland Corridor Study (2005)

The Ponce/Moreland Corridor Study was a land use and transportation effort that looked at the northern boundary of the present study area. Its goals included:

- Improving traffic operations by focusing on the efficient use of existing pavement
- Balancing the regional roles and needs of Ponce de Leon Avenue with its context to maintain or improve vehicular operations
- Making transit more user-friendly and efficient
- Balancing the citywide need to focus new development into corridors with potential impacts on neighborhoods
- Establishing pedestrian-oriented, mixed-use nodes that built on historic land uses patterns

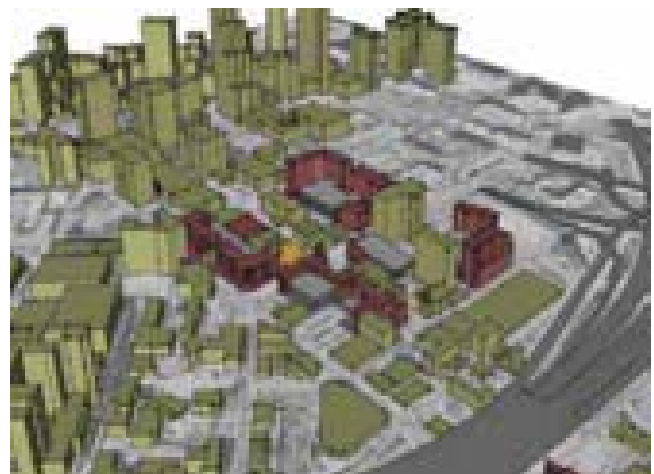
The plan recommended mid-rise, mixed-use buildings along Ponce de Leon Avenue and North Avenue within the study area rather than the current mix of largely auto-oriented uses.

BeltLine Redevelopment Plan (2005)

This plan, prepared by the Atlanta Development Authority, studied future development along the BeltLine. Recommendations for parks, transit stations, trails, street improvements, land uses, and densities affected the eastern portion of the Old Fourth Ward.

Within the study area, the plan focussed on a development node where Ralph McGill Boulevard intersects the BeltLine. It called for mixed-use development adjacent to a proposed transit station that transitioned to mid-rise residential buildings, renovated historic buildings, and parks nearby.

The transportation element of the study forecasted traffic growth on the following Old Fourth Ward streets: Boulevard, Glen Iris Drive, North Avenue, Ponce de Leon Avenue, and Ralph McGill Boulevard. Intersection and streetscape improvements were recommended for Glen Iris Drive.



Sketch from the Butler / Auburn Redevelopment Plan showing development potential in the area

Current Studies

In addition to these completed studies, a number of planning initiatives concurrent with this study will affect the future of the Old Fourth Ward Master Plan study area.

Atlanta Strategic Action Plan

The city's Comprehensive Plan, now known as the Atlanta Strategic Action Plan, is currently undergoing a partial update. It will address, but is not limited to, the following issues of concern: rapid population growth, economic development, environmental protection, affordable housing, lack of open space, transportation, and quality of life.

The partial update also includes amendments to the future land use map based on community input and the assistance of the Bureau of Planning. Constituents in the Old Fourth Ward study area have participated in charrettes and contributed to the update of the land use map for Neighborhood Planning Unit M.

BeltLine Subarea 5 Master Plan

The fifth of the BeltLine's ten subareas falls partially within the Old Fourth Ward Master Plan study area. The plan currently being developed includes the BeltLine itself as well as adjacent areas and focuses on the multiuse trail that will be constructed in the next five years. The plan will address transportation, land use, open space, and other aspects of future planning in the area.

Connect Atlanta Plan

Atlanta's first citywide comprehensive transportation plan will include recommendations for the Old Fourth Ward. It is described in more detail in Section 3.7.

Peachtree Corridor Project

In order to transform Atlanta into a world-class city, this plan proposes streetscape improvements, including a streetcar, on Peachtree Street and on Auburn Avenue and Edgewood Avenue in the Old Fourth Ward. It is described in more detail in Section 3.7.

Old Fourth Ward Master Plan

Part 3: Existing Conditions



Prepared for the City of Atlanta Department
of Planning & Community Development
by Tunnell-Spangler-Walsh & Associates

Section 3.1: Land Use

The Old Fourth Ward has witnessed a series of transformations in land use and development patterns over the years, but pressure is particularly acute today as significant redevelopment activity occurs in every part of the neighborhood.

Existing Land Use

The Old Fourth Ward’s existing land uses, shown in the map on page 19, were determined using a combination of field data collection, aerial photography, and tax parcel analysis.

The map shows that the neighborhood contains a wide range of land uses. Generally speaking, commercial uses are concentrated along major corridors, while residential uses lie off of them.

The proportion of study area acreage in each land use category is shown in the top pie chart on page 20. When comparing this with the lower pie chart, it is important to recognize that, since the data is calculated by acreage, it reflects only land coverage and not density. If a single house on a one-acre lot, for example, is replaced by a 20 unit apartment building on the same lot, the land use data would not reflect any change, while the residential density of that lot would have increased 20 times.

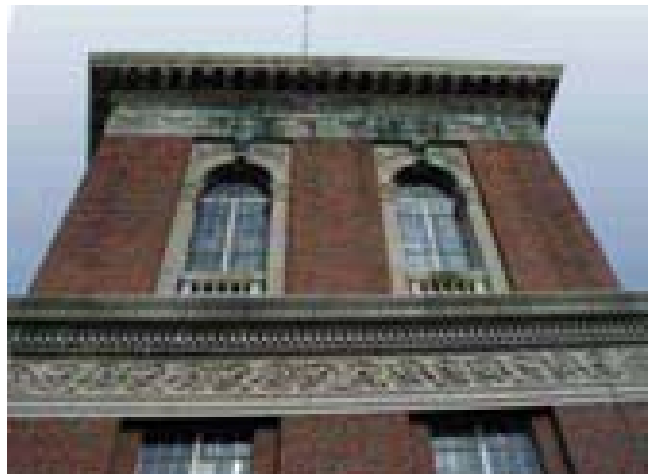
Existing Future Land Use Plan

The study area’s future land use is derived from Atlanta’s most recent comprehensive plan, known as the Atlanta Strategic Action Plan. The future land use map from the plan is intended to guide land use in for the next fifteen years and is updated four times per year. It is shown on page 21.

A comparison of the pie charts shows that the amount of land devoted to some of the land use categories in the Old Fourth Ward study area will remain stable in the coming years, particularly in the categories of commercial, residential, office/institutional, and open space. The areas classified



Mixed use developments such as this one will form an important part of the future land use mix in the study area

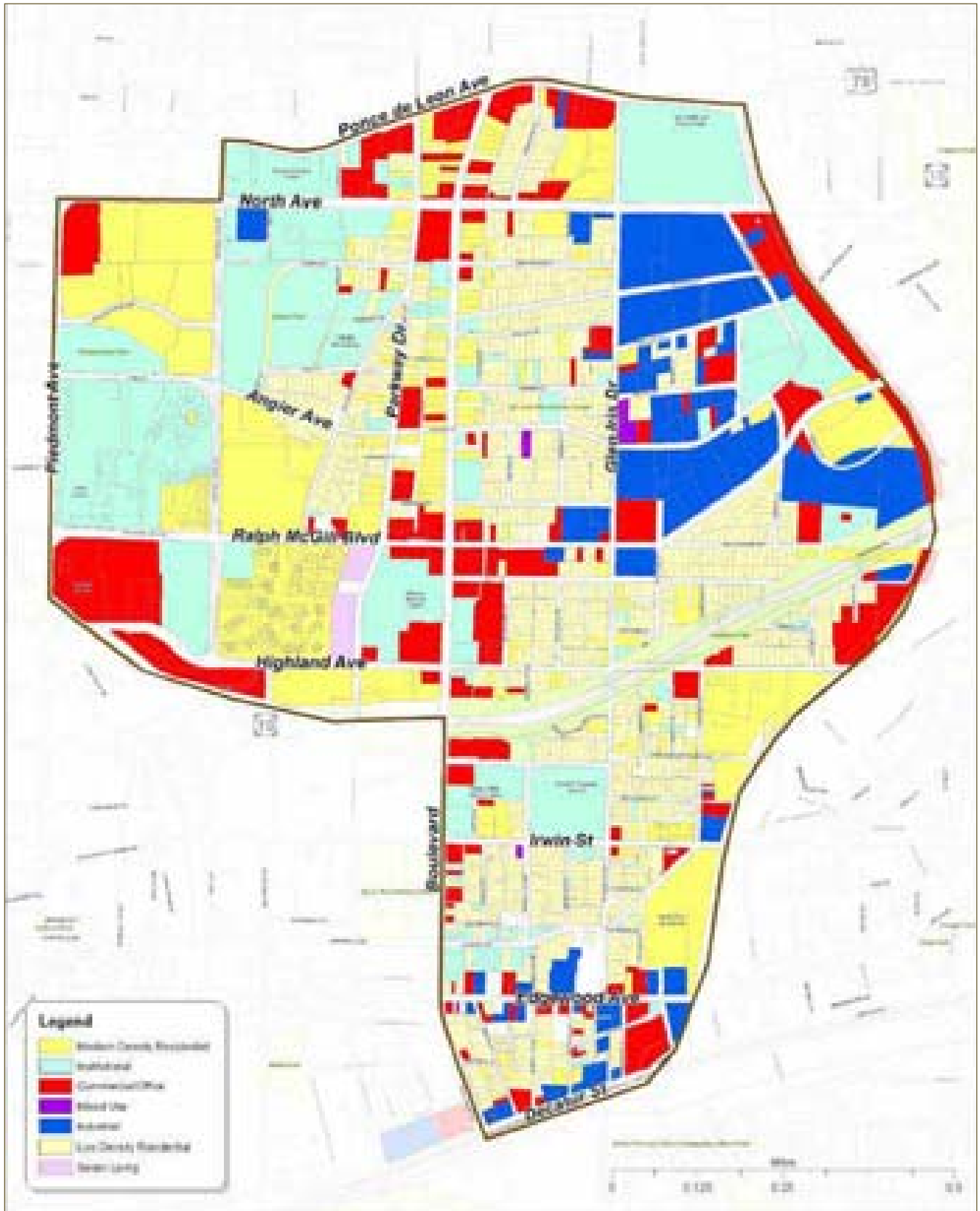


Historic buildings, such as City Hall East shown here, make up a significant part of the existing land use fabric



The abandoned Sci-Trek building and surrounding parking lots are underutilized land in an urban setting

Existing Land Uses



OLD FOURTH WARD Master Plan - September 2008

Table 3.1: Rezoning Activity 2002-2007

Single-Family Residential Units	76
Condominium Units	4,434
Townhouse Units	167
Live/Work Units	285
Apartment Units	279
Commercial Square Feet	1,378,000
Retail Square Feet	at least 360,000
Office Square Feet	at least 475,000

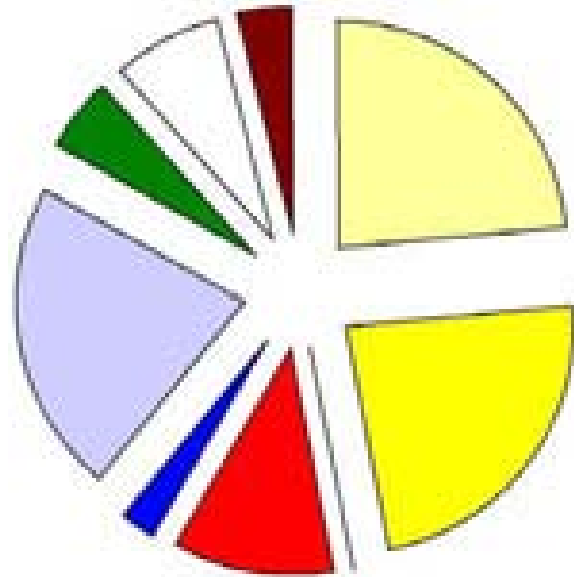
as industrial, however, will almost entirely be replaced by the mixed use classification.

Based on current development trends, it is clear that much of the industrial land, as well as a great deal of low and medium density residential land will be replaced by much higher density residential and mixed-used projects. The catalytic redevelopment sites identified in the recommendations section of this plan will account for much of this change.

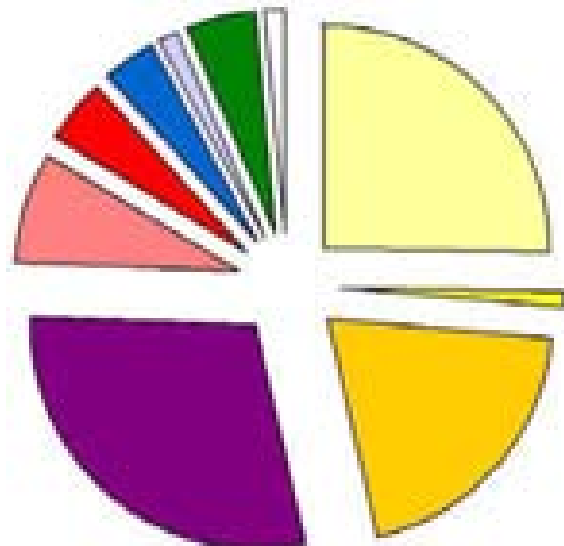
Rezoning Activity

The number of applications to rezone land and the number of building permits in the Old Fourth Ward were extremely high between 2002 and 2007. This activity is a good indication of short-term development trends.

During this five-year period, 48 rezoning requests were approved in the Old Fourth Ward study area. This indicates a trend toward increasing density across all development sectors. These zoning changes reflect a net potential increase of over 5,000 residential units and over 1,300,000 square feet of commercial space.

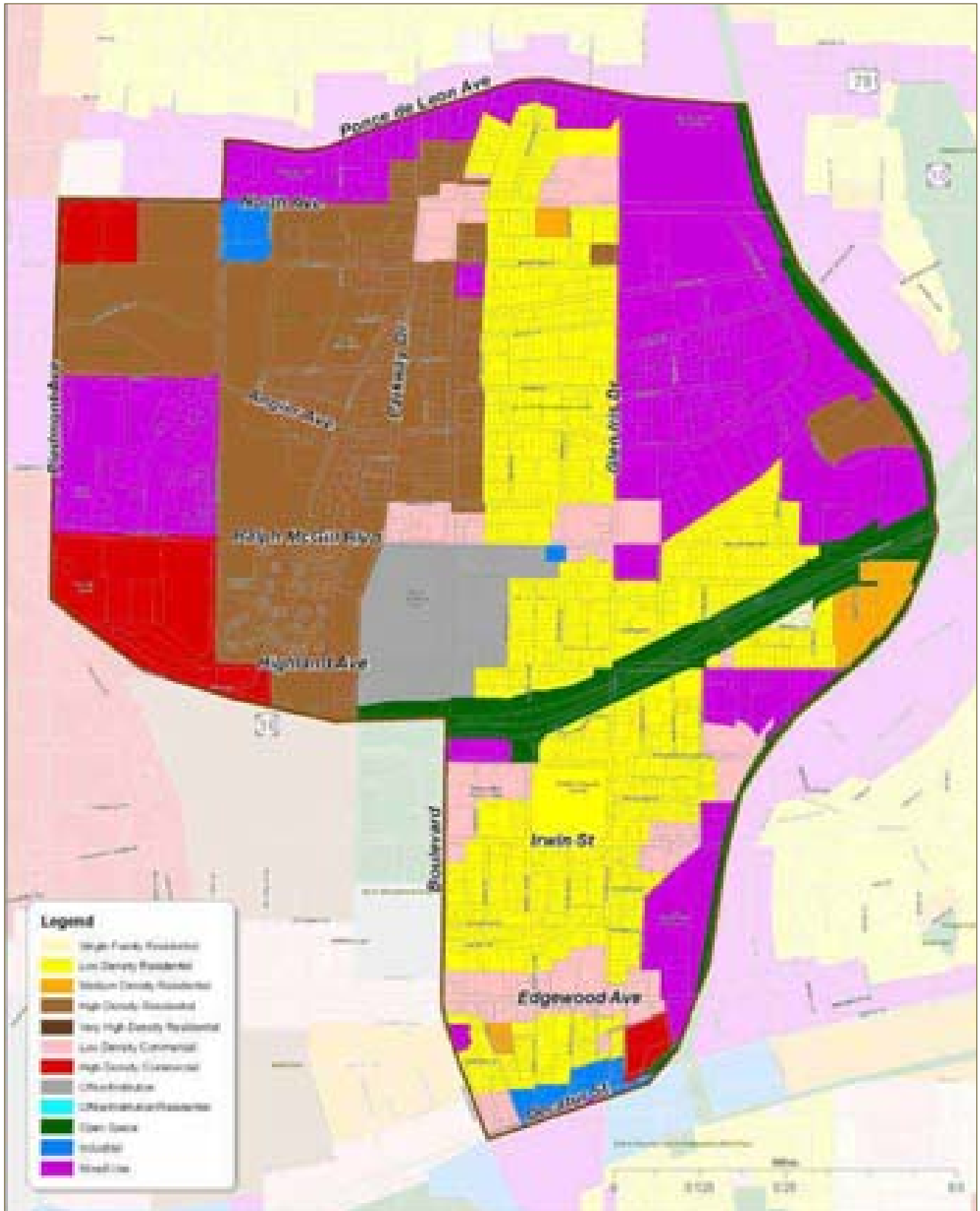


- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed-Use
- Low Density Commercial
- High Density Commercial
- Office & institutional
- Industrial
- Open Space
- Transportation & Utilities
- Vacant Land



Proportion of land in each land use category within the study area, showing existing land uses (top) and existing future land use plan (bottom)

Existing 15 Year Future Land Use Plan



Section 3.2: Infrastructure & Facilities

The Old Fourth Ward is supported by essential infrastructure, without which it would not be able to grow or survive. The following sections catalogue the infrastructure and facilities in the study area.

Sewer

As an urban area, the study area includes sewer in all locations. Unfortunately, due to decades of neglect, many of these facilities are in need of upgrades. The City of Atlanta Department of Watershed Management is undergoing a Midtown-Georgia Tech Sewer Evaluation and Rehabilitation Project, which includes the portion of the Old Fourth Ward Master Plan study area west of Boulevard. This project involves a thorough inventory and evaluation of sewer lines to identify necessary sewer rehabilitation projects. This project is occurring in conjunction with water main replacement projects in the same area. Following excavation work, all affected streets will be repaved.

Plans for the portion of the study area to the east of Boulevard involve a similar sewer inventory, evaluation, and rehabilitation program that is included in the city's Capital Improvements Program. Work is expected to begin in 2009.

Water

Water main surveys and replacements are included in the city's current Capital Improvements Program for the entire study area. Water mains both east and west of Boulevard are scheduled to be replaced, where needed, by 2012. These improvements will occur concurrently with the sewer line work outlined above.

Stormwater

The entire Old Fourth Ward study area is located within the Clear Creek watershed. The most significant plans for stormwater management in the coming years center on the proposed park

south of City Hall East. The city has contributed \$30 million toward the construction of a series of water features in this new park that will retain and filter stormwater runoff through a system of ponds, fountains, and artificial wetlands.

The facility is designed to contain water from a 100-year flood and will reduce flooding both in the immediate area and in the larger watershed. The park area and water features are shown in Section 4.3 below. Construction is scheduled to be completed in 2009.

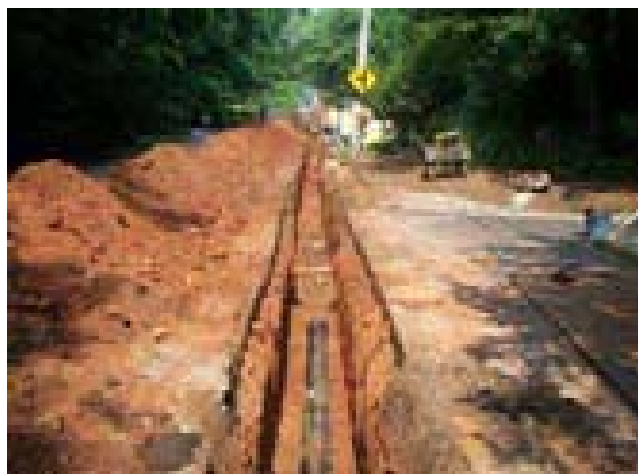
Schools

The only public school within the study area boundaries is C. W. Hill Elementary School of the Atlanta Public School system. Hope Elementary School lies just to the southwest of the study area along Boulevard.

The study area is divided between school districts 3 and 1, so young people in the area may attend a variety of elementary, middle, and high schools in central and eastern Atlanta.

Libraries

The Martin Luther King, Jr. branch library, located at 409 J. W. Dobbs Avenue, just south of the study area, is a part of the larger Atlanta-Fulton Public Library system. This location houses around 33,000 materials. It also provides a variety of services



Aging sewer and water lines within the study area are scheduled for evaluation and replacement where necessary

Existing Conditions: Infrastructure and Facilities

to the neighborhood, including computers with Internet access and word processing, homework help, after school programs, preschool programs, and adult programs.

The King Library and Archives, located just southwest of the study area at 449 Auburn Avenue, is a significant repository of materials on the life of Dr. Martin Luther King, Jr., the civil rights movement, and the Southern Christian Leadership Conference. Research information is open to the public, but an appointment is required.

Fire

Apart from the historic Fire Station 6 that now houses the museum and bookstore for the Martin Luther King, Jr. National Historic Site, there are no active fire stations within the Old Fourth Ward study area. The nearest is Fire Station 4, located at 309 Edgewood Avenue, near the I-75/85 overpass.

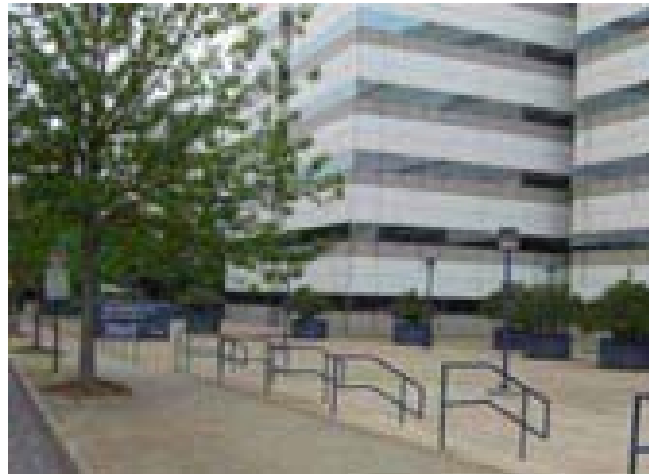
Police

The entire Old Fourth Ward study area lies within APD Zone 5. The headquarters for this zone are located outside of the study area, north of Centennial Olympic Park.

Hospitals and Healthcare

The Atlanta Medical Center is the largest healthcare facility in the study area. Its campus includes a 460-bed hospital, a trauma center, a cancer center, a diabetes center, an athletic club and weight loss center, and a community health center. Apart from providing a variety of healthcare services to the Atlanta region, the Atlanta Medical Center provides jobs and medical care for Old Fourth Ward residents.

Grady Health System's Ponce de Leon Center, which houses the Infectious Disease Program, is also located within the study area. The facility provides medical care, mental health services, substance abuse treatment, social services, and nutritional support for AIDS patients.



The Atlanta Medical Center is a significant health care facility for the entire Atlanta region



The entrance to C. W. Hill Elementary School, the only public school within the study area

Section 3.3: Parks & Open Space

The Old Fourth Ward study area includes nine city parks, six of which are less than one acre. The largest are Freedom Park, whose 188 acres lie only partially in the study area, Central Park with 17.4 acres, and Renaissance Park with 5.4 acres.

Many parks in the study area have significant street frontage but are old and in need of rehabilitation. Some are unattractive or uncomfortable and could benefit from improvements or programming to attract users from all age groups to a variety of outdoor activities.

Existing land use patterns affect access to parks and open space. Small blocks with through streets and closely spaced intersections in residential and commercial areas facilitate walking and reduce the need for parking at park sites designed for local use.

Redevelopment projects that have occurred in the study area over the past 20 years are inward focused and have little connectivity to the neighborhood, which creates a barrier to park access for both their residents and the surrounding neighborhood.

The quality of the adjacent streetscape is also a barrier to park access. Sidewalks connecting parks are common, but narrow widths and poor maintenance are a problem. Some areas in the northeast and southwest portions of the study area do not have any parks within a half-mile walk.

The BeltLine forms the eastern border of the study area and will eventually provide greenspace, a multi-use trail, a transit access to a network of over forty parks and 1,200 acres of greenspace throughout the city, as well as a multi-use trail network.

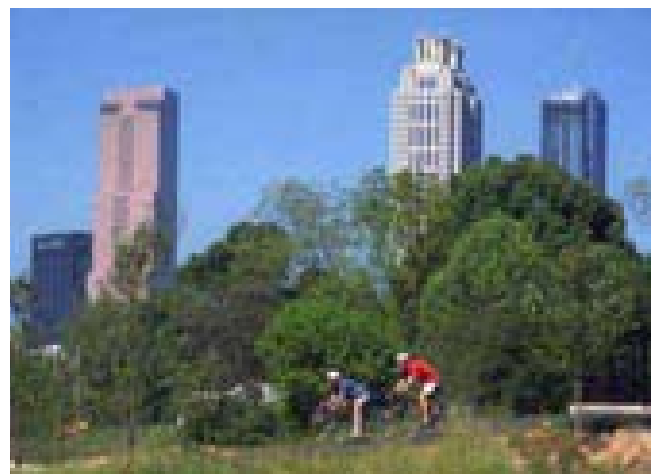
The Georgia Power Corporate Headquarters contains a park-like open space that is surrounded by a fence and is not open for public access.



Renaissance Park's hidden interior, steep slope, and lack of planned activity make it an unwelcoming space



Central Park provides a variety of opportunities for active recreation



The Freedom Parkway multiuse trail provides opportunities for recreation and links the study area to Dekalb County

Existing Conditions: Parks and Open Space

Existing Parks



Freedom Park

The 188 acre Freedom Park is one of Atlanta's great regional parks. It encloses a four lane limited access highway and the Carter Presidential Library. Over half of the park, including the library, is outside of the study area. Within the study area, the park contains a popular multi-use trail characterized by points along the trail with views of the downtown skyline. The Freedom Park Conservancy works with the city to manage the park. Currently the multi-use trail ends at Boulevard Avenue.

Central Park

Central Park's 17.3 acres contain important community recreational facilities. However, the site is constrained because city guidelines recommend that community parks contain at least 25 acres. The site includes a 15,000 square foot class 3 recreation center, 4 tennis courts, 4 basketball courts, 2 football fields with backstops for baseball, a picnic shelter, and a playground.

Renaissance Park

Renaissance Park has many lovely shade trees, but it struggles with a poor image as a result of both real and perceived issues such as crime, drug use, and a significant homeless population. The site slopes steeply uphill from the street and

the interior has little visibility. The location of the 5.4 acre park on Piedmont Avenue near the Civic Center affords many opportunities for access.

JD Sims Recreation Center

The 5,756 square foot JD Sims Recreation Center is an undersized facility which is to be renovated as a performing arts center for art, drama, and music. The site contains a basketball court and playground that support programs run by recreation center staff.

Small Parks and Open Spaces

The remaining parks and open spaces are all less than one acre and provide space for trees and sitting. They include:

- Boulevard-Angier Park (0.2 acres): equipped with a sitting area
- Parkway-Angier Park (0.5 acres): includes an internal trail, playground, and seat wall, is currently undergoing improvements
- Parkway-Wabash Park (0.6 acres): equipped with a basketball court, slide, and swings
- Parkway-Merritts Park (0.7 acres): equipped with a basketball court
- Morgan Boulevard Park (0.4 acres): equipped with a basketball court and small playground
- Boulevard Community Garden at 663 Boulevard: community-maintained, 0.2-acre garden on private property
- Vacant parcels at Boulevard and Ralph McGill, Glen Iris and Ralph McGill, Glen Iris and Boulevard Place, Parkway and Linden, and others serving as informal open spaces

Table 3.2: Neighborhood Parks

Name	Class	Acres
Freedom Park	Regional	188.6*
Central Park	Community	17.4
Renaissance Park	Neighborhood	5.4
MLK Natatorium	Neighborhood	3.3
JD Sims Rec. Center	Neighborhood	0.8
Merritts Park	Block	0.7
Parkway-Wabash Park	Block	0.6
Parkway-Angier Park	Block	0.5
Folk Art (Piedmont) Park	Garden Spot	0.5
Morgan-Boulevard Park	Block	0.4
Boulevard-Angier Park	Garden Spot	0.2

* Only a portion of Freedom Park is within the study area.
Source: City of Atlanta GIS

Section 3.4: Urban Design

Urban design is the design of the public realm and the relationships between the elements that define it, such as streets, sidewalks, plazas, parks, and buildings. It focuses on how these relationships define local identity and sense-of-place.

In considering urban design, attention is given to:

- Relationships of buildings to the street, and buildings to other buildings
- Streetscapes, including sidewalks, street trees, street lights, and street furniture
- Open spaces, such as parks and plazas
- Streets patterns, including street widths, blocks sizes, and character

A well-grounded understanding of good urban design principles is essential to creating livable neighborhoods at a variety of densities.

Streetscapes

Streetscapes in the study area are inconsistent and do not create a unified character. Sidewalks range from 6 to 10 feet wide, and some are in stages of disrepair. Other issues include:

- Inconsistent streetscape materials
- Unattractive streetscape in some areas
- Sidewalks in disrepair in some areas
- Lack of street lights or street furniture
- Lack of street trees along most sidewalks
- Unattractive bus shelters and stops
- Wide driveways, particularly at gas stations
- Overhead utility lines
- Poorly striped crosswalks
- Poor street enclosure (see Building Form)

Opportunities do exist to improve streetscapes through public and private improvements. Large setbacks provide ample room for improvements in front of existing buildings, while new buildings could be held to higher standards.



Ralph McGill Boulevard provides an unfriendly environment for motorists, bicyclists, and pedestrians



This gated residential complex on Central Park Drive provides no direct connection to the street

Building Form and Orientation

Buildings form and orientation vary across the study area. In historic commercial areas, buildings directly front the sidewalk with pedestrian-friendly storefronts, while newer businesses are often set back behind parking lots. Similarly, older homes and apartments usually dignify the public realm with porches or yards, while many recent buildings are separated from the street by high walls or fences. Fortunately, the newest buildings tend to match the pedestrian-friendly disposition of the neighborhood's oldest buildings due to an increasing understanding of the importance of pedestrian-oriented design.

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Building heights also vary across the study area. Some residential buildings are one-story houses, while others are in towers that exceed 10 stories. Typical commercial buildings are between one and seven stories in height.

Existing Gated communities

One significant design challenge in the Old Fourth Ward is existing gated residential complexes that were built as part of urban renewal. These inward-focused developments front the street with parking or fences, and attempt to separate themselves from the neighborhood's urban fabric, rather than embrace it. In doing so, they remove legitimate pedestrian activity from the street, encourage driving, and may actually further encourage criminal activity. Fortunately, advanced design techniques, including principles of crime prevention through environmental design (CPTED), could be used on new development to provide security, but not at the expense of the greater community.

