Strengthen the historic districts. Use tools such as design, markers and neighborhood identity.

Develop alternatives for underutilized or vacant property by encouraging a diversity of medium development, employment, shopping and recreation choices at the study area.

Encourage focused infill and redevelopment.

Develop streetscape and pedestrian/bicycle linkages and provide access to a range of travel modes including transit, roadways, walking and biking and enable access to all uses within the study area.

Connect the transportation system to other centers and expand transportation goals to include traffic calming and truck traffic measures.

Enhance community identity.

Create civic space, focal points and heritage tourism; preserve the historical characteristics of the center.

Increase employment opportunities.

Other: _____________________________________________________________
__________________________________________________________
__________________________________________________________
WHAT ARE YOUR COMMUNITY VALUES?
Review the guiding principles from the original Subarea 1 plan and prioritize each goal with '1' as highest priority and '12' as lowest priority.

- Encourage **economic development**.
- Preserve **historic resources**.
- **Connect neighborhoods** across existing barriers.
- Seek a **balanced, connected, continuous, and redundant transportation system**.
- Ensure **appropriate urban form**.
- Provide a **balanced mix of compatible land uses**.
- **Expand housing options**.
- Provide a **variety of public spaces**.
- **Promote sustainable living**.
- Increase **public safety** through appropriate design.
- Reuse existing buildings and **focus investment on redevelopment**.
- Enable **incremental change**.

Other: ____________________________

_______________________________

_______________________________
Study Area: Bicycle & Pedestrian Connectivity

Existing/Proposed Bikeways:
- Subarea 1 Boundary
- LCI Boundary
- School
- Park / Open Space
- MARTA Station
- BeltLine Corridor
- Existing Bike Lanes
- Existing Multiuse Trails
- Proposed Bike Lanes
- Proposed Multiuse Trails

< ½ Mile >

North
Study Area Transit
Study Area Demographics: Education & Income

**EDUCATION**
- Bachelor's: 11.3%
- Some College: 29.6%
- High School/GED: 31.9%
- No High School Diploma: 18.3%
- Graduate/Professional: 9.0%

**MEDIAN INCOME (K)**
- Atlanta: $51.7

**EMPLOYMENT**
- Construction: 13.0%
- Manufacturing: 9.0%
- Wholesale Trade: 18.3%
- Retail Trade: 31.9%
- Transportation/Utilities: 11.3%
- Information: 24.8%
- Finance/Insurance/Real Estate: 9.0%
- Services: 9.0%
- Public Administration: 9.0%

Source: US Census Bureau, all data is 2018 unless otherwise noted.
Study Area Demographics

Transportation

Means of Transit to Work

- Drive Alone: 55.7%
- Public Transit: 26.4%
- Carpool: 11.6%
- Other: 4.5%
- Walk: 1.7%

Commute Times

- Drive:
  - Less than 9 minutes: 385
  - 10-19 minutes: 899
  - 20-29 minutes: 830
  - 30-39 minutes: 492
  - 40-49 minutes: 642
  - 60+ minutes: 0

Walk to Work: <2%

Drive: 67%

Housing Units with No Vehicle:

28.1% of renters

Source: US Census Bureau, all data is 2018 unless otherwise noted.
Study Area Demographics

**Housing**

**STUDY AREA**
- Owner: 21.7%
- Renter: 20.9%
- Vacant: 57.3%

**CITY OF ATLANTA**
- Owner: 18.2%
- Renter: 46.3%
- Vacant: 35.5%

**UNITED STATES**
- Owner: 12.2%
- Renter: 31.7%
- Vacant: 54.5%

**RENT MORE THAN 30% OF INCOME:**
- Study Area: 57.3%
- City of Atlanta: 46.3%
- United States: 31.7%

**AVERAGE HOME VALUE:**
- Study Area: $244K
- City of Atlanta: $244K
- United States: $189K

Source: US Census Bureau, all data is 2018 unless otherwise noted.
Study Area Demographics

**Population**

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>5044</td>
</tr>
<tr>
<td>2010</td>
<td>4204</td>
</tr>
<tr>
<td>2018</td>
<td>4420</td>
</tr>
<tr>
<td>2023</td>
<td>4562</td>
</tr>
</tbody>
</table>

**Median Age:**

35.5

**Average Household Size:**

3.2

**Average Household Size Atlanta:**

2.3

Source: US Census Bureau, all data is 2018 unless otherwise noted.