

Preliminary Assessment for Community Revitalization at 10th and Monroe



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1. 10th and Monroe

The northeast corner of 10th Street and Monroe Drive, including Park Tavern and properties to the north of the corner, offers significant opportunities for redevelopment. The site abuts the BeltLine, with direct access to and magnificent views of the central Midtown skyline across Piedmont Park (see outline in figure 1). In addition, the site is surrounded on three sides by the Virginia-Highland and Midtown neighborhoods, vibrant in-town communities noted for their urbane living and highly engaged residents. The special characteristics of each of these neighbors add to the attractiveness and potential of the site.

At the same time, adjacency to the BeltLine, Piedmont Park, Virginia Highland and Midtown also pose significant challenges to redevelopment. If the project is to live up to its potential within the BeltLine corridor, it will of necessity modify the overall character of the surrounding land uses, which today are predominantly low-density residences with significant tree cover and low-rise commercial. New development may also significantly impact the aesthetics, ecology, and use of Piedmont Park. The existing intersection design and operation and congestion at 10th and Monroe, pose additional challenges for revitalization, neighborhood connectivity and pedestrian accessibility.

Community engagement around issues of character and quality of life is often significant and intense in the area. A broad array of community and interest groups in the area are attentive and concerned with redevelopment plans and the maintenance of the quality of life and character of the area. The redevelopment site is situated on the border of NPU F and E and it is important to consider and review controversy and activities surrounding recent discussions of redevelopment including that proposed by Wayne Mason, and the plans by the Piedmont Park

Conservancy to construct a parking deck. As the city’s crown jewel, Piedmont Park attracts the attention of a wide range of concerned citizens and activists and is a regional attractor.

For a revitalization effort to be successful, both in terms of project selection, design and operation and of its contributions to the enhancement of the quality of the community, it will need to be designed to enrich the positive aspects of the site and its environs, while accommodating the concerns of interested neighbors, civic leaders, and other stakeholders. This requires a well-grounded understanding of the history and character of the surrounding community, as well as a capacity to more effectively engage the community in the assessment, revitalization and existing opportunities.

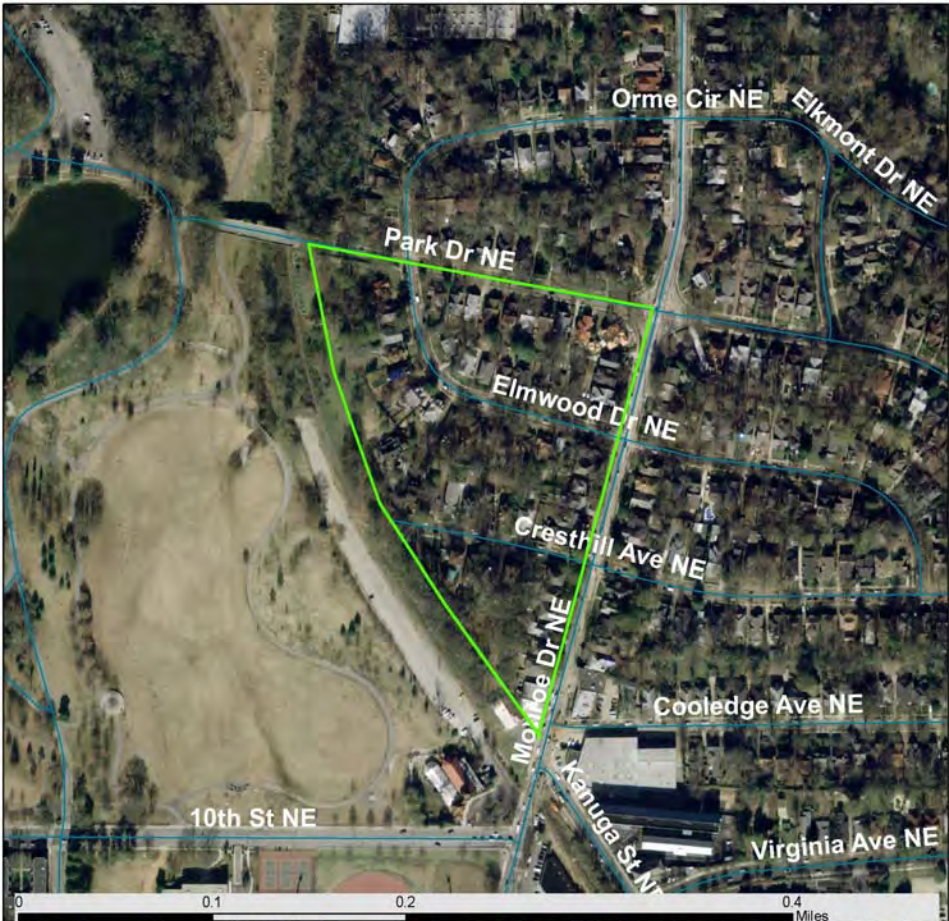


Figure 1: Project Site

2. Report Objectives

The purpose of this report is to assess opportunities and barriers to revitalization and redevelopment at 10th and Monroe. It strives to identify likely stakeholder concerns. Additionally, it interprets the character and physical characteristics of the surrounding area as a reference point for future development. A series of assessments reveal the regulatory and physical environment of the site, and produce a historical record of community planning actions.

In particular, the following issues have been raised by a wide range of stakeholders regarding previous redevelopment proposals in the study area:

- *Density*: the scale and intensity of site development, in terms of height, massing, and activities supported;
- *Automobiles and traffic*: parking of on-site autos; impact of site on on-street parking; traffic flow and congestion on Monroe, 10th and Virginia, particularly at the intersection of the three streets; safety; integration of project with existing streets; transit access;
- *Aesthetics*: visual impact on the park and surrounding neighborhoods; building shadows on the park to the west and neighborhood to the east;
- *Land use mix*: the mix of retail, residential, commercial and other land uses;
- *Pedestrian accessibility*: safety; pedestrian road design; and
- *Integration with the BeltLine and neighborhoods*: compatibility with both new and existing land uses.

Given the history and character of the site and community, an effective strategy for promoting quality development on the site involves careful analysis of past efforts and studies, an assessment of the context and plans that affect the site, and preliminary engagement with stakeholders. These actions were conducted so that issues associated with the site can be examined carefully by a range of stakeholders and plans developed accordingly.

The report examines development, transportation and land use issues that specifically impacts the development site, and the processes attached to planning for these issues. Subjects in the review include:

- Project Background and History: identification of plans associated with the neighborhoods, focusing on Virginia Highland and Midtown, over the last 5 to 10 years; examination of plans for potential impact on the project;
- Public Positions of Organizations and Neighborhood Politics: history and analysis of local development controversies;
- Zoning: examination of current zoning; the BeltLine Overlay District;
- Transportation: traffic and other issues associated with the surrounding community;
- Piedmont Park: Piedmont Park history; parking garage controversy;
- Mason Project: Issues raised during the Mason development proposal review process;
- Zoning Issues on Parcels Adjacent to 10th St. & Monroe Dr.; and
- Press Sources.

3. Project Background

The neighborhoods surrounding Piedmont Park have been a prime target of continuous, and often contested, development over the last two and a half decades. The availability of transit options, public amenities, land, and the increasing affluence of the residents attracted investment. However, the reception of proposed developments has been mixed, and often dependent on the size and type of project, previous land use, and strength of neighborhood organization. Low rise projects have been more successful than high and medium rise proposals, and proposals on sites that previously housed substantial buildings have garnered less opposition than those on empty lots or green space. Neighborhood opposition has been strongest for projects directly affecting Piedmont Park, such as the 2006 Wayne Mason¹ proposal and the recent Atlanta Botanical Garden Parking deck.

3.1 First Developments in the Area

The 1892 map, Bird's Eye View of Atlanta (Appendix I), shows the city's activity center as its traditional downtown and most housing is clustered farther in-town, and oriented to the south of Piedmont Park. At the turn of the 20th Century, Midtown was not developed, and the area around Piedmont Park was a nascent neighborhood situated at the far Northeast corner of the city. However, the park does appear at the Piedmont Driving Club, where some buildings are represented, but urban growth had still not reached the area, which was naturally hilly and contained two streams, which converge and flow to (or possibly from) what appears to be a water plant north of Ponce de Leon Ave (Appendix I). Originally, a series of wetlands, and riparian habitats, this is the same site that would later house the municipal baseball field, and is

¹ This project was proposed by the Wayne Mason controlled Northeast BeltLine Partners LLC, along with partner firms.

now Midtown Place Shopping Center. A trolley line also ran North/South on Monroe Ave./Boulevard Ave., and its terminus was the Piedmont Park track. Most of these areas were annexed to the City of Atlanta between 1904 and 1916, although Ansley Mall's lands did not undergo annexation until 1926 (Appendix II).

3.2 1980s

In the 1980s, two successful developments involved residential conversions of previously industrial sites. In 1986, the Ford Motor Factory on Ponce de Leon Ave and Somerset Terrace was converted to residential lofts. The award winning conversion maintained the building's four story height and preserved the Factory's historic character. No significant neighborhood opposition was registered.

Also in the late 1980s, the old trolley barns on Virginia Ave near Monroe Drive were converted into a low-rise residential development. The project was originally called Trolley Square Apartments, but is now named Virginia Highlands Apartments. At the time of the conversion, the trolley barns were being used for MARTA bus maintenance. The three story apartment complexes were gated and removed from the street. This study has not found opposition from neighborhood groups, but some have commented on its value from a historical perspective point of view. (History of Virginia-Highland).