Parking Lots and Decks

One of the most significant intrusions into the urban fabric of the Old Fourth Ward is the plethora of parking lots and decks found in the neighborhood. Challenges with them include:

- Poor deck screening, which exposes cars to the street
- Visually unpleasant decks, which stand out through their lack of context sensitive design
- Light spillage onto adjacent properties
- Ground floor parking, which creates dead spaces adjacent to the sidewalk
- Surface lots with little landscaping

Fortunately, there are opportunities to improve future parking design. Decks can include active ground floor uses, and façades can be designed to resemble buildings. Ideally, shallow "liner" buildings can be built between decks or lots and the sidewalk to create an active use adjacent to the street.



This newer residential complex on Highland Avenue appropriately addresses the street with windows and stoops



This Decatur parking deck features ground floor retail and a pleasant sidewalk experience



This photo shows how "liner" uses can screen a parking deck from the street; when a building is built on the adjacent vacant lot the parking will be completely unseen

Section 3.5: Historic Preservation

Types of Historic Designation

The National Register of Historic Places is a federally maintained listing of historic buildings, structures, sites, objects, and districts that are nationally recognized for their significance and are worthy of preservation. Properties are nominated by each state's historic preservation office, and a comprehensive national list is maintained by the US Department of the Interior. Listing on the National Register helps preserve properties by providing recognition of a property's architectural, historical, or archaeological significance. Identifying properties as historic and significant ensures that they will be taken into account in all state and federally assisted projects. Listing also lends importance, without regulation, to consideration of their use in privately funded projects.

In Georgia, properties are added to the National Register by the Department of Natural Resources Historic Preservation Division. Nominations are reviewed by the Historic Preservation Division, and if approved, by the Georgia National Register Review Board. Approved nominations are submitted to the US Department of Interior for final review, approval, and listing in the National Register. The state Historic Preservation Division and the Atlanta Urban Design Commission (UDC) can provide technical assistance on the nomination process, but individuals, organizations, or agencies requesting the listing carry out much of the necessary research themselves, according to state and federal guidelines.

City of Atlanta rezoning under the Historic Preservation Ordinance is the second type of formal historic designation. This local designation has been managed by the UDC, since 1975. Its volunteer members are appointed to serve three-year terms by the mayor and city council.

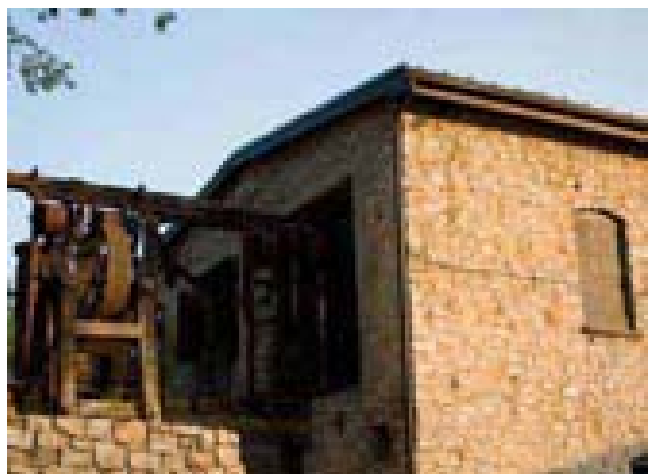
By law, UDC membership includes two architects, a landscape architect, an attorney, a developer, a real



Historic, sidewalk-oriented commercial buildings form a significant part of the existing urban fabric



Historic homes in the Martin Luther King, Jr. Historic District, listed on the National Register of Historic Places



The Excelsior Mill on North Avenue dates from the 19th century and is designated historic by city ordinance

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estate professional, an historic preservationist, an artist, a historian, a neighborhood representative, and an urban planner. It is the role of the UDC to identify, protect, enhance, and perpetuate the use of buildings, sites, and districts of special character, historic interest, or aesthetic value in the city limits.

The UDC nominates and regulates construction and design-related work on designated buildings and districts which are identified under several categories: Historic Buildings or Sites, Landmark Buildings or Sites, Conservation Districts, Historic Districts, and Landmark Districts. Since the historic preservation ordinance was passed in 1989, 59 individual buildings or sites and 16 districts have been brought under its protection.

Criteria for Designation

Generally speaking, the eligibility criteria for either type of formal historic designation (listing on the National Register of Historic Places or City historic zoning designation) are the same. To be eligible for either designation, the property (or district, building, structure, object, or site) must:

- Be old enough to be considered historic (generally at least 50 years old),
- Still look much the way it did in the past,
- Be associated with events, activities, or developments that were important in the past, and
- Have associations with the lives of people who were important in the past,
- Be significant in the areas of architectural history, landscape history, or engineering, or
- Have the potential to yield information through archaeological investigation that would answer questions about our past.

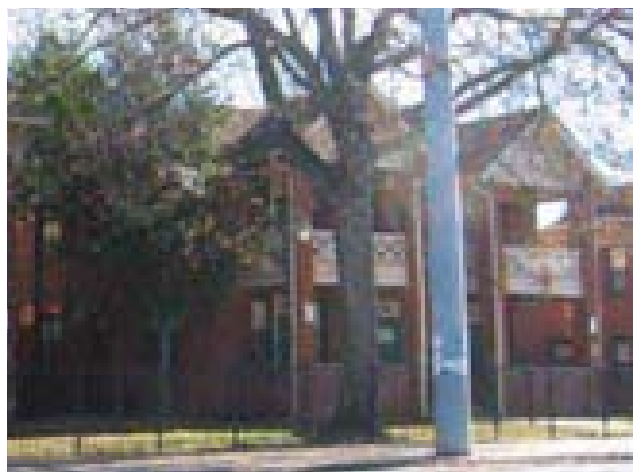
Benefits of Designation

Listing on the National Register of Historic Places has the following effects on a property:

- Identifies significant buildings, structures, sites, objects, and districts that meet the National Register criteria;
- Encourages the preservation of historic properties by documenting their significance;



The Old Fourth Ward in 1893. The curved street at the top of the drawing is Ponce de Leon Avenue. (Courtesy Atlanta-Fulton Public Library Special Collections)



One example of the many historic (although not officially designated) apartment buildings within the Old Fourth Ward

Existing Conditions: Historic Preservation

- Provides information about historic properties for local planning purposes;
- Facilitates the review of federally funded, licensed, or permitted projects to determine their effects on historic properties;
- Assists state government agencies in determining whether their projects will affect historic properties;
- Makes owners of historic properties eligible to apply for federal grants for historic preservation projects;
- Provides federal and state tax benefits to owners of taxable historic properties if they rehabilitate their properties according to preservation standards
- Allows consideration of fire and life safety code compliance alternatives when rehabilitating historic buildings

However, listing on the National Register of Historic Places is not all encompassing. For instance:

- A marker or plaque will not be provided for the properties (property owners may obtain markers or plaques at their own expense;)
- Property owners will not be required to maintain, repair, or restore their properties in a certain way;
- A property has not necessarily been or will be rezoned by the City of Atlanta to historic designation;
- Federally or state-assisted government projects may not be stopped;
- Grant funds may not be guaranteed for all properties or projects;
- Property owners are not required to follow preservation standards, unless they wish to qualify for tax benefits; or
- Special consideration is not necessarily given to compliance with life safety and fire codes.

Rezoning under the city's Historic Preservation Ordinance means:

- Protection of designated neighborhoods is provided as a part of the City's Zoning Ordinance. This is done in one of two ways. Either the des-

ignation (with accompanying regulations) can be added as an overlay on the neighborhood's existing zoning or it can completely replace existing zoning. In either case, the regulations are part of the city's zoning ordinance.

- The historic character of a neighborhood is maintained through a design review process. What constitutes this character is developed with the neighborhood during the nomination process and the resulting regulations become the basis for the UDC's design review decisions. The review process occurs before the start of the building permit process.
- The neighborhood and general public are encouraged to participate through public hearings held on all items requiring certificates of appropriateness from the Commission.
- Prior to receiving a building permit, changes that effect the exteriors of a structure and site work must be approved by the Commission or its staff through a design review process.
- Those seeking a building permit for alteration, new construction or demolition will be referred to the Commission office to complete a design review process and/or to obtain a Certificate of Appropriateness.
- If more substantial changes are contemplated, the applicant or property owner will need to attend one of the UDC's bimonthly meetings.

Nevertheless, rezoning under the city's Historic Preservation Ordinance does not regulate certain aspects. For instance,

- The UDC does not initiate the nomination process for proposed residential districts. The Commission waits to hear from an interested neighborhood or area and seeks input from them on type of rezoning, boundaries, and regulations which would be best suited to their particular situation.
- There are no restrictions on the sale of property. The designation of a district does not limit the ability of property owners to sell their property. In addition, for every parcel in the district, a certificate is filed in the county's real estate records indicating that it is located in a district; prospective property owners are notified in

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advance during title.

- Paint color is not be regulated by the UDC. The Commission's main focus is on the preservation of the building. In some districts, the regulations (as prepared by the neighborhood), call for the Commission Staff to review proposed ordinary repair and maintenance, but that does not include painting. In other districts, ordinary repair and maintenance is not reviewed at all.
- Architect are not required to draw plans. Larger, more complex projects will require an architect's drawings to meet the citywide standards used by the Bureau of Buildings for such projects; otherwise, simpler drawings that are to scale and accurate are sufficient.
- Interior work is not regulated by the UDC. The one exception to this is the installation of dropped ceilings or the insertion of floors that can be seen from the outside of the building.
- Once designated, property owners do not have to redo previous work on their homes to bring them into compliance. The regulation of work begins only after the nomination process begins and is not retroactive.

Neighborhood Historic Sites

National Register of Historic Places

The following properties in the study area are listed on the National Register of Historic Places:

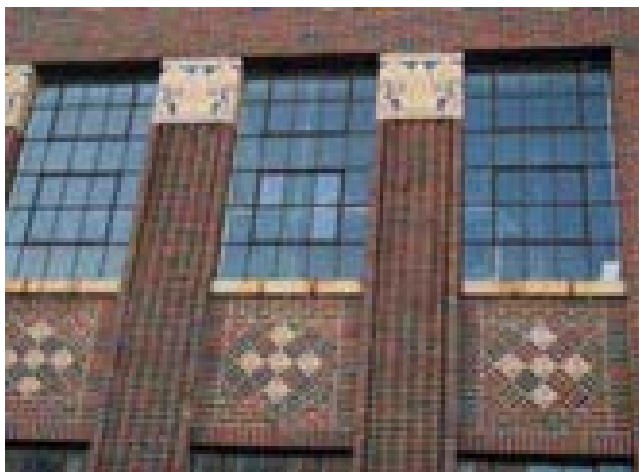
- **Martin Luther King, Jr. Historic District:** south of Freedom Parkway, west of the Belt-Line, north of Decatur Street, and east of Jackson Street. Includes dozens of buildings.
- **Troy Peerless Laundry Company Building:** 650 Glen Iris Drive
- **Southern Dairies Building:** 593 Glen Iris Drive
- **National NuGrape Company:** 794 Ralph McGill Boulevard
- **Empire Manufacturing Company Building:** 575 Glen Iris Drive

Atlanta Historic Preservation Ordinance

In addition, the following district and properties



The NuGrape Company Building is listed on the National Register of Historic Places



The Troy Peerless Laundry Company Building is listed on the National Register of Historic Places



The Southern Dairies Building is listed on the National Register of Historic Places

Existing Conditions: Historic Preservation

in the study area are designated under the city's historic preservation ordinance:

- Martin Luther King, Jr. Landmark District
- Troy Peerless Laundry Company Building
- Excelsior Mill (Dupre Manufacturing Building)

Other Historic Properties

The Old Fourth Ward is rich in historic properties, many of which are eligible for formal designation even though they are not listed here. The following research efforts have identified other historic properties within the study area:

- Atlanta's Lasting Landmarks (1987): The most recent official citywide survey of historic resources.
- Atlanta Comprehensive Historic Resource Survey (2002): A partially completed inventory.
- BeltLine Historic Resource Survey (2005): Identifies significant historic properties in the BeltLine tax allocation district and the BeltLine study area.
- Private research (ongoing): Neighborhoods, individuals, and consultants seek designation in order to be eligible for specific incentives or for other reasons.

Properties that are currently not protected be may be worthy of such include:

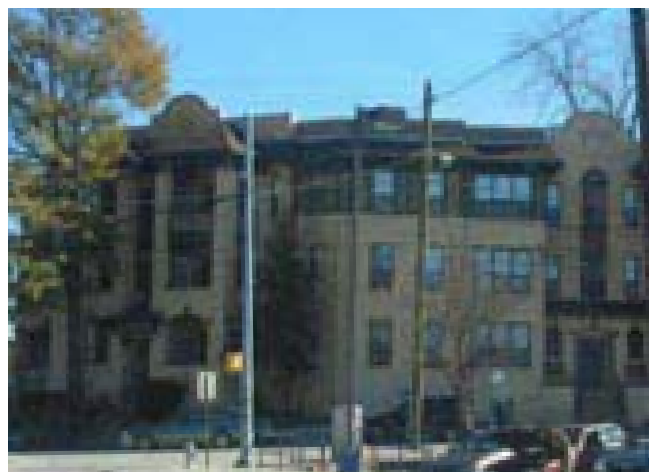
- City Hall East
- The yellow brick apartment building at 443 Ponce de Leon Avenue
- Highland Bakery
- Two duplexes at the northeast corner of Glen Iris Drive and Fortune Place
- The structure at 345 Glen Iris Drive
- Apartments at 378, 388, 456, 486, and 548 Boulevard
- The apartment building at 428/430 Parkway Drive, which is arguably one of the finest examples of neoclassical revival in the city
- Apartments on Parkway Drive, including 600, 617, 620, 623, 627, and 633 Parkway Drive, which represent one of the last remaining blocks of such in the city



The Empire Manufacturing Company Building on Glen Iris Drive is listed on the National Register of Historic Places



This apartment building at 428/430 Parkway Drive is one of the city's finest neoclassical multifamily buildings



The apartment building at 443 Ponce de Leon Avenue is a local landmark

Section 3.6: Housing & Economic Development

Several issues dominate the assessment of housing and economic development in the Old Fourth Ward: lower than average incomes, the high proportion of renters versus homeowners, and the limited availability of affordable housing, particularly for the elderly. Addressing these concerns and ensuring that the neighborhood maintains its diversity will be a challenge as growth occurs.

Economic Development

Many development incentives exist in the Old Fourth Ward. These incentives, combined with current market trends, are a significant force for economic growth. Over the past years, the effects of these have already been felt, as noted by a rise in per capita income in recent years and an expected increase of 66 percent between 2000 and 2012. This and other demographics trends are reviewed below in Section 3.8.

While growth is necessary to attract neighborhood retailers and services, it also could result in the involuntary displacement of current residents. As such, it will be necessary that the policies and projects recommended by this study do not harm the very people they are designed to help.

Federal Tax Incentives

The following incentives are available to businesses and residents in a designated Renewal Community or Empowerment Zone. The majority of the Old Fourth Ward Master Plan study area has been designated a Renewal Community and an Empowerment Zone by the US Department of Housing and Urban Development, with the exception of the area west of Parkway Drive.

Commercial Revitalization Deduction

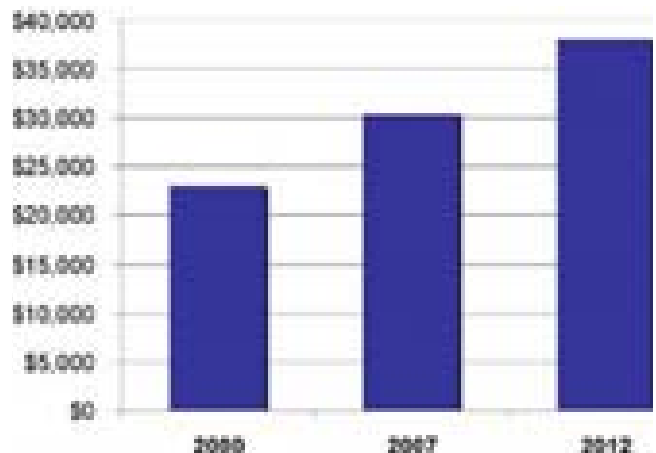
This allows developers who build or substantially rehabilitate commercial property in a Renewal Community to apply for a federal tax deduction for



Historic single-family housing along Glen Iris Drive



New two-family housing along Irwin Street



Neighborhood per capita income trends, one indicator of economic development (Source: Georgia Power Market Profile 2007)

Existing Conditions: Housing and Economic Development

all qualified building expenses, including up to 30 percent of acquisition costs. Until 2009, \$12 million annually is available for these deductions (a single business can qualify up to \$10 million). Recipients can elect to deduct half of their expenses in the fiscal year the building was opened or pro-rate their award over a ten-year period.

Renewal Community Wage Credit

This is a credit against federal taxes of up to \$1,500 per employee who lives and works in the Renewal Community. A credit for 15 percent of the first \$10,000 in wages per employee may be taken annually through 2009. Unused credits can be rolled back one year or carried up to 20 years.

Work Opportunity Tax Credit

This is a credit against federal taxes of up to \$2,400 per hire to provide an incentive for private for-profit employers to hire individuals of certain target groups that have traditionally faced significant barriers to employment. These include veterans, ex-felons, vocational rehabilitation referrals, summer youth employees (ages 16 and 17) that reside in the community, food stamp and welfare recipients, social security recipients, high-risk youth, and designated community residents ages 18 to 39. For Long-Term Family Assistance recipients, employers can save up to \$9,000 per new hire over a two year period (40 percent of the first \$10,000 in wages for the first year and 50 percent for the second year.)

Increased Section 179 Deduction

Renewal Community businesses can deduct up to \$160,000 for equipment expenses such as machinery and computers. Eligible businesses must have at least 85 percent of their property in the Renewal Community, derive at least 50 percent of their gross income from said community, and have at least 35 percent of their employees living in it. Business equipment needs should not exceed \$200,000 annually.

Capital Gains Exclusion

This program eliminates capital gains taxes on assets held for at least five years by businesses

in a Renewal Community. Assets include tangible property, stock, capital interests, or profit interests in a Renewal Community business acquired for cash. A business must meet the requirements outlined in the section above to be eligible.

Brownfield Clean-Up Deduction

This program allows businesses to deduct up to one hundred percent of costs of cleaning up a brownfield site or threat in a Renewal Community in the tax year that such expense was incurred. The site must pose, or potentially pose, a threat to the community due to certain contaminants. Businesses do not have to be within the Renewal Community to take advantage of this deduction.

New Markets Tax Credits

New Markets Tax Credits allow entities make eligible investments in qualifying community development entities, which must then use the entire investment within a low-income community. During a seven year period, the investor can then receive a 39 percent tax credit on the investment.

Local Incentives

Tax Allocation Districts

Tax Allocation Districts (TADs) are one of the most valuable economic development tools in the study area. They do not increase taxes for residents or businesses. Rather, they allow the city to leverage future tax funds to pay for eligible public and private investments within a defined district.

Increases in property tax revenues, which are generated primarily from new investment, are allocated to pay infrastructure costs or certain private development costs. This is primarily done through the issuance of TAD bonds.

The BeltLine TAD encompasses all of the Old Fourth Ward Master Plan study area south of Freedom Parkway, much of the area east of Glen Iris Drive, and other smaller areas. It is expected to generate approximately \$1.7 billion of the total cost of the BeltLine throughout the city over the next 25 years.

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The Eastside TAD includes all the properties within the study area south of Freedom Parkway. It offers the same economic incentives and public investment benefits as the BeltLine TAD.

Urban Enterprise Zone Program

The purpose of Atlanta's Urban Enterprise Zone Program is to encourage development in areas of the city where it might not otherwise occur. A property is designated as an urban enterprise zone only at the request of the property owner or developer. If the request is approved, the city grants tax reductions over a ten year period. UEZs are designated on a case by case basis, by request, after all requirements of the application process are met and approved. The program is administered by the Atlanta Bureau of Planning.

Housing

In the years between 2000 and 2007, the median value of a home in the Old Fourth Ward increased by 36 percent to \$215,685. By 2012, the median home value is predicted to exceed a quarter of a million dollars. These changes are the result in part of significant investments in new housing units in the neighborhood in recent years.

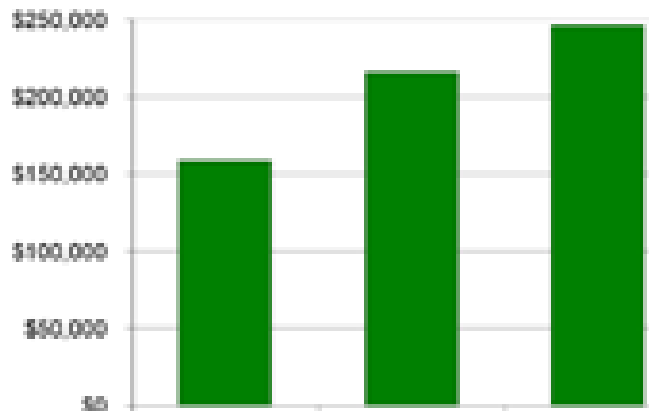
Much of the housing in the study area is rented rather than owned. In the year 2000, almost three-fourths of the housing units in the study area were renter-occupied. Vacant and aging housing will require significant maintenance outlay in the coming years, even as rapid growth in new development changes the housing market. Three existing local and federal programs will be catalysts in housing growth.

Zoning Density Bonus

Developments built in MRC (mixed residential and commercial) and LW (live-work) zoning districts receive a density bonus if they provide affordable housing. Below-market-rate units included in a project, either for rent or for sale, allow a development to provide between 12 and 37 percent more floor area overall, as long as all other zoning requirements, such as open space and height restrictions, are met. A significant amount



Tax allocation districts in the study area, shown in orange



*Median home value trend in the Old Fourth Ward
Source: Georgia Power Market Profile (2007)*

of land within the study area falls under these zoning regulations, and more can be expected as new development-initiated rezoning occurs.

Home Atlanta Mortgage Program

The Home Atlanta Mortgage Program provides 30 year mortgages at a fixed interest rate not to exceed 6.25 percent to eligible home buyers.

Existing Conditions: Housing and Economic Development

Down payment assistance grants of 10 percent of home value and closing cost grants of four percent are also available.

Any existing or newly constructed single-family detached homes, condominiums, or townhouses within the city limits are eligible, but the applicant's income cannot exceed a certain amount for them to be eligible for the program. More information is available from the Atlanta Development Authority.

Low Income Housing Tax Credits

This federal program provides tax breaks for developers who construct below-market-rate housing units. Mixed-income developments can also take advantage of this tax benefit by counting a large percentage of the cost of constructing the affordable housing units toward the tax credit.



New residential development under construction between Glen Iris Drive and the proposed Historic Fourth Ward Park

Section 3.7: Transportation

The Old Fourth Ward currently is well served by a variety of transportation facilities. Unlike many Atlanta neighborhoods, it features frequent bus service, bicycle trails, a well-connected street grid, and many sidewalks. There is, however, still a great deal that needs to be done to bring these individual modes into better balance.

Streets

Throughout much of its history, the Old Fourth Ward benefitted from a well-connected street grid. However, the construction of Freedom Parkway and several redevelopment projects in the 1970s and 1980s removed a number of streets to create today's current system. Today redevelopment provides opportunities for reconnecting the street network to shorten routes for pedestrians, bicyclists, and drivers.

Key streets in the study area include:

Boulevard

Boulevard is the primary north-south route in the study area. North of Freedom Parkway, the right-of-way is approximately 85 feet wide, enough to contain four travel lanes with on-street parking

and turn lanes at major intersections. South of Freedom Parkway, the right-of-way narrows to approximately 60 feet (roadway width varies from 40 to 45 feet) with four travel lanes and no on-street parking. The average annual daily traffic count in 2005 on Boulevard at North Avenue was 20,670 vehicles.

Ponce de Leon Avenue

Ponce de Leon Avenue forms the northern boundary of the study area and is one of the main east-west routes in this section of the city, connecting Midtown with Decatur. The right-of-way is 90 feet wide and contains up to six travel lanes with turn lanes at major intersections. Ponce de Leon Avenue is one of two state routes in the study area. The average annual daily traffic count in 2005 between Parkway Drive and Boulevard was 32,500 vehicles.

North Avenue

North Avenue is also a major east-west route, although it remains less busy than Ponce de Leon Avenue. Its six lanes narrow to two lanes just east of the study area. Its right-of-way is approximately 75 feet wide.

Freedom Parkway

Freedom Parkway is a limited access divided highway with two travel lanes in each direction. Due its limited access and grade separated



The historic intersection of Boulevard and Edgewood Avenue allows a balance between multiple modes of transportation: automobile, pedestrian, and bicycle.

Existing Conditions: Transportation

design, the road forms a barrier that divides the Old Fourth Ward. Freedom Parkway is one of two state routes in the study area. The average annual daily traffic count in 2005 for Freedom Parkway near Alaska Avenue and Sampson Street was 24,000 vehicles.

Piedmont Avenue

Piedmont Avenue forms most of the western boundary of the study area. The section bordering the Old Fourth Ward runs one way northbound with four lanes.

Parkway Drive/Jackson Street and Glen Iris Drive/Randolph Street

These streets provide alternative north-south routes parallel to Boulevard. Both streets also bridge Freedom Parkway and each has two travel lanes with some on-street parking.

Edgewood Avenue

An important east-west route in the south of the study area, Edgewood Avenue has dedicated bicycle lanes in both directions with two automobile travel lanes and on-street parking on the south side of the street.

Ralph McGill Boulevard

Ralph McGill Boulevard is an important east-west link in the study area and connects to the growing north end of Downtown. The right-of-way is approximately 60 feet wide with two travel lanes and on-street parking.

Highland Avenue

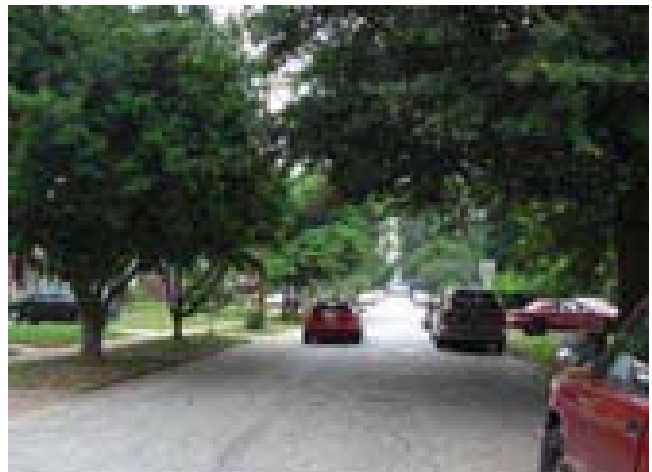
Another important east-west route, Highland Avenue has two travel lanes with some on-street parking and turn lanes at major intersections. The right-of-way is 65 feet wide.

Interstate 75/85

The interstate highway forms part of the western boundary of the study area. With 14 travel lanes, the highway forms a barrier between the Old Fourth Ward and Downtown, although there are bridge crossings in several places.



Existing conditions on Boulevard



Pedestrian-friendly, historic neighborhood Willoughby Street

Public Transit

The study area is served by six bus routes and around 90 bus stops. These routes, described in more detail in the table on the following page, provide transfer-free connections to Five Points, King Memorial, and North Avenue rail stations, in addition to direct service to Grady Hospital, Piedmont Park, Atlantic Station, Virginia-Highland, Buckhead, Grant Park, and Decatur. Recently, route 3 was discontinued, eliminating direct access to West End. However, connecting bus and rail services provide access to other points throughout the Atlanta region. All MARTA buses are wheelchair accessible and equipped with bicycle racks. Only 10 bus stops in the study area

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have benches and shelters.

There are no rail stations in the study area, but the King Memorial, Civic Center, and North Avenue stations are within walking distance of much of it, and all neighborhood bus routes connect to a station. Current plans for expanded rail service include the BeltLine, and a streetcar running along Edgewood and Auburn Avenues to Peachtree Street.

Pedestrian Network

Sidewalks are plentiful in the study area and reach 10 feet or more in width on major streets. Many thoroughfares have adequate sidewalks on both sides, but there are numerous areas where repair or replacement is needed.

Accessibility is an issue, as uneven sidewalks and broken or missing ramps at intersections make many streets in the Old Fourth Ward study area unfriendly or impassable for those in wheelchairs or those who have difficulty walking, such as the elderly and children.

Pedestrian crossing signals are present at major intersections, but high traffic speeds and wide crossings present a significant barrier to pedestrian circulation and safety.

Pedestrian safety data was not compiled for the entire neighborhood as a part of this report, but in the six-year period between 2002 and 2007, there were 21 vehicle/pedestrian collisions on Boulevard within the study area.

Connectivity is also an issue more generally for pedestrians in the study area, because the larger blocks that now exist in the northwestern and eastern portions of the study area reduce the route choices available to pedestrians and bicyclists. The industrial or gated residential complexes that occupy these blocks are separated from the sidewalk by blank walls or fences. Pedestrians must circle these large fenced-off blocks to reach their destinations.

In the remainder of the study area, much of the original, well-connected street network is intact, although the construction of Freedom Parkway has created a number of dead-end streets and reduced connectivity.

Bicycle Network

The Freedom Parkway multiuse trail and the bicycle lanes on Edgewood Avenue are the only designated bicycle facilities within the study area. Nearby, bicycle lanes are provided on the Jackson Street bridge over Freedom Parkway and continue

Table 3.3: Neighborhood MARTA Bus Routes and Boardings (2007)

Route	Description	Frequency (on/off peak)	Avg. Daily Ridership
2	Ponce de Leon Avenue (the northern boundary of the study area) between North Avenue Station and Avondale Station.	20 minutes/ 40 minutes	2,128
16	Ralph McGill Boulevard, connecting south to Five Points Station and north to I-85 and Executive Business Park	15 minutes/ 30-40 minutes	1,806
27	North Avenue, Boulevard, and Monroe Drive between North Avenue Station and Lindbergh Station	30 minutes/ 45 minutes	2,127
99	North Avenue and Boulevard between Grady Hospital, North Avenue Station, and Bankhead Station	60 minutes	674
113	Atlantic Station and Georgia Tech through downtown and the study area to Poncey Highland	30 minutes*	–
397	Inman Park to Grant Park, via Edgewood Avenue in the study area	45 minutes	–

The six bus routes that serve the Old Fourth Ward study area. Ridership data is unavailable for the two newest routes.

**Due to an alternating route pattern, frequency is 60 minutes at any given bus stop within the study area.*

Existing Conditions: Transportation

to the south beyond the study area.

A multi-use trail exists along Freedom Parkway with access from Boulevard, JW Dobbs Avenue and North Highland Avenue. The trail connects with the future Beltline and DeKalb County.

The PATH Foundation is implementing a westward extension of this trail to Piedmont Avenue via Jackson Street (bridge over Freedom Parkway) and Highland Avenue. Later phases will connect to Centennial Olympic Park in Downtown Atlanta.

