LAND USE AND DESIGN

» Preserve and strengthen existing neighborhoods
» Locate highest density development—housing, jobs, and retail—near existing transit stops and adjacent to corridor
» Support compatible mix of land uses including range of employment opportunities, community-serving retail, and services
» Promote range of housing types and affordability to preserve inclusive mixed-income communities, including “missing middle” and affordable homeownership

MOBILITY

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

PARKS AND GREENSPACE

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

 FRAMEWORK FOR SUBAREA MASTER PLAN UPDATE

» 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
» Protect historic structures and artifacts; promote adaptive re-use of older buildings where feasible
» Promote public art that reflects community

» Emphasize pedestrian connectivity from neighborhoods to the BeltLine, transit stops, schools, parks and local destinations
» Consider transportation and land use impacts of BeltLine redevelopment
» Enhance street grid and improve street connectivity as outlined in City planning efforts
» Provide connectivity to all neighborhoods

» Ensure safe, convenient access to parks, open spaces, and recreational opportunities
» Provide appropriate pedestrian, bicycle, and scooter connections from neighborhoods to parks and open spaces
» Design public spaces to facilitate safety
» Promote “green infrastructure” solutions that address stormwater and other issues while also creating a neighborhood amenity
This map was prepared by Stantec in June 2019 and produced for the Atlanta Beltline Subarea 5 Master Plan Update using data supplied by the City of Atlanta, Atlanta Regional Commission, Fulton County, and Atlanta Beltline Inc. Data are not guaranteed.

Future Land Use

Subarea 5

- Parks
- Single Family neighborhood
- Mixed Residential neighborhood
- Mixed Residential Neighborhood
- Multifamily 1-4 Stories
- Multifamily 5-9 Stories
- Multifamily 10+ Stories
- Mixed Use 1-4 Stories
- Mixed Use 5-9 Stories
- Mixed Use 10+ Stories
- Mixed Industrial
- High Density Commercial
- Low Density Commercial
- Community Facilities
- Office-Institutional
- Industrial
- Transportation
- Vacant

Ponce corridor:
From Commercial to Mixed-Use 5-9 Stories (reflecting City of Atlanta future land use)

From Industrial to Mixed Use 1-4 Stories

From Industrial to Mixed Use 5-9 Stories

From Commercial to Mixed Use 5-9 Stories

From Vacant to Mixed Use 5-9 Stories

From Industrial to Mixed Use 1-4 Stories

From Commercial to Mixed Use 1-4 Stories

From Vacant to Mixed Use 1-4 Stories

Mixed Residential Neighborhood: Mix of single-family, duplex, and small multifamily uses. Corresponds to R-5 zoning priorities.
North Avenue/Somerset Terrace

**View of potential character**
- Expanded soft surface trail (2-3')
- New lighting
- Mobility hub
- BeltLine transit

**Proposed land use change:** from commercial to mixed use
- Mixed-use, mixed-income housing opportunities to increase density adjacent to BeltLine transit and trail
- New street connects Ralph McGill to Somerset Terrace to diversify street network, but displaces existing parking
- Street extension connects Belgrade Avenue (with access to Freedom Pkwy) to new street to provide additional connectivity
- Transitional height plane required next to Poncey-Highland neighborhood

**Comments**

Glen Iris Corridor

**View of potential character**
- Increased density near BeltLine
- Affordable workforce housing (10-15%)

**Mixed-Use Redevelopment Near BeltLine Access Point**
- Mixed-use, mixed-income housing opportunities to increase density adjacent to BeltLine transit and trail
- New street connects Ralph McGill to Somerset Terrace to diversify street network, but displaces existing parking
- Street extension connects Belgrade Avenue (with access to Freedom Pkwy) to new street to provide additional connectivity
- Transitional height plane required next to Poncey-Highland neighborhood

**Mixed-Use Redevelopment on Glen Iris Near O4W Park**
- Fine-grained mixed use development pattern
- Mix of small offices, for-sale housing, and mixed-income multifamily housing
- Transitional height plane required across from neighborhood housing
- Temporary bike "sharrow" markings while City explores cycle track option

**Comments**
Ralph McGill Blvd/Ensley St

Mixed Use Redevelopment with New and Extended Streets Near O4W Skate Park
» Mixed use and mixed-income housing opportunities near park and BeltLine
» Office, for-sale and multifamily housing
» New street through site connects Ensley Street to Willoughby Way and subdivides large parcel
» Street extension connects Ensley Street to Willoughby Way
» Buffered bike lanes on Ralph McGill
» Transitional height plane required next to neighborhood

BeltLine/Lake/Irwin

Commercial and Housing Near BeltLine Access Point
» Neighborhood-scale redevelopment opportunities adjacent to BeltLine transit and trail
» Office, retail, and for-sale housing
» Transitional height plane required next to neighborhood housing
» Potential conversion of existing buildings to new uses - incorporate shared community spaces

Comments
Completing the Bicycle Network

The Subarea 5 Master Plan recommends a focused and strategic set of bicycle facilities to connect to the existing Eastside Trail. While some of these are off-street connections, others involve repurposing key connecting streets, and present design options for further coordination between the City and Subarea 5 neighborhoods.

Glen Iris Drive
A key north-south connection between Ponce City Market and the Freedom Parkway Trail. Current street width (between curbs) is approximately 30 feet.

Existing Conditions

Two-Way Cycle Track Approach
Traffic splits parking and space for auxiliary lane.

Shared Lane Approach
Traffic. No protection for cyclists, but allows parking and turn lanes to remain.

Ralph McGill Parkway
Wide street allows an opportunity to repurpose the street and potentially keep parking yield, though its historic role as a transit route may need to be considered for bus stop placement.

Protected Bike Lane Approach
Traffic. Compromises curbside bus stop capability.

On-Street Bicycle Facility

Street-Adjacent Multi-Use Path
(bicycles and pedestrians)

PATH Network Multi-Use Path
(bicycles and pedestrians)
Providing Mobility Hubs for New Travel Technologies

The rapid pace of change in personal transportation has created new challenges for the BeltLine corridor and its adjacent neighborhoods, but also new opportunities for management. The Subarea 5 plan explores a concept of mobility hubs to organize bicycles, scooters and other dockless mobility, and even provide real-time information on transportation and transit services.

**Neighborhood Hubs**

These small-scale facilities may involve a structure, may use open curbside, or may be integrated within buildings or development sites. They are intended to centralize the storage of bicycles and dockless mobility devices.

**Interchange Hubs**

As the BeltLine transit network is developed, these facilities are intended to streamline the interface between personal mobility and transit service. This includes the same bike and dockless storage areas as neighborhood hubs, but may be co-located at transit stations or major bus stops.