The second half of the 1980s also saw several successful high-rise developments in Midtown. The 11 story Virginia Hill Condominium was completed in 1988. Wilson Johnson Interests developed the building, which hosts commercial as well as luxury residential tenants. (King). Some area residents strongly opposed the high-rise on the premise that allowing such construction would result in the Piedmont Park being surrounded by further intensive development, ruining views of the park and compromising its character. However, the then

mayoral administration was not swayed by community arguments on regarding the proposal, which weakened the impact of opposition. Nevertheless, the Virginia Hill development did experience delays due to difficulties in securing financing. Construction was delayed 3 years as banks lacked confidence in the marketability of in-town residential high-rises.

3.3 1990s

On the west side of the park there was less opposition to condominium construction. Ansley Above The Park, located on Piedmont Ave and 13th Street, was completed in the same year as the Virginia Hill Condominiums. Developers found more support from residents after agreeing to step back the higher floors of the 16 story structure. Following Ansley Above The Park, several other residential towers were also built on the park's west side along Piedmont Ave. But, despite proposals, no further high-rises were built along Monroe Ave east of the park. (Homefinder).

Factory conversions and strip mall commercial development did occurred east of Monroe Dr. in the late 1990s. In 1999, a manufacturing plant on Krog Street between Edgewood Ave and Irwin Street in the Old Fourth Ward was converted into the commercial "Stoveworks Lofts."

Farther south from Piedmont Park, on Ponce de Leon Ave, across from City Hall East, the former Great Mall of China was redeveloped in 2000 into the suburban style Midtown Place Shopping Center by Sembler, a developer with experience mostly in suburban environments. Midtown Place brought several national level chain retailers to the neighborhood, but maintained a low vertical profile. Local opposition was limited to skepticism over Sembler's application for Enterprise Zone status, and proposals regarding street connectivity. (Salter; Midtown Place; Shelton).

3.4 2000s

A substantial industrial redevelopment called Inman Park Village created a 21 acre mixed use community at the old Mead Factory site at the intersection of Highland and North Highland Avenues just south of Freedom Parkway. The previous owners of the old paper plant site solicited proposals from potential buyers in 2001 with cooperation of Inman Park residents. Despite early expectations of community opposition, this inclusive process resulted in strong support from the community. Wood Partners was selected as the buyer, and the site plan included new single family residences as a buffer between the existing community and the development's denser commercial and apartment locations. Apartment buildings are four stories or lower. (Donsky).

The most contentious redevelopment proposals east of Piedmont Park have been for development around the intersection of 10th & Monroe. In 2004, Wayne Mason purchased a strip of land along the proposed northeast section of the Beltline for \$24.5 million from Norfolk Southern Company. Mason indicated that he made the investment after hearing about the Beltline project from City Council President Cathy Woolard. Mason proposed donating 54 percent of the strip for parks, green space and light rail right-of-way. On the rest of the land Mason stated plans to build 120,000 square feet of commercial space and 3,100 residential units. The Development of Regional Impact (DRI) application (discussed below) included proposals ranging from City Hall East, to Amsterdam Walk, to the northern boundary of the park. However, the centerpieces of the proposal were 38- and 39-story high-rises at Monroe Drive and 10th Street and 900 apartments and townhouses at Amsterdam Walk. Mason's original proposal called for 1,800 parking spaces for the towers. The project was estimated to generate \$114 million in revenue. (Hairston).

In June 2005, Mason submitted a rezoning request for his proposal. (Sugg) The proposal was met with immediate disapproval, most vocally made by Liz Coyle, a neighborhood activist, and NPU F Vice Chairwoman at the time. Early complaints centered on that the proposal was premature as the Beltline planning process was still ongoing. Coyle at first insisted on having the Monroe, 10th Street intersection left undeveloped, but later expressed willingness to find middle ground, which was the City of Atlanta's position on the dispute. (Sugg).

Opponents stated that Mason's high-rise proposal conflicted with both the 15 year community plan, which called for open space at the corner, and with the Belt Line redevelopment plan passed in 2005 that called for greenspace abutting the Beltline, with development erected further back. (Shalhoup). Opponents claimed that their efforts were aimed at preserving Piedmont Park from density and tall buildings, and that they were concerned that rezoning would establish a precedent for future rezoning in other parts of the neighborhood as well. During the process Trammel Crow—Mason's developing partner for the towers—indicated that it would be willing to build 5 story buildings instead, but Mason never presented such a proposal.²

Opposition by residents was not unanimous, residents further south in Poncey-Highland and in the Lower Fourth Ward were more accepting, as Mason called for lower building heights in those neighborhoods. Nevertheless, in September 2006, Mason withdrew his proposal for rezoning and the offer to donate portion of land for trails and transit. (Pendered). In 2007, Mason began erecting fences on the property causing inconvenience to community who used the former Norfolk Southern land for shortcuts and to local businesses that had used land as parking lots. In 2008, Atlanta purchased the land from Mason for \$66 million. (Wheatley, July 2009)

² Press reports refer to developer organized community meetings, but these have not been located. Nevertheless, a current request for Mason's rezoning application documents is pending, and may contain information regarding those meetings.

In 2009, NPU F voted against a revised proposal for development in the area by the BeltLine, rejecting general height limits of 4 stories, with the triangle parcel at the corner of 10th and Monroe having a height limit of 8 stories. The proposal had reduced the 11 development sites to 4, and had added 7 additional green spaces. Residents continued to insist that the 10th and Monroe parcel be preserved as open space. (Wheatley, November 2009)

Vocal community opposition also arose from some sectors over a proposal for a parking deck in Piedmont Park. In 2005, the Piedmont Park Conservancy proposed constructing a 6 story, 1 acre parking deck at the Atlanta Botanical Garden. The deck replaced 2 surface lots in the park, freeing up 2.6 acres elsewhere in the park. The 800 spaces of the deck replaced 270 spaces on the surface lots. The change netted 1.6 acres freed up and added a net gain of 530 spaces. Despite burrowing the deck into the side of hill to reduce its profile and having dedicated access roads to the parking lot, some local residents, organized through the groups Friends of Piedmont Park, vehemently opposed the project, alleging that the deck would create traffic problems. (Ippolito, Ledford). A lawsuit ensued, but it was dismissed and unsuccessful in enjoining construction of the parking deck.

NPU F has also been able to hinder other development it found unsatisfactory. In October 2009, NPU F residents voted to change C-1 zoning in some parts of the neighborhood to Neighborhood Commercial (NC), which would lower maximum building heights from 11 stories to 3 stories. The zoning change was prompted by an unpopular development project called The Mix on North Highland, which was to be 4 stories. (Wheatley, October 2009).

However, **not all community activity has emerged as opposition to development.** For example, the City Hall East redevelopment project on Ponce de Leon has benefited from community support, even from those individuals leading the campaign against intensive BeltLine

development at 10th street. In 2006, Atlanta agreed to sell City Hall East to a developer proposing a mixed use project under the name Ponce Park LLC. Liz Coyle was recruited to be involved with the redevelopment. The project will include subsidized housing for low income residents. In 2010, the Zoning Review Board, with resident support, voted for zoning changes that will enable Ponce Park to have a big box anchor store tenant. (Tagami).

Finally, other private projects that have been built along the park include the Amsterdam Walk rehabilitation and the Belvedere buildings. Amsterdam Walk is zoned C-1 (see Appendix III for Zoning Categories), and includes various commercial parcels. The beginning of the 2000s saw a second cluster of C-1 zoned parcels developed around Dutch Valley Road. The largest of these parcels is a large PD-MU (planned development/mixed use) adjacent to Piedmont Park. These are commercially known as two separate developments the Lofts at Belvedere and the Belvedere Condominiums. They were built in 2001 and are 5 stories high. No more recent developments on the eastern side of Piedmont Park have been identified.

Appendix IV includes a chart of the key development projects and proposals in the area surrounding the 10th & Monroe site.

4. Public Positions of Organizations

This section will briefly detail the findings of research into the public positions of key organizations regarding the 2006 Wayne Mason development proposal, the BeltLine, and other development near Piedmont Park.

4.1 NPUs

Most of the local NPU leadership opposed the Northeast BeltLine Partners LLC (Wayne Mason) development project. However, this research has not uncovered official NPU positions on the matter. These may be in the zoning file, which is on record at City Hall.

With regards to the Development of Regional Impact submitted to the ARC (#1058) as a part of the planning process for the project, Liz Coyle of NPU F and Atlanta PEDS, Inc., commented on the official record. She expressed concern regarding consistency with the BeltLine Redevelopment Plan, the appropriateness of the proposed densities *vis a vis* nearby single-family neighborhoods, the impact on historic properties and the park, and the developer's analysis of traffic ramifications. Mentioning traffic effects, Ms. Coyle expressed concern that assumptions regarding impact were understated, and proposed lane widening would change the character of the area to the detriment of pedestrians. Directly commenting on the Amsterdam Walk and 10th and Monroe projects, Ms. Coyle stated:

Proposed densities at Amsterdam Walk and 10th & Monroe are incompatible with adjacent single family neighborhoods and street capacity. The density of blocks in surrounding neighborhoods is 5 units per acre. The proposed density at Amsterdam Walk is approximately 80 units per acre. The proposed density at 10th and Monroe is approximately 100 units per acre. Neither of these densities is necessary to support transit. According to the Beltline Redevelopment Plan Exhibit C Development Guidelines (p. 19), "Transit-supportive residential densities should generally be between 10 and 15 dwelling units per acre within ¼ mile of the transit corridor.

