Atlanta BeltLine Subarea 5 Master Plan Update
April 30, 2019
Study Group Meeting #3

Photo: John Becker

Historic Fourth Ward Park
22 miles, connecting 45 neighborhoods

- 22 MILES of transit
- 46 MILES of streetscapes and complete streets
- 33 MILES of urban trails
- 1,300 ACRES of new greenspace
- 700 ACRES of renovated greenspace
- 1,100 ACRES of environmental clean-up
- $10-20B in economic development
- 30,000 permanent jobs
- 48,000 construction jobs
- 28,000 new housing units
- 5,600 affordable units

CORRIDOR-WIDE: public art, historic preservation, and arboretum
Atlanta BeltLine Vision & Mission

To be the catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable city life.

We are delivering transformative public infrastructure that enhances mobility, fosters culture, and improves connections to opportunity. We are building a more socially and economically resilient Atlanta with our partner organizations and host communities through job creation, inclusive transportation systems, affordable housing, and public spaces for all.
Meeting Agenda

• Welcome and Overview
• Study Group Meeting #2 Recap
  • What we heard
• Guiding Principles
• Future Land Use Preliminary Recommendations
• Mobility Preliminary Recommendations
• Parks and Greenspace Preliminary Recommendations
Subarea Master Plan Purpose

Goal - To implement the Redevelopment Plan goals in the context of each unique geographic area

Purpose – To guide growth for vibrant, livable mixed-use communities by applying best management practices for transit oriented development, mobility, green space, and alternative modes of transportation
Subarea Master Plan Update

Purpose

• Original 10 Subarea Master Plans created ~10 years ago
• A lot has happened – it’s time to update them to reflect these changes and the potential for the future
• These are UPDATES, so they will not be as long or as detailed as the previous plans
• We are not starting from scratch
Subarea 5 Neighborhoods

- Inman Park
- Martin Luther King, Jr. District
- Old Fourth Ward
- Poncey-Highland
Subarea 5 Master Plan Update Schedule

• Study Group #1: Kick-off Meeting
  • Thursday, January 17, 2019

• Study Group #2: Workshop
  • Saturday, February 23, 2019

• Study Group #3: Review Draft Recommendations and Concept Plans (YOU ARE HERE)
  • Tuesday, April 30, 2019

• Study Group #4: Final Presentation
  • Thursday, June 20, 2019

• Plan Adoption: 3rd Quarter 2019
Ideas/feedback we heard:
• Office/co-working/residential along Bernina Ave
• Office space near Krog Street Market
• Service/light industrial along Chamberlain St
• Adaptive reuse and preservation on Auburn Ave
• Preserve historic warehouse south of Ladybird
• Preserve/reuse contributing structures within Inman Park Historic District
• More schools, public squares, public amenities along BeltLine
Ideas/feedback we heard:

- Prioritize transit construction at BeltLine – start planning for station locations to inform development of surrounding areas
- No new streets across BeltLine
- Improve bike/ped crossing on N. Highland at Freedom Pkwy
- Improve Elizabeth/Lake/Austin intersection
- Dekalb Ave complete street important
- Pedestrian crosswalks on Moreland Ave near Austin Ave
- N. Highland Transportation study (pedestrian improvements)
Ideas/feedback we heard:

• Improvements to South Springvale Park
• Connect Springvale Park (north and south sections)
• More art as placemaking
• More connection of Freedom Trail to BeltLine
• Make lighting a priority along BeltLine (near PCM and Midtown Place)
Framework to Inform Recommendations

**LAND USE AND DESIGN**
- Preserves and strengthens existing neighborhoods
- Locate the highest density development—housing, jobs, and retail—at existing transit stops and adjacent to the corridor
- Support a compatible mix of land uses including a range of workplaces, community-serving retail, and services
- Promote a range of housing types and affordability to preserve inclusive, mixed-income communities, including "missing middle" and affordable homeownership and rental housing

**MOBILITY**
- Improve last-mile connections from BeltLine transit stops to neighborhoods and local destinations
- Provide equitable access—maximize mobility and accessibility for all ages and abilities with expanded transportation options
- Enhance connections between different transportation modes—buses, trains, bikes, scooters, ride share, etc.
- Promote Complete Streets design principles to safely accommodate bicycles, pedestrians, and scooters as well as cars and buses