The Atlanta Regional Bicycle and Pedestrian Plan, updated in 2007, outlines new bicycle routes along Bedford Place, Parkway Drive, Highland Avenue, North Avenue, and Irwin Street.

Previous Transportation Studies

Various transportation studies and initiatives have been conducted that affect the future of the Old Fourth Ward study area. These studies are outlined above in Part 2, but their transportation-specific recommendations are detailed here.

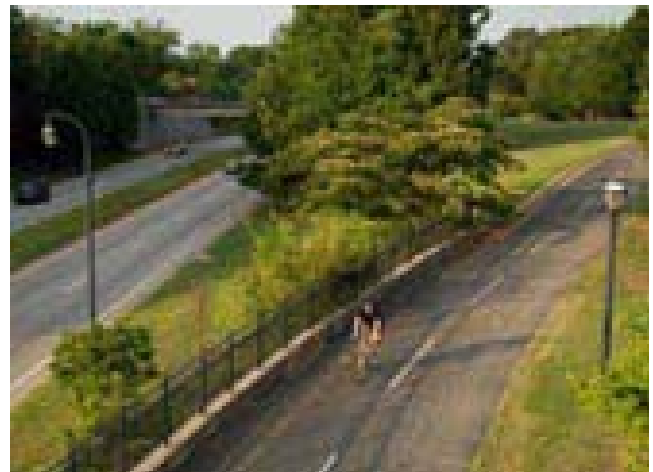
City Center Livable Centers Initiative (2001)

The City Center Livable Centers Initiative (LCI) was prepared in conjunction with Central Atlanta Progress and the Atlanta Regional Commission. The study area included the area east of Boulevard and south of JW Dobbs Avenue within the this plan's study area. Recommendations included:

- Improve sidewalks and pedestrian links between neighborhoods
- Erect informational signs to direct visitors and others to destinations and transit
- Implement a low-fare, clearly identified circulator to connect tourist destinations in the Old Fourth Ward and Downtown
- Create an appropriate on-street parking strategy
- Make streets more pedestrian friendly with new shade trees, better sidewalks, high-visibility crosswalks, curb extensions, and new pedestrian crossing signals
- Define bicycle paths both on street and in parks



Many sidewalks are unpleasant to walk on due to their condition and the condition of adjacent parcels



The Freedom Parkway multiuse path connects the neighborhood with areas to the east



Dedicated bicycle lanes are limited in the Old Fourth Ward, so bikers share the road with motorized traffic

Imagine Downtown (2005)

This plan focused on Downtown's core, but among the general recommendations that are relevant to the present study are:

- Enhance the pedestrian environment with new and improved sidewalks and streetscapes
- Establish preferred on-street bicycle routes that connect to the larger system of routes
- Create a downtown circulator shuttle system, possibly in the form of a streetcar
- Encourage on-street parking and the more efficient use of shared parking facilities

Ponce / Moreland Corridor Study (2005)

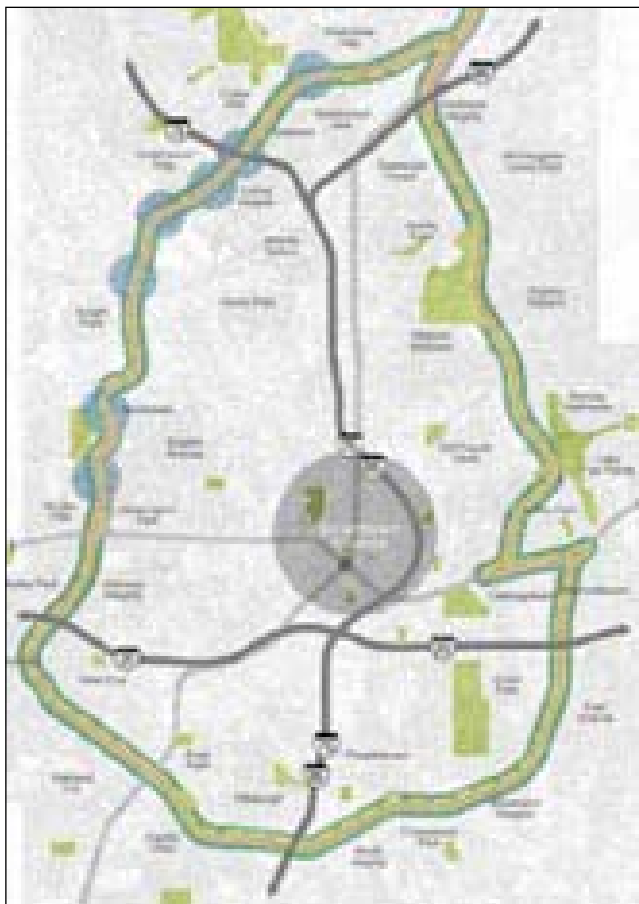
Recommendations for Ponce de Leon Avenue that impacted the Old Fourth Ward included:

- Prohibit street abandonment or closure as part of new development, unless new streets are created with equal or greater connectivity
- Support new streets across the BeltLine
- Provide public pedestrian and bicycle access to the BeltLine from adjacent areas
- Perform traffic signal upgrades, develop signal timing coordination plans, and use pedestrian countdown signals at all signalized crossings
- Widen sidewalks and improve streetscapes on Ponce de Leon Avenue and install a median near City Hall East
- Install bicycle lanes and a median on North Avenue

Atlanta Commuter On-Street Bike Plan (1995)

This document, the most significant bicycle plan for the city, details recommendations that will make cycling a viable mode of transportation throughout Atlanta. Recommendations include:

- Provide bicycle routes between major destinations in the city and connect with the trail system
- Install bicycle racks at new developments as well as destinations and transit stations
- Integrate bicycle planning with the municipal transportation planning process
- Promote bicycle safety, education, and aware-



The BeltLine will link the study area (center right) with dozens of other neighborhoods via trails, transit, and parks

ness

- Maintain all bicycle facilities efficiently and effectively
- Connect the Old Fourth Ward, Downtown, and Georgia Tech with a Downtown Loop
- Install bicycle facilities on Piedmont Avenue, North Avenue, Parkway Drive, and Ralph McGill Boulevard



The Peachtree Corridor project envisioned improved streetscapes and transit, shown here on Auburn Avenue, connecting the Old Fourth Ward to Downtown

Current Transportation Studies

BeltLine Subarea 5 Master Plan

The BeltLine will connect the study area with dozens of other neighborhoods via bicycle and pedestrian trails, transit, and new park space. The BeltLine forms the eastern boundary of the study area and will have trail connections to several streets as well as possible transit stations to serve the neighborhood.

Neighborhood transportation improvements will accompany the BeltLine transit and trail element. These will include sidewalk, street, and intersections improvements.

Peachtree Corridor

The Peachtree Corridor vision is to turn Peachtree Street into a grand boulevard with improved streetscapes and a modern streetcar. The first phase of implementation may involve a streetcar that connects Peachtree Street and the Old Fourth Ward via Edgewood and/or Auburn Avenue.

Connect Atlanta Plan

This year-long study is an effort to develop Atlanta's first citywide comprehensive transportation plan. The plan will guide the next 25 years of transportation policy and investment in ways that advance Atlanta's larger vision of creating a more modern, vibrant, and sustainable city.

In developing the plan, the planning team will examine land use, urban design, and economic development issues in addition to carrying out an in-depth analysis of Atlanta's transportation system. The plan is a multi-modal study, meaning that walking, bicycling, transit, automobiles, freight, and rail will each be studied with equal importance. A series of public work sessions will allow citizens to understand and contribute to the planning process.

Efforts of the Connect Atlanta Plan have been coordinated with the recommendations of the Old Fourth Ward Master Plan for consistency.

Section 3.8: Demographics

This demographic analysis of the Old Fourth Ward is based on the following three data sources in order to provide the most recent, complete, and accurate data and projections:

- Atlanta Strategic Action Plan, 2007
- United States Census Data, 2000
- Market Profiles, Georgia Power, 2007

All three sources indicate that the Old Fourth Ward is on the verge of a period of unparalleled population growth. Population projections from the Atlanta Strategic Action Plan are broken down by Neighborhood Planning Unit (NPU). The Old Fourth Ward Master Plan Study Area lies completely within NPU M, an area which also includes downtown Atlanta and Castleberry Hill. According to the 2000 Census, 33 percent of the population of NPU M resided within the Old Fourth Ward.

Based on current and projected redevelopment patterns, it can conservatively be estimated that the Old Fourth Ward's share of the NPU M population will begin to increase as low-density industrial

properties are replaced by medium and high-density mixed-use and residential ones. Assuming conservatively that the Old Fourth Ward will come to represent half of the population of NPU M, the neighborhood population would almost triple from 8,798 in 2005 to 25,684 in 2030.

Forecasting Sources and Methods

The City of Atlanta's Department of Planning and Community Development uses a building permit model to estimate population trends, given that building permits for new housing units are an effective indicator of population growth. The model is calibrated to 1990 and 2000 US Census data, but differs from Census Bureau estimates and Atlanta Regional Commission estimates.

To produce the estimates, the net number of new housing units from the Bureau of Buildings permit tracking system is assigned to the corresponding census tract (net new units reflect new construction minus demolitions.) The number of new housing units is added up by year and vacant units are subtracted to arrive at the annual estimate of new units. This estimate is multiplied by the average household size to yield the total household population, to which group quarters population is added in order to find total population.

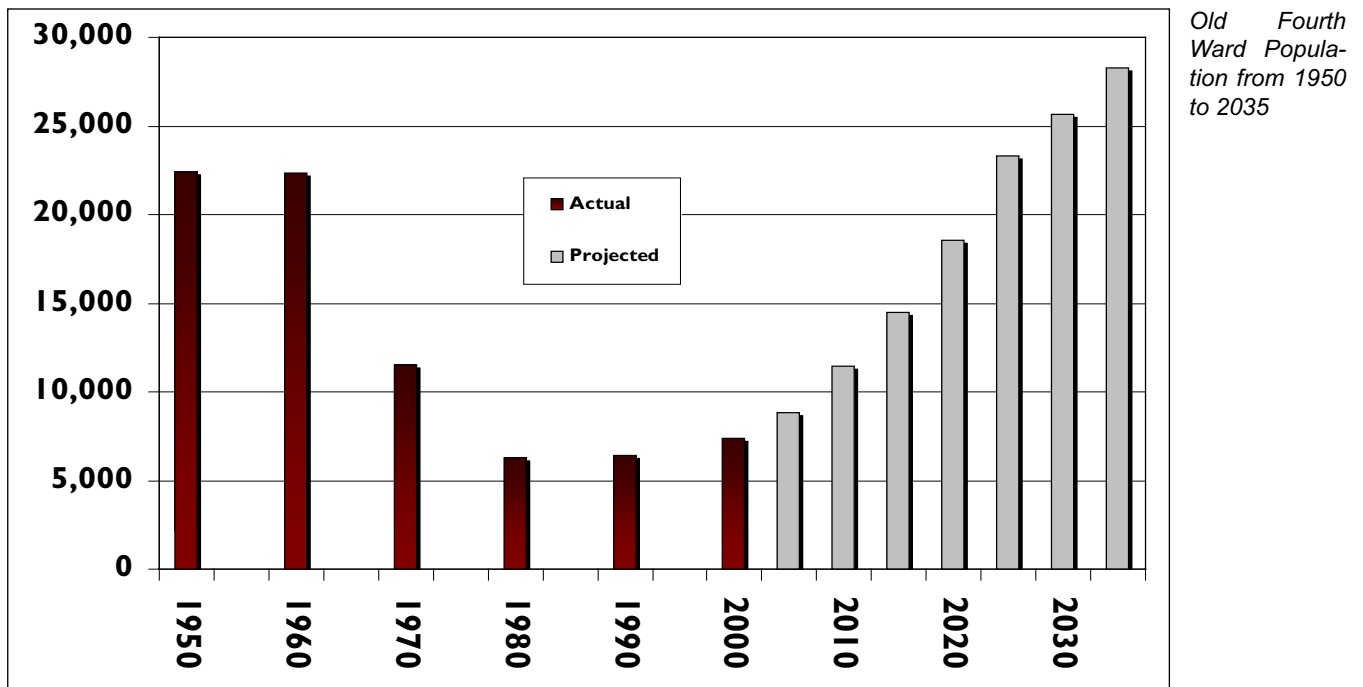


Table 3.4: Forecasted Proportion of NPU M Population in Old Fourth Ward by Year

	1990	2000	2005	2010	2015	2020	2025	2030	2035
NPU M Population Estimate	17,095	22,243	25,136	28,682	36,219	41,246	46,655	51,367	56,528
Old Fourth Ward Pop. Estimate	6,439	7,392	8,798	11,473	14,488	18,561	23,328	25,684	28,264
Estimated % of NPU M population in Old Fourth Ward	38%	33%	35%	40%	40%	45%	50%	50%	50%

Source: Atlanta Strategic Action Plan, US Census

The vacant housing units are estimated by assuming a vacancy rate and multiplying it by the total number of housing units calculated above. The assumption is that vacancy rates will remain at year 2000 levels unless hard data indicates a change. A vacancy rate of 10.5 percent was used in this case, but the current slump in the housing sector may mean that this number is too low. Residents have expressed concern over the large number of vacant new homes.

The current average household size is 2.3 persons; however, household size varies from one census tract to another and the model incorporates these differences. Anecdotal evidence indicates that many households that relocate into the city are empty nesters or one person households. As a result, the actual average household size may be less than 2.3 persons.

The model assumes that there will be a gradual reduction in the number of building permits issued in order to reflect the decreasing availability of land suitable for development or redevelopment. For the years 2000 to 2006, the actual number of net new housing units is used, but from 2007 forward, the average number of net new housing units was reduced each year to reflect this trend. Census tract level growth was driven by the ARC forecasting model net unit change after 2010.

The Department of Planning and Community Development’s model can be refined to reflect the range of housing units that will be built under the new land use policies established by this plan. In this way, feedback loops can be established to continually tweak the accuracy of projections based on overall city population and area development plans such as the BeltLine.

Socioeconomic Profile

Population and Race

The data presented here come from the US Census Bureau and are supplemented by the Atlanta Regional Commission and Claritas database that uses census data special tabulations. The boundaries of the Old Fourth Ward Study Area correspond to census tract 17 (blocks 4 and 5), tract 18 (blocks 1 and 4), tract 29 (block 1), tract 33 (block 1) and tract 13 (block 4). For the purpose of this study, the study area has been divided into the three districts shown on the map on the following page.

In 1990, the population of the Old Fourth Ward was 7,595. This population increased by 18.5 percent during the next ten years to 9,006. During this period, the King Historic District area lost population, while Bedford Pine experienced growth. According to the city’s 2007 estimates, there will be 11,707 persons living in the study area by the year 2010.

The Old Fourth Ward has been predominantly African American for much of its history. In 2000, the population was approximately 94 percent black and four percent white. Persons who identified themselves as native American, Asian American, mixed, or another race made up the remainder of the population.

However, by the year 2006, an influx of whites and ethnic minorities had brought a new sense of diversity. The total population of the Old Fourth Ward fell between 2000 and 2006, but the number of African American residents decreased significantly, while the number of European

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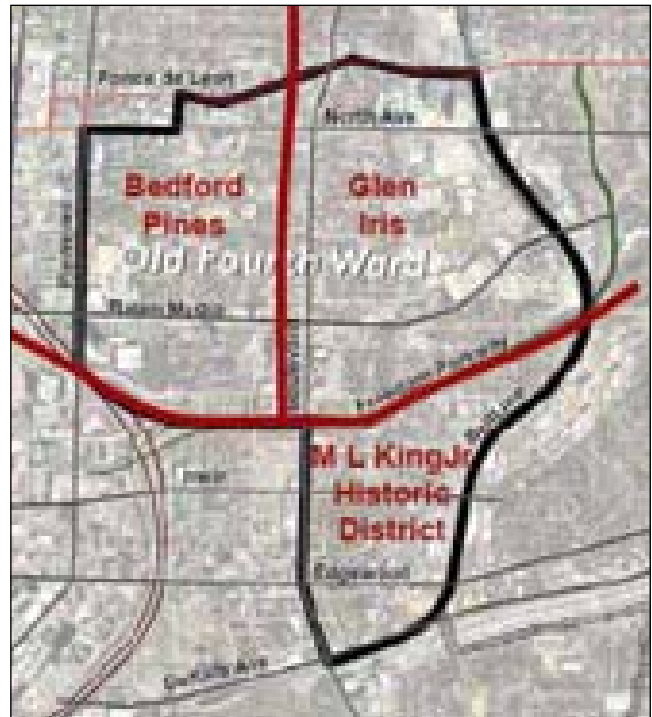
Americans has grown. While the Bedford pine and Glen Iris districts lost residents between the years 2000 and 2006, the King Historic District has seen its population increase as a result of efforts to develop infill housing and dense multifamily housing built on previous industrial land.

In the 2000 census, 63.3 percent of residents reported having lived in a different house in the past five years. Nearly half of those also reported having lived in a different county, and had therefore relocated to the Old Fourth Ward during this period.

More than 64 percent of the residents of the Bedford Pine and King Historic District areas have relocated there within the past decade. These numbers can be explained by new apartments and condominiums in Bedford Pine and rehabilitated single-family homes in the King Historic District.

Population and Age

In the Old Fourth Ward, 10 percent of residents are over 64 years old, while 16 percent are less than 19 years. The Glen Iris area has more children aged five and under than it does aged six to 11 years, which may be due to the larger proportion of single-family dwellings in the area. The King Historic District has the lowest youth population in the Old Fourth Ward, with only two percent of residents less than six years old, five percent of residents between the ages of six and 11, and two percent of residents between 12 and 17 years of age. This may be due to the limited amount of multiple bedroom units in the area. Table 3.5 shows the age distribution in greater detail.



Three sections of the study area, based on census tracts and used for more demographic accuracy

Table 3.5: Age of Residents (2000)

Age	Glen Iris	Bedford Pines	King District	Total
5 and under	232	171	35	438
6 to 11	186	182	87	455
12 to 17	106	143	30	279
18 to 64	1,586	2,747	1,291	5,624
65 to 74	126	158	107	391
75 and over	105	149	134	388

Source: US Census

Table 3.6: Population and Racial Distribution in the Old Fourth Ward (2000)

	Total Pop. (2000)	White		African Amer.		Native Amer.		Asian Amer.		Other / Mixed	
		Num	Perc	Num	Perc	Num	Perc	Num	Perc	Num	Perc
Bedford Pines	3,823	142	3.7%	3,566	93.3%	7	0.2%	10	0.3%	98	2.6%
King District	1,371	18	1.3%	1,243	90.7%	1	0.1%	0	0.1%	109	8.0%
Glen Iris	3,812	176	4.6%	3,618	94.9%	3	0.1%	9	0.2%	6	0.2%
Total	9,006	336	3.7%	8,427	93.7%	11	0.1%	19	0.1%	213	2.4%

Source: US Census

Table 3.7: Population and Racial Distribution in the Old Fourth Ward (2006)

	Total Pop. (2006)	White		African Amer.		Native Amer.		Asian Amer.		Other / Mixed		Hispanic	
		#	%	#	%	#	%	#	%	#	%	#	%
Bedford Pines	3,553	1,277	36%	2,086	59%	6	0%	87	2%	62	2%	35	1%
King District	1,885	245	13%	1,492	79%	80	4%	9	1%	28	2%	31	2%
Glen Iris	3,214	550	17%	2,550	79%	1	n/a	-	n/a	39	1%	74	2%

Source: US Census

Income and Poverty

Income levels for residents of the Old Fourth Ward are considerably lower than the citywide average. In 1999, the median household income within the study area was approximately \$24,484. This median household income is 14 percent lower than the citywide average of \$28,328 and 42 percent lower than the regional average of \$42,325.

In 1999, approximately 81 percent of the households in the Old Fourth Ward earned less than \$50,000 and approximately 30 percent lived below the poverty level.

Bedford Pine had the highest child poverty rates in the Old Fourth Ward: 55 percent of children age five and under, 68 percent of children ages six to 11, and 69 percent of youth between ages 12 and 17 lived below the poverty line. The most likely explanation for these numbers from 1999 is the U-Rescue Villa public housing, which was demolished in May of 2008.

Portions of the neighborhood with the highest median family incomes in 2000 included sections of the Glen Iris District just east of the Atlanta Medical Center (\$35,208), the newer multifamily developments between the Atlanta Medical Center and the Downtown Connector (\$34,896), and the gentrifying sections of the King Historic District north of Auburn Avenue.

Areas in the Old Fourth Ward with the lowest median family incomes in the year 2000 included the housing along Boulevard (\$14,214), U-Rescue Villa (\$16,607), and the portions of the King Historic District south of Edgewood Avenue (\$18,993).

Housing

As population fluctuates in the neighborhood, there has been a corresponding change in the number of households. Between 1990 and 2000 the number of households increased by 28 percent, even though the population increased by only 18.5 percent during the same period. The number of households in the city as a whole decreased by two percent during this time.

In 2000, nearly three-fourths of housing units in the Old Fourth Ward were renter occupied. Bedford Pine had the highest level of homeownership at 31 percent, with Glen Iris at 22 percent and the King Historic District at 18 percent. Fifteen percent of the total housing units in the Old Fourth Ward were vacant in 2000. The higher number of vacant units in the King Historic District reflects the multifamily and single-family properties that had not been rehabilitated in the year 2000.

Occupational Characteristics

The working population of the Old Fourth Ward is equally distributed between blue collar, white collar, and other service jobs. Occupations in Manufacturing (eight percent), Transportation/Warehousing (six percent), and Construction (four percent) comprise the majority of labor-intensive blue collar jobs in the Old Fourth Ward. Occupations which are more associated with tourism, such as Accommodation & Food Services (eight percent) and Arts & Entertainment (three percent), are easily accessible to residents of the Old Fourth Ward due to its proximity to downtown and the King Historic District.

Administrative support accounts for approximately

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11 percent of the population by occupation. One-fifth of the employed residents in the Old Fourth Ward are employed in occupations related to Wholesale (four percent) and Retail Trade (11 percent), Real Estate (two percent), and Finance/Insurance (three percent). Nine percent of the residents are employed in the field of Health Care and Social Assistance.

Residents working in white collar occupations from the Old Fourth Ward include Administrative Support (four percent), Educational Services (six percent), Scientific & Technical Services (14 percent), and Public Administration (five percent).

In the Old Fourth Ward 72 percent of all employed residents commute to work by automobile, most of them driving alone. More than 14 percent of the residents use public transportation, the majority being bus.

Education

In the year 2000 in the Old Fourth Ward, 79 percent of men and 69 percent of women age 25 and older had earned at least a high school diploma or its equivalent. College degrees had been earned by 39 percent of men and 32 percent of women. Less than three percent of men and one percent of women from the same age group reported that they never had any schooling, but at least 12 percent of men and 24 percent of women residing in the Old Fourth Ward have yet to earn a high school diploma or its equivalent.

Residents with college degrees were more likely to live in Bedford Pine than in other areas of the Old Fourth Ward due to its proximity to institutions of higher education and the supply of rental communities that cater to young professionals.

Nearly half of all residents over 24 that possess some form of college education live in Bedford Pine.

Summary

- The Old Fourth Ward is on the verge of a significant population expansion that may nearly triple the number of residents by 2030.
- Diversity is also on the rise as white and minority residents join the historic African American population
- Incomes in the study area are significantly lower than the metropolitan average
- In the year 2000, nearly three fourths of the housing units in the study area were renter-occupied
- Fifteen percent of housing units are vacant
- Employed residents of the Old Fourth Ward represent a wide variety of industries
- Nearly three fourths of study area residents commute to work by car
- Approximately 79 percent of adult men and 69 percent of adult women in the study area have high school degrees

Table 3.8: Median Family Incomes for the Old Fourth Ward

	Households	70% AMI (\$50,000)		30% AMI (\$25,000)		Median Family Income (2000)
King District	600	569	95%	443	74%	\$22,989
Bedford Pine	2323	1643	71%	1251	54%	\$25,752
Glen Iris	1825	1612	88%	1318	72%	\$24,711
O4W Overall	4748	3824	81%	3012	63%	\$24,484

Source: US Census

Old Fourth Ward Master Plan

Part 4: Recommendations



Prepared for the City of Atlanta Department
of Planning & Community Development
by Tunnell-Spangler-Walsh & Associates

Introduction

This section includes recommendations for the Old Fourth Ward that define its future character and provide short and long-range actions to address the challenges identified during the planning process. Two types of recommendations are provided: Policies and Projects. Projects are followed by a project number as identified in Part 6, which contains an implementation strategy, including cost, funding, and responsible parties.

Recommendations are a synthesis of the desires and work of residents, businesses, property owners, the City of Atlanta, Georgia Tech, Livable Communities Coalition, working groups, and others, coupled with sound planning. They offer a visionary yet achievable blueprint for change that reflects the Old Fourth Ward's history, development potential, transportation needs, and regulatory framework.

Guiding Principle: Sustainability

All of the recommendations in this document will guide the neighborhood toward a model of sustainable urban redevelopment for both Atlanta and the nation. The concept of sustainability is broad and difficult to define, since it touches on all aspects of life. An ideal plan for sustainability benefits the environment, improves the lives of humans, and makes money at the same time. As such, sustainability can be distilled into three broad components:

- **Environmental sustainability**, which strives to reduce or eliminate humanity's impacts on the planet's natural systems, and to remedy previous damage.
- **Social sustainability**, which strives to solve serious social problems, create a quality community life for all, and even improve the social quality.
- **Economic sustainability**, which strives to provide a decent or improved standard of living for all.

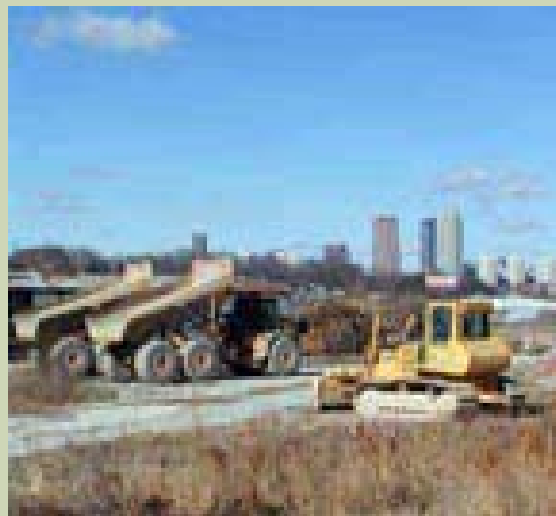
It is upon these three components that the recommendations of this master plan are based.

Policies & Projects

There are two types of recommendations provided in this study:

Policies are guidelines that provide direction to the implementation of the plan's vision. They often support projects and should be the basis for actions by the City of Atlanta, NPU M, and the Old Fourth Ward's several neighborhood organizations.

Projects are specific tasks, such as transportation improvements, studies, or signage, with a defined cost and time frame. They are often undertaken by a local agency such as the City of Atlanta, MARTA, GDOT, or Atlanta Public Schools.



Key Plan Sustainability Elements

All of the recommendations in this document will guide the neighborhood toward becoming a model of sustainable urban redevelopment for both Atlanta and the nation. A sustainable community is defined by the relationship of three elements: environmental, social, and economic. A balance of the three is the guiding principle of this study.

The following is an overview of how the various recommendations of this study will work together to promote sustainability.



- **Land Use Recommendations** will encourage higher density development to promote walking, biking, and public transit. They will also include standards for low impact buildings.
- **Infrastructure & Facilities Recommendations** will improve community life by reducing crime and promoting life-long learning. Stormwater management features in the Historic Fourth Ward Park and proposed new parks will decrease runoff and beautify the area.
- **Parks & Open Space Recommendations** will provide new open space, including community gardens which allow residents to grow food while keeping food dollars in the neighborhood
- **Urban Design Recommendations** will create an urban form that supports walking, community life, and aesthetics. They will create beautiful places that will instill civic pride and order.
- **Historic Preservation Recommendations** will minimize the need to construct new buildings in favor of adaptive re-use. They will also support the preservation of the community's social fabric.
- **Housing & Economic Development Recommendations** will provide economic and housing opportunities for the broad spectrum of the neighborhood. They will minimize the potential for displacement and allow community bonds to remain strong.
- **Transportation Recommendations** will reduce and, in some cases, eliminate the need to drive. This will improve air quality, promote public health, and allow residents to have more disposable income. New trees along corridors and neighborhood streets will also clean the air, capture carbon from the atmosphere, and reduce the urban heat island effect.

Section 4.1: Land Use

The Old Fourth Ward’s land use plan must be able to accommodate growth, while making sure it happens in appropriate locations and with good design. This growth must occur in a way that increases the neighborhood’s mix of uses and allows the daily needs of residents to be met in their neighborhood, while still preserving its character.

Land Use Policies

Encourage a mix of land uses.

The Old Fourth Ward is envisioned as Atlanta’s model mixed-use neighborhood, as reflected in the Recommended Land Uses map. Central to this vision is a land use element that provides opportunities for everything from detached single-family homes to existing high-rise office and condominium buildings.

The plan’s goal is that people of all incomes and ages will be able to live, work, and play in the neighborhood, with all the necessary supporting services such as schools, parks, and places of worship, within a short walk.

Preserve existing single-family areas.

Existing primarily single-family areas should be preserved. The neighborhood includes too many marginal commercial or industrial lands that must be developed instead.

Focus growth along corridors and near existing and future transit.

The dotted circles shown on the Recommended Land Uses map represent a five-minute walk from development nodes. Each node is located on a major street and at a bus stop.