4.2 Midtown Neighbor's Association

Midtown Neighbor's Association (MNA) opposed the Northeast BeltLine Partners LLC (Wayne Mason) project.³ The organization's website summarizes discussion in MNA's Land Use Committee as follows:

When the project came before the land use committee in June 2006 requesting a change from "R-4, C-1 to MRC-3, 924 units in four different buildings were presented, and 2100 parking spaces" the request was denied for the following reasons:⁴

1. A motion was made to deny the application for rezoning on Parcel 1 sites 1 and 2, based on the fact that MRC-3 zoning on the Westminster site is too dense a zoning, and the Halpern site is too dense and is planning to use Park land for ingress and egress to its project, which is not acceptable to this neighborhood.
Motion passed. One opposed.
2. A motion was made to deny the application for rezoning on Parcel 2, the towers, from R-4 to PD-H. (Two towers 38 and 39 stories with 6 stories of parking. 750 units, 1800 parking spaces, two entrances off Monroe Dr). This project does not comply with the CDP and the ADA's recommendations to remain open green space. Motion passed. Two abstained.

Midtown Neighbor's Association (MNA) presented comments to the BeltLine Sub-area 6 planning process in a document titled Midtown BeltLine Recommendations. In general, residents expressed a desire for greater pedestrian infrastructure, but reticence to accept greater density due to the traffic ramifications that they perceive it would bring to the area.⁵

In terms of pedestrian infrastructure, MNA's Recommendations state:
Residents have expressed concern that concept Plans A & B address density and the street grid, but provide little focus on pedestrian accessibility. The concern here is the appearance of an inadvertent shift from pedestrian and transit goals and visions to a more development and automobile centered approach to planning. The desire is to see a refocus on pedestrian movement and connectivity from the neighborhood to the parkscapes and transit lines.

³ <http://midtownatlanta.org/item/42353?p=20941>.

⁴ MNA. (June 2006). Land Use Committee Minutes. Retrieved from:
<http://midtownatlanta.org/item/42353?p=20941>.

⁵ The following is taken from: Midtown Neighbor's Alliance. (2008). Midtown BeltLine Recommendations.

As to transportation infrastructure, MNA's Recommendations state:

A general concern is that concept plans A & B appear to promote typical urban planning strategies, including a strong focus on the street grid and automotive transportation. Both plans either increase the number of streets or extend existing ones. This is done, presumably, to provide automobile access to new higher density development along the Beltline. This can be seen on all of the parcels along Subarea-6. Of particular concern is the inclusion of new roads at both Amsterdam Walk and at the 10th and Monroe parcel extending to Ponce de Leon.⁶

As to the 10th and Monroe Parcel, MNA's Recommendations state:

Additionally, the facilitators of the Beltline Subarea-6 were made aware of the community concerns regarding the developments along the 10th and Monroe parcel extending to Ponce de Leon. When the current developments along this parcel were being designed, its developers hoped to connect through to Monroe Drive via Greenwood Avenue. This proposal was soundly opposed by the residents of Midtown who feared that this quiet residential street would become an entry drive to a strip mall. Moreover, the streets along this parcel are very narrow and barely support existing traffic, particularly due to the need for on-street parking for residents. **The current plans for this parcel show an increase in density, which would lead to an increase in traffic. The streets along this parcel connecting to Monroe are too narrow to support the increase in traffic and such an increase would change the character of this area of Midtown.**

MNA expresses similar density and traffic in relation to the possible creation of connectivity, and a through street near Amsterdam Walk and 8th Street on the Midtown Promenade parcel. **As to density, MNA does not expressly oppose "transit supportive" residential densities of 15 persons per acre, but does oppose buildings of over ten stories.**⁷

4.3 Piedmont Park Conservancy

Regarding the BeltLine, the Piedmont Conservancy has issued the following statement:⁸

⁶ There is no explanation of the association between gridded street layouts and auto-centric design.

⁷ MNA cites its opposition to the Mason proposal, and to the proposal for higher density buildings in Amsterdam Walk.

⁸ Taken from Piedmont Park Conservancy Policy on Development Surrounding Piedmont Park.

1. Any development of or improvements to buildings or structures surrounding Piedmont Park should consider height, massing and scale to insure no major interruptions of sunlight to the Park.
2. Any development of or improvements to buildings or structures surrounding the Park should be designed to prevent park users from feeling isolated, unsafe, or uncomfortable within the Park.
3. Any development surrounding the Park should enhance the pedestrian level experience. It is preferable that any buildings or structures should provide usable residential or commercial space at the pedestrian level facing the park, and provide visible building facades that are architecturally pleasing and compatible with the Park.
4. Any public or private projects surrounding the Park should be closely coordinated and consistent with the Park master plan.
5. Any public or private projects surrounding the Park should enhance mobility and accessibility to the Park consistent with the Park master plan.
6. Any public or private projects surrounding the Park must understand the fragile nature of the park environment and include protective measures to safeguard the park from negative impact such as storm water runoff, sewage overflows, etc.

The full text of this document is available as an addendum (Appendix V).

4.4 NPU's on City Hall East

While local residents expressed concern regarding the Northeast Atlanta Beltline Group, LLC proposal on 10th and Monroe, they expressed support for redevelopment of the City Hall East Complex. In early 2010, the chairs of NPU's N,P,E, and F wrote a letter to Mayor Kasim Reed detailing their concern of the property's degradation and possibility for blight. The NPU's describe the site as an important historical and cultural resource; urge the city to take action, and petition for consultation and involvement in and decisions regarding redevelopment.⁹ (Appendix VI).

⁹ Cheroff, Penelope, Coley, Forrest, Miller, Jonathan, and Rawlings, Jane. (8 March, 2010). City Hall East Letter of Support to the Mayor.

4.5 Friends of Piedmont Park

Friends of Piedmont Park (FoPP) opposed the Atlanta Botanical Garden and Piedmont Park Conservancy's plans to build a parking deck as part of the Botanical Garden's expansion. In particular, they opposed the conversion of green space (approx. 2 acres), and the construction/expansion of two access roads. FoPP argued that green space should be protected, and that pedestrian options be enhanced, while vehicular access gradually phased out. The group filed an unsuccessful lawsuit to enjoin construction of the parking deck. Some internet sources also include comments regarding the Wayne Mason proposal, but the group did not appear actively organized around said project. Moreover, the group's website does not appear to have been updated since 2008, and past expressions are unclear as to development in the areas surrounding the park.

4.6 Virginia-Highland Community Survey

A 2008 survey conducted by the Virginia-Highland Community Association (VHCA) queried neighborhood residents regarding issues they felt had the greatest impact on quality of life. VHCA's report states that 54% of respondents expressed concern regarding "inappropriate [residential] infill" that did not fit their expectations regarding neighborhood character due to factors such as massing and non-conforming design. Only 11% of residents expressed a primary concern regarding commercial development, and concerns reflected those regarding residential infill (Papner 2007).

5. Public Participation & ABI Subarea 6 Planning

The area around Piedmont Park is entirely within SA6, which runs in a swath from Ponce de Leon Ave to Piedmont Dr.¹⁰ The process involves an area within a half-mile of the BeltLine, which also corresponds with the BeltLine overlay. (Appendix VII).

The Subarea 6 planning process began in 2007 with a Planning Committee kickoff meeting to discuss issues and opportunities¹¹ at a public meeting at Grady High School.¹² The meeting notes, and presentations, on the BeltLine website (which links from the City of Atlanta) reflect meetings occurring between January 2008 and September 2009. This process was sponsored by Atlanta BeltLine, Inc. and conducted by EDAW, Inc., Glatting Jackson & APD. The final draft plan was produced with the consultants by Northeast BeltLine Study Group and a Planning Committee.¹³ Relevant materials include minutes and conclusions from the Northeast BeltLine Study Group, the Subarea 6 Planning Committee (available online),¹⁴ and small group meetings (which are not online), as well as the BeltLine Quarterly Briefing records and the BAHAB (available online).¹⁵

A concept plan had been developed by September 2008, but many neighborhood residents still had concerns¹⁶. In November 2009, a revised plan was brought for a vote before

¹⁰ Retrieved from: <http://www.beltline.org/GetInvolved/StudyGroups/tabid/1799/Default.aspx>

¹¹ The 16-member Planning Committee was composed of 8 neighborhood representatives, 2 developer community interests, 1 local business interest, and 5 other key stakeholders.

¹² Retrieved from:

<http://www.beltline.org/LinkClick.aspx?fileticket=zYXgf6MhDWE%3d&tabid=1824&mid=4386>

¹³ Public Involvement Summary, p. 58.

¹⁴ The final report states: “The Subarea 6 Planning Committee included neighborhood residents, development community interests, and other key stakeholders.”

¹⁵ Office Hours were also held, but no record is available of these informal meetings with staff. For BAHAB information see: <http://www.beltline.org/ResourceLibrary/CommunityEngagement/tabid/1822/Default.aspx>.

¹⁶ Five Beltline Study Groups were formed for public engagement activities in the 45 neighborhoods. They were open to all residents and included a formal liaison with the NPUs in the geographic area.

the two affected neighborhood planning units: NPU-E and NPU-F. At crowded meetings, the plan was voted down by a wide margin¹⁷

The process concluded in December 2009. It involved “. . . six Planning Committee meetings and eight Study Group Meetings . . .”¹⁸ For privacy, the names of participants are not included in the online documents. These would have to be obtained through a public records request, but City of Atlanta officials indicate that they were area residents. Department of Planning staff spent considerable time and energy on the document, but adoption was put on hold until more staff resources could be dedicated to community concerns. A draft of the Final Report was made available to the public, but was not finalized at that time.

