<table>
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<th>22 miles, connecting 45 neighborhoods</th>
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<tr>
<td><strong>22</strong> MILES of transit</td>
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<td><strong>46</strong> MILES of streetscapes and</td>
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<td>complete streets</td>
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<td><strong>33</strong> MILES of urban trails</td>
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<td><strong>1,300</strong> ACRES of new greenspace</td>
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<td><strong>700</strong> ACRES of renovated greenspace</td>
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<td><strong>1,100</strong> ACRES of environmental</td>
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<td><strong>$10B</strong> in economic development</td>
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<td><strong>30,000</strong> permanent jobs</td>
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<td><strong>5,600</strong> affordable units</td>
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<td><strong>CORRIDOR-WIDE</strong></td>
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<td>public art, historic preservation,</td>
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<td>and arboretum</td>
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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 #3 Recap
  • What we heard
• Future Land Use Recommendations
• Mobility Recommendations
• Parks and Greenspace 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 Neigh-
borhoods

- Inman Park
- Martin Luther King, Jr. District
- Old Fourth Ward
- Poncey-Highland
• **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**  
  • Tuesday, April 30, 2019

• **Study Group #4: Final Presentation (YOU ARE HERE)**  
  • Thursday, June 20, 2019

• **Plan Adoption: 3rd Quarter 2019**
Northeast Study Group #3 Recap
Ideas/feedback we heard:

• **Add industrial mixed-use** (I-MIX) for a more equitable distribution of light industrial across the BeltLine

• **Promote alternative housing types** like accessory dwelling units (ADU), co-living arrangements, single-room occupancy (SRO), etc.

• **Support senior housing** to allow residents to “age-in-place”

• **Affordable housing important** for local service industry workers and many others
Ideas/feedback we heard:
• Prioritize transit construction along BeltLine
• Manage scooter use and storage
• Create two new street connections with Sunbelt site redevelopment
• DeKalb Avenue complete street implementation important
Ideas/feedback we heard:
• Bass Park actively used for soccer
• Local group considering reuse options/priorities for Bass Park
• Springvale Park improvements to southern section being led by neighborhood association
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
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

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

Illustrative example concept only
BeltLine-Poncey Highland Transition

• Existing view from BeltLine
**BeltLine-Poncey Highland Transition**

- Potential view from BeltLine

**Illustrative example concept only**

- Increased density near BeltLine
- Inclusionary housing – 10-15%
- BeltLine transit
- Expanded trail – soft surface
- New lighting
- Mobility hub

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*Atlanta BeltLine*
Glen Iris Corridor

- Small-scale mixed-use development pattern
- Diversify uses
- Address scale transition across Glen Iris and into neighborhood

Illustrative example concept only
Glen Iris Corridor

- Existing view from Glen Iris looking south
Glen Iris Corridor

- Potential view from Glen Iris looking south

Note: bike ‘sharrows’ temporary solution while City explores cycle track opportunity

Illustrative example concept only
Ralph McGill – Ensley

- Two new street connections increase accessibility
- Mixed-income multifamily + for-sale
- Address scale transition across Ashley Ave

Illustrative example concept only
Ralph McGill – Ensley

- Existing view on Ensley Street looking south
Ralph McGill – Ensley

• Potential view on Ensley Street looking south

Illustrative example concept only

Mixed-income multifamily

New street south to Willoughby

Block Lofts

New sidewalk

Street improvements
Add neighborhood-scale housing and commercial near future BeltLine transit

Integrate shared community spaces into adaptive reuse

Illustrative example concept only

BeltLine-Irwin-Lake

Preserve or reuse

Retail/office, 2 stories

Townhomes or small multifamily
BeltLine-Irwin-Lake

- Existing view on Irwin Street looking southeast

The Merchant at Krog St Market
BeltLine-Irwin-Lake

• Potential view on Irwin Street looking southeast

Illustrative example concept only

Retail + office space

Mobility hub

BeltLine transit
Decatur Street corridor

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

Illustrative example concept only

Mixed-use, 3 stories

Adaptive reuse, or industrial mixed-use, 1 story

Proposed Waldo’s Mixed-use

Transitional height requirement

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

10-minute walk to MLK MARTA station

5-minute walk to BeltLine

Multifamily, 3 stories

Dad’s Garage

Industrial mixed-use, 3 stories

DRAFT recommendations
• Continue leveraging **BeltLine land assets** to incentivize affordable housing, transit and economic development

• Increase **tenant advocacy programs**

• Provide affordable housing in **mixed-income communities**

• Support **density**, especially near future transit

• Subsidize affordable housing units via the **BeltLine Affordable Housing Trust Fund**
• **Incentivize non-traditional housing options** such as multi-generational housing, co-housing, shared housing, and accessory dwelling units (ADU)

• Develop/promote tools to **preserve existing unsubsidized housing** with affordable rents