The concentration of retail or higher density activity at these nodes will help preserve residential character elsewhere, allow workers and shoppers to arrive by transit, and revitalize important corners



In the Old Fourth Ward, the entire neighborhood will be mixed-use, as well as individual buildings

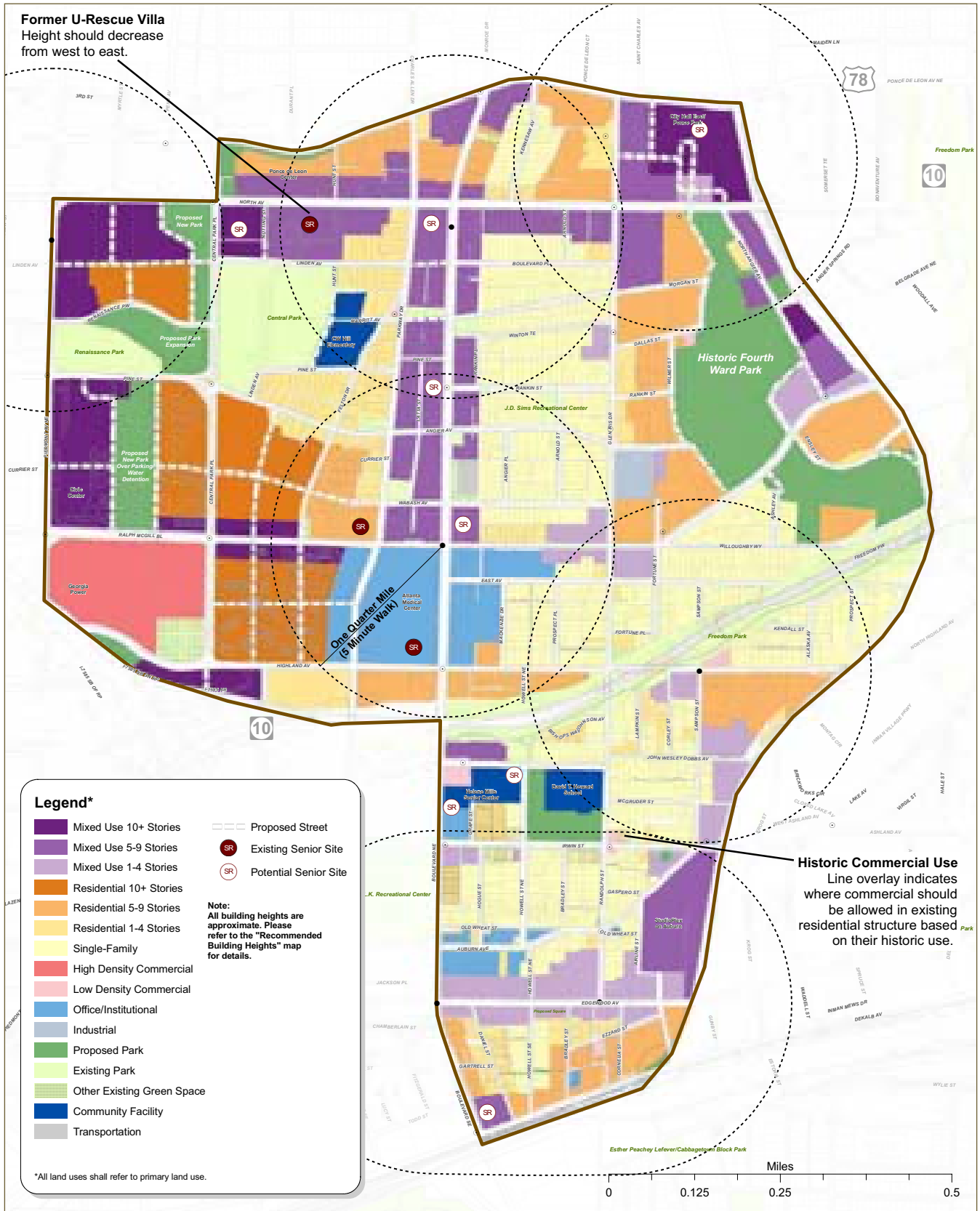


New development should be concentrated into the underdeveloped properties along major streets



Single-family areas should be preserved

Recommended Land Uses



OLD FOURTH WARD Master Plan - September 2008

to increase safety and improve aesthetics in highly visible locations. They also provide ideal locations for future streetcar stops.

See Section 4.7: Transportation.

Support appropriate infill housing.

In single-family areas with vacant lots, dilapidated homes, or other underutilized properties, infill houses should be constructed in a way that is compatible with the character of adjacent structures and respects local history. This includes where lots of record may not meet current zoning requirements.

Please see Section 4.5 Historic Preservation for recommendations on new housing in the Martin Luther King, Jr. historic district.

Provide appropriate transitions between new development and existing residential areas.

When development occurs immediately adjacent to residential lots, conflicts must be avoided. The existing City of Atlanta Transitional Height Plane is adequate to address this.

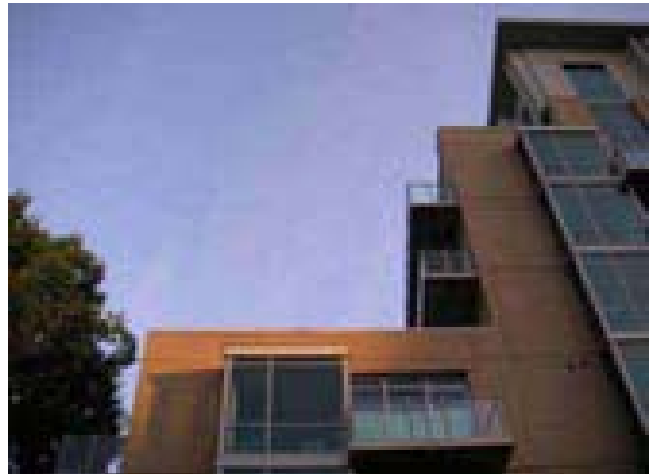
Incorporate green building standards into developments.

New developments should meet a green building standard, such as LEED (Leadership in Environmental and Energy Design), EarthCraft, or another standard established by city government.

Vary maximum building height in response to context.

The Recommended Maximum Building Height map proposes height limits for all neighborhood properties. In single-family areas, character is preserved by capping buildings at 35 feet, while taller ones are allowed on redevelopment sites.

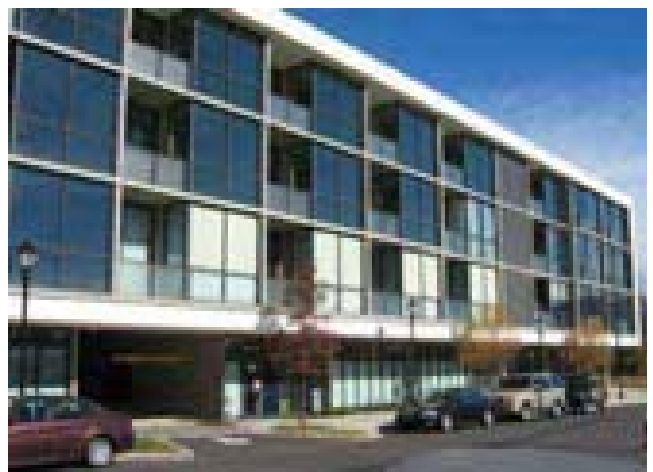
The maximum height is determined largely based on street width so that a “canyon effect” is avoided. Broader streets such as Boulevard can accommodate taller buildings and still feel open. It strives for a 1:1 ratio of building height to building facade separation.



Buildings should step back from upper levels to ensure sunlight reaches neighboring homes



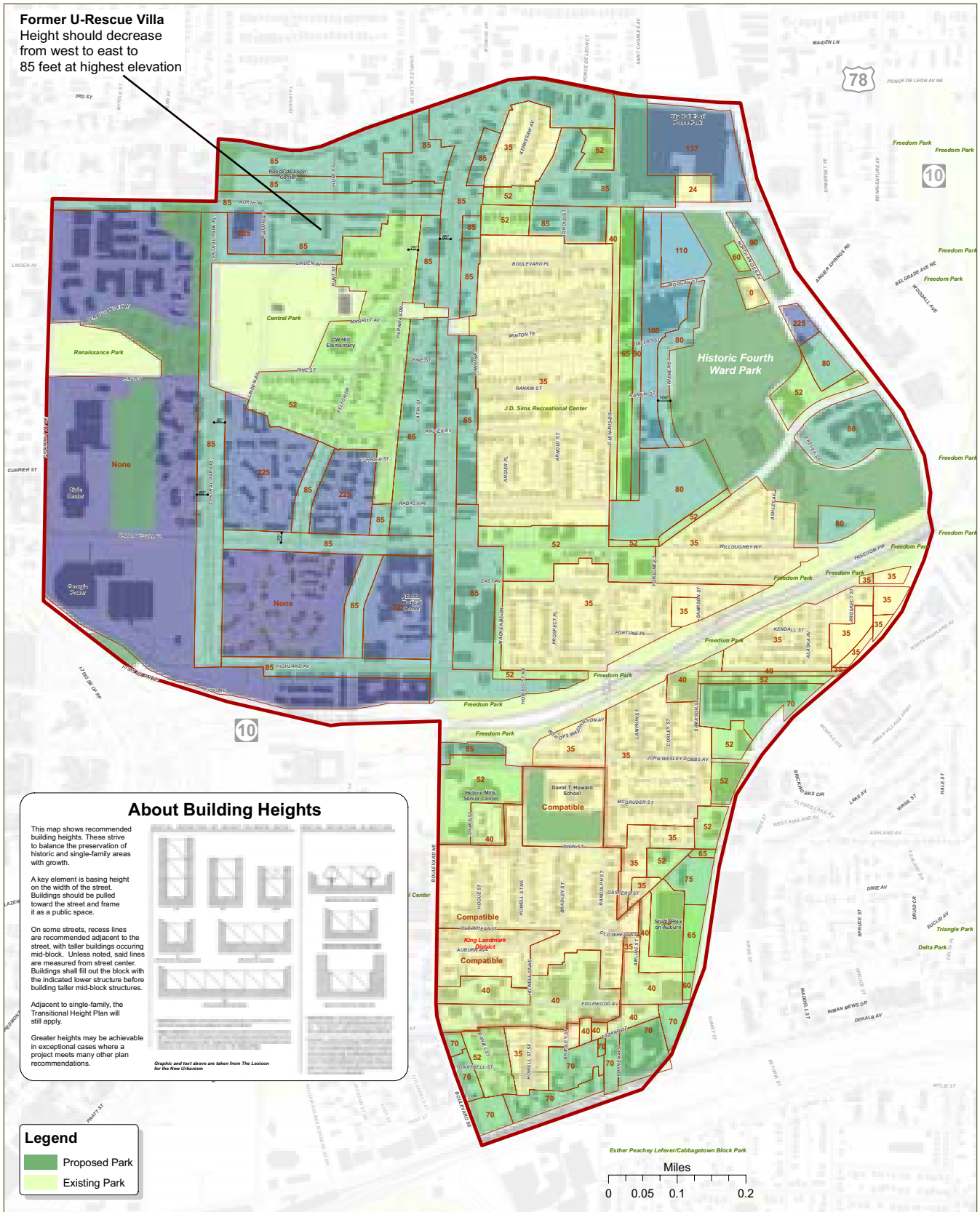
In many highly livable European cities, building height corresponds to the width of the adjacent public space



All new development should incorporate green building initiatives

Recommended Maximum Building Heights

Former U-Rescue Villa Height should decrease from west to east to 85 feet at highest elevation



About Building Heights

This map shows recommended building heights. These strive to balance the preservation of historic and single-family areas with growth.

A key element is basing height on the width of the street. Buildings should be pulled toward the street and frame it as a public space.

On some streets, recess lines are recommended adjacent to the street, with taller buildings occurring mid-block. Unless noted, said lines are measured from street center. Buildings shall fit out the block with the indicated lower structure before building taller mid-block structures.

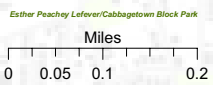
Adjacent to single-family, the Transitional Height Plan will still apply.

Greater heights may be achievable in exceptional cases where a project meets many other plan recommendations.

Graphic and text above are taken from The Lesson for the New Urbanism

Legend

- Proposed Park
- Existing Park



OLD FOURTH WARD Master Plan - September 2008

Support and expand code enforcement efforts.

The Department of Planning and Community Development should continue to monitor zoning and building codes compliance. They should also expand enforcement of quality of life code violations.

Utilize quality of life zoning districts.

Neighborhood rezoning should only be to quality of life zoning districts, including MRC, MR, LW, and NC.

Please see Section 6.2 for details.

Support pedestrian-oriented retail nodes.

The concentration of retailers in appropriate locations is important for their long-term success. The Recommended Retail Framework map shows the most appropriate locations, including:

- Boulevard at North Avenue and Ponce de Leon Avenue
- Boulevard at Edgewood Avenue
- Boulevard at Ralph McGill Boulevard
- Randolph Street at Edgewood Avenue
- Randolph Street at Auburn Avenue
- Boulevard at JW Dobbs Avenue
- Highland Avenue at Sampson Street
- Sampson Street at Lake Avenue and Auburn Avenue
- Ponce Park/City Hall East

In these areas, sidewalk-oriented ground floor retail should be mandatory on all buildings, including parking decks. The provision of such should be conditioned during the rezoning process. If a developer believes there is currently no market for such space, it should nevertheless be built to retail specifications and temporary used for other uses. This will ensure that the recommended retail node remains viable over the long-term.

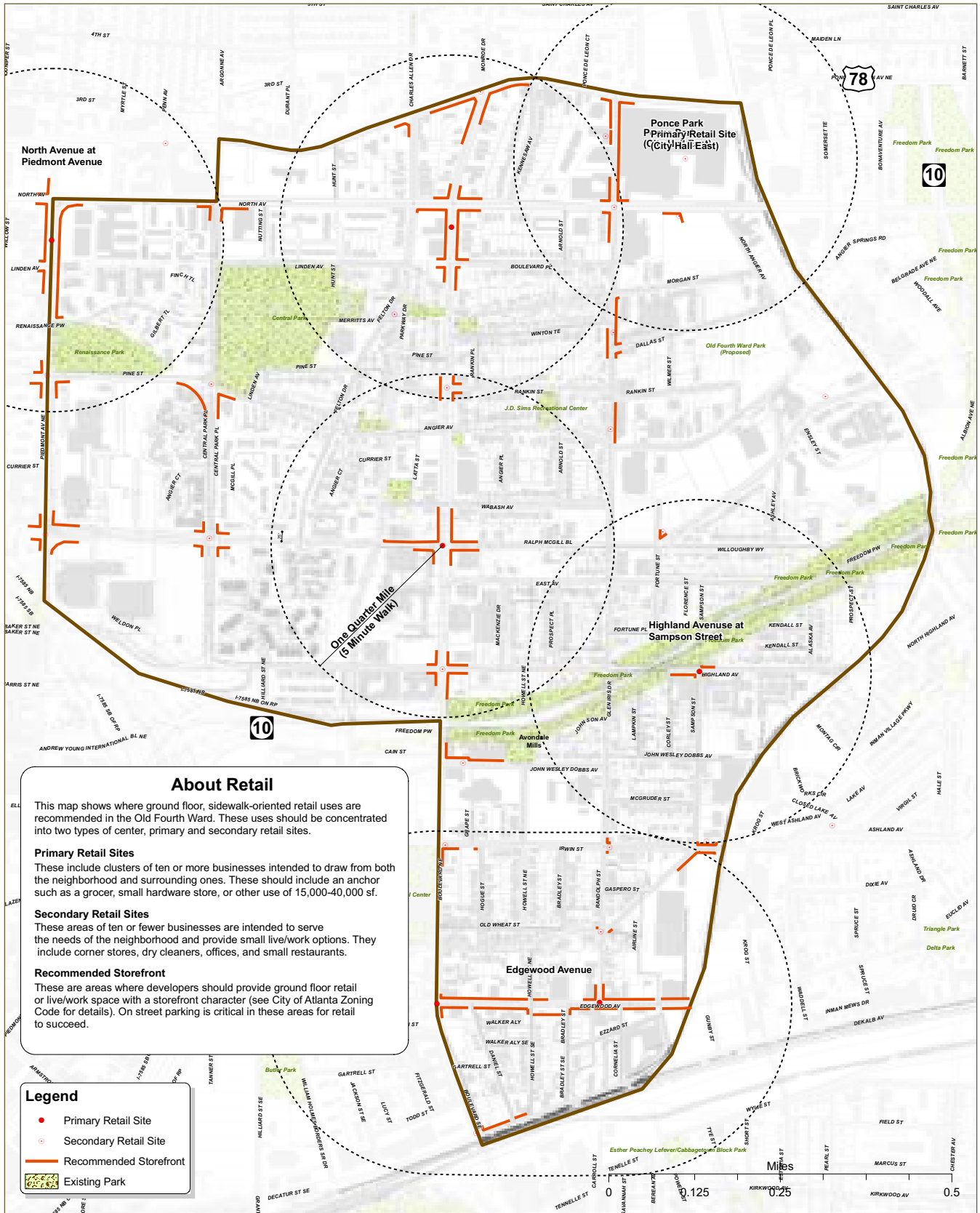


Pedestrian-oriented retail nodes concentrate commercial activity to help enliven and supervise the street



Ground floor, sidewalk fronting retail uses should be provided in areas designated on the proposed retail map

Recommended Retail Framework



OLD FOURTH WARD Master Plan - September 2008

Encourage development of the following six catalytic redevelopment sites.

The following are development opportunities in the neighborhood over next 25 years. The recommendations are not intended to suggest that existing users must cease operation. Rather, they identify sites where redevelopment would support the plan's vision when and if willing property owners and developers deem it feasible.

- **Historic Fourth Ward Park Area:** The area around the Historic Fourth Ward Park includes the planned Ponce Park project and several development sites to its south. It should be redeveloped into a primarily residential urban neighborhood focused on the park and providing retail and employment options. It should also incorporate existing historic buildings.
- **Boulevard Corridor:** Boulevard between Ponce de Leon Avenue and Freedom Parkway should become a true urban boulevard lined with five to nine story buildings featuring a mix of uses, housing unit sizes, and housing prices. Churches and other notable historic structures should be preserved. New east-west streets should be built between Boulevard and Parkway Drive to improve access. Small pocket parks should be provided throughout.
- **Former U-Rescue Villa Site:** The former U-Rescue Villa and Sophie Mae factory sites are recommended for reuse as a model mixed-use, mixed-income development, including potential new senior housing. As part of their redevelopment, a new north-south street should be created to connect North Avenue and Linden Avenue between Nutting Street and Parkway Drive. Building height should vary across the site, with the tallest buildings to the west, along Central Park Place, and then stepping down in height from west to east.
- **Renaissance Park:** The former Buttermilk Bottom area that is now the site of suburban-style gated multifamily complexes and the Publix shopping center will redevelop over the next 25 years. As it does it should be redeveloped with street-oriented buildings, pocket parks, and new streets.



Buildings such as this could one day line Boulevard



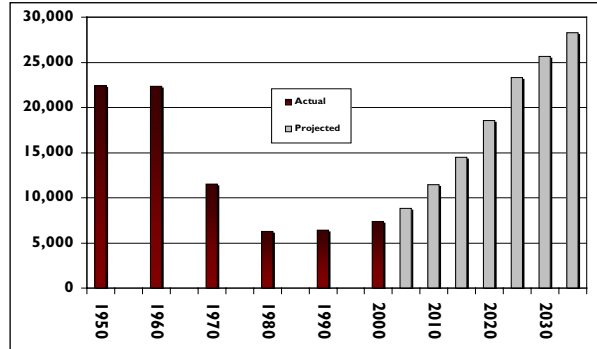
This graphic shows the potential future scale of Boulevard looking south from North Avenue (courtesy Georgia Tech)



This graphic shows the potential future scale of the Renaissance Park area as new streets and blocks are introduced with redevelopment (courtesy Georgia Tech)

Population and Employment Impacts

As established in Section 3.8: Demographics, the Old Fourth Ward is projected to rapidly increase in population in the coming decades. The number of residents is expected to rise from 8,798 in 2005 to 25,684 by 2030, or an increase of roughly 16,800. Due to the Old Fourth Ward’s central, urban location, all the homes and business needed to accommodate this growth will be in the form of redevelopment of vacant or under-developed properties.



This graph shows project population growth between now and 2035

The Recommended Land Uses map shown on page 53 represents a community-based vision for accommodating redevelopment in a way that protects the neighborhood’s character. It does this by focusing growth into under-developed corridors served by existing or future transit. This minimizes negative impacts on existing single-family homes.

The Recommended Land Uses map represents vision for neighborhood growth over the next 25 to 50 years. It shows the maximum amount of new development that *could* be accommodated, but not what *will* be. Local and national trends are difficult to accurately project 10 years from now, not to mention 50.

This said, it is important to note that the Recommended Land Uses map, at build-out, could result in a net increase of 13,900 new housing units and 10,200 jobs. This translates to a conservative increase of 25,000 residents. This is more than enough to accommodate the nearly 17,000 expected by 2035. More significantly, it is enough to justify the millions of dollars of public investment envisioned in this plan and, in fact, makes those investments necessary if a high quality of life is to be ensured over the long-term.

Table 4.1: Master Plan Build-Out Summary

	New Non-Residential	New Jobs	New Dwelling Units	New 20% Affordable Units	Net New Dwelling Units ¹
Mixed-Use 10+	2,080,000 sf	4,200	3,800	760	3,200
Mixed-Use 5-9	1,660,000 sf	3,300	3,800	760	3,100
Mixed-Use 1-4	210,000 sf	400	900	180	800
Residential 10+	420,000 sf	800	3,800	760	3,400
Residential 5-9	750,000 sf	1,500	4,300	860	3,400
Total:	5,120,000 sf	10,200	16,600	3,320	13,900

¹: New units less existing units that must be demolished before redevelopment can occur.

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- **Civic Center & Sci-Trek:** The massive parking lots around the Civic Center should be replaced by an underground stormwater detention vault and a parking deck capped with a new park. Surrounding the park and filling out the rest of the block should be high-density, mixed-use buildings lining new streets. The Civic Center itself should remain, but the unused space between it and both Piedmont Avenue and Ralph McGill Boulevard should be filled in with new buildings to improve the street experience.
- **Historic District:** The final development opportunity in the neighborhood is infilling on vacant lots in the Martin Luther King, Jr. Historic District, combined with new development and renovated industrial buildings along the BeltLine and Decatur Street.

Land Use Projects

Rezoning activity (O-4)

Rezoning should be consistent with the land use recommendations of this study. Greater density should only be supported in exceptional cases.

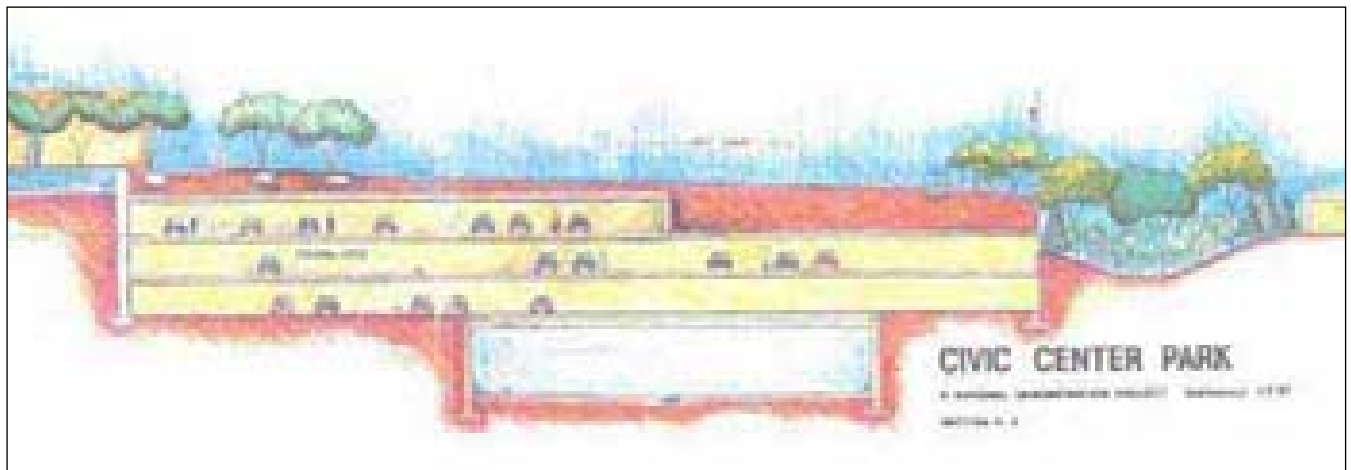
See Part 6: Implementation for details.



This graphic prepared by Lord Aeck & Sargent shows how the Civic Center (right) could be retained and new buildings built north of it

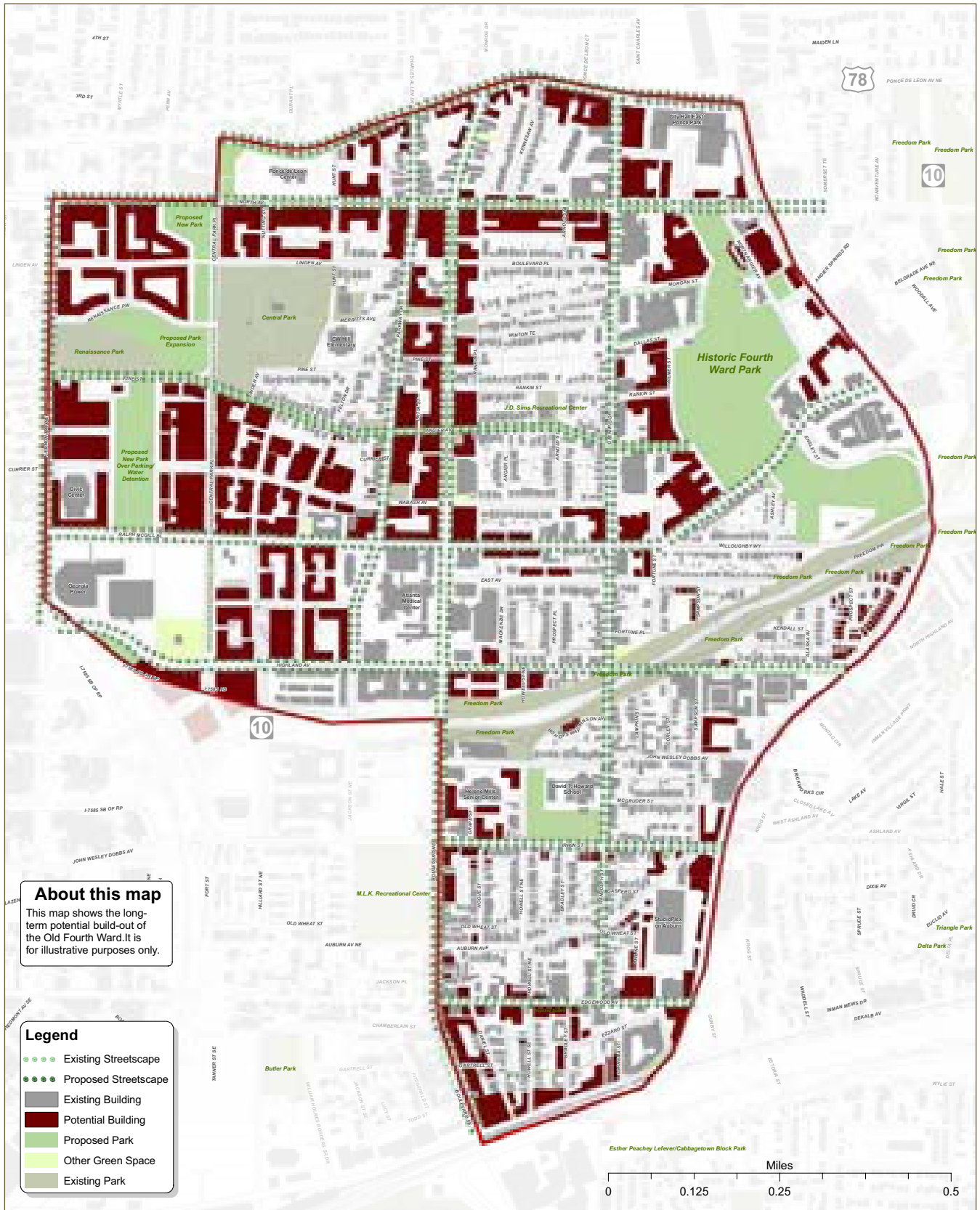


Planned infill development around Studioplex is one of the last development opportunities in the MLK Jr. Historic District (courtesy Orinda Corporation)



Potential section of new Civic Center parking garage, showing underground stormwater detention and new surface park (for illustrative purposes only)

Illustrative Master Plan



Section 4.2: Infrastructure & Facilities

The recommendations of this section focus on public utilities and facilities. Fixing aging water and sewer pipes are an infrastructure priority, as is public safety. These policies and projects address these and laying a foundation for growth.

Utility Recommendations

Utility Policies

Hide utility wires when feasible.

Electric and other above ground utility wires should be placed behind buildings, in alleys, or underground where feasible to avoid harming street aesthetics and interfering with trees.

Continue efforts to identify stormwater detention sites.

Potential locations include the Civic Center parking lot and low areas near Krog Street. All should become neighborhood amenities.

Improve street lighting.

New lights are proposed along many streets as identified in Section 4.7. They will illuminate sidewalks and roadways.

Support the Sewer Evaluation and Rehabilitation Project.

The Department of Watershed Management is undergoing a Midtown-Georgia Tech Sewer Evaluation and Rehabilitation Project, which includes the area west of Boulevard. The project will identify needed sewer and water line rehabilitation projects. It is occurring in conjunction with a water main replacement project in the same area. Upon completion affected streets will be repaved.

Plans for the area east of Boulevard include a similar rehabilitation program included in the city's Capital Improvements Program.



This plan for the Historic Fourth Ward Park shows the proposed stormwater management facility



Where utilities cannot be buried, they should be moved to private alleys to screen them from view



Security cameras should be installed along Boulevard

Recommendations: Infrastructure & Facilities

Complete the stormwater management facility in the Historic Fourth Ward Park

The most significant plans for stormwater management in the coming years center on the Historic Fourth Ward Park. The city has contributed \$30 million toward constructing a water feature that will retain and filter stormwater via a system of ponds, fountains, and artificial wetlands. The facility is designed to contain water from a 100-year flood and will reduce flooding in both the immediate area and the larger watershed.

Public Safety Recommendations

Public Safety Policies

Improving public safety is a goal of this study, particularly along Boulevard.

Increase the number and visibility of public safety officers.

Inventory private security firms under contract with businesses and residences. Coordinate their efforts with APD and Boulevard Blue to maximize coverage, especially around perimeters and near public rights-of-way.

Improve urban design to minimize crime.

Make enhanced public safety a priority in street enhancements by focusing on adequate lighting, traffic calming, and on-street parking times and duration. This should include public safety criteria in the review process for building permits. It should also consider incentives for security cameras.

Use technology strategically to tackle crime.

Hold property owners accountable.

Enforce existing codes vigorously; reduce time from citation to prosecution to forfeiture, especially for absentee landlords and abandoned buildings.

Review and amend existing codes to enhance public safety and reduce the threat of non-complying properties.

Include public safety criteria in the annual review process for business licenses.

Create incentives for homeowner associations and building management companies to provide security officers.

Increase community involvement.

Create opportunities and incentives for residents to assist with code enforcement.

Enhance Neighborhood Watch, Court Watch, and Restorative Justice Board programs; involve small businesses and multifamily residents.

Increase the transparency and frequency of crime reporting in APD Zone 5.

Work with elected officials and community leaders to increase Safe Night Out and other family-friendly activities in which neighbors are visible outside, getting to know neighbors.

Develop relationships with volunteer groups to increase the frequency of community cleanups.

Public Safety Projects

Mini-precinct (O-1)

An increased police presence will discourage crime. A full-time mini police precinct should be established and staffed in the neighborhood.

“Boulevard Blue” (O-2)

Create a Boulevard Blue, patterned after Midtown Blue, funded by a new Old Fourth Ward CID.

Boulevard security cameras (O-3)

Install bullet-resistant security cameras along the length of Boulevard. Video feeds should be monitored by APD and Boulevard Blue. Inventory exterior cameras already in use by local businesses and residences. Coordinate positioning to maximize coverage.

Education Recommendations

Education Policies

Support partnerships between local colleges and universities and neighborhood schools.