The Draft Final Report recommended building densities of up to nine stories at the 10th and Monroe site, and the process with residents resulted in a proposal (in this draft) for 670 units at the 10th and Monroe site, with a residential density of 4 units per acre, and 340 jobs, or two per acre, and the report envisions the intersection as a possible site for a future BeltLine light rail stop.

The Planning Department returned to the issue in the fall of 2011. The Draft Report was revised to remove references to specific land use or zoning changes on the northwest corner of 10th and Monroe, adjacent to Piedmont Park, but only describes the current conditions and opportunities for development. City Council approved the Subarea 6 Comprehensive Development Plan (11-O-1411) and Land Use (11-O-1412) amendments in December 2011.

As approved, then, previous zoning remains in place, and any proposals to develop the site at greater densities will require rezoning on a case-by-case basis.

¹⁷ Wheatley, Thomas. NPU F Rejects Beltline Proposal for 10th and Monroe. Creative Loafing. November 18, 2009. Available at <http://clatl.com/freshloaf/archives/2009/11/18/npu-f-rejects-beltline-proposal-for-10th-and-monroe>

¹⁸ Conversation Jonathan Lewis & Draft Final Report Public Involvement Summary.

The process also resulted in recommendations that the 10th & Monroe intersection become a new point of ingress and egress for the park, and that the intersection receive improvements to increase its capacity and safety for pedestrians. A possible realignment for the intersection is presented in the report as follows:

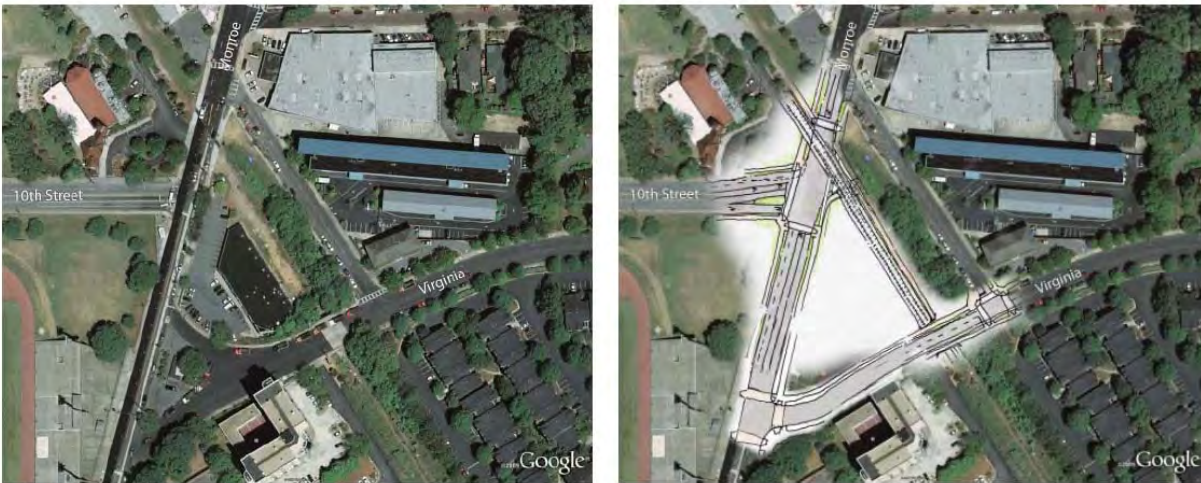


Figure20 - Monroe Drive at 10th Street Realignment

A **Transportation Analysis Report** was also conducted and is referenced in the Subarea 6 Draft, but it is not available on the BeltLine website (while the reports from other Subareas are), and members of the City’s staff have not yet produced the report. **Planning officials reported Subarea 6 Final Draft Report in 2009.** In terms of the parcels near 10th and Monroe, the City of Atlanta has scheduled them to be: **“Transportation Communication Utilities & Single Family Residential”** and **“Open Space,”** while SA6 proposes **“Mixed Use, 1-4 stories & Mixed Use, 5-9 stories”** and **“Low Density Commercial.”** The parcels on the far (eastern) side of Monroe Dr. are scheduled for **“Low Density Commercial”** while the SA 6 plan calls for **“Mixed Use, 1-4 stories & Mixed Use, 5-9 stories.”**¹⁹

In terms of public engagement, the Subarea 6 planning process involved an extensive participatory outreach. The results of which were presented in the following meetings:

¹⁹ SA6 Appendix, p. 64.

5.1 Summary of Key Meeting Notes:²⁰

5.1.1 Subarea 6 Planning Committee Meeting (November 19, 2008, Church of Our Savior)

This meeting reported prior resident engagement and discussions of various redevelopment targets along the BeltLine. Residents expressed a desire for greater transit options, and pedestrian, and cycling facilities. However, the comments regarding density express worries about 1) potential impacts on Piedmont Park, and 2) the construction of residential high-rises. A sampling of comments illustrates the general tone:

- 6-story is the maximum for pedestrian-friendly scale
- Limit all development to 9 stories with designated parking built into developments
- No 10+ stories development in Subarea 6
- Lower height adjacent to single family
- Some pockets of current single-family zoned housing will want to opt for expanding to multifamily housing²¹

It is important to note that much more concern about density was expressed at the 10th & Monroe site, than on nearby sites, such as Midtown Place, Amsterdam Walk, and Ponce de Leon

²⁰ The Subarea 6 Draft Final Report includes a list of public meetings. They have not all been summarized due to the fact that many present similar information regarding the 10th & Monroe sites. The following list of the public meetings was included in as an Appendix in the Draft Final Report:

- a.) December 11, 2007: Planning Committee Meeting, Kickoff Meeting
- b.) February 4, 2008: Study Group Meeting, Review Planning Process, Goals, and Objectives
- c.) April 10, 2008: Study Group Meeting, Study Area Existing Conditions, Refine Goals and Objectives
- d.) June 30, 2008: Planning Committee Meeting, Study Area master plan Concept Plans
- e.) July 14, 2008: Planning Committee Meeting, Study Area master plan Concept Plans
- f.) July 17, 2008: Study Group Meeting, Study Area master plan Concept Plans
- g.) August 11, 2008: Planning Committee Meeting, Workshop-style Land Use and Design Exercise
- h.) September 11, 2008: Study Group Meeting, Study Area master plan Revised Concept Plans
- i.) October 13, 2008: Study Group Meeting, Discussion of Transit Supportive Development, Street Connectivity, and Zoning Entitlement
- j.) November 19, 2008: Planning Committee Meeting, Study Area master plan Draft
- k.) February 12, 2009: Study Group Meeting, Study Area master plan Draft
- l.) May 7, 2009: Planning Committee Meeting, Study Area master plan Revised Draft
- m.) June 11, 2009: Study Group Meeting, Study Area master plan Final Draft
- n.) July 9, 2009: Study Group Meeting, Study Area master plan Revised Final Draft
- o.) September 2009: Office Hours, Various Topics”

²¹ Retrieved from: <http://www.beltline.org/LinkClick.aspx?fileticket=58qabzb7WDE%3d&tabid=1824&mid=4386>.

Ave. As to the latter, residents did not oppose greater densities, nor did they do so categorically at Amsterdam Walk, as long as an appropriate setback was employed. Part of the willingness to accept density on Ponce de Leon Ave., is that said area is not currently as heavily residential as the area around Monroe Drive. Moreover, many of the meetings occurred within the Virginia-Highland neighborhood.

5.1.2 SA 6: July 18, 2008 Public Meeting Feedback²²

In the Lego Modeling exercise held July 21, 2008, and facilitated by EDAW, various proposals and opportunities for feedback were given by stakeholders. As to the 10th and Piedmont intersection comments ranged from supporting the densification of areas such as Ansley Mall, and the I 85 intersection, to concerns about parking and park preservation (See Appendix VIII).²³ In general, there was concern at this activity about the impact of development on the park itself, but support for greater densities (although not high-rises) in the area near Midtown Promenade, and Ansley Mall. Selected *verbatim* comments relating to the area near to 10th and Monroe Dr. help summarize resident sentiment. These are meant to reflect the views expressed re development on Piedmont Park's edges:

Facilitator Jay Gillespie:

- Dupont Circle Yes! (at Monroe and Piedmont intersection.) Need pro-pedestrian solution
- 4-6 Stories (some disagreement up or down). Must be park oriented. No free parking for residents or visitors.
- Facilitator Robin Callioux
- No Buildings in Piedmont Park
- 3-4 story buildings

²² A link to this meeting can be found at:
<http://www.beltline.org/LinkClick.aspx?fileticket=PndhNiPdPIU%3d&tabid=1824&mid=4386><http://www.beltline.org/LinkClick.aspx?fileticket=4VpF08n%2bhM4%3d&tabid=1824&mid=4386>.

²³ Note that some groups in the area are very concerned about increased densities. See Appendix VIIIb

Facilitator Nate Contable:

- Overall sentiment was for this area to be green space – some felt park serving retail might be appropriate (referencing the ROW from 10th to Park)
- Transit stop indicated at 10th and Monroe
- This stop (10th and Monroe) will be highest volume – needs to be well designed, particularly for pedestrians.
- New road identified in Home Depot site – parallel but west of new road shown on base.