**PARKS AND GREENSPACE**
- Provide a variety of open space types and sizes to meet the full range of needs—small and large spaces, green parks and corner plazas, playgrounds, active recreation, community gardens, etc.
- Support place-keeping initiatives that leverage the community’s inherent creativity and identity through programming, art in all its forms, and secondary design elements like benches, lighting, etc.
- Identify active and passive spaces for people of all ages at all times

- Foster transit-supportive economic development along the BeltLine to provide a range of jobs and growth opportunities for small and large businesses
- Emphasize quality design that enhances local character and promotes pedestrian activity and comfort
- Protect historic structures and artifacts
- Promote adaptive re-use of older buildings where feasible
- Promote public art that reflects the community
Changes/Additions include:

• Promote a range of housing types and affordability to preserve inclusive, mixed-income communities

• Emphasize quality design that enhances local character and promotes pedestrian activity
Changes/Additions include:

• Improve last-mile connections from BeltLine transit stops to neighborhoods and local destinations

• Enhance connections between different transportation modes

• Provide equitable access – maximize mobility and accessibility for all ages and abilities

• Consider strategies that mitigate congestion along major corridors

• Prepare for autonomous, connected, electric, and other emerging forms of mobility
Changes/Additions include:

• Support place-keeping initiatives that elevate the community’s inherent creativity and identity
• Provide a variety of open space types and sizes to meet the full range of needs
• Conserve and expand the urban tree canopy
Future Land Use
Activity Centers

1. Ponce City Market / Old Fourth Ward Park
2. Krog Street / DeKalb Avenue
3. Little Five Points
4. Inman Village
5. Edgewood Avenue / Auburn Avenue
Industrial Mixed-Use District

- At least 30% of total floor area must be industrial use
  - e.g., catering, microbrewery, labs, printing, vet clinics, manufacturing, processing, etc.
  - Industrial use must receive occupancy permit before non-industrial uses
- Non-industrial use may be residential or non-residential
- Only existing I-1, I-2, C-3, C-4, C-5, O-I, and MRC-3 zoned parcels may be re-zoned to I-MIX
Multi-Unit Multi-Family

- Intent to target “Missing Middle” housing needs
- Allows 2-3 story multi-unit buildings not more than 35 ft tall with 4-12 housing units
One floor office above retail and below housing

Bridge Park, Dublin, OH
Potential "soft" sites

- Non-residential land where land value > improvement value
- Clusters along Ponce, Edgewood, DeKalb
- What should the future of these areas look like?
Future Land Use

- Most recommended changes from single-use to mixed-use, and from lower to higher density to support future transit
- Zoning’s transitional height planes, open space requirements still apply
BeltLine-Poncey Highland Transition

• Outside BeltLine TAD

**USPS (4.5 acres)**
- Zoned I-1
- BL FLU: 5-9 story and 1-4 story mixed-use
- COA FLU: Mixed-Use

**Private (1.3 acres total)**
- Zoned I-1
- BL FLU: 1-4 story mixed-use
- COA FLU: Industrial

FLU: Future land use
BL: BeltLine (2009 subarea plan)
COA: City of Atlanta
BeltLine-Poncey Highland Transition

- Add density adjacent to BeltLine
- New street connects network
- Displaced parking for Common Ground - need to replace in structure

Illustrative example concept only
Glen Iris Corridor

- Inside BeltLine TAD

**Private (3.5 acres total)**
- Zoned MRC-3
- BL FLU: Residential 5-9 stories
- COA FLU: Mixed-use

**Private (3.2 acres total)**
- Zoned I-1
- BL FLU: Low density commercial
- COA FLU: Mixed-use

**Private (2.2 acres)**
- Zoned C-1
- BL FLU: Low density commercial
- COA FLU: Low density mixed-use

FLU: Future land use
BL: BeltLine (2009 subarea plan)
COA: City of Atlanta
Glen Iris Corridor – Alt1

- Large, efficient development pattern with mixed-income housing
- Address scale transition across Glen Iris and into neighborhood

Illustrative example concept only

Mixed-use, 4-5 stories
Mixed-use, 4-5 stories
Multi-family, 3-4 stories

Transitional height requirement
Glen Iris Corridor – Alt2

- More complex, smaller scale development pattern
- Diversify uses
- Address scale transition across Glen Iris and into neighborhood