Section 4.3: Parks & Open Space

American landscape architect Frederick Law Olmsted once wrote of greenspace that “the enjoyment of scenery employs the mind without fatigue and yet exercises it; tranquilizes it and yet enlivens it; and thus, through the influence of the mind over the body gives the effect of refreshing rest and reinvigoration to the whole system.”

The revitalization of existing parks in the Old Fourth Ward and the creation of new ones will benefit neighborhood residents and the rest of the city. The following recommendations focus on providing a cohesive vision of well-connected parks throughout the study area.

Park and Open Space Policies

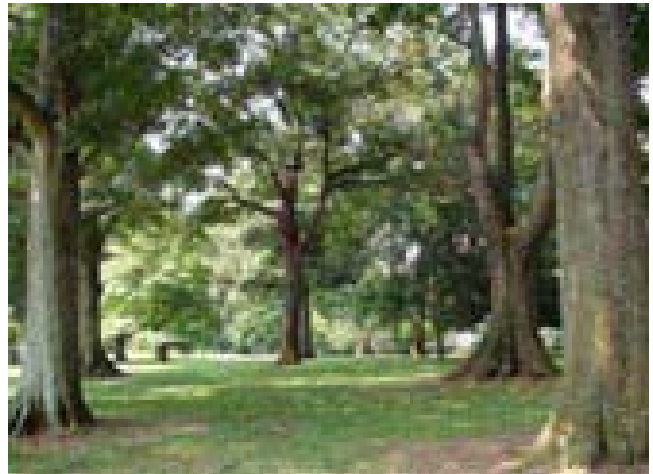
Support the Historic Fourth Ward Park.

The proposed Historic Fourth Ward Park will increase the amount of parkland in the study area by more than 50 percent by providing up to 35 acres of new greenspace. The park will also be a key amenity for new development between Glen Iris Drive and the BeltLine, and the new residents such will bring to the area.

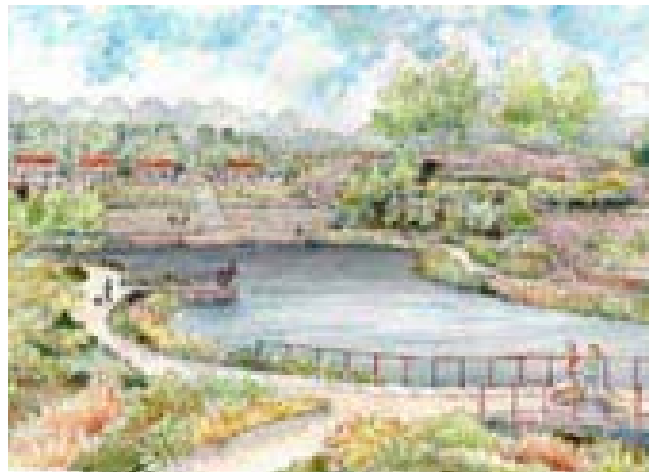
The park will also provide additional recreational opportunities for current neighborhood residents, with space for both active and passive use. It will incorporate a series of artificial wetlands to hold and purify stormwater, as well as provide visual interest. Lastly, it will be a gateway into the neighborhood from the BeltLine and will help to promote the Old Fourth Ward as a sustainable community.

Require open space in new developments.

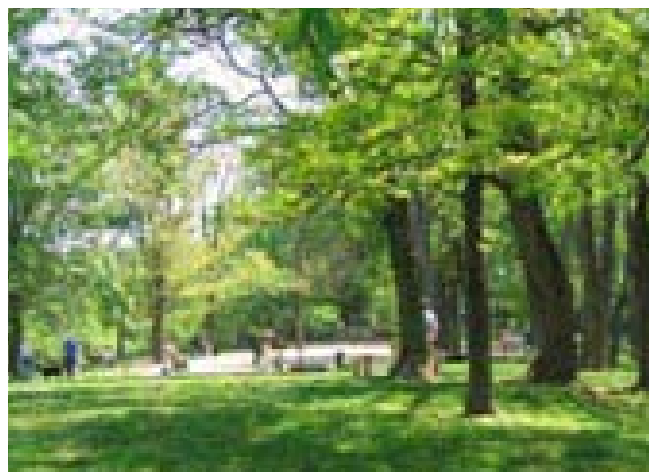
The creation of new pocket parks and plazas in redevelopment projects could expand the amount of open space and reduce demands on existing parks. Zoning conditions provided by the neighborhood could ensure that the catalytic redevelopment sites and others comply.



Parks help add beauty, clean the air, and increase neighborhood health by providing places to exercise

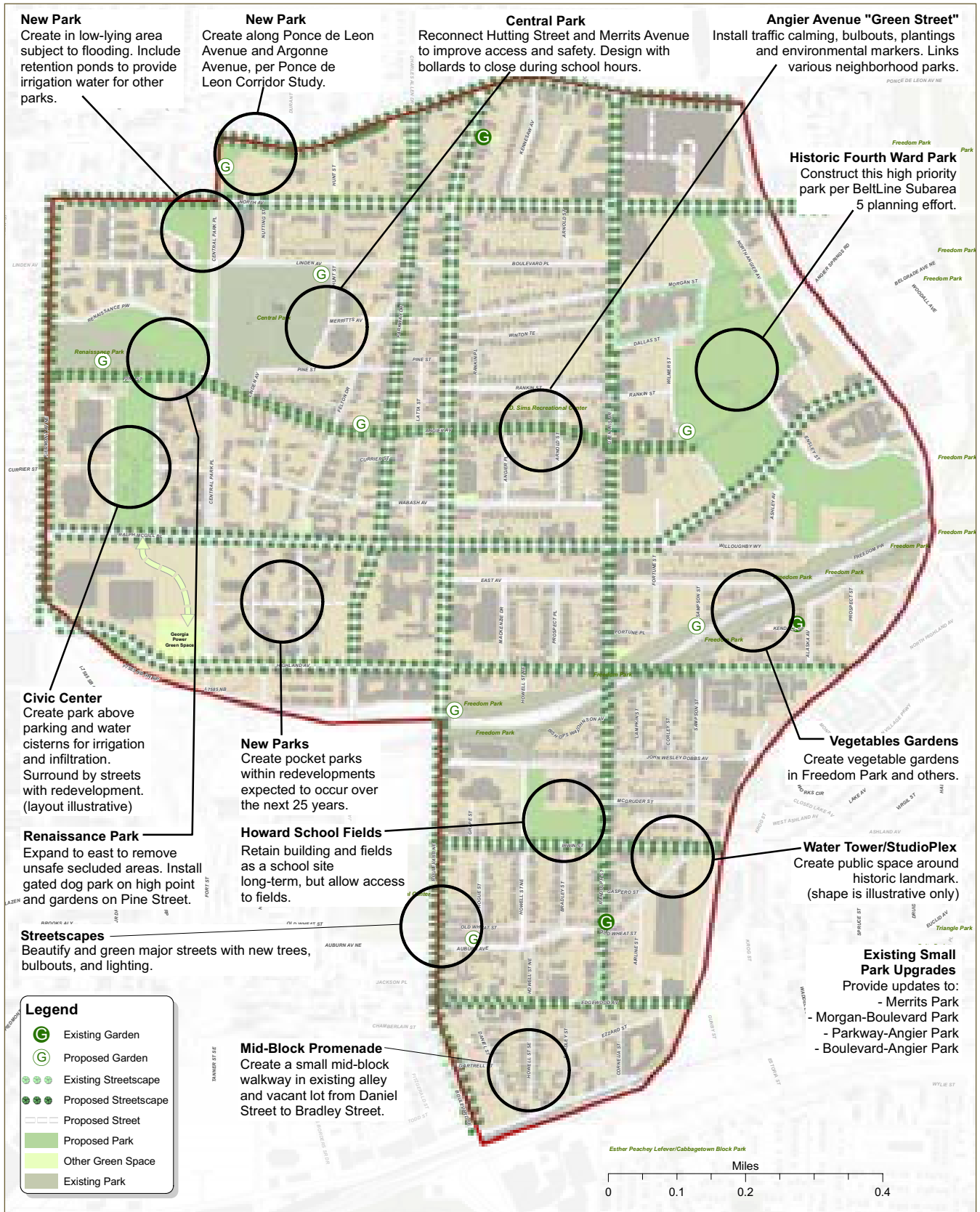


The proposed Historic Fourth Ward Park will use stormwater features to provide a community amenity



A dog park could help activate the interior of Renaissance Park as well as providing a gathering place for the area

Recommended Public Space Framework



Encourage public art.

The installation of a variety of art projects in existing and proposed parks could enliven them and provide interest, in addition to documenting the history of the neighborhood.

Preserve open space around the water tower.

The historic water tower adjacent to Studioplex is an icon on the Old Fourth Ward's skyline. As the site around the water tower redevelops, publicly accessible open space should be provided.

Encourage tree planting in front yards.

Existing property owners are encouraged to plant trees in their yards to retain the tree canopy.

Support an interconnected green network.

The new trees and medians recommended in Section 4.7: Transportation will form a network of public space throughout the neighborhood. Beautified streets will connect existing and proposed parks and will provide pleasant outdoor "rooms" for residents and visitors to enjoy.

Allow access to the Howard School fields.

The greenspace south of the old David T. Howard School is currently fenced off. Fencing should be removed, or gates provided, so that it can be publicly accessed.

Support forming park partnerships.

Opportunities exist to form alliances with area universities, hospitals, non-profits, and others to fund proposed park improvements. Options to be explored should include use of parks by Georgia State University or creating a cancer survivors' park.

Encourage xeriscaping and native species in all landscape design projects.

This should apply to both public and private developments.



As the property at the base of the historic water tower redevelops, open space should be preserved for public use

Park and Open Space Projects

Renaissance Park rehabilitation (OS-1)

Renaissance Park is a public safety threat, in part due to its poor design and programming. The park should be redesigned to generate increased use, improve visibility and access, and secure areas that cannot have their accessibility improved.

Rehabilitation should include a fenced dog park at the park's high point, in an area that is now a public safety challenge, and vegetable gardens along Pine Street. The gardens should be fenced to protect plants and supplies.

Renaissance Park expansion (OS-6)

Acquisition of the existing residential complexes east of Renaissance Park would allow the park to occupy an entire city block.

New Park Place Park (OS-7)

The flood prone apartments along the west side of Central Park Place between North Avenue and Renaissance Parkway should be acquired by the city and demolished to create a new park north of Renaissance Park.

Angier Avenue “Green Street” (T-51)

Please see Angier Avenue pedestrian facilities for details on the public element of this project.

Historic Fourth Ward Park conservancy (OS-17)

A non-profit conservancy should be created to manage and maintain neighborhood parks.

Community gardens.

A plethora of opportunities exist in the study area for gardens similar to the Boulevard Community Garden. Such gardens could provide inexpensive, healthy, locally grown vegetables and herbs for neighborhood residents, and allow them a chance to build social bonds, and establish a sense of ownership of parks. They could also activate parks, and therefore help with security concerns. The following sites are recommended:

- Freedom Park, two locations (OS-8)
- Parkway-Angier Park (OS-9)
- Central Park (OS-10)
- Auburn Avenue at Hogue Street (OS-11)
- Historic Fourth Ward Park (OS-12)
- Renaissance Park (OS-13)

Rehabilitate existing green spaces.

Enhancements of existing small parks will address security concerns, beautify them, and provide further amenities and programs. The following are recommended for minor renovation:

- Merritts Park (OS-2)
- Boulevard-Angier Park (OS-3)
- Morgan-Boulevard Park (OS-4)
- Georgia Power substation (OS-5)

Mid-block pedestrian way/park (OS-15)

Establish a greenspace in the unused alleys between Daniel and Bradley Streets. This would provide east-west pedestrian access and improve public safety.



Small open spaces within new developments could help expand open space opportunities and allow for recreation



Angier Avenue could be converted to a “green street” with new planting and traffic calming devices



Community gardens can provide local food and give residents a chance to care for their parks

Section 4.4: Urban Design

Urban design improvements in the private realm can enhance the relationship between buildings and the street to create a more pleasant and safe pedestrian environment. They can also ensure that the neighborhood remains livable in the long term. Urban design in the public realm can help make streets more beautiful and safe, while supporting alternative transportation and increasing neighborhood appeal.

Urban Design Policies

Allow architectural variety, but require quality building materials.

Outside of the historic district a variety of styles are encouraged, but quality materials should be required throughout. Brick, terracotta, stone, masonry, true stucco, poured-in-place rubbed concrete, and hardiplank are acceptable, but the use of exterior insulation finishing systems (EIFS) is not. Facades should be of no more than two primary materials or colors per building. Materials should also only change vertically, with visually heavier materials below visually lighter ones.

Provide modern building designs outside of neighborhood historic districts.

The Old Fourth Ward has become one of Atlanta’s premier neighborhoods for modern style buildings. This trend should continue outside of the historic district, provided that the modern homes use materials that are contextual to the neighborhood.

Provide pedestrian-oriented supplemental sidewalk zones.

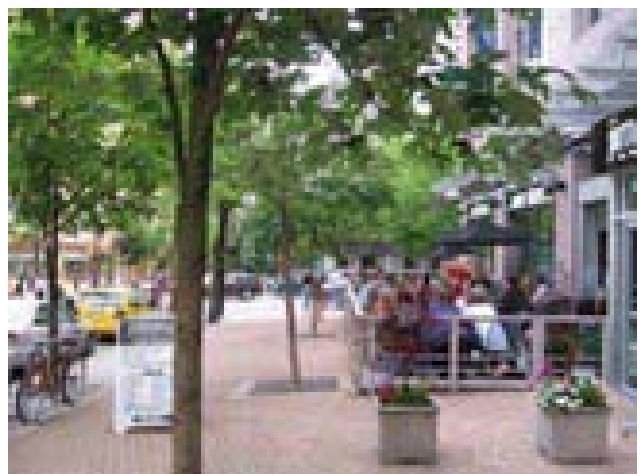
Developers should match the yards/supplemental zones shown in Section 4.7: Transportation.



Large, multi-colored EIFS buildings must never again be built in the Old Fourth Ward



Buildings should be limited to no more than two primary facade materials



The front yards of properties should be used for pedestrian uses and should engage the sidewalk

Require good urban design.

Basic elements of urbanism should be required for all new developments. These include:

- Parking located behind buildings
- No gated streets
- Buildings in mixed-use areas that form a continuous street wall
- Doors accessible from the sidewalk
- Active ground floor uses
- Storefronts, stoops, porches, or forecourts along the sidewalk
- Pedestrian-scaled signage
- Transparent ground floor glass

Many of these elements are already incorporated into the City's Quality of Life Zoning Codes.

Urban Design Projects

Rezoning activity (O-4)

Rezone key properties and incorporate design policies outlined above. Please see the implementation program in Part 6 for details.

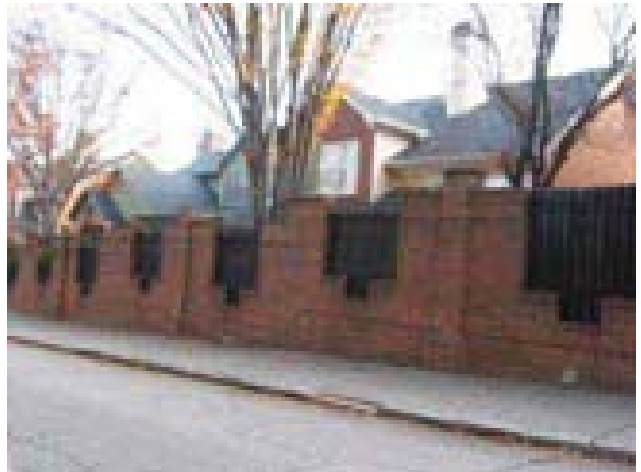
Modern home tour (O-5)

The neighborhood should continue to be highlighted in Atlanta-area tours of modern homes.

New gateway markers (O-11)

Gateway markets should be erected at:

- Ponce de Leon Avenue at Piedmont Avenue and Boulevard
- Ralph McGill Boulevard at Piedmont Avenue and Boulevard
- Highland Avenue at Piedmont Avenue
- Boulevard at Freedom Parkway
- Irwin Street at I-75/I-85 and the BeltLine
- Decatur Street at Boulevard



Gated communities must no longer be built in the Old Fourth Ward



Tribute Lofts is one of the most widely praised modern buildings in the City of Atlanta



Gateway markers can distinguish and brand a neighborhood

Section 4.5: Historic Preservation

The historic character of the Old Fourth Ward must be preserved long-term if the neighborhood is to retain its identity. The following policies and projects will assist in achieving this.

Historic Preservation Policies

Encourage historic rehabilitation.

The renovation and reuse of existing buildings, whether residential, commercial, or industrial, can help maintain the character of the neighborhood, provide affordable housing and retail space, and preserve visual appeal and architectural diversity.

Please see Section 3.5 for specific historic properties that should be rehabilitated rather than demolished.

Preserve the integrity of the King Historic District.

Historic preservation must be a goal of this study, especially in the Martin Luther King, Jr. Historic District. The district is an asset to the neighborhood, the city, and the nation. Within it, the protection of architecturally contributing structures and the creation of appropriate guidelines for renovation and new construction should guide development.

Please see below for further details.

Historic Preservation Projects

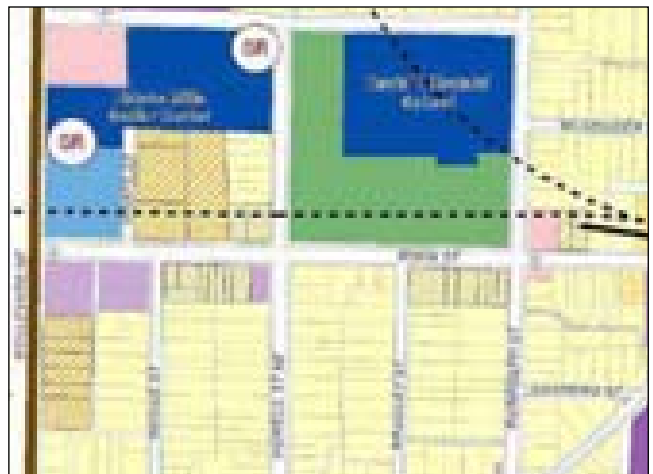
Landmark District amendments (O-6)

The existing Martin Luther King, Jr. Landmark District regulations are intended to preserve the identity of the district, and have been largely effective in this endeavor. However, several current regulations have proven contrary to neighborhood efforts to preserve affordability and protect long time residents - the true hearts of the area's historic identity. As such, these modifications are recommended to address this:

- Allow commercial uses to operate out of his-



New infill housing in the historic district will continue to utilize historic styles and materials



The parcels shown in cross-hatching should be allowed to include commercial uses operating in residential structures

- toric residential structures along Irwin Street, where many such uses historically occurred.
- Permit hardiplank siding.
- Permit two story infill housing throughout the district to up to 35 feet tall (measured from average grade to the ridge of the roof).
- Provide single-family height allowances for lot topography so that odd topography shall not prevent the construction of two story houses.
- Reduce the effort required to gain approval to demolish non-contributing structures.

Existing historic resource survey information as well as any new information should be used to prepare language for these text changes.

Section 4.6: Housing & Economic Development

The long-term vision for the Old Fourth Ward as a model sustainable neighborhood embraces a goal of allowing existing residents to remain in the neighborhood. Unlike many other Atlanta neighborhoods, where long-time residents are displaced by the very revitalization efforts intended to benefit them, this must not be allowed to happen in the Old Fourth Ward. Rather, a way of growth must be developed that allows all residents who want to remain in the neighborhood to do so. Failure to do so will destroy the very element that makes the Old Fourth Ward unique.

Housing & Economic Development Policies

Prevent the involuntary displacement of existing neighborhood residents.

Residents who want to remain in the neighborhood must be able to do so. The City of Atlanta, local community development corporations, for-profit developers, churches, the Atlanta Board of Education, and others whose decisions have a direct impact on affordability must strive to ensure that their actions do not jeopardize long-term residents.

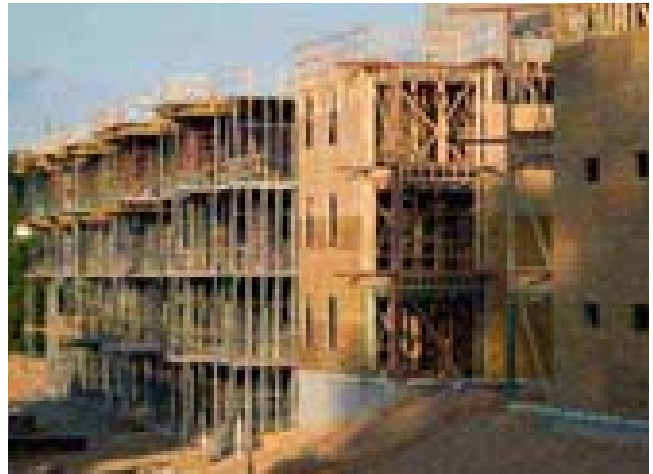
Strive for a community that allows residents to age in place.

The Old Fourth Ward must provide housing types and amenities for people of all ages. This “womb to tomb” approach means that a person can be born here, live here, and die here, with all of the different types of housing that are needed at different life stages being provided.

Encourage senior housing.

New senior facilities should be spread throughout the neighborhood and within walking distance of retail uses. Locations could include:

- The former U-Rescue Villa site
- City Hall East/Ponce Park



Many new housing units are already under construction in the Old Fourth Ward.



The Old Fourth Ward must provide housing for everyone from college students, to families, to the elderly



Some recent development, such as Dynamic Metals Lofts, has provided a mix of housing prices

OLD FOURTH WARD Master Plan - September 2008

- JW Dobbs, north of the Mills Center
- Boulevard, west of the Mills Center
- Boulevard at North Avenue
- Boulevard at Rankin Street
- Boulevard at Ralph McGill Boulevard
- Boulevard at Decatur Street

Please see the *Recommended Land Uses map* on page 53 for details.

Encourage a mix of housing price points.

Housing should be provided at a variety of price points to attract a diverse range of new residents and allow existing residents access to new housing. This will have the effect in the long term of preserving economic diversity in the study area.

Strive for a diverse mix of multifamily unit sizes, including three-bedroom units.

New multifamily housing should provide units in a variety of sizes, not just one bedrooms and studios. This will allow single people and the elderly to live in close proximity, and expanding families to stay in the neighborhood.

Strive for 20 percent of new housing units to be affordable.

For every four new market-rate housing units built in the neighborhood, at least one subsidized or below-market unit should be provided. This could be within a single project, or neighborhood-wide.

Support recommendations of the BeltLine Affordable Housing Advisory Board.

Recommendations affecting the City of Atlanta include, but are not limited to:

- Adopt an inclusionary zoning ordinance
- Create one or more community land trusts
- Preserve existing subsidized housing
- Create an identified source of continual revenue, such as the real estate transfer tax or commercial linkage fees
- Engage in a broad and sustained educational campaign to inform residents of existing government programs available to overburdened



One example of a temporary workspace structure made from recovered shipping containers

households experiencing increased taxes or in need of financial literacy

- Enact property tax reform protecting target populations in revitalizing neighborhoods from over burdensome property taxes
- Adopt “just cause” eviction control legislation

Support existing incentives.

The neighborhood should continue to encourage developers, neighborhood representatives, city council, and federal representatives to continue support for existing housing incentives, provided that these projects meet the policies of this study.

Encourage the creation of temporary business innovation zones on vacant lots.

Even with its recent growth, the neighborhood still has many vacant lots, particularly on commercial streets like Edgewood Avenue. Rather than lying fallow until redevelopment, these lots should contribute to the community’s economic growth.

Small, inexpensive, and temporary business spaces are recommended on vacant lots or parking in areas shown as Commercial or Mixed-Use on the Recommended Land Use map. These could be made from former shipping containers or other inexpensive materials. They should be installed no longer than five years. Accordingly, they should be held to less stringent zoning standards than new construction to keep them inexpensive for small

Recommendations: Historic Preservation

businesses.

The first area for potential implementation of this concept is near the Sampson Street and Irwin Street intersection, along the BeltLine. A partnership could be established with Hulsey Yards, just to the south of the study area, to acquire unused shipping containers and transform them into temporary business structures.

Support the rehabilitation of key buildings.

Rehabilitating existing buildings, rather than building new, should be encouraged. The site at the corner of Ralph McGill Boulevard and Glen Iris Drive could be renovated for commercial or mixed use, while the David T. Howard School could become a new school or educational facility.

Focus growth into catalytic redevelopment sites

The catalytic redevelopment sites discussed in Section 4.1 will be economic drivers for the neighborhood because of the jobs and housing units they provide.

Housing & Economic Development Projects

Community improvement district (O-7)

The creation of a Community Improvement District (CID) has been a crucial revitalization tool in several Atlanta neighborhoods. Commercial property owners in the proposed Old Fourth Ward CID would pay dues into a fund administered by an existing CID, such as Central Atlanta Progress or the Midtown Improvement District. These could be used for sidewalk and street improvements, private security, park maintenance, and other improvements or redevelopment efforts. There would be no cost to residents.

Affordable Housing Technical Advisory Program (O-8)

The nuances of ensuring affordable housing are beyond the scope of this master plan, yet its provision is perhaps the study's most important recommendation. To assist in defining this effort, an Urban Land Institute (ULI) Technical Advisory



Accessory dwelling units, such as these "granny flats" in Inman Park, can help provide affordable housing.

Program (TAP) Committee should be convened following completion of this study.

The TAP Committee assists municipalities, neighborhoods, economic development agencies, land owners and non-profit organizations within the greater Atlanta metropolitan area to offer objective advice on real estate, economic, planning, urban design and land use challenges. The goal is to leverage the expertise of ULI's diverse membership to make a recognizable difference in our communities, by providing the necessary knowledge, advice and experience to its sponsors.

New zoning district to allow accessory dwelling units (O-9)

A new zoning district should be drafted to allow for accessory dwelling units, such as granny flats, on single-family lots. Current zoning prohibits renting an outbuilding or a portion of a home, and therefore limits affordable housing options in single-family areas. Because such accessory dwelling units are not appropriate or desired in some areas of the city, a new zoning district R-5A should be created to allow specific properties in the study area to allow for this housing provision.

Neighborhood marketing (O-10)

Neighborhood marketing efforts should continue and be expanded. These efforts should focus on branding the neighborhood according to the vision of this plan.

Section 4.7: Transportation

Transportation is an important component of any master plan. In the Old Fourth Ward, transportation means providing accessibility and mobility for people, not just cars. This means establishing a balanced system of transit, pedestrian, and bicycle facilities, as well as modest vehicular upgrades. A sustainable system is key.

Pedestrian Recommendations

Pedestrian Policies

Require developments to upgrade sidewalks.

Current rights-of-way on most streets are insufficient to accommodate wide sidewalks. As such, City of Atlanta zoning requires new developments to build a portion of the sidewalks on private property during redevelopment.

Please refer to the sections on pages 87-92 for recommended sidewalk widths on key streets.

Provide pedestrian-oriented buildings.

In addition to providing sidewalks, new developments must include buildings that support walking through the following minimum elements:

- Doors accessible from the sidewalk
- Active ground floor uses
- Storefronts, stoops, porches, or forecourts along the sidewalk
- Pedestrian-scaled signage
- Transparent ground floor glass

These any many other elements are incorporated into the recommended zoning districts.

Ensure that pedestrian facilities are accessible.

Peoples with disabilities and the elderly must be able to move safely around the neighborhood. Among other things, properly designed and marked intersection ramps will achieve this, as will sidewalks with a cross slope of not more than two percent.



The best sidewalks are well maintained, fronted by buildings, and have active uses separated from cars by plantings



Building design should embrace the pedestrian and encourage walking over driving



Sidewalks and crosswalks must comply with the Americans with Disabilities Act (courtesy Michael Ronkin)

Transportation Projects



Maximize on-street parking.

On-street parking benefits pedestrians by buffering them from traffic and generating activity. Each person who parks on-street rather than off-street becomes a pedestrian and creates sidewalk activity.

Where on-street parking exists developers are encouraged to provide bulbouts. Where none exists, builders of multifamily and mixed-use projects should move the existing curb into their property to create it.

Continue to support tree planting efforts.

The Old Fourth Ward has benefited greatly from private planting efforts by Trees Atlanta and area residents. These efforts should continue to provide trees on streets not slated for streetscapes.

Trees provide shade to cool the sidewalk and the roadway, cast complex shadows that add interest to the street environment, reduce the urban heat island effect, make sidewalk shopping more appealing, and help to clean the air.

Pedestrian Projects

Walking should be the transportation mode of choice in the Old Fourth Ward. Accordingly, new streetscapes and sidewalks are the largest number of recommended transportation projects.

The focus of improvements are along major corridors, including Boulevard, Ponce de Leon Avenue, North Avenue, Parkway Drive, Ralph McGill Boulevard, Glen Iris Drive, Piedmont Avenue, Angier Street, and Irwin Street. Along them, upgrades are recommended, including new sidewalks, trees, wheelchair ramps, crosswalks, and, in some cases, bulbouts and lighting. Pedestrians along these corridors will also benefit from street-oriented buildings. Together, these public and private investments will make walking along major streets safer and more enjoyable.

Pedestrian improvements, however, will not be limited to major corridors. Funds are recommended to upgrade sidewalks on secondary streets throughout the neighborhood so that residents



On-street parking must be provided adjacent to urban retail users



In Boston, street trees and on-street parking help create one of America's most walkable cities

can safely walk to new parks and the pedestrian-oriented land uses envisioned along major corridors. New buildings in these areas will also be required to be pedestrian-oriented.

Existing planned multi-use trails will also benefit pedestrians. Facilities planned along the BeltLine and west Highland Avenue will extend the non-motorized transportation network and allow more direct pedestrian access.

Longer term, pedestrian access across the neighborhood will be improved by the creation of new streets. These streets, primarily located in the Renaissance Park urban renewal area, will reduce block sizes and provide more direct, shorter routes for walkers.

Recommendations: Transportation

Boulevard pedestrian facilities north of Freedom Parkway (T-41)

Upgrades in the existing right-of-way include:

- Sidewalks with a 5 foot tree zone and 6 foot clear zone (with redevelopment a 10 foot clear zone are recommended)
- Street trees and pedestrian lighting
- Bulbouts on the east side
- Wheelchair ramps and crosswalks
- Buried utilities, except high tension lines
- A median (see Vehicular Projects)

Boulevard pedestrian facilities south of Freedom Parkway (T-42)

Upgrades include:

- Sidewalks with a 5 foot tree zone and 6 foot clear zone (with redevelopment a 10 foot clear zone are recommended)
- Street trees and pedestrian lighting
- Wheelchair ramps and crosswalks
- Buried utilities, except high tension lines

Due to limited right-of-way, sidewalks may be narrower in some areas unless the adjacent land is publicly owned, or easements are attained. They will also be narrower by historic buildings.