Facilitator Stan Harvey:

- No development within Piedmont Park (at the corner of 10th)
- C1 is okay at the site of the existing dog groomer at Piedmont and 10th
- Like connectivity at Greenwood and new through Midtown Promenade; as long as there is minimal impact to Old Midtown, and keep higher density in southern end
- Agree no development at 10th and Monroe or along parcel from 10th to Park Drive

Facilitator Holden Spaht:

- “10th and Monroe must be green space”
- Use green to minimize height impact to surrounding neighborhoods
- Facilitator Liz Drake:
- Add a linear green space along the west side of the Home Depot site from Ponce de Leone Ave to 10th street.
- Study the impact of reconnecting new east west roads on Virginia Highland’s residential areas. (Crossed out new road connections between 8th street and Virginia Circle and Virginia Avenue and 10th Street.

Facilitator Heather Husey-Cooker:

- Add a beltline stop (at the intersection of 10th and Monroe)
- Like new street connection between Virginia and 10th Street
- Renderings are too Suburban make more urban
- Front of buildings on Beltline
- No development in Beltline; a linear park
- Midtown Promenade some restriction acceptable; increase pedestrian connection between the stores and the developments

Facilitator Sam Castro:

- Kanuga and Monroe and 10th – Doctors’ offices, small retail – no big box
- No development (indicated inside ROW from 10th to Park Dr.)
- Green space along Park and Beltline
- Underground concerns (references 10th and Monroe intersection)
- More transit solutions in place prior to increasing density

6. Zoning Related Documents²⁴

6.1 NPU Minutes

NPUs maintain their own minutes, but comments on development and zoning changes can be obtained through the Planning Bureau on a case by case basis. For obvious reasons, the NPUs seem reticent to open up their documentation, but if necessary these could be viewed via the City of Atlanta, which also maintains copies of official NPU letters and documentation.

6.2 ZRB Minutes

The ZRB minutes “. . .really just a tally of the vote and ZRB actions. There is not a summary of the discussion for each agenda item. To know what was said at the meetings, the video or audio tapes (depending on the age of the meeting) would have to be listened to. Similarly, the dockets for each agenda item would have any correspondence, written comments received, etc. about each application.” Ms. Raquel Jackson is the archivist.

6.3 SPI Reviews

Many projects do not require ZRB intervention, and go through a SPI SAP process. This information should be solicited from SPI review staff, especially Enrique Bascunana.

²⁴ The following summaries are paraphrased from Doug Young of the Office of Planning.

7. Traffic Studies

7.1 GTRA 2006 for DRI #1058²⁵

The 2006 GTRA report (Appendix IX) , prepared for the Wayne Mason led Northeast Atlanta BeltLine Group DRI review, recommended approval for the Northeast BeltLine projects on traffic grounds. However, as to the 10th Street and Monroe intersection, specific comments arose. To wit, they are:

During review staff has identified two other issues that are potential impacts of this DRI. The first is the intersection configurations of 10th Street, Monroe Drive and Virginia Avenue, and the second is the development access to public streets via existing commercial developments.

The current configuration and operation of the 10th Street, Monroe Drive and Virginia Avenue intersections are less than optimal and present existing inefficiencies and safety concerns. The possible future addition of an at-grade transit crossing would worsen these conditions at this intersection. Staff recommends that the road intersection be re-aligned prior to the introduction of transit at this location, and that consideration be given for a grade-separated crossing for the future transit.

Pertaining to the issue of street connectivity, the report stated: “Provide a maximum of one access point onto Monroe Drive from the *Piedmont Park* development site, which shall operate as right-in/right-out only.”

7.2 Piedmont Park Conservancy for Atlanta Botanical Gardens Parking Deck²⁶

²⁵ The report was sent to: Northeast Atlanta Beltline Group, LLC; Ansley North Beltline, LLC; Ansley South Beltline, LLC; Piedmont Beltline, LLC; Corridor Beltline, LLC; North Avenue Beltline, LLC; Corridor Edgewood, LLC; TCRA Properties, Inc. (the Applicant), City of Atlanta (the local government), the GRTA Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA’s decision regarding DRI 1058 Northeast Atlanta Beltline (the DRI Plan of Development).

²⁶ This section is taken verbatim from Chris Neslon, as I have not been able to identify a physical or digital copy of the plan.

The Conservancy and the Atlanta Botanical Garden commissioned a traffic study by Day Wilburn Associates Inc. No copy of the study has been obtained, but the results as related by Chris Nelson, COO for Piedmont Conservancy, Inc. are:

- The intersections that provide access to the proposed parking deck operate at acceptable LOS with either the existing or future no-build traffic conditions along Piedmont Ave and Monroe Drive
- ABG Access The intersection of Piedmont Ave and The Prado operates at acceptable LOS with the additional traffic generated by a Parking Deck
- Park Drive Access The intersection along Park Drive at Orme Circle and Monroe Drive and Amsterdam Ave at Monroe Drive experience reduced levels of service when compared to the no-build condition with the addition of the parking deck traffic. Implementation of the recommended traffic signal improvements would improve the LOS acceptable levels.
- Halpern Driveway Access The intersections along Monroe Drive at Park Drive and the unsignaled Halpern Driveway (this now has a signal) experience reduced levels of service when compared to the no-build condition with the addition of the parking deck traffic. An overall decrease in traffic volumes would be experienced along Park Drive resulting from the shift of existing park traffic north to the Halpern Driveway. Implementation of the recommended traffic signal improvements and the installation of a traffic signal at the Halpern Driveway would improve the LOS to acceptable levels.
- **Facilities** along the Park Drive or the Halpern Driveway that provide access to the proposed parking deck should be designed to provide access to pedestrians as well as other modes of transportation.(there are now a number of improved or added, ADA accessible access points to the park .

7.3 BeltLine Corridor Environmental Study: Existing Conditions Report (2009)²⁷

In 2004 the daily home-to-work volumes from the Northeast ABI study area to Midtown was 7,905, 6,630 to Downtown,3,750 to South Buckhead, and 3,198 to North Buckhead/OTP.²⁸ Near the interception of 10th and Monroe, the traffic to capacity ratio is moderate (between .7 and 1.0 of capacity), while the stretch of Monroe Ave. bordering the park is not congested. However, the Virginia Ave./Monroe Dr. plot is currently at a high capacity (ratio = >1). The study notes that the area is scheduled for Envision 6 bicycle and transportation improvements.

²⁷ When presenting the BeltLine to the public, Office of Planning officials mentioned the following other studies:

²⁸ BeltLine Corridor Environmental Study, Existing Conditions Report, 5-11 (Appendix X).

10th Street is scheduled as a core street for bicycle infrastructure, but does not currently have bike lanes. Finally, the maps provided include projections of mixed uses from 5-9 stories around the 10th and Monroe intersection.

The table provided in the assessment is provided below:

Table 5-5: Roadway Functional Class, Lanes, Volume and V/C Ratios Street Name	Functional Classification	Total Lanes	2010 Volume (One Direction, Worst Case, at BeltLine Crossing)*	2010 V/C Ratio (One Direction, Worst Case, at BeltLine Crossing)	2030 Volume (One Direction, Worst Case, at BeltLine Crossing)*	2030 V/C Ratio (One Direction, Worst Case, at BeltLine Crossing)
Northeast Zone						
I-85	Interstate Principal Arterial	11**	197,177	1.45	213,719	1.62
Buford Highway	Principal Arterial	4	97,174	1.35	110,406	1.52
Montgomery Ferry Drive	Collector	2	4,873	0.54	5,740	0.72
Piedmont Avenue	Minor Arterial	4	34,860	0.92	43,636	1.15
Monroe Drive	Minor Arterial	4	17,455	0.73	19,895	0.91
Virginia Avenue	Collector	2	14,552	1.21	14,792	1.36
Ponce de Leon Avenue	Principal Arterial	6	36,517	0.87	41,680	1.00
North Avenue	Minor Arterial	4	15,662	0.98	19,996	1.24
Ralph McGill Boulevard	Collector	2	1,700	0.14	3,218	0.27
Freedom Parkway	Principal Arterial	5**	14,325	0.40	21,110	0.63
Highland Avenue	Collector	2	10,374	0.87	12,711	1.06
Irwin Street	Collector	2	6,687	0.56	8,400	0.70
Edgewood Avenue	Minor Arterial	2	1,950	0.25	1,955	0.25 ²⁹

The Existing Conditions report also identifies the following additional plans:

1. Atlanta Beltline Subarea Master Plans
2. Connect Atlanta Plan (www.Connectatlanta.org)

²⁹ Id.

3. Update of Market Forecasts for Atlanta Beltline Study Area 7-5
4. Concept 3
5. 2030 Regional Transportation Plan (*Envision6*)
6. The Arc Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan
7. Atlanta Beltline Health Impact Assessment
8. Beltline Detailed Screening Analysis
9. Atlanta Beltline Redevelopment Plan
10. The Atlanta Beltline: Transit Feasibility White Paper
11. Inner Core Transit Feasibility Study
12. The Beltline Emerald Necklace: Atlanta's New Public Realm
13. Reconnecting Communities, Atlanta Rail Corridors Assessment
14. City Of Atlanta 2004-2019 Comprehensive Development Plan
15. The Plan for a Walkable Atlanta
16. The Livable Centers Initiative
17. The Atlanta Commuter On-Street Bike Plan
18. The City of Atlanta Greenway Trail Corridor Plan³⁰

7.4 ARC Livable Communities Initiative

7.4.1 Midtown LCI

The properties in question owned by private interests appear to border but not enter into the ARC's livable LCI Midtown, but the BeltLine owned parcel (including Tavern on the Park and the parking lot) does appear to fall within the LCI boundary.