Illustrative example concept only
Ralph McGill - Ensley

- Inside BeltLine TAD

**Private (6.0 acres)**
- Zoned I-2-C
- BL FLU: Residential 5-9 stories and mixed-use 1-4 stories
- COA FLU: Industrial

FLU: Future land use
BL: BeltLine (2009 subarea plan)
COA: City of Atlanta
Ralph McGill – Ensley – Alt1

- Large, efficient development pattern with mixed-income housing + townhomes
- Address scale transition across Ashley Ave

Illustrative example concept only
• New street subdivides large parcel and connects street network
• Mixed-income multifamily housing + townhomes
• Address scale transition across Ashley Ave

Illustrative example concept only
Ralph McGill – Ensley – Alt3

- Two new street connections provide options
- Mixed-income multifamily housing + townhomes
- Address scale transition across Ashley Ave

Illustrative example concept only

Multifamily, 5-6 stories
Extend Ensley St to Willoughby Way
Connect Ensley St to Willoughby Way
Multifamily, 5 stories
Office, 3 stories

Skatepark
The Willoughby
Townhomes

Transitional height requirement
Transitional height requirement

Atlanta BeltLine®
DRAFT recommendations
BeltLine-Irwin-Lake

- West of BeltLine: outside BeltLine TAD
- East of BeltLine: inside BeltLine TAD and Inman Park Historic District

Private (1.4 acres total)
- Zoned MRC-3-C
- BL FLU: Mixed-use 1-4 stories
- COA FLU: Mixed-use

Private (0.4 acres)
- Zoned I-2 (Inman Park HD SA3)
- BL FLU: Mixed-use 1-4 stories
- COA FLU: Mixed-use

Private (0.6 acres)
- Zoned C-2 (Inman Park HD SA3)
- BL FLU: Mixed-use 1-4 stories
- COA FLU: Mixed-use

Private (0.7 acres)
- Zoned C-2 (Inman Park HD SA3)
- BL FLU: Residential 1-4 stories
- COA FLU: Low density residential

FLU: Future land use
BL: BeltLine (2009 subarea plan)
COA: City of Atlanta
BeltLine-Irwin-Lake

- Add neighborhood-scale housing and commercial near future BeltLine transit
- Integrate shared community spaces into adaptive reuse
- *Illustrative example concept only*

Preserve or reuse
Retail/office, 2 stories
Townhomes or Small multifamily
Decatur Street corridor

- Outside BeltLine TAD

Private (1.2 acres)
  • Zoned C-1
  • BL FLU: Low density commercial
  • COA FLU: Medium density mixed-use

Private (0.5 acres)
  • Zoned I-1-C
  • BL FLU: Industrial
  • COA FLU: Industrial

Private (0.75 acres total)
  • Zoned I-1
  • BL FLU: Industrial
  • COA FLU: High density residential

Private (1.3 acres total)
  • Zoned I-1 and R-5
  • BL FLU: Industrial
  • COA FLU: High density residential

FLU: Future land use
BL: BeltLine (2009 subarea plan)
COA: City of Atlanta
Decatur Street corridor

- Housing and office potential walking distance to MARTA and future BeltLine transit
- Potential small-scale industrial mixed-use
- Small parcel sizes limit site redevelopment

Illustrative example concept only

Mixed-use, 3 stories

Dad’s Garage

Proposed Waldo’s Mixed-use

Transitional height requirement

Preserve for existing jobs, or mixed-use, 3 stories

Mixed-use, 1 story, or reuse for industry

Mixed-use, 3 stories

10-minute walk to MLK MARTA station

5-minute walk to BeltLine

DRAFT recommendations
• Support affordable housing in mixed-income communities
• Support density, especially near future transit
• Subsidize affordable housing units via the BeltLine Affordable Housing Trust Fund
• Explore locations for MR-MU zoning (4-12 unit ‘missing middle’)
• Explore tools to preserve existing un-subsidized housing with affordable rents
• Support creative “missing middle” housing options such as multi-generational housing, co-housing, single-room occupancy (SRO)
• Develop tools for long-term affordability such as equity-sharing models
• Support wealth-building housing models (i.e., home ownership)
Preliminary Recommendations: Mobility

Transit

- BeltLine Eastside rail corridor – currently in environmental review
- Generally follows MARTA Routes 3 and 16 – can this change nature of bus service?
Previous Recommendations: Mobility