• Support **longer-term affordability**, including community land trusts, shared-equity or resale-restricted housing

• Partner with entities that foster **wealth-building** paths to homeownership
• Support City **zoning policies** that allow for alternative “missing middle” housing types and other affordable options in all areas of the City

• Participate in **Transit-Oriented Development (TOD) acquisition fund** once it is set up by House ATL

• Explore **property tax abatements** to incentivize affordable housing preservation

- Participate in comprehensive **anti-displacement initiatives** existing in the City
  - Short-term/emergency solutions for tenants facing eviction
  - Renters’ rights programs and education
  - Explore property tax relief for legacy homeowners
- Participate with other partners to deliver **comprehensive wealth-building programs** for low and moderate-income residents and businesses
- **Support non-profit and community-based developers** focused on long-term affordability and mixed-income communities

Source: House ATL Final Recommendations (Sep 2018)
Mobility
Transit

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

New Streets

a) Connect Ralph McGill to Somerset Terrace
b) Connect N Angier Ave to Ralph McGill
c) Connect Ensley St to Willoughby Way
Draft 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
Draft Recommendations: **Mobility**

**Network Faces Constraints**

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented.
Draft Recommendations: Mobility

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Draft
Recommendations: 
**Mobility**

**Network Faces Constraints**

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented

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**Ralph McGill Boulevard Existing Conditions**

**Draft Recommendations:**

**Mobility**

**Existing Conditions**

- **Ralph McGill Boulevard**
  - **5’** Sidewalk
  - **10’** Planter
  - **18-20’** Travel/Parking
  - **18-20’** Travel/Parking
  - **10’** Planter
  - **5’** Sidewalk

**DRAFT recommendations**
Draft Recommendations: Mobility

Network Faces Constraints

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented

Ralph McGill Boulevard
Cycle Track Approach
Draft Recommendations: Mobility

Network Faces Constraints

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented

Ralph McGill Boulevard Protected Lanes Approach

[Diagram showing Ralph McGill Boulevard with various sections labeled: 5' Sidewalk, 10' Planter, 6' Bike Lane (with buffer), 10' Travel, 10' Travel, 8' On-Street Parking, 6' Bike Lane (with buffer), 10' Planter, 5' Sidewalk]
Draft Recommendations: Mobility

Mobility Hubs

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

Interchange Mobility Hubs

Neighborhood Mobility Hubs

Atlanta BeltLine Trail/Transit Corridor

Alternatives for Streetcar Expansion

Existing MARTA Transit (includes streetcar)
Draft Recommendations: Mobility

Mobility Hubs

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

Oonee Hub - Manhattan

Santa Monica

Arlington, Virginia
Mobility Hubs

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

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

**Streetside/Curbside Locations**

- Adequate hardscape for bike/scooter storage
- Geofence this immediate area
- Enhance pedestrian access
Mobility Hubs

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

Trailside Locations

- Signage to encourage dockless storage
- Focus on key trail connections to streets
Mobility Hubs

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

Draft Recommendations: Mobility

Development Locations
• Public-facing entrances
• Not necessarily in buildings, but easy access to street
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
**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
Draft 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

Traffic Calming Recommended

Traffic Calming Installed
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
Draft 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

Traffic calming streets
Draft Recommendations: Mobility

Curbside Management

- Designate pilot zones and corridors for shared-use curbside
- Integrate micro-mobility options into standard curb allocations
**Curbside Management**

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

**Draft Recommendations: Mobility**

### Residential Streets Near Activity Centers

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<td>8 pm - 12 am</td>
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### Business District Main Streets

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### Business District ‘B’ Streets

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Draft Recommendations: Mobility

Curbside Management
Example: Inman Quarter Business District

8 AM – 11 AM
Draft Recommendations: Mobility

Curbside Management
Example: Inman Quarter Business District

11 AM - 3 PM
Draft Recommendations: Mobility

Curbside Management
Example: Inman Quarter Business District

6 PM - 12 AM
Parks and Greenspace
• **Limited opportunities for additional park space** on publicly controlled land*

• Support **programming** that activates public spaces and encourages personal interactions

• Leverage **local public art** to tell the stories of residents

• Develop **multi-functional green infrastructure solutions** that improve stormwater management and quality of life

• Continue **resident-led park improvements**

* Note: HDDC owns two parcels in Sweet Auburn that function as open space: Old Water Tower and Marie Cowser Memorial Park
• Improve accessibility, visibility, and active use in Bass Park

• *Note:* Moreland Corridor LCI 10-Year Update recommends redeveloping Bass Park to address needs of Little Five Points commercial area and visibility/safety concerns
Next Steps

• Prepare final draft document
• Begin master plan adoption process (3rd Quarter 2019)
  • NPU and Council approval
• Implement strategic re-zonings after plan adoption
  • NPU and Council approval

• Use subarea master plan as neighborhood reference to advocate for projects, policies, and design principles