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

PARKS AND GREENSPACE

» Provide equity 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

MOBILITY

» 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

» 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-making initiatives that encourage community gathering through programming, art, etc
» Identify active and passive spaces for people of all ages at all times
» 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
From Industrial to Mixed Use 10+ Stories
(760 Ralph McGill)

From Commercial to Mixed-Use 1-4 Stories

From Institutional to Mixed-Use 5-9 Stories

From Industrial to Mixed Use 1-4 Stories

From Industrial to Mixed Use 5-9 Stories

From Vacant to Mixed Use 5-9 Stories
(Waldo's)

From Industrial to Mixed Use 5-9 Stories

From Commercial and Industrial to Mixed Use 1-4 Stories

From Vacant to Mixed Use 1-4 Stories
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

Alternative 1: Large-scale Mixed Use Redevelopment near O4W Park

- Large, efficient development pattern maximizes housing density near park
- Primarily multifamily, mixed-income housing opportunities adjacent to Old Fourth Ward Park
- Transitional height plane required next to neighborhood housing

Alternative 2: Mixed Use Redevelopment near O4W Park

- More complex, smaller-scale mixed use development pattern
- Mix of small offices, for-sale townhomes, and mixed-income multifamily housing
- Transitional height plane required next to neighborhood housing

North Avenue/Somerset Terrace

Glen Iris Corridor - Alternative 1

Glen Iris Corridor - Alternative 2

Support Land Use Change

Modify/Change
**Future Land Use and Design**

**Atlanta BeltLine Subarea 5**

**Alternative 1: Mixed Use Redevelopment with Street Extension Near O4W Skate Park**
- Street extension connects Ensley Street to Willoughby Way
- Mixed use and mixed-income housing opportunities near park and BeltLine
- Office, for-sale townhomes, and multifamily
- Transitional height plane required next to neighborhood

**Alternative 2: Mixed Use Redevelopment with New Street Near O4W Skate Park**
- New street through site connects Ensley Street to Willoughby Way and subdivides large parcel
- Mixed use and mixed-income housing opportunities near park and BeltLine
- Office, for-sale townhomes, and multifamily
- Transitional height plane required next to neighborhood

**Alternative 3: Mixed Use Redevelopment with New and Extended Streets Near O4W Skate Park**
- New street through site connects Ensley Street to Willoughby Way and subdivides large parcel
- Street extension connects Ensley Street to Willoughby Way
- Mixed use and mixed-income housing opportunities near park and BeltLine
- Office, for-sale townhomes, and multifamily
- Transitional height plane required next to neighborhood

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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 townhomes
- Transitional height plane required next to neighborhood housing
- Potential conversion of existing buildings to new uses - incorporate shared community spaces

Decatur Street near Boulevard

Mixed Use Redevelopment Along Decatur Street
- Mixed use and mixed-income housing opportunities within walking distance of MARTA and BeltLine transit and trail
- Office, light industrial, retail, and multifamily potential
- Transitional height plane required next to neighborhood housing
Sample Approaches to Curbside Management

In addition to the capital projects intended to improve mobility options, Subarea 5 can benefit from improved management for the numerous (and increasing) demands for use of curbside space. The Subarea is one of the City’s best candidates for pilot applications of a shared/managed curbside approach, as detailed here.

This management approach is designed to allocate a given amount of curbside to one or more uses based on when in the day those uses are most active or important to the immediate area. Major uses are:

- Residential/Neighborhood Parking
- Freight Loading/Unloading
- Ride-Hail (Uber/Lyft) Passenger Loading Zone
- No Parking Zone

The examples on the right are for the Inman Quarter district, where a need for neighborhood parking early in the day may be balanced with dedicated loading zones for the high demand for ride-hail passenger services in the evening.