North Avenue pedestrian facilities (T-43)

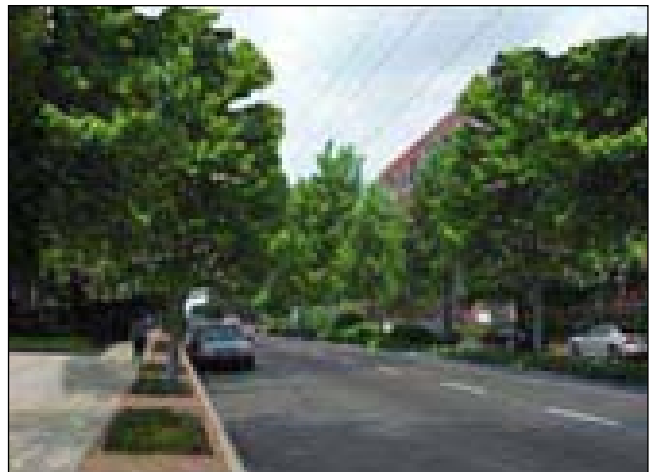
Upgrades include:

- Sidewalks with a 5 foot tree zone and 5 foot clear zone (with redevelopment a 10 foot clear zone is recommended)
- Street trees and pedestrian lighting
- New wheelchair ramps and crosswalks
- Buried utilities
- A median (see Vehicular Projects)
- Bicycle lanes (see Bicycle Projects)

Due to limited right-of-way, sidewalks may be narrower in some areas unless the adjacent land is publicly owned, or easements are attained. They will also be narrower by historic buildings.



North Boulevard as it is today, with utility poles, inadequate sidewalks, and dangerous pedestrian crossings



North Boulevard after the proposed sidewalk improvements and potential redevelopment

Glen Iris Drive pedestrian facilities (T-44)

Upgrades include:

- Sidewalks in existing right-of-way
- Street trees
- Bulbouts on the west side
- New wheelchair ramps and crosswalks
- Sharrow markings (see Bicycle Projects)

Due to limited right-of-way, sidewalks will be narrower than ideal. With redevelopment the tree zone should be 5 feet and the clear zone 10 feet.

Randolph Street pedestrian facilities (T-45)

Upgrades include:

- Sidewalks in existing right-of-way (with redevelopment a 5 foot tree zone and 10 foot clear zone are recommended)
- Street trees
- Bulbouts on the west side
- New wheelchair ramps and crosswalks
- Sharrow markings (see Bicycle Projects)

Edgewood Avenue pedestrian facilities (T-46)

Upgrades include:

- Sidewalks in existing right-of-way (with redevelopment a 10 foot clear zone are recommended)
- Street trees
- Bulbouts on the south side
- New wheelchair ramps and crosswalks

Highland Avenue pedestrian facilities (T-47)

Upgrades include:

- Sidewalks in existing right-of-way
- Street trees
- Bulbouts on the north side
- New wheelchair ramps and crosswalks

Due to limited right-of-way, sidewalks will be narrower than ideal. With redevelopment the tree zone should be 5 feet and the clear zone 10 feet.

Irwin Street pedestrian facilities (T-48)

Upgrades include:

- Sidewalks in existing right-of-way (with redevelopment a 5 foot tree zone and 6 foot clear zone are recommended)
- Street trees
- Bulbouts on both sides
- New wheelchair ramps and crosswalks
- Sharrow markings (see Bicycle Projects)

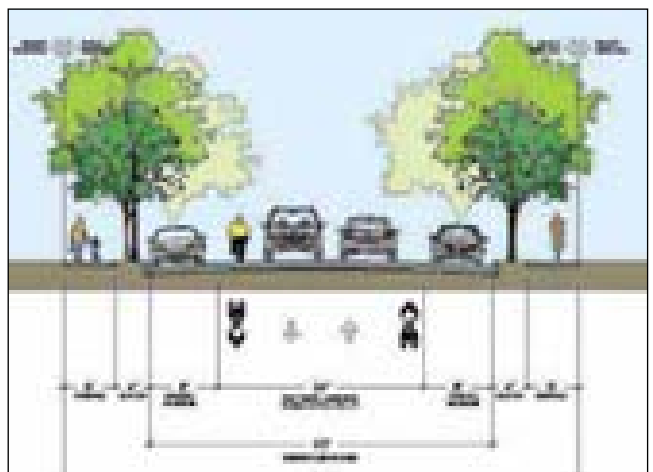
Due to limited right-of-way, sidewalks will be narrower than ideal.



North Avenue as it is today, with utility poles, little greenery, and dangerous pedestrian crossings



North Avenue after the proposed streetscape improvements, showing new median and potential redevelopment



This cross section shows the proposed elements of the Irwin Street pedestrian facilities. See page 88 for more details.

East Ralph McGill Boulevard pedestrian facilities (T-49)

Upgrades east of Boulevard include:

- Sidewalks with a 5 foot tree zone and 10 foot clear zone east of Glen Iris Drive and a 4 foot tree zone and 6 foot clear zone in other areas
- Street trees
- Bulbouts on the south side.
- New wheelchair ramps and crosswalks
- Bike lanes (see Bicycle Projects)

At the BeltLine, a treed median is recommended to calm traffic and provide a pedestrian refuge. It will also offer space for a gateway feature.

West Ralph McGill Boulevard pedestrian facilities (T-50)

Upgrades west of Boulevard include:

- Sidewalks featuring a 5 foot tree zone and 10 foot clear zone
- Street trees
- Bulbouts on both sides
- New wheelchair ramps and crosswalks
- Bike lanes (see Bicycle Projects)

Angier Avenue pedestrian facilities (T-51)

Angier Avenue should be a “green street” providing an east-west link for bicyclists and pedestrians between Central Park, Renaissance Park, Historic Fourth Ward Park, and the Beltline.

Upgrades include:

- Sidewalks featuring a 4 foot tree zone and 5 foot clear zone
- Street trees
- Bulbouts with bio-swales on both sides
- New wheelchair ramps and crosswalks
- A shared roadway serving bicyclists and drivers (see Bicycle Projects)

Neighborhood walking routes (T-57)

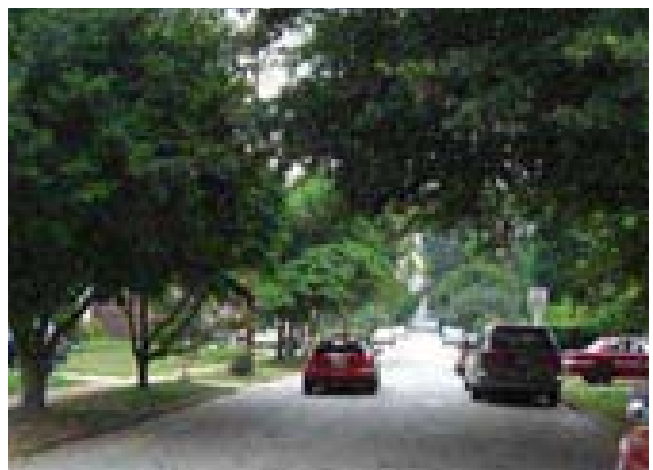
Four one-mile walking routes should be established to showcase neighborhood history and amenities.



At the BeltLine, Ralph McGill Boulevard will become a major neighborhood entry point



With improved pedestrian facilities and bike lanes, Ralph McGill Boulevard will provide a good connection to Downtown



The “green street” project will enhance Angier Avenue’s already lush landscape

OLD FOURTH WARD Master Plan - September 2008

Parkway Drive pedestrian facilities (T-52)

Upgrades include:

- Sidewalks on the west side featuring a 4 foot tree zone and 6 foot clear zone
- Sidewalks on the east featuring a 4 foot tree zone and 6 foot clear zone (with redevelopment a 5 foot tree zone and 10 foot clear zone is recommended)
- Street trees
- Bulbouts on the north side
- New wheelchair ramps and crosswalks
- Bike lanes (see Bicycle Projects)

Neighborhood sidewalk repair (T-53)

Sidewalks at various locations throughout the neighborhood which are not scheduled for replacement in another project should be repaired on an as-needed basis.

Sampson Street pedestrian bridge upgrades (T-54)

The existing bridge over Freedom Parkway at Sampson Street should be upgraded with repainting, minor repair, new lighting, new landscaping, and new signage to make it visible from East Avenue.

Piedmont Avenue pedestrian facilities T-55)

Improvements outlined in the Imagine Downtown Plan for Piedmont Avenue, including wider sidewalks, new street trees and lighting, and bulbouts at intersections, should be implemented.

Ponce de Leon Avenue pedestrian facilities (T-56)

Ponce de Leon Avenue is one of the most important pedestrian corridors near the study area. The streetscape project of the Ponce de Leon Corridor Study should be implemented.

Mid-block crossings (T-58)

Mid-block crosswalks should be provided at up to three locations, including Parkway Drive by the Atlanta Medical Center.



Neighborhood sidewalk upgrades will provide improved access to area parks



The Sampson Street pedestrian bridge should be upgraded to increase its use (image courtesy Windows Live Local)



The Ponce de Leon Avenue Corridor Study recommends a streetscape project along the corridor

Bicycle Recommendations

Neighborhood residents and others involved in the planning process commented frequently on the themes of sustainability and alternative transportation. For this reason, making the Old Fourth Ward more bicycle-friendly is an important goal of this study.

The plan calls for a variety of new bicycle lanes and shared-roadway markings, as detailed below. It also incorporates planned off-street bicycle routes.

The only existing off-street bicycle path within the study area follows Freedom Parkway. A proposed extension of it would cross the parkway on the Jackson Street bridge, follow Highland Avenue on street for a short distance, and then run off-street just south of Highland Avenue. This trail would provide an important bicycle connection to downtown and western Atlanta neighborhoods.

An additional new off-street bicycle path would follow the BeltLine and connect the Old Fourth Ward with many central Atlanta neighborhoods. The network of bicycle lanes outlined above would serve to connect the BeltLine, existing and proposed parks, neighborhood activity centers, and Downtown.

Bicycle Policies

Continue efforts to provide bicycle parking in new developments.

The City should continue to enforce requirements for bicycle parking in new commercial and multifamily developments. Bicycle parking can encourage new people to commute and shop by bike, in addition to being a convent to existing cyclists. Because bicycle parking takes up less space than car spaces, it can also encourage a compact urban form and reduce stormwater runoff from parking lots.

Enforce no-parking laws in bike lanes.

Drivers frequently park in bike lanes on neighborhood streets, even though it is illegal.



On-street bicycle lanes are proposed for many streets within the study area



Bicycle parking encourages cycling and can reduce the need for large parking lots for cars



This car is illegally parked in the bike lane along Edgewood Avenue, across from Thumbs Up Diner

Bicycle Projects

New bicycle lanes

New 5 foot wide bike lanes should be provided along the following streets:

- Parkway Drive, from Highland Avenue to Ponce de Leon Avenue. (T-59)
- Ralph McGill, from the Freedom Park to Ivan Allen Boulevard. (T-60)

These lanes can be provided within the existing curb to curb width of the street. Please see the sections on pages 87-92 for details.

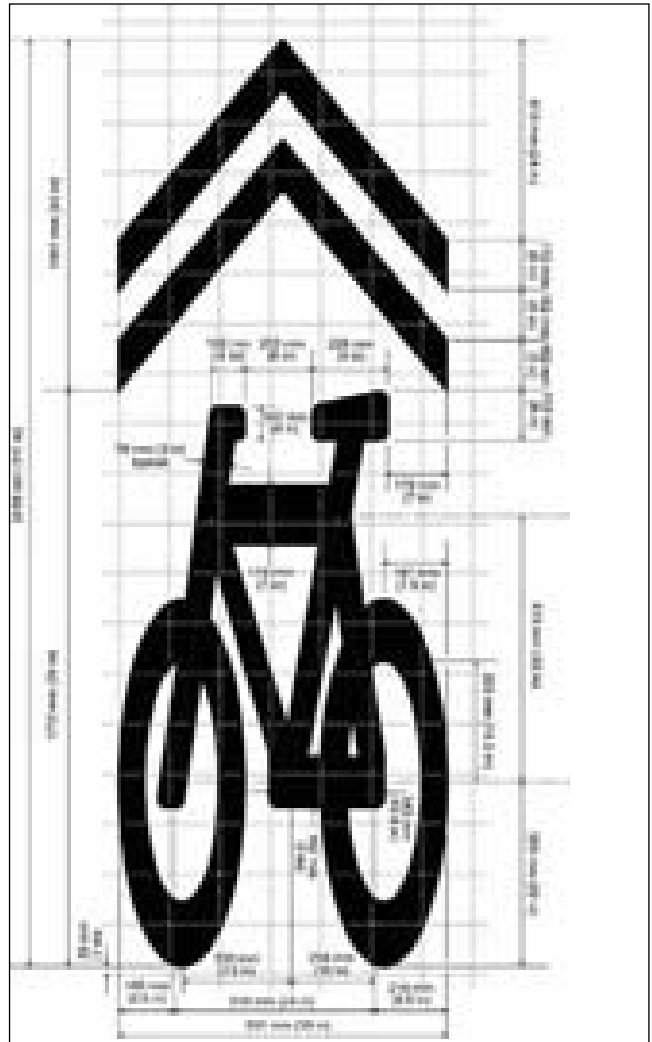
New bicycle sharrow markings

On some streets bicycle lanes cannot be accommodated due to width restrictions. On these streets signage and shared roadway markings or “sharrows” are recommended to improve driver awareness that the travel lane is for bicycle use too. Recommended corridors include:

- Highland Avenue, from Parkway to the Belt-Line. (T-62)
- Glen Iris Drive/Randolph Street, from Edgewood Avenue to Ponce de Leon Avenue. (T-64)
- Irwin Street/Lake Avenue from Boulevard to the BeltLine. (T-65)
- Angier Avenue, prior to its conversion to a “Green Street.” (T-63)

Centennial Park connector trail (T-66)

This proposed multi-use trail extends approximately 4,960 linear feet (0.94 miles) along Highland Street from Piedmont Avenue to Jackson Street and along Jackson Street from Highland Avenue to Cain Street. It provides a critical linkage between Freedom Park and Downtown Atlanta.



The sharrow marking allows bicyclists to more safely use existing pavement



New multi-use trails along the BeltLine will provide bicycle connections to other parts of the city (courtesy Atlanta Belt-line, Inc.)

Vehicular Recommendations

In the Fourth Ward the needs of drivers, particularly commuters, must be secondary to the needs of pedestrians, bicyclists and transit users. As a result, vehicular recommendations respond to community-desired land uses, rather than just moving cars as fast as possible. In fact, a central tenet of the vehicular recommendations is that drivers should be encouraged to drive slowly through the neighborhood, and that congestion is an acceptable part of urban living.

This said, the plan does not disregard vehicular needs. Streetscape investments will make driving safer and roadway modifications will improve traffic flow. Major upgrades are recommended along Boulevard, Parkway Drive, Ponce de Leon Avenue, North Avenue, Piedmont Avenue, Highland Avenue, Glen Iris Drive, Angier Avenue, Irwin Street, and Ralph McGill Boulevard.

Vehicular improvements vary by street, but these elements are common to many:

- Narrow travel lanes to capture excess space for bicycle or pedestrian upgrades.
- Intersection bulbouts to slow cars and decrease the crossing distance for pedestrians. They are also an opportunity for planting.
- New parking provided by moving in the curb.
- Medians to eliminate left turn conflicts, slow traffic, and improve aesthetics.

The addition of street trees and new buildings near the street will also psychologically narrow the street and slow traffic. If proper signal timing practices are observed, slower speeds actually reduce accidents and increase vehicular capacity. They may also encourage some drivers to switch to non-vehicular transportation modes.

Vehicular Policies

Encourage different uses within walking distance.

When uses are located near each other it can be more convenient to walk than drive.



Streets in the Old Fourth Ward should be designed for pedestrians

Limit vehicular access to alleys and side streets via zoning requirements.

Curb cuts should be limited on major streets, including: Boulevard, Ponce de Leon Avenue, North Avenue, Piedmont Avenue, Highland Avenue, Glen Iris Drive, Irwin Street, and Ralph McGill Boulevard.

Require access management with new development.

This may include right-in/right-out islands or shared driveways.

Maximize on-street parking.

Please see Pedestrian Policies for details on the benefits of on-street parking.

Vehicular Projects

Boulevard Median (T-17)

A median should be created on Boulevard north of Ralph McGill Boulevard by removing parking on the west side, shifting the southbound lanes west, and using the resulting 8 feet wide area for a planted median. Long term, on-street parking should be provided on the west side with redevelopment.

Ralph McGill Boulevard Median (T-18)

Medians should be implemented at the BeltLine and adjacent to the Historic Fourth Ward Park.

North Avenue Median (T-19)

Per the recommendations of the Ponce de Leon/ Moreland Avenue Corridor Study, North Avenue should be reduced from six to four lanes and a portion of the excess space used for a median. Left turn lanes should be provided at major intersections.

In relatively flat areas the median should be eliminated to provide on-street parking. The resulting horizontal lane shift will also calm traffic.

Boulevard at Edgewood Intersection (T-28)

This intersection should be updated with an eastbound left turn lane on Edgewood Avenue. This is achieved by reducing the existing westbound bike lane from 6 to 5 feet and adding the additional width to the existing striped area at the center of the street. A left turn phase would then be added to the existing east-facing signal and bulbouts provided

New Traffic Signals

Traffic signals should be installed at:

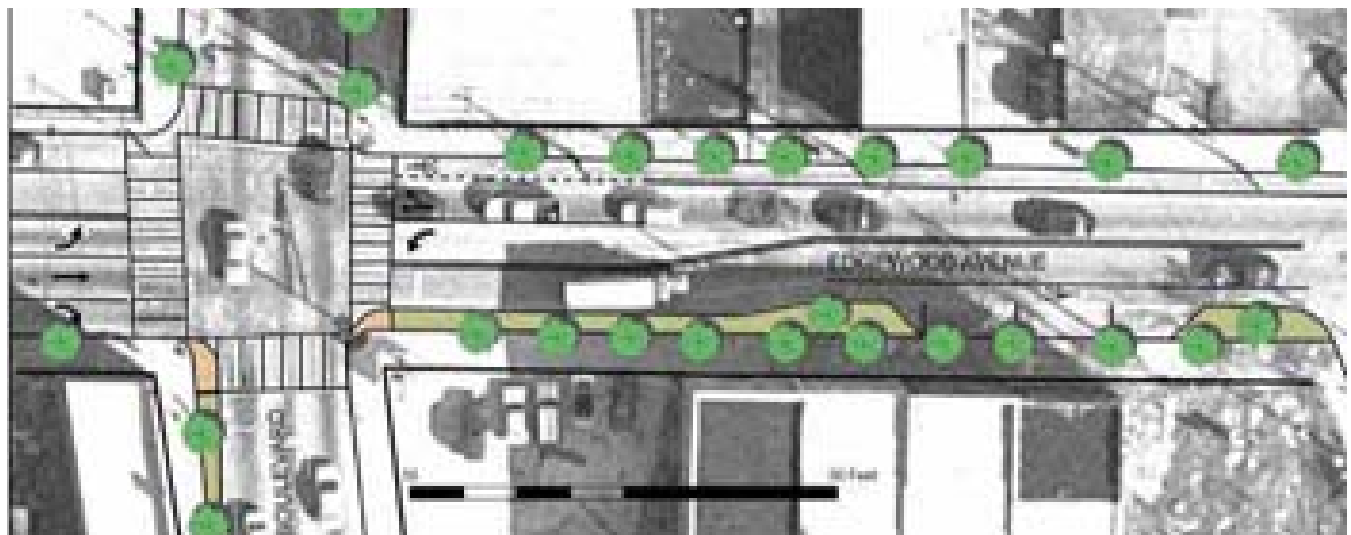
- Ralph McGill Boulevard at Willoughby Way and Fortune Street (T-20)
- North Avenue at City Hall East (T-21)
- Hutting Street at North Avenue (T-22)



This graphic shows show the Boulevard at Edgewood Avenue intersection today



This graphic shows show the Boulevard at Edgewood Avenue intersection could look in the future



This plan shows the recommended improvements at the Boulevard at Edgewood Avenue intersection

New Left Turn Lanes

Left turn striping should be installed to facilitate traffic movement and safety at:

- Glen Iris Drive at Highland Avenue (T-23)
- Randolph Street at Irwin Street (T-24)

New Stop Signs

Four-way stop signs should be installed at:

- Irwin Street at Sampson Street (T-25)
- Fortune Street at East Avenue (T-26)

John Wesley Dobbs Avenue (T-27)

J W Dobbs Avenue should become one-way eastbound east of Randolph Street.

Boulevard traffic signal coordination (T-29)

One of the most effective ways to improve traffic operations without road widening is through enhanced signal coordination and timing. This is not intended to increase vehicle speeds. Instead improved timing creates a coordinated progression of vehicles to travel at a predetermined speed, which is often less than the posted speed limit.

Freedom Parkway ramp project (T-32)

As recommended by the Connect Atlanta Plan, the interchange of Freedom Parkway with I-75/85 should be redesigned to create a better connection between Downtown and the Old Fourth Ward.

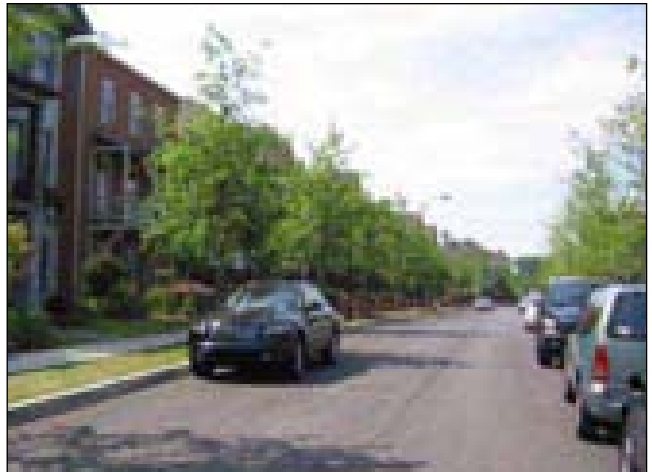
New streets

As redevelopment occurs, large blocks should be broken up into smaller ones of not more than 600 by 600 feet, but preferably 400 by 400 or less. This will increase connectivity, particularly in areas where streets were removed in past decades.

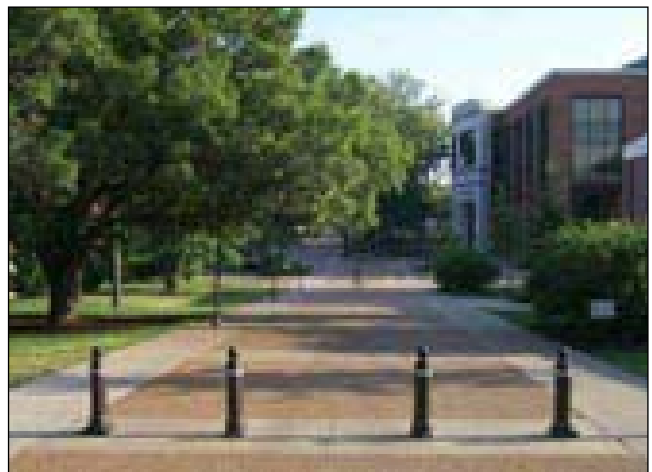
BeltLine improvements are also an opportunity to increase connectivity. However, as connections are created it is important not to create high speed cut-throughs in single family areas that could diminish their character; of particular note are Willoughby Way and East Avenue. While north-south connections between Historic Fourth Ward Park area and Inman Park are vital, it is important



Planted bulbouts are recommended in several areas to slow traffic and reduce pedestrian crossing distance



New streets should be as narrow as possible and provide on-street parking on both sides to calm traffic and support adjacent land use



Limited access roadway utilizes special paving patterns, speed bumps, and bollards to control vehicular movement,

OLD FOURTH WARD Master Plan - September 2008

to direct most traffic toward the Ensley Street and North Angier Avenue extensions, rather than Willoughby Way.

In the vicinity of Central Park, Hutting Street should be reopened to Linden Avenue from North Avenue. Hunt and Merritts Avenue should be extended to reconnect along the eastern border of the park. This will increase accessibility to Central Park and reduce opportunities for crime. Hunt Street may continue to connect with Pine Street, but designed in a manner which recognizes the relationship between CW Hill Elementary School and Central Park. The street should be able to be a limited access road during the school day, through the use of bollards.

As the land north of Central Park owned by the Atlanta Housing Authority redevelops, a north-south street across the site should be built.

The following summarizes recommended streets:

- Merritts Avenue extension from Boulevard to Parkway (T-1)
- Hunt Street extension from Linden Avenue to Pine Street (T-2) - South of Merritts Avenue this should include bollards that can be installed while school is in session
- Hutting Street extension from Linden Street to North Avenue (T-3)
- New street between North Avenue and Ponce de Leon Avenue on property owned by the Atlanta Housing Authority (T-4)
- New streets at the Civic Center site (T-5)
- Linden Avenue extension to Piedmont Avenue (T-6)
- Penn Avenue extension to Renaissance Parkway (T-7)
- New street from Central Park Place to the Civic Center site (T-8)
- New streets on the block bounded by Central Park Place, Ralph McGill Boulevard, Parkway, and Highland Avenue (T-9)
- New street from Renaissance Parkway to North Avenue on new park land (T-10)
- Linden Street extension From Parkway Drive



This map shows existing streets (grey) and recommended new streets (red)

- to Boulevard (T-11)
- Dallas Street Extension from Angier Springs Road (T-12)
- Wilmer Street extension to Ralph McGill Boulevard (T-13)
- North Angier Avenue extension to Ralph McGill Boulevard (T-14)
- Willoughby Way extension to Ensley Street (T-15)
- Ensley Street Extension to Elizabeth Street (T-16)

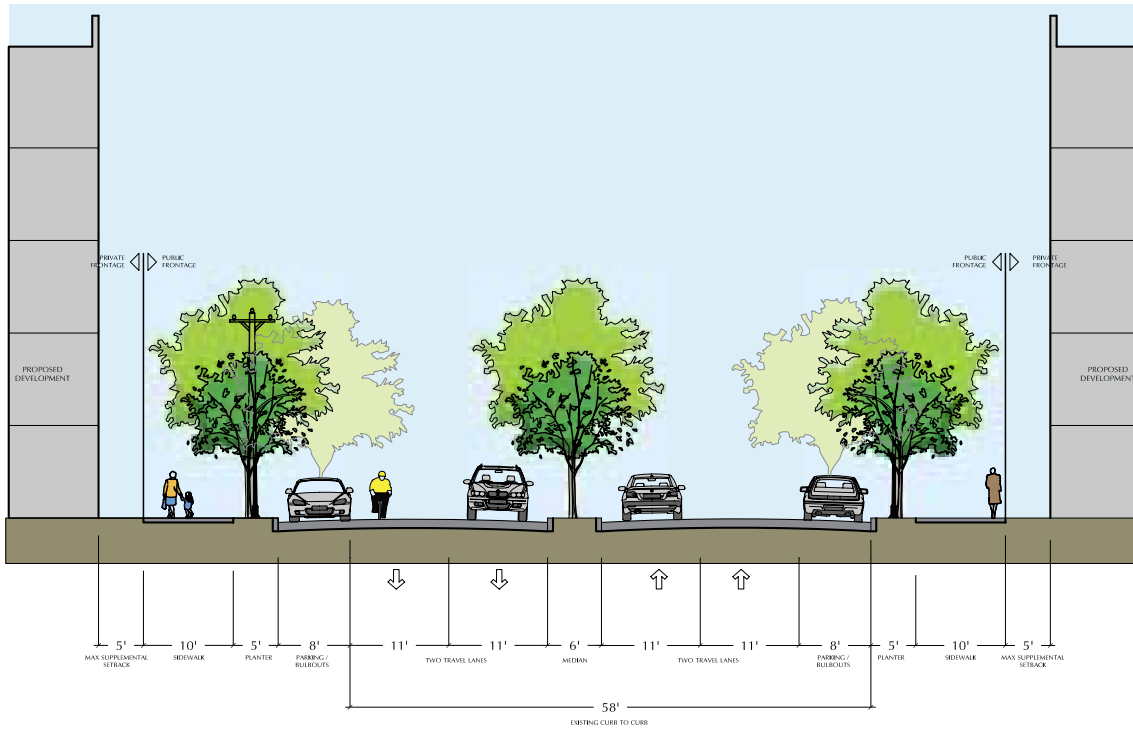
Neighborhood speed humps (T-30)

Humps should be installed on Sampson Street between Highland Avenue and Irwin Street.

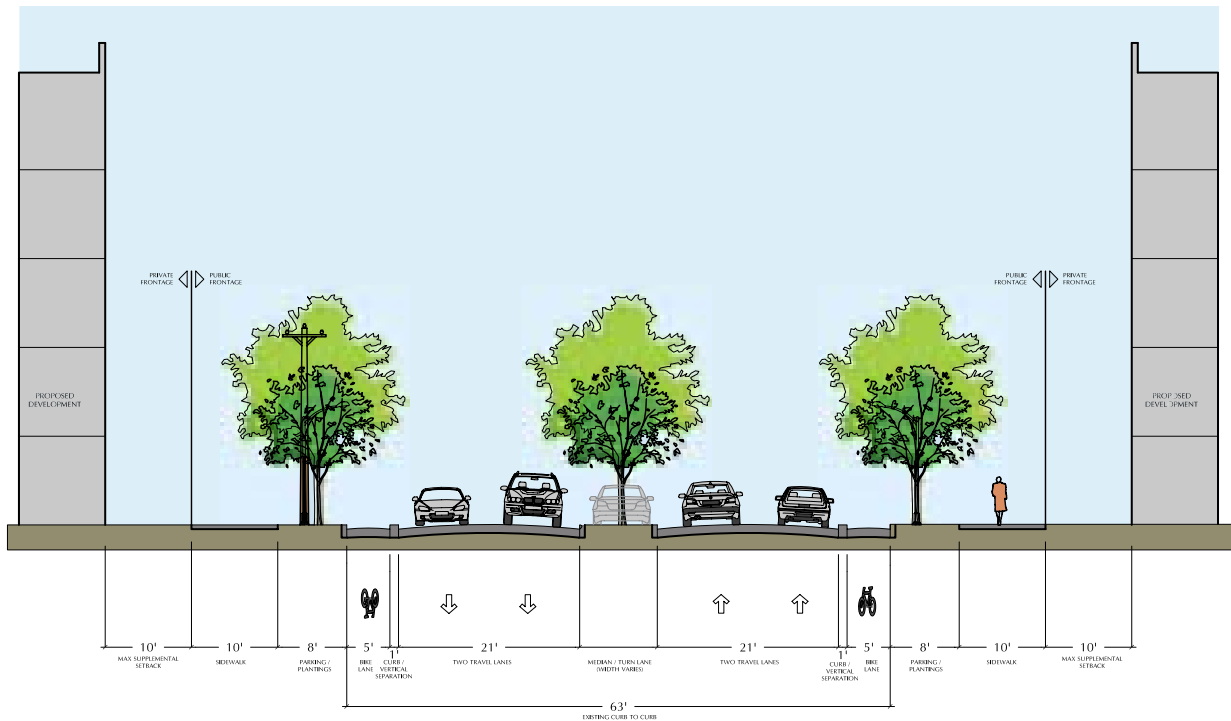
Recommended Street Sections

The sections on the following pages show the long-term desired character of key streets. Developers should provide the parking, sidewalks, and setbacks shown.