A parking study (2009) was carried out by Jacobs Parker Burges as a part of the Midtown LCI. It focused on the "Midtown Mile," and found that while some blocks were near capacity, others had significant overstock of parking and could accommodate new growth. The area's blocks had from approximately two to approximately four parking spaces per 1,000 square feet of building space. Moreover, a workforce housing study was also conducted as part of the Midtown LCI, as was a project on improving sidewalks and bike lanes in the area. The workforce housing study was conducted in 2002, so its forecasts regarding the housing market may now be only of limited value.

³⁰ See BeltLine Current Conditions report.

7.4.2 Ponce de Leon & Moreland LCI³¹

The Ponce de Leon/Moreland Avenue Corridors Study did not focus on the area directly abutting Piedmont Park, rather it assessed traffic (transportation), demographics and markets, land use, environment, infrastructure, and urban design in the area of the city directly southeast of the park. That said, the study incorporated many streets in the BeltLine's transit shed, and directly addressed the area around Midtown Place and City Hall East, which were included in the 2006 DRI application submitted by Northeast BeltLine Partners LLC, and other developers. Among the study's observations was, a "[l]ack of connectivity across the Belt Line forces trips onto Ponce de Leon or North Avenues, both of which are hostile to pedestrians and bicyclists." (1:6). Much of the LCI's study is beyond the scope of the present analysis, but the ARC traffic study did analyze the service levels at the Ponce de Leon Ave. and Monroe Dr. intersection:

The intersection of Ponce de Leon Avenue at Monroe Drive performs at LOS C during AM and midday peak periods and with LOS D during the PM peak period. The southbound left turn movement was at failure with LOS F with a delay of 97.6 seconds, during the PM peak period. The volume on this movement exceeded the capacity in the PM peak with a volume to capacity ratio of 1.02. The through movement on the approach performs at LOS E with a delay of 60.9 seconds and a volume to capacity ratio of 0.92 during PM peak. The westbound through movement was at LOS D although the volume exceeds capacity in the PM peak period with the volume to capacity ratio being 1.86.

7.5 Subarea 6 Transportation Analysis Report

In presenting the Subarea6 planning process, Office of Planning Officials mentioned the following studies (note that not all are directly relevant to the 10th & Monroe site:

“Transportation Studies (North Highland Avenue Transportation and Parking Study, Cheshire Bridge Road Corridor Study, Peachtree Corridor Task Force Final Report); **Small Area Studies** (Ponce de Leon Corridor Plan, Moreland Ave

³¹ Livable Centers Initiative (LCI) City of Atlanta. (2005)(Appendix XI). Ponce de Leon/Moreland Avenue Corridors Study. Conducted by Tunnell-Spangler-Walsh & Associates with Grice & Associates, Market + Main, and URS Corporation.

Corridor Plan, Moreland Ave LCI, Blueprint Midtown, Blueprint Piedmont Heights); **BeltLine Studies** (BeltLine Emerald Necklace, Atlanta BeltLine Redevelopment Plan, BeltLine Street Framework Plan, City of Atlanta BeltLine Brownfield Survey, BeltLine Cultural Vision Document); **City-Wide Plans** (City of Atlanta Greenspace Plan, Mayor’s Economic Development Plan, Atlanta Strategic Action Plan (formerly COA CDP), City of Atlanta Cultural Master Planning, City of Atlanta Capital Improvement Projects); **Park Program Initiatives** (PATH – Multi-Use Trail Planning Piedmont Park Conservancy Master Plan, Developments of Regional Impact (DRI) Reviews).”³²

³²

List retrieved from:
<http://www.beltline.org/LinkClick.aspx?fileticket=zYXgf6MhDWE%3D&tabid=1824&mid=4386>

8. Piedmont Park Expansion & Master Plan

The Piedmont Conservancy has engaged in substantial planning in the area, especially in conjunction with the creation of the Piedmont Park Master Plan, and their collaboration with the Atlanta Botanical Garden's construction of new parking facilities. The master planning process for the park took approximately three (3) years, and required a significant public input portion due to the fact that Piedmont Park is a considered a "regional park" by the city of Atlanta. This designation could affect public processes, and requires more research. In the case of the park master plan, the Conservancy requested input from all NPUs in Atlanta, all members of city council and the Mayor's Office. Of particular importance in the process were leaders from NPU E, NPU F, Ansley Neighborhood Association, Virginia Highland Civic Association, the Midtown Neighborhood Association, and Morningside/Lenox Park Neighborhood Association.³³

The Master Plan recognizes that densities around the park may ensue as a result of increased access and pathways, which will now run from 10th Street to Ansley Mall as a result of the Northwoods Expansion.

³³ Discussion based on Piedmont Park Master Plan, North Woods Master Plan, and discussion with Mr. Chris Nelson.

9. Mason Project

What is commonly referred to as the “Mason project,” in fact represented a series of proposals from partner firms proposing residential and commercial development projects in Subarea 6. The group, headed by Northeast Beltline Partners LLC, submitted planning documents to public agencies for at least two processes: a DRI application and an application for rezoning.

The DRI evaluation submitted to the ARC was **approved**, and the re-zoning application with the City of Atlanta was abandoned for unknown reasons, although community opposition may have played a significant role. During the process the developer engaged in extensive public outreach, purportedly holding over dozens of public meetings. However, no record of these meetings has yet been procured. Nevertheless, a public records request for the rezoning documents is in process.

9.1 DRI Application

The DRI application included various projects, spanning from Ponce de Leon to I-85, including a proposed 750 high rise with 750 residential units and 20,000 sq. feet of restraint space on the corner of 10th Street and Monroe Drive. The project was described as follows in the DRI application:

The proposed Northeast Beltline development is an 80 acre mixed use project located in the City of Atlanta. The site is a five mile corridor of the former Norfolk Southern railroad lines between Interstate 85 and Decatur Street. There are nine potential development site that include up to 3,079 attached and single family units of low, medium, and high rise residential units, 25,000 square feet of live/work space (10 residential units), and 120,000 square feet of small and medium scale commercial uses, including specialty retail and restaurants. Upon build out, the proposed development is expected to contain 40 acres of development, 19.5 acres dedicated for trails and transit, and 19 acres dedicated for new parks.

The total proposal included 39 acres of development, with an additional 41 acres dedicated to trails and transit. The projects proposed in the DRI were: Montgomery Ferry (176 residential units), Piedmont Avenue North (80 residential units), Piedmont Avenue South (24 residential units), **Amsterdam Walk (924 residential units, 25,000 square feet of live/work space, and 120,000 square feet of retail)**, **10th Street and Monroe - Piedmont Park site (750 residential units and 20,000 square feet of retail)**, Greenwood Avenue (224 residential units), North Avenue (57 residential units and 20,000 square feet of retail), Freedom Parkway North (140 residential units), and Freedom Parkway South (4 residential units). Of these proposed sites, only two directly front Piedmont Park: Amsterdam Walk & Tenth and Monroe Dr. The DRI stated that the developers would request zoning changes from the existing R-4 and C-1 zoning to PD-H and MRC3.

The DRI application involved both a transportation statement from the developers, and a traffic report by GTRA (see above). Using the 7th Edition of the Institute of Transportation Engineers trip generation guidelines, the developers estimated the net traffic impacts of the 9 proposed developments to be as follows (taken from DRI report):

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Condominiums <i>3,089 units</i>	160	698	858	542	331	873	9,826
Retail <i>140,000 square feet</i>	66	41	107	68	83	151	2,533
Office <i>12,500 square feet</i>	24	2	26	9	57	66	172
Restaurant <i>20,000 square feet</i>	6	6	12	41	20	61	718
TOTAL NET TRIPS	256	747	1,003	660	491	1,151	13,249

As discussed above, the DRI found that the intersection of the 10th & Monroe was not at capacity, and that only in the afternoon peak did it reach between 51% and 75% of total capacity.

However, it should be noted that the nearby stretch of Virginia Avenue was nearer to 90% of capacity. As for the total numbers of trips predicted from the Amsterdam Walk and 10th & Monroe projects, the former would generate 5,013 additional trips per day and the later would generate an additional 2,987 trips per day. Nevertheless, the ARC stated, “the impact the proposed intensities [from the 10th & Monroe site] will create with respect to potential growth in traffic and how access points currently operate.” This led to a recommendation that the transit impacts be examined “critically,” and a recommendation that they be incorporated with fixed guide way transit improvements. The following table describes GTRA’s findings related to 10th & Monroe:

**Table I:
Predicted Traffic Flows (# of trips) for Proposed Projects at Amsterdam Walk and 10th/Monroe Dr.**

	AM Peak			PM Peak			24Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	
Amsterdam Walk							
High Rise Residential 934 units	42	189	231	145	91	236	2549
Specialty Retail - 120,000 sf	57	35	92	60	73	133	2292
General Office 20,000 sf	24	2	26	9	57	66	172
Piedmont Park (10th/Monroe)							
750 High Rise Residential	36	157	193	127	74	201	2269
Quality Restaurant 20,000 sf	6	6	12	41	20	61	718

Data: DRI ARC R605251

10. Zoning issues on parcels adjacent to the BeltLine near 10th St. and Monroe Dr.

10.1 Issues

Issues associated with zoning in the immediate area include:

- Use Restrictions and Building Restrictions in C-1 and R-4a zoning districts in the Atlanta Code of Ordinances (“Code of Ordinances”).
- Zoning issues presented by the BeltLine Overlay District
- Procedures for requesting variances in the Code of Ordinances.
- How transitional area zoning potentially affects the development of: 1) Atlanta Development Authority’s (ADA) Piedmont Park BeltLine Parcel, 2) 1024 Monroe Dr., and 3) 1036 Monroe Drive w/ adjacent properties.