New Streets – from 2009 plan

• Several new streets have been built
• Change in attitude toward crossing BeltLine with new streets
Preliminary Recommendations: Mobility

New Streets

• Connect Ralph McGill to Somerset Terrace
• Connect N Angier Ave to Ralph McGill
• Connect Ensley St to Willoughby Way
Conceptual Recommendations: Mobility

Bicycle and Pedestrian Core Network

• Complete neighborhood connections, especially to Freedom Parkway Trail

On-Street Protected Bike Facility
On-Street Multi-Use Path
Atlanta BeltLine Trails and Connectors
PATH Trails
Conceptual Recommendations: Mobility

Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints
Preliminary Recommendations: **Mobility**

**Mobility Hubs**

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints
Why is SA5 an appropriate testing ground?

• Constrained rights-of-way and increasing pedestrian use of local neighborhood streets
• High-activity pedestrian zones adjacent to BeltLine trail with competition for curbside space
• Busiest and most dense overall land use patterns on constructed BeltLine
• BeltLine transit still in development (several years out); MARTA rail at subarea’s edge and not typical walking distance
Preliminary Recommendations: Mobility

Mobility Hubs

• Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints

Interchange

• Direct connection to transit routes
• Off-board transit ticketing/fare vending
• Bicycle storage
• Designated scooter/dockless zone

Neighborhood

• Outside of (but close to) high-activity pedestrian areas
• Bicycle storage
• Designated scooter/dockless zone
Preliminary Recommendations: Mobility

Traffic Calming

• Focus a more advanced policy on areas of safety concern
• Combine on-street parking, green infrastructure, and bicycle facilities with traffic calming approaches
Preliminary Recommendations: **Mobility**

**Traffic Calming**

- Focus a more advanced policy on areas of safety concern
- Combine on-street parking, green infrastructure, and bicycle facilities with traffic calming approaches
Conceptual Recommendations: Mobility

Traffic Calming

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- Combine on-street parking, green infrastructure, and bicycle facilities with traffic calming approaches

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DRAFT recommendations
Conceptual Recommendations: Mobility

Curbside Management

• Designate pilot zones and corridors for shared-use curbside
• Integrate micro-mobility options into standard curb allocations
### Conceptual Recommendations: Mobility

#### Curbside Management

- Designate pilot zones and corridors for shared-use curbside
- Apply a system for use in other City districts

#### Residential Streets Near Activity Centers

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#### Business District Main Streets

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#### Business District ‘B’ Streets

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Curbside Management Example: Inman Quarter Business District

Conceptual Recommendations: Mobility

8 AM - 11 AM

On-Street Parking

30 min Freight Loading

TNC Passenger Loading

No Parking
Curbside Management Example: Inman Quarter Business District

11 AM-3 PM

Conceptual Recommendations: Mobility

On-Street Parking
30 min Freight Loading
TNC Passenger Loading
No Parking

Elizabeth St NE
N Highland Ave NE
Atlantis Ave NE

DRAFT recommendations
Curbside Management
Example: Inman Quarter Business District

6 PM - 12 AM

Conceptual Recommendations:
Mobility

On-Street Parking
30 min Freight Loading
TNC Passenger Loading
No Parking

DRAFT recommendations
Parks and Greenspace
• Previous plan denoted future park space on private property
• Plan updates will only consider future park space on publicly controlled land
• Bass Park underused, suffers from poor visibility into park from streets
• Improve accessibility, visibility, and active use

• *Note:* Moreland Corridor LCI 10-Year Update recommends redeveloping Bass Park to address needs of Little Five Points commercial area and visibility/safety concerns
• Zoning has usable open space requirements (UOSR) for new developments

• Variety of types and locations to meet varying needs – recreation, reflection, meeting, etc.
  o Publicly-accessible and resident-only
  o Planted areas, fountains, parks, plazas, hardscape elements related to plazas/sidewalks, community gardens, balconies, etc.

• Quality important – materials and furnishings, accessibility, sunlight and shade, etc.
Preserve and expand the urban tree canopy

• Urban Ecology Framework project will update Tree Protection Ordinance

• Springvale Park restoration removing invasive species to make southern half more usable

• Seven “Champion Trees” in Subarea 5, most in Inman Park