Recommended Street Sections



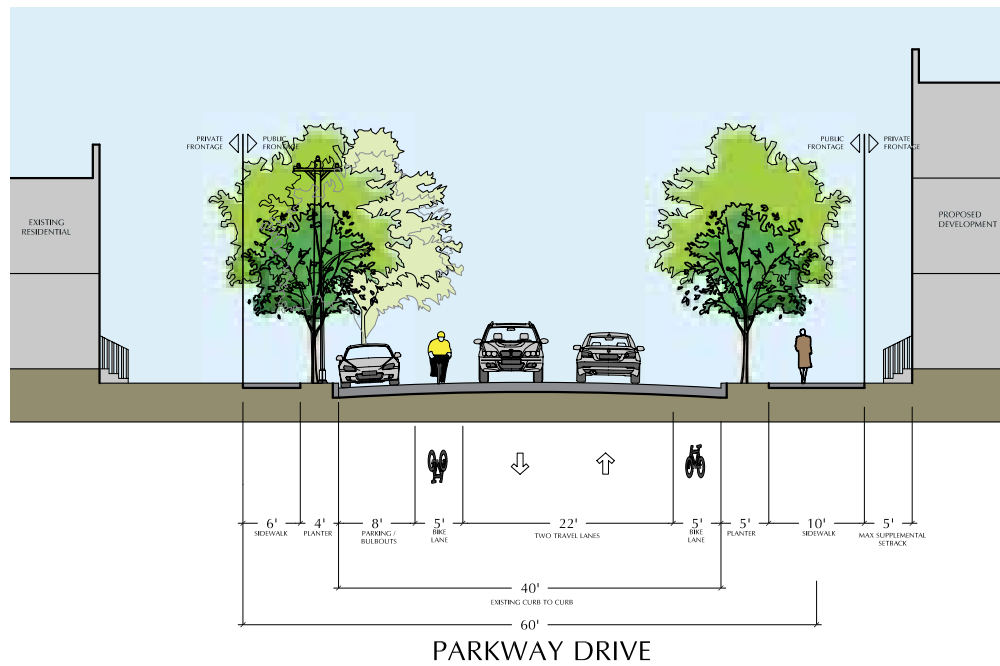
BOULEVARD



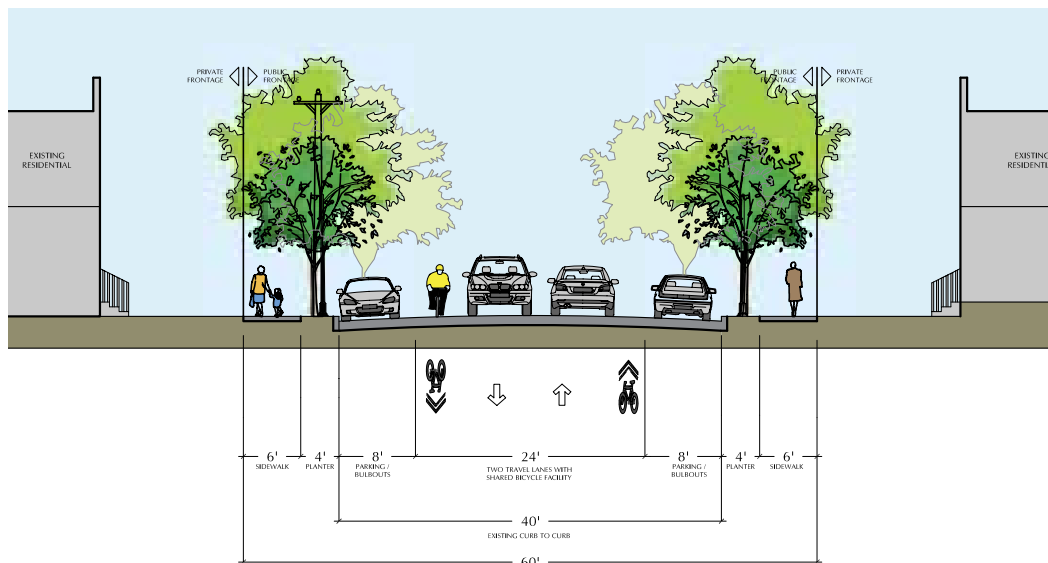
NORTH AVENUE

Note: Graphics may be at different scales

Recommended Street Sections (continued)



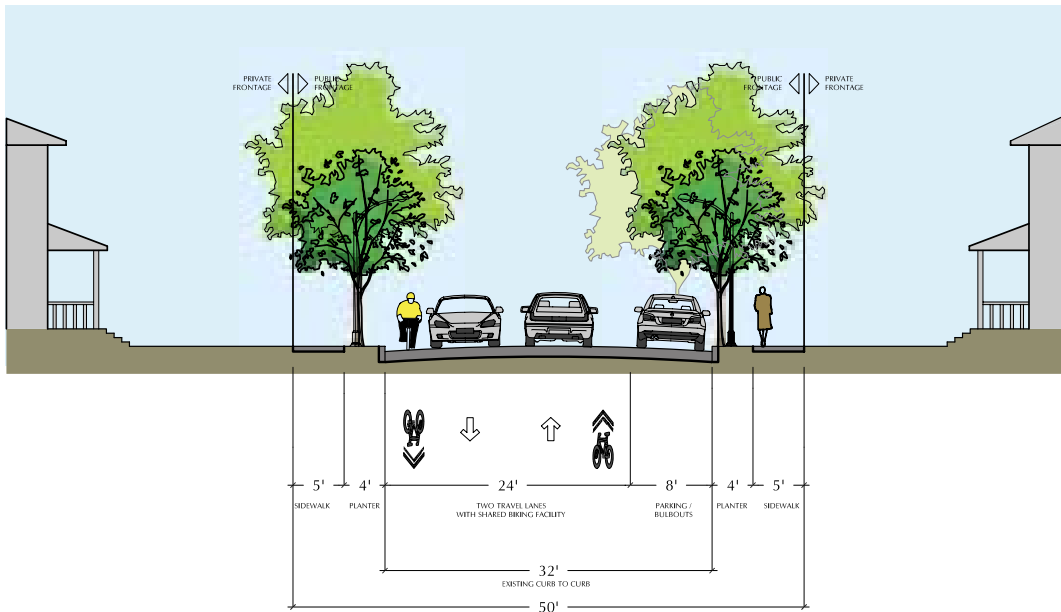
PARKWAY DRIVE



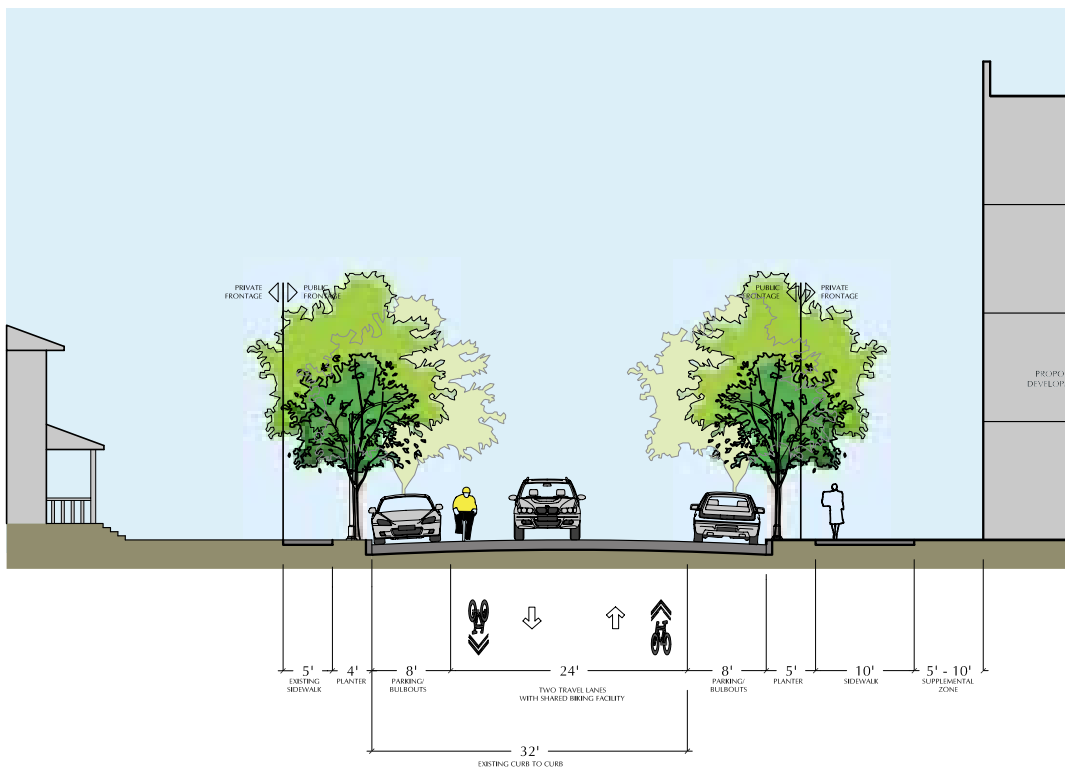
IRWIN STREET

Note: Graphics may be at different scales

Recommended Street Sections (continued)



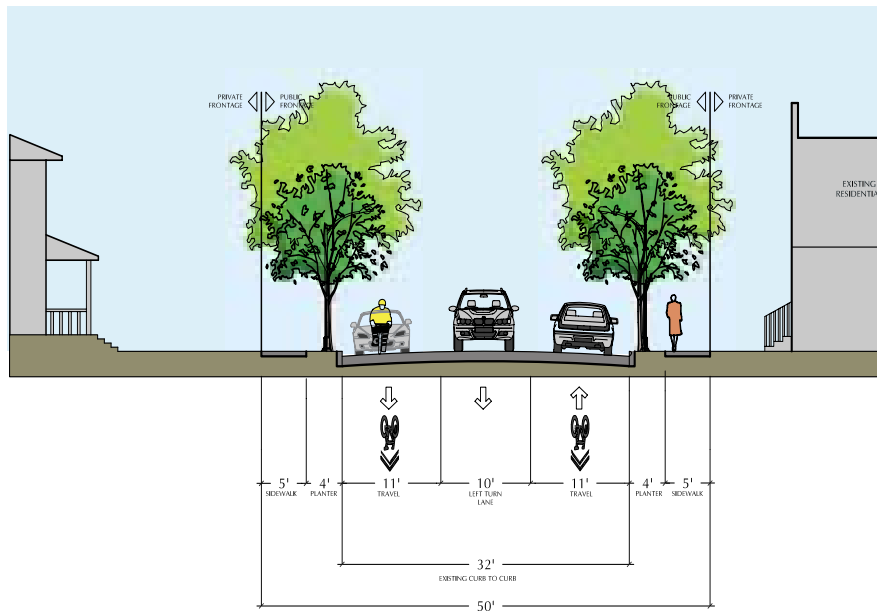
GLEN IRIS
(NO NEW DEVELOPMENT)



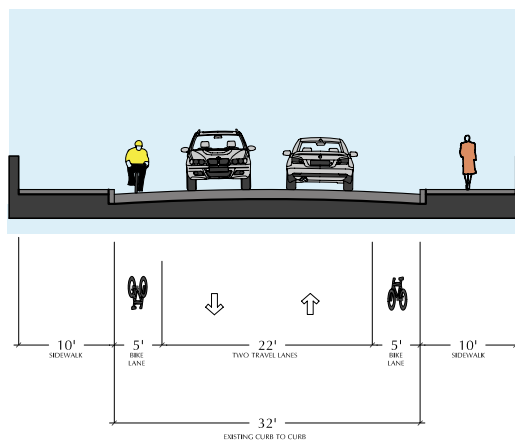
GLEN IRIS
(NEW DEVELOPMENT)

Note: Graphics may be at different scales

Recommended Street Sections (continued)



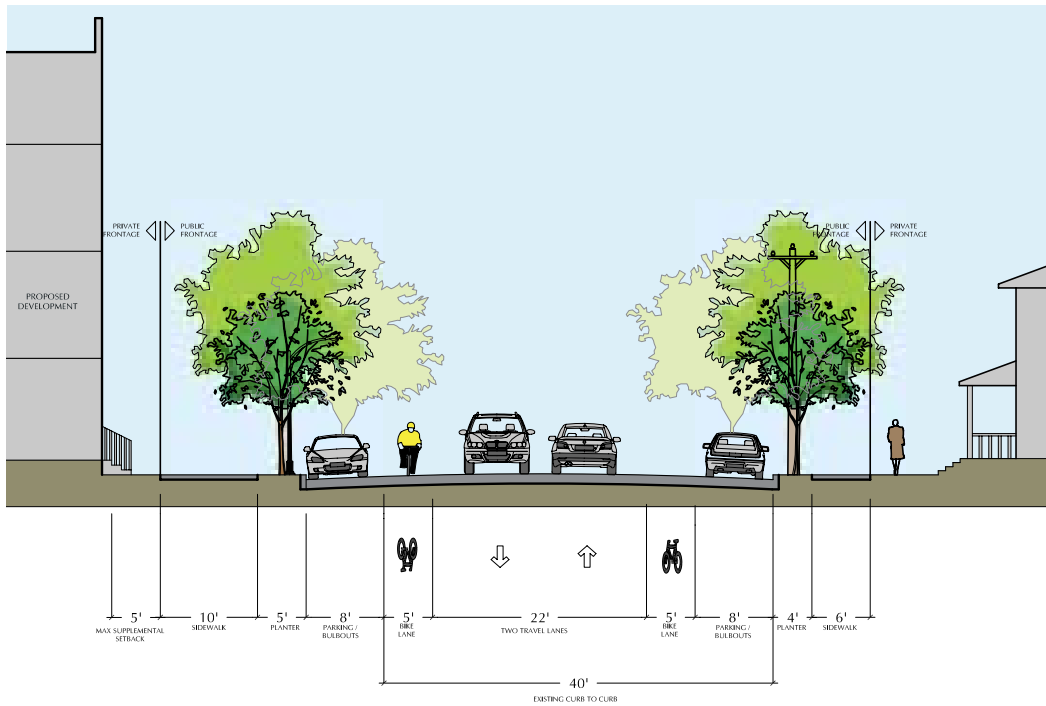
GLEN IRIS AT
SIGNALLED INTERSECTION



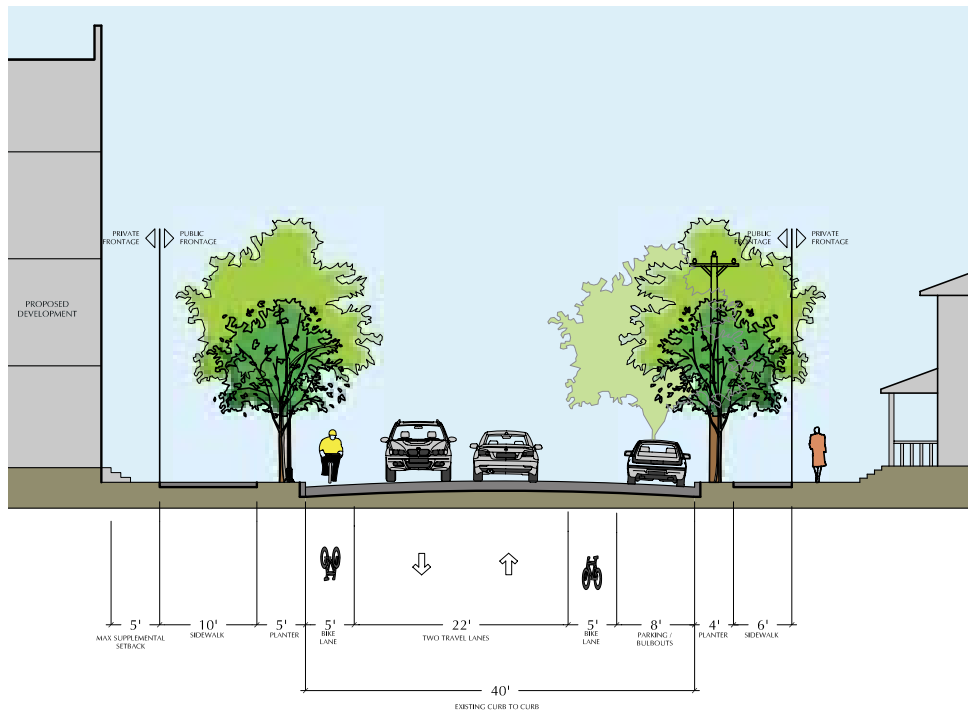
GLEN IRIS AT
FREEDOM PKWY. BRIDGE

Note: Graphics may be at different scales

Recommended Street Sections (continued)



RALPH MCGILL
(NEW DEVELOPMENT W/ PARKING)



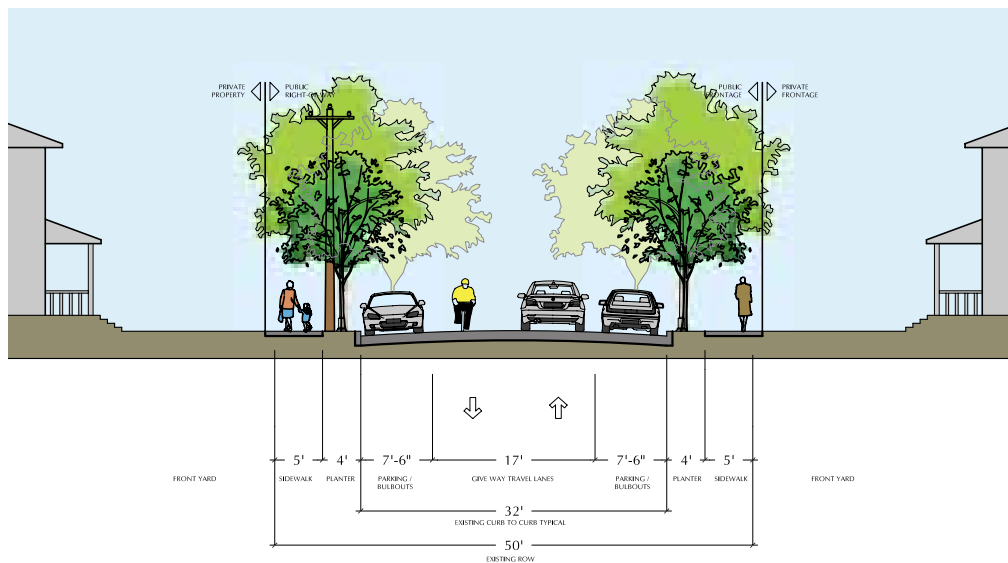
RALPH MCGILL
(NEW DEVELOPMENT W/O PARKING)

Note: Graphics may be at different scales

Recommended Street Sections (continued)



RALPH MCGILL GATEWAY



ANGIER AVENUE

Note: Graphics may be at different scales

Transit Recommendations

Another sustainable mode of transportation is public transit. The study area is already intersected by six MARTA bus routes, and is near several rail stations. Several enhancements to bus service are recommended.

Transit Policies

Support efforts to increase bus frequency.

More frequent service along bus routes with the most ridership, such as routes 27 and 16, would make bus travel more convenient and potentially attract new riders.

Encourage MARTA to reduce closely-spaced stops.

Excessive, closely spaced stops should be removed to reduce bus delays.

Transit Projects

New bus shelters (T-33)

New bus shelters should be added at stops with the highest number of boardings to supplement the 10 existing bus shelters in the study area. New informational signs should be added at every bus stop to indicate which buses serve the stop, where the routes travel, and when the buses stop.

The sidewalk improvements outlined above will also encourage bus travel by making the walking experience after leaving the bus more pleasant. Those in wheelchairs can ride on any city bus, but will be able to use more stops as sidewalks and shelters are made more accommodating.

Trash receptacles at bus stops (T-34)

Twenty-five bus stops in the study area should have new trash receptacles installed.

Peachtree/Auburn Streetcar (T-35)

The Peachtree Corridor study has recommended a streetcar that would circulate along Auburn and Edgewood Avenues. This new transit line would connect the Old Fourth Ward with Downtown and



Bus shelters such as this one provide schedule and route information to passengers about buses that serve the stop



Streetcars are recommended to enhance access to the neighborhood

the proposed Peachtree streetcar.

Other Streetcar Projects

This study also recommends studying potential long-term streetcars along:

- Ponce de Leon Avenue (T-39)
- Highland Avenue (T-36)
- Boulevard Monroe (T-37)

BeltLine Transit (T-38)

Bus Route 3 (T-40)

MARTA bus Route 3, which connected the neighborhood to the West End until very recently, should be reinstated in the neighborhood.

Old Fourth Ward Master Plan

Part 5: Public Involvement



Prepared for the City of Atlanta Department
of Planning & Community Development
by Tunnell-Spangler-Walsh & Associates

OLD FOURTH WARD Master Plan - September 2008

Public input was solicited throughout the master planning process by a variety of means, including mailings, e-mail, a web page, personal interviews, workshops, and public meetings held in several venues. Announcements about the public involvement process were distributed to neighborhood residents by mail, local media, and announcements at Neighborhood Planning Unit meetings. This process lasted from October 2007 to August of 2008.

Public Meetings

Neighborhood residents and other stakeholders were given the opportunity to contribute at a variety of public meetings and workshops. These varied from large public gatherings at which information was presented to more informal breakout sessions in which participants discussed and worked on maps to identify key issues within the study area.

Following creation of the draft plan, meetings were held to provide a public review opportunity. After each meeting the plan was modified based on comments received. Meetings included a public draft plan presentation on July 17, 2008, an NPU M Land Use Committee meeting on August 11, 2008, a second plan presentation on August 12, 2008, and a final NPU M General Meeting presentation on August 25, 2008, at which the plan was approved unanimously by its members.

Advisory Committee

An advisory committee with members from neighborhood and neighborhood planning unit leadership, condominium associations, city government and the Bureau of Planning, a business association, an architect, a church, and others assisted during the planning process.

The goal of the advisory committee was to represent the community at large, ensure that the plan truly represented the community, help define the goals and vision, ensure that the plan addressed issues that are special or unique to the neighborhood, review upcoming meeting agendas, and comment on plan documents.



Public meetings kept residents and constituents informed and allowed them to contribute to the plan



A series of workshops allowed those with an interest in the Old Fourth Ward to help shape its future



The project web site, maintained by the Bureau of Planning, provided meeting dates and other relevant plan information

Working Groups

Special working groups were established as a sub-section of the Advisory Committee to provide detailed guidance on specific issues, including sustainability, public safety, and education. Their recommendations were incorporated into the master planning effort. Many of the recommendations in Part 4 are the direct result of their efforts.

Master Plan Website

A web page maintained by the city provided information throughout the planning process, including meeting dates and locations, relevant documents, news briefs, and a dedicated e-mail address for requesting additional information. A special form on the website also allowed interested parties to be added to the postal mailing list to receive information and meeting notices.

Old Fourth Ward Master Plan

Part 6: Implementation



Prepared for the City of Atlanta Department
of Planning & Community Development
by Tunnell-Spangler-Walsh & Associates

Section 6.1: Action Program

Action Program

The Action Program outlines the next steps after adoption of this plan by the City of Atlanta. It includes a list of projects, timelines and responsible parties, and is intended to serve as a blueprint for achieving the community's vision for its future.

Stakeholders identified several efforts to assure implementation. These included continued diligence on the part of area residents, businesses, and the City of Atlanta to monitor development in the Old Fourth Ward and ensure compliance with the vision of this study. Part of this should involve revisions to the plan as needed. Stakeholders must also work with the City to implement land use and zoning changes which support the vision.

Recommendations are provided on an aggressive schedule. Projects in the near future represent those addressing areas with the most critical need for public improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the long-term success of this study.

Implementation Steps

This document is an aggressive, but achievable, plan for building on the rich history of the Old Fourth Ward to create a model sustainable neighborhood. However, for the vision contained in these pages to become a reality there must be both short and long-term commitments to its principles. The following paragraphs are intended to provide steps that guide the short and long-term implementation processes.

Short-Term

Short term implementation should remove regulatory barriers to the vision contained herein. Plan approval should be accompanied by updates to the 15 Year Future Land Use Plan, as recommended herein. Plan approval is constituted

by an official adoption of the plan into the Atlanta Strategic Action Plan (ASAP), making the plan an official part of the city-wide plan.

Consistent with the City's established practices, other short-term implementation steps are as follow:

- Capital Projects will be identified in the ASAP. ASAP project tables receive yearly updates and status reporting.
- Short term capital projects will be identified in the CIP, which has very high visibility and for which status is reported more frequently.
- Projects within specific council districts are reviewed regularly with council members (at least once per year) for funding and priority-setting.
- Neighborhood Planning Unit M will be given copies of the complete plan, containing capital and other projects. NPU M will provide an ongoing review for projects and request project updates as needed from the Bureau of Planning and City Council.
- The plan includes preliminary zoning recommendations. These recommendations are implemented in a follow-up process, with additional input from the community. The involved neighborhood groups and NPU M always provide a natural impetus to implement the rezoning recommendations as developments file for rezoning.

Long-Term

The realization of the vision contained herein will also require a long-term commitment. The plan's aggressive vision cannot be achieved overnight, and must be regularly reviewed to remain relevant. Any plan that does not do this risks obsolescence.

As the City of Atlanta and neighborhood move forward with implementing the vision of this study, it is critical that the following are kept in mind:

- **The Plan's Lasting Vision:** Of all of the components of this study, its policies should represent its most lasting legacy. The ideas contained in Part 4: Recommendations are the results of

an extensive and inclusive public involvement process. It is highly unlikely that the general vision and goals resulting from such process will change significantly, although the steps to achieving them may.

- **The Need for Flexibility:** While the vision is unlikely to change, it is critical that the community recognize that the ways in which the vision is achieved can and will change. The future addition or subtraction of policies or projects should not be viewed as a compromise of the study, but rather its natural evolution in response to new conditions. Many of the assumptions used to guide this process, including the regional and national economy; land costs; transportation costs; transportation funding programs; and development trends are never fixed. The City of Atlanta must be prepared to respond to changes of these and other factors in order to ensure a fresh, relevant plan.
- **A Redevelopment Guide:** One of the greatest long-term values of this document, in addition to its role in procuring transportation funding, is that it lays out a detailed land use vision. To this end, as development proposals are submitted to the City, said proposals should be reviewed for compatibility with the plan. The plan contains specific recommendations for specific sites, and the City should use the development review process to work with the private sector to achieve this vision.

By being mindful of these four ideas, the Old Fourth Ward Master Plan can guide positive change in the neighborhood for years to come.

Public Project Funding

Since transportation improvements are among the highest priority projects in the Old Fourth Ward, it is also ideal that they may be funded through a variety of sources. The City of Atlanta should work with Atlanta Regional Commission (ARC) and Georgia Department of Transportation (GDOT) staff to ensure that projects that require Federal transportation funds are included in future Regional Transportation Plans (RTPs). Revisions

to such plans are made every five years.

Typically, federal funds require a local 20 percent match. Key sources for these funds and other project funds could include:

- **Recommended CID:** The proposed Old Fourth Ward Community Improvement District (CID) will be instrumental in implementing the recommendation of this plan. The CID will be able to provide funds to serve as the local transportation match. It will also provide a critical stream of revenue for security and maintenance of parks and transportation facilities.
- **BeltLine Tax Allocation District:** The BeltLine TAD will generate bond funds to pay for transportation and open space improvements near the BeltLine. The TAD includes much of the neighborhood within one-quarter mile of the BeltLine. Many of the projects in this study have been coordinated with the BeltLine Subarea 5 Master Plan to ensure funding eligibility.
- **Eastside TAD:** Most of the neighborhood that is not within the BeltLine TAD lies within the Eastside TAD. Like the BeltLine TAD, this TAD may represent an option for funding public investments.
- **Development Impact Fees:** As new development occurs citywide, impact fees are generated to fund transportation, parks, and public safety improvements. These could be used to leverage federal funds within the Study Area.
- **Private Donations:** Local matches could also be obtained by soliciting area property owners, businesses, and residents. Although highly unusual, this method was used in Downtown to fund public improvements in the Fairlie-Poplar district.

Private funds may also be used to fund specific “special interest” projects. For example, the PATH Foundation funds multi-use greenway trails, while the Trust for Public Land and the Blank Foundation sometimes fund urban park projects.

Without a detailed analysis that is beyond the scope of this study, the ideal local funding mechanisms for each project cannot be determined. However, the City should explore all available options.

Cost Assumptions

As with any macro-level planning process, it is impossible to perfectly assign costs to future projects. However, it is possible to estimate based on standard cost assumptions. The following assumptions are used in the Action Program Matrices found on the following pages; all costs include demolition and installation:

- Concrete sidewalks: \$5.00/sf
- Street trees (3.5" caliper): \$600 each
- Pedestrian light: \$5,000 each
- Concrete curbs: \$7.50/linear foot
- Planted bulbouts: \$9,000 each
- Landscape strip: \$2.25/sf
- Colored asphalt crosswalks: \$4,500/leg
- Thermoplastic ladder crosswalk: \$400/leg
- Bike lanes/stripping: \$4.00/linear foot
- Major park improvements: \$15/sf
- Buried utilities: \$350/linear foot per side
- Asphalt removal: \$1.00/sf
- Asphalt Paving: \$1.67/sf
- Median construction (including asphalt removal and landscaping): \$15.00/sf
- Speed bumps: \$1,200 each
- Bus shelter: \$5,000 each
- New streets: \$500/linear foot
- Sharrow: \$3.50/linear foot
- Traffic signal: \$150,000/intersection
- Stop sign: \$500/each

Where project costs have already been estimated by another study, the other study's costs are used. All costs are in 2008 dollars.