10.2 R-4a (Sec. 16-06A.001. et. seq.)

R4a is a primarily residential zoning category for lots no smaller than 7500 sq. feet. Uses permitted by right in R-4a districts include:

- 1) Public schools through the secondary level operated by the Atlanta Board of Education, having no dwelling or lodging facilities except for caretakers.
- 2) Single-family detached dwellings.
- 3) Structures and uses required for operation of MARTA, but not including uses involving storage, train yards, warehousing, switching or maintenance shops as the primary purpose.

Sec. 16-06A.004. R-4a lots may also include accessory structures compatible with the abovementioned uses, and special use permits may be issued for some non-commercial uses. See Sec. 16-06A.005.

In terms of building foot print the following restrictions apply to R-4a buildings (see Appendix IV for Minimum Lot Size Diagrams):

- 1) The minimum lot frontage is 50 feet.
- 2) The minimum front yard is 30 feet.
- 3) The minimum side-yard width is 7 feet.
- 4) The minimum rear yard width is 15 feet.
- 5) Buildings shall not exceed 35 feet in height.

These restrictions also interface with floor-to-area ratio requirements. In R-4a districts, normal conforming lots have a maximum floor area ratio of 0.50 of the net lot area. Those which do not meet minimum lot area requirements shall not exceed the lesser of either: a) 3,750 square feet of floor area; or a maximum floor area ratio of 0.65 of the net lot area. Sec. 16-06A.008. Moreover, maximum lot coverage is topped at 55% of the lot's total area.

With regards to parking requirements, single-family homes are required to provide one parking space per dwelling. No transitional use requirements exist for R-4a zoned properties.

10.3 C-1 Community Business District

The C-1 district permits most classes of activities generally associated with Smart Growth policies, including multi-family mixed-use development. The district has the intent to:

- 1) Provide for medium-intensity retail and service activities in areas already committed to development of this character, or consistent with areas so specified on the comprehensive development plan. And;
- 2) Encourage residential use either as single or mixed-use development.

Sec. 16-11.002. However, some uses such as restaurants and bars within 1000 feet of a residentially zoned area, hotels, billiard rooms, etc. require a special permit.

10.3.1 C-1 Bulk and Volume Restrictions

Buildings in C-1 zoned districts are not subject to any *per se* height regulations, unless they are located in a transitional area. Bulk limitations, however, do limit building size, and floor to area ratios are capped at 2.0 times net lot area for nonresidential and hospitality uses. C-1 buildings are subject to a 10-foot front setback, but none is required at the side or rear of the building unless it is not built to the lot-line, in which case a 5-foot minimum applies. See Sec.16-

11-008.³⁴ Moreover, non-residential commercial properties are not subject to minimum lot widths or areas. Sec. 16-11-008.

Requirements for single-family structures are similar to the R-4 categorization.³⁵ Therefore, multifamily structures in C-1 districts are of interest at present. The equation for residential uses is somewhat more complicated than that governing commercial uses. It is governed by the maximum ratios for Sector 3 buildings in Sec. 16-08.007. Here, the discussion will focus on multifamily structures, because those appear to represent the change in the *status quo* for the area under analysis.³⁶

Table I provides the floor-to-area ratios required per-story of multi-family dwelling. One should note that the table provided in the Code of Ordinances only goes up to ten-stories, but includes ellipsis, suggesting that the formula used in Table I could be applied to a much larger structure.

Table I	Floor Area (FAR)	Total Open Space (TOSR) ³⁷	Useable Open Space (UOSR)	Parking Spaces Per Lodging Unit	Parking Spaces Per Dwelling Unit
Sector 3	.373	.72	.45	.60	1.3
(by story)	.400	.72	.44	.60	1.2
	.429	.72	.43	.60	1.2
	.459	.72	.42	.60	1.2
	.492	.71	.41	.60	1.1
	.528	.71	.41	.60	1.1
	.566	.71	.40	.60	1.1
	.606	.70	.40	.60	1.0

³⁴ The regulation for corner lots requires that the setback on side streets be no less than half of that required for the front yard.

³⁵ Those for town homes (zero lot line developments) are slightly different: “Single-lot area: 2,500 square feet with a minimum combined area of 5,000 square feet; lot width: Not less than ten feet, with a minimum combined width of 50 feet.” Sec. 11-08.007.

³⁶ *In terms of minimum lot width:* single and two-family dwellings have a minimum lot width is 50 feet, and minimum lot area is 5,000 sq. feet. Other restrictions apply to religious institutions.

³⁷ Under Sec. 26-08.007: “the ratios indicated for Total Open Space (TSOR), Usable Open Space (USOR), and parking shall be used according to the nearest Floor Area Ratio (FAR) (shown on Table I) to the actual FAR for the development as indicated on the plans presented.”

Source	.650	.70	.40	.60	1.0
Atl. Code	.696	.69	.40	.60	.99

10.3.2 C-1 Transitional Area Restrictions

In C-1 districts, property owners may generally build up to the property line, but this is not true for structures abutting R-1 through R-G districts. Sec. 16-11.006.³⁸ Given that the lots in question (e.g. 1024 Monroe Dr. and 1036 Monroe Dr. Rear) are not large, the transitional area restrictions (if applicable) may significantly reduce development potential.

With regards to height, the limit without an intervening street is: “a height limiting plane beginning 35 feet above the buildable area boundary nearest to the common district boundary and extending inward over this district at an angle of 45 degrees.” (id.).³⁹

Development limitations may be further increased if a transitional yard is required because a C-1 zoned property abuts R-1 to R-G zoned parcels. The absence of a street dividing the parcels triggers the yard requirements, which are best understood by quoting the rule *verbatim*:

- (a) *Side yard*: Adjacent to an R district without an intervening street, 20 feet is required which shall not be used for the purpose of parking, paving, loading, servicing or storage activity and shall be planted and/or maintained in a natural state.
- (b) *Rear yard*: There shall be a rear yard of 20 feet when adjacent to an R district that shall not be used for parking, or paving or for purpose of parking, loading or servicing.
- (c) *Screening*: Where a lot in this district abuts a lot in an "R" district on the side or rear lot lines without an intervening street, opaque fencing or screening not less

³⁸ Potential developers should be aware that additional use restrictions exist on transitional lots for funeral homes and car dealerships, but these are not of present concern, and should be consulted in separate research.

³⁹ In the case that a boundary line is not clear (which does not appear to be the case of hand) the set-back starts at the property boundary as the center line of the street or alley (Sec. 16-02.11), and: “Where boundaries appear to follow street, lot, block, property, or other lines, they shall be construed as following such lines; provided, however, that in the event of closure of a street or alley, the boundary shall be construed as the center line of the preexisting street or alley unless specific amendment is made otherwise.” Sec. 16-02.011. Nevertheless, this is added as an aside and appears not to apply at present.

than six feet in height shall be provided and maintained in a slightly condition. See section 16-28.008(9).

Sec. 16-11.006. In sum, if a C-1 parcel abuts an R-4 zoned parcel, the C-1 property must implement 20 feet side and rear yards, as well as the height plane requirement. This is different in the case of corner lots, where the set back is half the required setback of the front yard. See Sec. 16-11.008. In C-1 districts the front setback is 10-feet (id.), so the text of the regulation appears to state that corner lots in C-1 transitional parcels are only required to have setbacks of 5-feet on those sides fronting streets dividing C zoned areas from R zoned areas.

10.3.3 C-1 Parking Restrictions

Residential Units

- a. See Table I

Commercial Units

- b. These requirements are quite high, and vary from between (1) one space per 200 sq. feet of floor area to (1) one space per 400 sq. feet of floor area. This depends on the class of activity as described in Sec. 16-11.010.

10.4 BeltLine Overlay District (“BeltLine Overlay”)

10.4.1 Beltline Overlay Building Restrictions

Atlanta Code of Ordinances Sec. 16-36.001 et seq. applies to parcels “that are zoned R-1 through R-5 or Special Public Interest District and not located immediately adjacent to the BeltLine Corridor.” Moreover, the overlay does not affect the underlying zoning classifications. However, the BeltLine Overlay does envision development patterns in the district that “. . . encourage pedestrian and transit-oriented uses and activities designed to support an urban character to foster the most positive impact on affected communities.” (id.).

Despite this language, which on its face encourages densification and mixed-use development, the language of the Sec. 16-36.009 creates additional regulations for transitional

yards in the BeltLine Overlay. However, the BeltLine Overlay does not change underlying height or screening provisions. The language regarding transitional yards is as follows:

Where this district adjoins an R-1 through R-5, RG-1, RG-2, MR-1, MR-2, RLC or PD-H district without an intervening street: a minimum of 20 feet is required which shall not be used for the purpose of parking, paving, loading, servicing or any other activity with the exception of pedestrian walkways, trails, private alleys or drives up to ten feet in width. Such yards shall otherwise be planted as approved by the city arborist and maintained as a landscaped strip.

The aforementioned language regarding transitional yards may inhibit some development on smaller parcels, especially when considered in the context of the BeltLine Overlay's site limitations.