Transportation Projects

ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
Vehicle - New Streets									
T-1	Merritt Ave Extension - From Boulevard to Parkway	\$30,000	2013	\$200,000	\$230,000	COA	COA, QOL	COA	\$230,000
T-2	Hunt St extension - From Linden Ave to Pine St. (controlled access street south of Merritt)	\$52,500	2014	\$350,000	\$402,500	COA	COA, QOL	COA	\$402,500
T-3	Hutting St Extension - From Linden St to North Ave	\$33,750	2011	\$225,000	\$258,750	Private, AHA	Private	n/a	\$0
T-4	New street - Between North and Ponce de Leon Aves - Location undetermined	\$33,750	2011	\$225,000	\$258,750	Private, AHA	Private	n/a	\$0
T-5	New streets - Civic Center site	\$240,000	TBD	\$1,600,000	\$1,840,000	Private	Private	n/a	\$0
T-6	Linden Ave. Extension - To Piedmont Avenue	\$91,500	TBD	\$610,000	\$701,500	Private	Private	n/a	\$0
T-7	Penn Ave Extension - To Renaissance Pkwy	\$75,000	TBD	\$500,000	\$575,000	Private	Private	n/a	\$0
T-8	New street - From Central Park Pl to Civic Center site	\$33,750	TBD	\$225,000	\$258,750	Private	Private	n/a	\$0
T-9	New streets - Block bounded by Central Park Pl, Ralph McGill, Parkway & Highland	\$232,500	TBD	\$1,550,000	\$1,782,500	Private	Private	n/a	\$0
T-10	New Street - From Renaissance Pkwy to North, on new park land	\$97,500	TBD	\$650,000	\$747,500	COA	COA, QOL	COA	\$747,500
T-11	Linden St Extension - From Parkway Dr to Boulevard	\$30,060	TBD	\$200,400	\$230,460	Private	Private	n/a	\$0
T-12	Dallas St Extension - Angier Springs Rd	TBD							
T-13	Wilmer St Extension - To Ralph McGill Blvd	See Beltline Sub-Area 5 Plan							
T-14	North Angier Ave Extension - Ralph McGill Blvd	See Beltline Sub-Area 5 Plan							
T-15	Willoughby Way Extension - To Ensley St	See Beltline Sub-Area 5 Plan							
T-16	Ensley St Extension - Elizabeth St.	See Beltline Sub-Area 5 Plan							
	Programable New Street Total : (Includes only new projects)	\$950,310		\$6,335,400	\$7,285,710				\$1,380,000
Vehicle - Other									
T-17	Median on Boulevard	\$53,000	2013	\$352,500	\$405,500	GDOT	Safety	n/a	\$0
T-18	Median on Ralph McGill Blvd	\$11,250	2016	\$75,000	\$86,250	COA	COA	COA, QOL, IF	\$0
T-19	Median on North Avenue	See Connect Atlanta Plan							
T-20	Traffic signal at Ralph McGill Blvd, Willoughby Way and Fortune St	\$22,500	2010	\$150,000	\$172,500	COA	COA	COA, QOL, IF	\$172,500
T-21	Traffic signal at North Ave at City Hall East	\$22,500	2012	\$150,000	\$172,500	Ponce Park Development	Private	n/a	\$0
T-22	Traffic signal at Hutting St at North Avenue	\$7,500	TBD	\$50,000	\$57,500	Private, AHA	Private, AHA	N/A	\$0
T-23	Left turn striping: Glen Iris Dr @ Highland Ave	\$360	2010	\$2,400	\$2,760	COA	COA	COA operating	\$2,760
T-24	Left turn striping: Randolph St @ Irwin St	\$0	2010	\$2,400	\$2,400	COA	COA	COA operating	\$2,400
T-25	Four way stop signs: Irwin St @ Sampson St	\$0	2009	\$2,000	\$2,000	COA	COA	COA operating	\$2,000
T-26	Four-way stop signs: Fortune St @ East Ave	\$0	2009	\$2,000	\$2,000	COA	COA	COA	\$2,000
T-27	JW Dobbs one-way conversion: East of Randolph St	\$0	2009	\$2,000	\$2,000	COA	COA	COA operating	\$2,000
T-28	Intersection upgrade/left turn lane: Boulevard @ Edgewood Ave	\$13,500	2012	\$90,000	\$103,500	COA	COA	COA, QOL, IF	\$103,500
T-29	Boulevard traffic signal upgrades and synchronization	\$185,250	2010	\$1,235,000	\$1,420,250	GDOT	Bond Fund, "Fast Forward"	n/a	\$0
T-30	Neighborhood speed humps	\$750	2009	\$5,000	\$5,750	COA	COA	COA operating	\$5,750
T-31	Ponce de Leon Ave traffic signal upgrades and synchronization	See Ponce Moreland Corridor Study							

OLD FOURTH WARD Master Plan - September 2008

Transportation Projects

ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
T-32	Freedom Pkwy to I-75/85 reconstruction	See Connect Atlanta Plan							
	Programable Vehicular Total : (Includes only new projects)	\$316,610		\$2,109,900	\$2,426,510				\$292,910
Transit									
T-33	Bus shelters: 10 total	\$7,500	2011	\$50,000	\$57,500	MARTA	MARTA	n/a	\$0
T-34	Trash receptacles at select bus stops: 25 total	\$0	2011	\$6,250	\$6,250	MARTA	MARTA	n/a	\$0
T-35	Peachtree/Auburn Ave Streetcar	See Peachtree Streetcar Redevelopment Plan							
T-36	Boulevard / Monroe Streetcar -	To be determined							
T-37	Highland Avenue Streetcar	To be determined							
T-38	Beltline Transit	See Beltline Urban Redevelopment Plan							
T-39	Ponce de Leon Avenue Streetcar	See Ponce Moreland Corridor Study							
T-40	Bus Route 3 Reactivation	\$0	2009	\$0	\$0	MARTA	MARTA	n/a	\$0
	Programable Transit Total: (Includes only new projects)	\$7,500		\$56,250	\$63,750				\$0
Pedestrian									
T-41	Boulevard Pedestrian Facilities: Freedom Pkwy to Ponce de Leon Ave	\$261,150	2015	\$4,366,000	\$5,020,900	COA	TE, QOL	CID, IF, TAD	\$3,680,330
	<i>New sidewalks (in existing ROW, both sides)</i>	\$60,000	2015	\$400,000	\$460,000	COA	TE, QOL	CID, IF, TAD	\$152,000
	<i>Pedestrian lighting</i>	\$126,000	2015	\$840,000	\$966,000	COA	TE, QOL	CID, IF, TAD	\$319,200
	<i>Street trees</i>	\$22,500	2015	\$150,000	\$172,500	COA	TE, QOL	COA, Trees Atlanta	\$57,000
	<i>Crosswalks - imprinted asphalt per GDOT standards</i>	\$27,000	2015	\$180,000	\$207,000	COA	TE, QOL	CID, IF, TAD	\$68,400
	<i>Bulbouts around existing parking - east side</i>	\$25,650	2015	\$171,000	\$196,650	COA	TE, QOL	CID, IF, TAD	\$64,980
	<i>Utility burial - local lines, not high tension lines</i>	\$393,750	2016	\$2,625,000	\$3,018,750	COA	QOL, Private	CID, IF, TAD	\$3,018,750
T-42	Boulevard Pedestrian Facilities: Freedom Pkwy to DeKalb Ave	\$126,180	2017	\$2,521,200	\$2,899,380	COA	TE, QOL	CID, IF	\$2,251,656
	<i>New sidewalks (in existing ROW, both sides)</i>	\$17,280	2017	\$115,200	\$132,480	COA	TE, QOL	CID, IF	\$43,776
	<i>Pedestrian lighting</i>	\$81,000	2017	\$540,000	\$621,000	COA	TE, QOL	CID, IF	\$205,200
	<i>Street trees</i>	\$14,400	2017	\$96,000	\$110,400	COA	TE, QOL	COA, Trees Atlanta	\$36,480
	<i>Crosswalks - imprinted asphalt per GDOT standards</i>	\$13,500	2017	\$90,000	\$103,500	COA	TE, QOL	COA	\$34,200
	<i>Utility burial - local lines, not high tension lines</i>	\$252,000	2017	\$1,680,000	\$1,932,000	COA	QOL, Private		\$1,932,000
T-43	North Ave Pedestrian Facilities: Central Park Pl to Beltline	\$185,775	2016	\$3,443,500	\$3,960,025	COA	TE, QOL	CID, IF	\$3,006,380
	<i>New sidewalks (in existing ROW, both sides)</i>	\$50,400	2016	\$336,000	\$386,400	COA	TE, QOL	CID, IF	\$127,680
	<i>Pedestrian lighting</i>	\$105,000	2016	\$700,000	\$805,000	COA	TE, QOL	CID, IF	\$266,000
	<i>Street trees</i>	\$18,900	2016	\$126,000	\$144,900	COA	TE, QOL	COA, Trees Atlanta	\$47,880
	<i>Crosswalks - imprinted asphalt per GDOT standards</i>	\$11,475	2016	\$76,500	\$87,975	COA	TE, QOL	COA	\$29,070
	<i>Utility burial</i>	\$330,750	2016	\$2,205,000	\$2,535,750	COA	QOL, Private	COA	\$2,535,750

Transportation Projects

ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
T-44	Glen Iris Dr Pedestrian Facilities: Ponce de Leon Ave to Highland Ave	\$195,900	2012	\$1,306,000	\$1,501,900	COA	TE, QOL, Private	CID, IF, TAD	\$496,280
	<i>New sidewalks (in existing ROW, both sides)</i>	\$39,600	2012	\$264,000	\$303,600	COA	TE, QOL	CID, IF	\$100,320
	<i>Bulbouts - west side</i>	\$24,300	2012	\$162,000	\$186,300	COA	COA	TAD	\$61,560
	<i>Street trees</i>	\$132,000	2012	\$880,000	\$1,012,000	Private, COA	COA	COA, Trees Atlanta	\$334,400
T-45	Randolph St Pedestrian Facilities: Highland Ave to Edgewood Ave	\$38,880	2013	\$259,200	\$298,080	COA	TE, QOL, Private	CID, IF, TAD	\$98,496
	<i>New sidewalks (in existing ROW, both sides)</i>	\$23,400	2013	\$156,000	\$179,400	COA	TE, QOL	CID, IF	\$59,280
	<i>Bulbouts - west side</i>	\$10,800	2013	\$72,000	\$82,800	COA	COA	TAD	\$27,360
	<i>Street trees</i>	\$4,680	2013	\$31,200	\$35,880	Private, COA	COA	COA, Trees Atlanta	\$11,856
T-46	Edgewood Ave Pedestrian Facilities: Beltline to Boulevard	\$47,700	2013	\$318,000	\$365,700	COA	TE, QOL, Private	CID, IF, TAD	\$120,840
	<i>New sidewalks (in existing ROW, both sides)</i>	\$27,000	2013	\$180,000	\$207,000	COA	TE, QOL	CID, IF	\$68,400
	<i>Bulbouts - south side</i>	\$13,500	2013	\$90,000	\$103,500	COA	COA	TAD	\$34,200
	<i>Street trees</i>	\$7,200	2013	\$48,000	\$55,200	Private, COA	COA	COA, Trees Atlanta	\$18,240
T-47	Highland Ave Pedestrian Facilities: Boulevard to Beltline	\$54,270	2016	\$361,800	\$416,070	COA	TE, QOL, Private	CID, IF, TAD	\$137,484
	<i>New sidewalks (in existing ROW, both sides)</i>	\$36,450	2018	\$243,000	\$279,450	COA	TE, QOL	CID, IF	\$92,340
	<i>Bulbouts - north side</i>	\$8,100	2018	\$54,000	\$62,100	COA	COA	TAD	\$20,520
	<i>Street trees</i>	\$9,720	2018	\$64,800	\$74,520	Private, COA	COA	COA, Trees Atlanta	\$24,624
T-48	Irwin St Pedestrian Facilities: Boulevard to Beltline	\$51,120	2018	\$340,800	\$391,920	COA	TE, QOL, Private	CID, IF, TAD	\$129,504
	<i>New sidewalks (in existing ROW, both sides)</i>	\$29,700	2018	\$198,000	\$227,700	COA	TE, QOL	CID, IF	\$75,240
	<i>Bulbouts - both sides</i>	\$13,500	2018	\$90,000	\$103,500	COA	COA	TAD	\$34,200
	<i>Street trees</i>	\$7,920	2018	\$52,800	\$60,720	Private, COA	COA	COA, Trees Atlanta	\$20,064
T-49	Ralph McGill Pedestrian Facilities: Boulevard to Beltline	\$62,550	2018	\$417,000	\$479,550	COA	TE, QOL, Private	CID, IF, TAD	\$158,460
	<i>New sidewalks (in existing ROW, both sides)</i>	\$47,250	2018	\$315,000	\$362,250	COA	TE, QOL	CID, IF	\$119,700
	<i>Bulbouts - one side between Glen Iris and Boulevard</i>	\$2,700	2018	\$18,000	\$20,700	COA	COA	TAD	\$6,840
	<i>Street trees</i>	\$12,600	2018	\$84,000	\$96,600	Private, COA	COA	COA, Trees Atlanta	\$31,920
T-50	Ralph McGill Pedestrian Facilities: Boulevard to Piedmont	\$58,050	2018	\$387,000	\$445,050	COA	TE, QOL, Private	CID, IF, TAD	\$147,060
	<i>New sidewalks (in existing ROW, both sides)</i>	\$40,500	2018	\$270,000	\$310,500	COA	TE, QOL	CID, IF	\$102,600
	<i>Bulbouts - south side</i>	\$6,750	2018	\$45,000	\$51,750	COA	COA	TAD	\$17,100
	<i>Street trees</i>	\$10,800	2018	\$72,000	\$82,800	Private, COA	COA	COA, Trees Atlanta	\$27,360
T-51	Angier Avenue Green Street - From Fourth Ward Park to Central Park	\$82,980	2021	\$553,200	\$636,180				\$210,216
	<i>New sidewalks (in existing ROW, both sides)</i>	\$31,500	2021	\$210,000	\$241,500	COA	TE, QOL	CID, IF	\$79,800
	<i>Bulbouts - both sides</i>	\$37,800	2021	\$252,000	\$289,800	COA	COA	TAD	\$95,760
	<i>Street trees</i>	\$13,680	2021	\$91,200	\$104,880	Private, COA	COA	COA, Trees Atlanta	\$34,656

OLD FOURTH WARD Master Plan - September 2008

Transportation Projects

ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
T-52	Parkway Pedestrian Facilities: Ponce de Leon to Highland Ave	\$73,080	2018	\$487,200	\$560,280	COA	TE, QOL, Private	CID, IF, TAD	\$185,136
	<i>New sidewalks (in existing ROW, both sides)</i>	\$38,700	2018	\$258,000	\$296,700	COA	TE, QOL	CID, IF	\$98,040
	<i>Bulbouts - one side</i>	\$18,900	2018	\$126,000	\$144,900	COA	COA	TAD	\$47,880
	<i>Street trees</i>	\$15,480	2018	\$103,200	\$118,680	Private, COA	COA	COA, Trees Atlanta	\$39,216
T-53	Neighborhood sidewalk repair (assorted locations)	\$97,500	TBD	\$650,000	\$747,500	COA	COA	COA, QOL	\$747,500
T-54	Sampson Street Pedestrian Bridge Renovation	\$7,500	2010	\$50,000	\$57,500	COA, Private	COA	COA, QOL, Private	\$57,500
T-55	Piedmont Ave Pedestrian Facilities	See Image Downtown Plan							
T-56	Ponce de Leon Ave Pedestrian Facilities	See Ponce de Leon/Moreland Avenue Corridor Study							
T-57	Neighborhood walking routes	\$1,500	2009	\$10,000	\$11,500.00	Private	Private	n/a	\$0
T-58	Mid-block pedestrian crossings (three locations)	\$2,250	2011	\$15,000	\$17,250.00	COA	QOL, TE, Private	COA	\$17,250
	Programable Pedestrian Total: (Includes only new projects)	\$1,346,385		\$15,485,900	\$17,808,785				\$11,444,092
Bicycle									
T-59	Bike lanes on Parkway: 4,500 lf (11,400 lf MLK Station to Piedmont Park)	\$13,680	2010	\$91,200	\$104,880	COA	QOL, TE, PATH	COA	\$20,976
T-60	Bike lanes on Ralph McGill Blvd: 8,800 lf (12,300 lf Freedom Pkwy to Ivan Allen Blvd)	\$10,560	2010	\$70,400	\$80,960	COA	QOL, TE, PATH	COA	\$16,192
T-61	Bike lanes on North Ave: 5,450 lf (14,000 lf GaTech to Moreland Ave.)	\$3,270	2010	\$21,800	\$25,070	COA	QOL, TE, PATH	COA	\$5,014
T-62	Shared lanes on Highland Ave: 3,050 lf (7,370 lf Parkway to Freedom Pkwy at Carter Center)	\$1,601	2010	\$10,675	\$12,276	COA	QOL, TE, PATH	COA	\$2,455
T-63	Angier Ave - Shared Lane marking and signage: 5,700 lf (6,725 lf Peachtree to O4W Park)	\$2,993	2010	\$19,950	\$22,943	COA	QOL, TE, PATH	COA	\$4,589
T-64	Glen Iris\ Randolph - Shared Lane marking and signage: 7,000 lf	\$3,675	2010	\$24,500	\$28,175	COA	QOL, TE, PATH	COA	\$5,635
T-65	Irwin St\ Lake Ave - Shared Lane marking & signage: 2,150 lf in O4W (11,320 lf total Downtown to Euclid)	\$1,129	2010	\$7,525	\$8,654	COA	QOL, TE, PATH	COA	\$1,731
T-66	Centennial Park Connector Trail	\$150,000	2008	\$1,000,000	\$1,150,000	COA	QOL, TE, PATH	COA	\$230,000
	Programable Bicycle Total: (Includes only new projects)	\$186,908		\$1,246,050	\$1,432,958				\$286,592
		\$2,807,713		\$25,233,500	\$29,017,713				\$13,403,594

NOTES

All costs are in 2008 dollars

COA: City of Atlanta

CID: Proposed Community Improvement District

IF: Impact Fees

TAD: Eastside or BeltLine TAD

TE: Federal Transportation Enhancement funds

QOL: Quality of Life Bonds

Other Projects

ID	Description	Costs	Year	Responsible Party	Funding Source
Parks & Open Space					
OS-1	Renaissance Park renovation	\$200,000	2012	City, Private	CID, Private, City Operating Funds
OS-2	Merritts Park renovation	\$20,000	2012	City, Private	CID, Private, City Operating Funds
OS-3	Boulevard-Angier Park renovation	\$20,000	2012	City, Private	CID, Private, City Operating Funds
OS-4	Morgan-Boulevard Park renovation	\$20,000	2012	City, Private	CID, Private, City Operating Funds
OS-5	Georgia Power greenspace renovation	\$15,000	2012	Private	CID, Private, City Operating Funds
OS-6	Renaissance Park expansion	\$25,000,000	TBD	City	City, Private
OS-7	New Park Place Park along Central Park Place at North Avenue	\$12,000,000	TBD	City	City, Private
OS-8	Community garden at Freedom Park (two locations)	\$5,000	2010	Private	Private
OS-9	Community garden at Parkway-Angier Park	\$3,000	2010	Private	Private
OS-10	Community garden at Central Park	\$3,000	2010	Private	Private
OS-11	Community garden at Auburn Ave. at Hogue St.	\$3,000	2010	Private	Private
OS-12	Community garden at new Old Fourth Ward Park	\$3,000	2010	Private	Private
OS-13	Community garden at Renaissance Park	\$3,000	2010	Private	Private
OS-14	Historic Fourth Ward Park	See BeltLine Urban Redevelopment Plan			
OS-15	Pocket park/paseo between Daniel Street and Bradley Street	\$10,000	2012	City	City, Private
OS-16	Opening David T. Howard school fields to public use	\$3,000	2010	City	City
OS-17	Establish an Old Fourth Ward Park Conservancy	\$0	2010	Private	Private
	Total (excluding staff time):	\$37,308,000			
Other Local Initiatives					
O-1	Mini police precinct	TBD	2009	APD	APD
O-2	"Boulevard Blue"	TBD	2011	CID	CID
O-3	Security cameras along Boulevard	\$300,000	2011	CID, APD	CID
O-4	Rezoning activity	Staff Time	2009	City	n/a
O-5	Modern home tour	TBD	2009	Private	Private
O-6	MLK Landmark District zoning amendments	Staff Time	2009	City	n/a
O-7	Community Improvement District (CID)	TBD	2010	CID	CID
O-8	Affordable housing technical advisory program	\$2,500	2009	City, ULI	ULI
O-9	New R-5A zoning district	Staff Time	2009	City	n/a
O-10	Neighborhood marketing	Staff Time	2010	CID, Private	CID, Private
O-11	Gateway markers at major neighborhood entrances	TBD	2011	CID, Private	CID, Private
	GRAND TOTAL:	\$302,500			

NOTES

All costs are in 2008 dollars
 APD: Atlanta Police Department
 ULI: Urban Land Institute
 CID: Community Improvement District

Section 6.2: Land Use & Zoning Changes

A key recommendation of this study is eliminating auto-oriented land uses in favor of more urban, pedestrian-oriented buildings. Before this can occur, however, amendments to the City of Atlanta's 15 Year Future Land Use Plan Map and subsequent zoning changes must occur. Current land use classifications and zoning designations have created the auto-oriented land uses that residents, businesses, and property owners so desperately want to change. This is particularly true in commercial areas such as North Avenue at Boulevard Drive.

Future Land Use Plan Map and subsequent zoning changes are priority actions for this study. They are intended to codify recommended land uses, urban design standards, and streetscape treatments. Land use recommendations focus on increasing the Mixed-Use classification in many areas, while zoning changes support use of the pedestrian-oriented Quality of Life Zoning Codes.

The zoning changes recommended in this study are intended to balance the community's wishes, market realities, and the current rights of land owners. They are intended to maintain property values while enacting controls to support greater pedestrian orientation and contextualism. Many of the urban design characteristics envisioned will increase development costs and challenge the expressed desire to increase affordable or workforce housing. As a result, the study recommends zoning changes that achieve the community's vision while providing an economic incentive to redevelop existing marginal, but expensive, land uses.

For example, the study supports establishing height controls throughout, even though no such controls exist today. Under current C-2 or RG-4 zoning it would be possible to build mid-rise office buildings or hotels along many of the larger, deeper lots in the study area (subject to the transitional height plane) without any public input. This has, of

course, not happened, due to limited demand, but the fact that a given property is zoned for this does affect its market value. To allay the concern that imposing height controls could represent "takings," the study often recommends both height limits and increased residential density. Because there is stronger demand for housing than office or hotel uses, land values are maintained by increasing the permission for neighborhood-scaled housing.

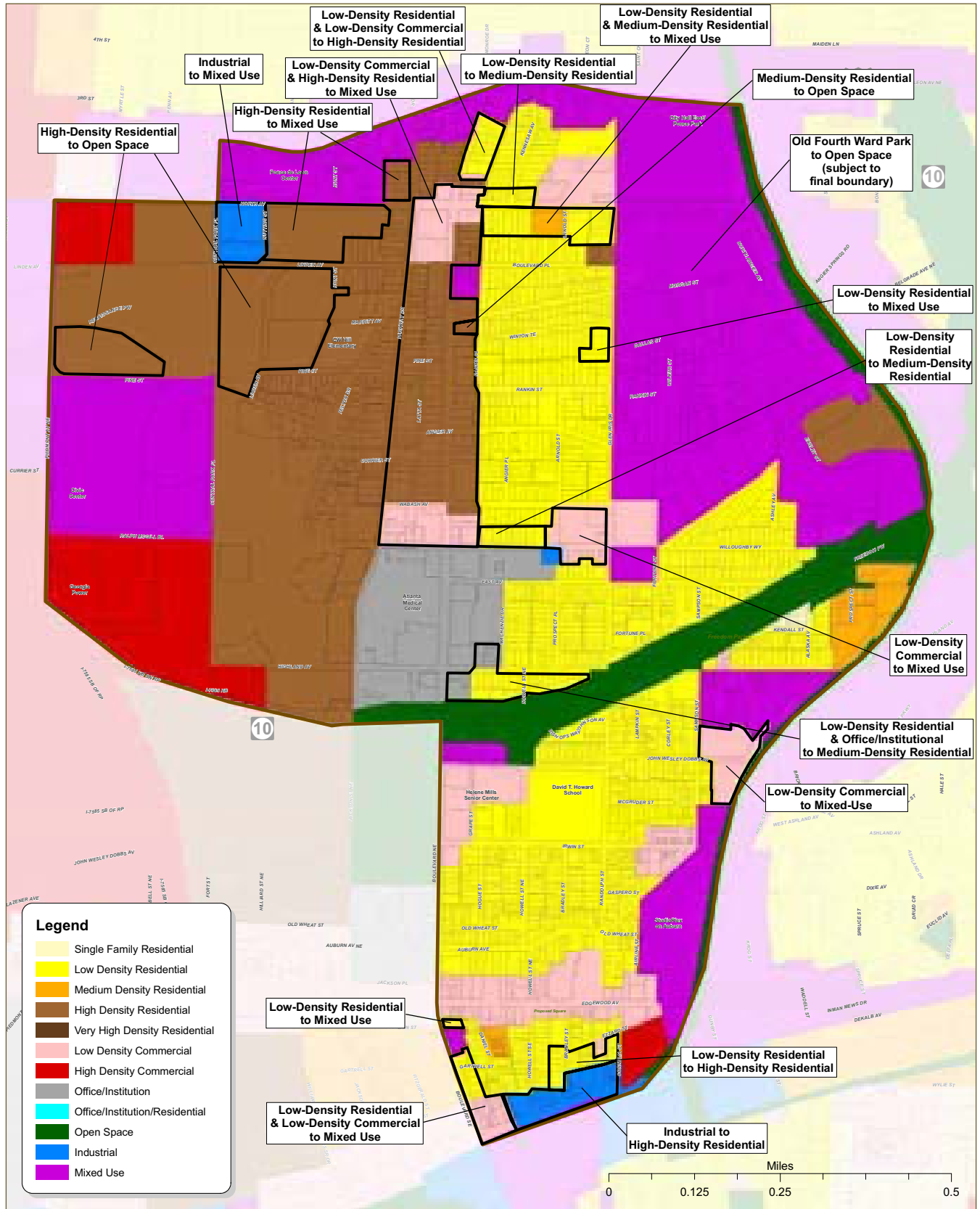
It is possible that the design standards recommended *vis-à-vis* proposed zoning changes could actually enhance values. By increasing design requirements and prohibiting suburban-style development, proposed zoning changes raise the bar for new development, protect high quality development, and protect the entire neighborhood. For example, without them, there is little incentive for a developer to invest in a street-oriented retail building if the adjacent parcel can compete for the same tenants with a low-grade, lower rent box surrounded by parking.

15-Year Future Land Use Plan Map Amendments

Prior to rezoning, the 15 Year Future Land Use Plan Map must be amended to support proposed zoning changes. The map on the following page illustrates the recommended future land use changes.

Please note that the changes recommended here do not include those that may emerge from proposed amendments to the Martin Luther King, Jr. Landmark Historic District regulations. Such changes will need to be undertaken separately as part of the Urban Design Commission's usual text amendment process.

Proposed Future Land Use Plan Map Changes



Zoning Changes

The future land use categories recommended by this master plan are broad. As such, a variety of zoning districts could result in buildings with the scale and character suggested in Table 6.1 below.

With the exception of the proposed city-initiated rezoning of the Central Park area identified below, all zoning changes should be developer-initiated. This will give the community the opportunity to review development proposals and ensure their consistency with the vision of this study. It will be up to the rezoning applicant and the neighborhoods to determine the specifics of each application.

Central Park Area Rezoning

To protect the parcels between Central Park and Boulevard Drive as a one to four story family-oriented area it must be rezoned from RG-4, which permits the demolition of this area for high-rise multifamily development that would be inconsistent with the recommendations of this study.

To preserve current development rights, but limit height to something compatible with existing



Neighborhood rezoning negotiations have historically resulted in high quality projects that enhance the neighborhood

single-family homes and small apartment blocks, the area is recommend for rezoning to MR-4B. MR-4B has the same floor area ratio (i.e. density) RG-4, but it restricts building height to 52 feet. Thus, buildings must be spread out across a site in a smaller scale rather than stacked vertically.

Sustainable Parking Standards

Excess off-street parking is one of the greatest challenges to urbanism. To reduce the supply of

Table 6.1: Appropriate Rezoning Designations by Land Use

Land Use Category	Description	Appropriate for Rezoning to ¹
Mixed Use: 10+ Stories	Exclusively commercial; or commercial and residential uses, each more than 20% of floor area	MRC-3, SPI 1
Mixed Use: 5-9 Stories	Exclusively commercial; or commercial and residential uses, each more than 20% of floor area	MRC-2, MRC-3
Mixed Use: 1-4 Stories	Exclusively commercial; or commercial and residential uses, each more than 20% of floor area	MRC-1, MRC-2, LW
Residential: 10+ Stories	Primarily residential; commercial limited to first floor, less than 20% floor area	MR-5A, MR-5B, MR-6, MRC-3 ² ; SPI 1
Residential: 5-9 Stories	Primarily residential; commercial limited to first floor, less than 20% floor area	MR-3, MR-4A, MR-4B, MR-5, MRC-2 ² , MRC-3 ²
Residential: 1-4 Stories	Primarily residential, commercial limited to live/work	MR-1, MR-2, MR4-B, MR-3, MR 4, LW
Single-Family Residential	Exclusively residential	R-4, R-4A, R-4B, R-5A ³ , PDH
High Density Commercial	Exclusively commercial	MRC-3, SPI 1
Low Density Commercial	Exclusively commercial	MRC-1, MRC-2

1: These are suggestive, but C, PD, and R Districts are not to be used unless noted.

2: MRC should only be used when commercial is limited to first floor and less than 20% of floor area.

3: Recommended new zoning allowing accessory dwelling units of under 600 sf

parking it is recommended that the City of Atlanta enact unbundled residential parking requirements. Under such a program, the inhabitants of a building are required to contract separately for parking spaces, rather than having them included in rent by default. Those who do not want a space are not required to contract for one. The result is an end to subsidies for car ownership, and lower housing costs for those who do not own a car.

New R-5A District

In many cities accessory dwelling units or “granny flats” provide a supply of high-quality affordable housing. At one time this was even true in Atlanta, but the supply of new such units has been limited because they are illegal.

To increase the supply in the Old Fourth Ward, it is recommended that a new R-5A zoning district be created that allows accessory dwelling units. Such units should be less than 600 square feet in area and only allowed on owner-occupied lots.

Multi-Level Liner Requirements

Rezoning requests to quality of life districts should be conditioned so that parking decks are completely screened both vertically and horizontally with active uses. This would be in addition to existing requirements for active uses for a minimum depth of 20 feet along the first floor facing a street, public park, or private park.

Deviations

Although the land use recommendations herein have attempted to take economics into consideration, there may be cases where a developer requests rezoning to a density, height, or use that is different from what is recommended. In these cases the applications should only be approved when they express exceptional commitment to the policies of this study.

Items that should be considered when granting deviations could include, but not be limited to:

- **Affordable housing** above the recommended 20 percent neighborhood-wide standard.

- Housing that serves a **range of age groups**, including the elderly.
- Housing in which at least **five percent of units are three bedrooms** or larger.
- **Publicly accessible park space**, provided such space is not used to meet zoning required public open space or usable open space.
- **Preservation of historic buildings** on a site.
- **Brick or stone** on all portions of exterior building facades.
- **Unbundled residential parking**, in which inhabitants of a residential building are required to contract separately for parking spaces, and in which those who do not want a space are not required to contract for one.
- **LEED Silver** or better certification in building construction.
- **Architectural excellence**, which is an ambiguous and variable term, but should mean that the building design meets or exceeds the aesthetic standards of the approving neighborhoods.
- **Green roofs** on buildings which minimize stormwater or provide vegetable gardens.

The provision of any of all of these or other elements should not guarantee rezoning unless agreed to by the affected neighborhoods and NPU M.