These create a 20-foot wide buffer between any "park space, greenway trail or railroad right-of-way (but not the BeltLine Corridor)," and a similar requirement for those properties adjacent to the BeltLine proper.⁴⁰ Moreover, given that a possible multi-use trail is proposed for this area, the properties in question may also be required to provide a ". . . public access street (or streets) in accordance with the BeltLine Street Framework Plan, unless granted a variation in accordance with this chapter." Sec. 16-36.011.

Not all parts of the BeltLine Overlay are oriented to restricting use, and useable open space requirements (UOSR) may be offset by the creation of new streets, connectivity between existing rights-of-way, or new on-street parking. Sec. 16-36.010(5).

10.4.2 Beltline Overlay Parking Regulations

In terms of parking, the BeltLine Overlay places a minimum of (1) one parking space per-residential unit, and maximum of 2.⁴¹ For commercially zoned parcels the minimum parking requirements are established by the minimum zoning, and the maximum are as follows: "i. Ten

⁴⁰ Properties fronting the BeltLine itself are exempted if they were acquired before November 20, 2006 or are dedicated to transportation purposes.

⁴¹ This maximum limit is not present in either R-4 zoned districts.

spaces greater than the minimum parking required; or ii. 25 percent of the minimum parking required.” Shared parking arrangements are permissible for non-transitional C-1 lots, but not those located adjacent to R-4 zoned properties. Sec. 16-36.020. Furthermore, given that the lots in question are located adjacent to the BeltLine Corridor, special restrictions on the height and design of accessory parking structures are included under Sec. 16-36.017. Parking facilities may also may be required to make special façade accommodations, including “a continuous minimum five feet wide landscaped strip shall be provided between the structure and the public sidewalk, except at ingress and egress points into the structure. . .” and an active-use depth requirement of ten-feet for residential uses and 20 feet for all other uses.

10.4.3 Other Considerations

In the BeltLine Overlay, structures older than 50-years shall not be demolished to create open spaces (i.e. yards, surface parking lots). Sec. 16-36.006. Piedmont Park is also a target for the ARC Livable Centers Initiative (LCI), which encourages linking infrastructure, such as parks, with transportation improvements. This may influence requests to up-zone in the area, and also act as a policy argument for densification. Nevertheless, a full analysis of the interface of the LCI and BeltLine land use regulation is beyond the scope of this memo.

10.5 Variance Procedure

10.5.1 General

Variances are governed by Code of Ordinances Sec. 16-26. Appeals to zoning or permitting decisions by the bureau of planning are filed to the Secretary of the board of zoning adjustment. Normally, a variance will require:

- (a) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography;

- (b) The application of the Zoning Ordinance of the City of Atlanta to this particular piece of property would create an unnecessary hardship;
- (c) Such conditions are peculiar to the particular piece of property involved; and
- (d) Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of the Zoning Ordinance of the City of Atlanta.

Sec. 16-26.003. The unreasonable hardship requirement may include the reduction of parking and loading requirements if they interfere with the use of the lot, and also includes stipulations for the preservation of trees. A variance decision may also require guarantees or safeguards. Decisions by the board are appealable to the Fulton County Superior Court, but require notice to the board.

Nevertheless, the board of zoning adjustment does not have the power to grant prohibited uses, except in some transitional zones. A change in use categorization must be obtained through a special use permit, a re-zoning procedure, or a conditional zoning procedure, which require approval from the mayor and council.

10.5.2 BeltLine

Any lot in the BeltLine Overlay that aims to develop a non-R-1 to R-5 use category, or any residentially zoned parcel located adjacent to the BeltLine Corridor, must comply with slightly modified permitting requirements. These include 1) a re-zoning pre-application procedure with the bureau of planning and 2) compliance with special administrative permit requirement and procedures. Sec. 16-36.005. This should apply to all parcels under analysis if they are going to be dedicated to multi-story housing or commercial uses. However, the variance procedure is influenced by the policy of the BeltLine Overlay. To wit, variances shall issue if:

1. A plan proposed by an applicant, while not strictly in accord with regulations applying generally within the district, satisfies the public purposes and intent, and provides public protection to an equivalent or greater degree; or

2. In the particular circumstances of the case, strict application of a particular regulation or regulations is not necessary for the accomplishment of public purposes or the provision of public protection, at the time or in the future.

10.5.3 R-4 Parcels

According to information obtained from the Fulton County Board of Assessors,⁴² various other owners are listed for the R-4 parcels in question these include (see Map Appendix XII):

Monroe Ave.

James Kegley (*1036 Monroe Dr.; # 17 00540003010*⁴³), James Kegley (*1042 Monroe Dr.; # 17 00540003009*), James Kegley (*1046 Monroe Dr.; # 17 00540003008*), Paul Medlock (*1052 Monroe Dr.; # 1700540003007*), Chad Gary (*1056 Monroe Drive, # 17 -0054-0003-006*), Thomas Frank (*1062 Monroe Dr.; # 17 -0054-0003-005*)

Cresthill Ave.

Jeffrey Roberson (*579 Cresthill Ave.; #17 00540003004*), James Kegley (*575 Cresthill Ave.; # 17 00540003003*), James Kegley (*569 Cresthill Ave.; # 17 -0054-0003-002*), Rev. Robert David (*575 Cresthill Ave.; # 17 -00540003001*).

These parcels are all zoned R-4a. None, except 569 Cresthill Ave., border the BeltLine, although all except 152, 156, and 162 Monroe Dr. border C-1 zoned, or C-1/R-4 mixed, property. In order for denser building and multifamily housing units these parcels will have to go through a rezoning procedure set forth in the zoning code under Sec. 16-27.001. As for their current use, the restrictions would be no different than those explained in **Section 10.2** (above).

10.6 C-1/R-4 Parcels

C-1/R-4 parcels consist of

- Enclosed Parcel: Jim Kegley (*1036 Monroe Dr. Rear; # 17 00540003011*)
- BeltLine Parcel: Atlanta Development Authority (*Monroe Dr. w/o Address; # 17 -0054- LL-004-2*).

⁴² These properties may have undergone subsequent sale to other owners that are not yet reflected in the Atlanta GIS or Fulton County Assessor's systems.

⁴³ The parcels in italics border the **rear lot** of 1036 Monroe Dr., which is zoned as both R-4/C-1.

10.6.1 Zoning Status 1036 Monroe Dr. Rear

1036 Monroe Ave (parcel # 17 00540003011) is zoned both as C-1 and R-4. In light of Sec. 16-02.017 (see below), the owners are not likely to have problems rezoning the interior lot (see Sec. 16-02.017) because they own most of the adjacent buildings. They may petition for a re-designation of their lot within 100 feet of the C-1 border (see paragraph (2) two in fn 11). However, if owners of the R-4 parcels oppose, the scenario would change in terms of the bureau's analysis.

10.6.2 Building Restrictions 1036 Monroe Dr. Rear

A significant section of this parcel borders the BeltLine, which is zoned C-1/R-4, but envisioned as a TCU (transportation and communication corridor) in the City of Atlanta's future land use maps (see Appendix XIII). If the BeltLine parcel owned by ADA remains zoned R-4 this could create a twenty-foot setback, and also impose restrictions under the BeltLine Overlay (see **Section 10.4** (above)). Therefore, while the C-1 of 1036 Monroe Dr. Rear appears probable, it is potentially contingent on potential opposition from ADA and the remaining property owners.⁴⁴ Furthermore, the BeltLine Overlay may impose additional development restrictions, although these appear to depend on the position of ADA.

In relation to the surrounding R-4a zoned parcels (see **Section 10.6**), 1036 Monroe Dr. Rear will be a transitional area, and subject to the height restrictions (see Section 10.3.2): 35-feet

⁴⁴ One other problem, although possibly speculative, exists with regards to the zoning status of these parcels and 1024 Monroe Drive and the BeltLine Parcel. Assuming there is opposition to any project, the language in paragraph one (1) of Sec. 16-02.017 appears to give the bureau the power to adjust the C-1 parcel back to R-4, or vice-versa. To wit, the language states:

Where natural or man-made features existing are at variance with those shown on the official zoning map, or in other circumstances not covered above, upon request from the director, bureau of buildings, or from any affected property owner, or on its own initiative upon determination that such inconsistencies exist, the bureau of planning shall make a finding and interpretation concerning the boundaries involved in accord with the intent and purpose of this part.

Here there appears to be the textual possibility for an amendment to be made to put the entire parcel in one zone, and it potentially (I won't speculate on the likelihood) be adverse to a C-1 designation for the alley, which would then change 1024 Monroe Dr. into a transitional parcel.

at the parcel's boundary and a subsequent height plane of 45%. Notwithstanding, it is unclear whether some markings on the zoning map constitute a second alley. This could potentially change the site restrictions for the C1/R-4 Parcel, by reducing setbacks.

Moreover, given that both the R-4 transition area (from Piedmont Park and the surrounding houses) along with the BeltLine Overlay appear to require potential setbacks. In light of the regulated setbacks (which may be as much as 20-feet given the absence of an intervening street (see **Section 10.4**)), a variance may be warranted given that the lot's shape is irregular and its depth is less than 150 feet. Regardless, this parcel's development potential will be greatly enhanced if some or all of the surrounding R-4 lots are rezoned to C-1.

10.6.3 Zoning Status ADA Parcel (Monroe Dr. w/o Address).

The zoning status of the ADA owned parcel is substantially similar to 1036 Monroe Dr. Rear. It is a lot bisected into two zoning districts, and thus potentially subject to adjustments under Sec. 16-02.017. Nevertheless, significant differences exist. To wit, the parcel forms part of the BeltLine corridor and TAD, the parcel borders Piedmont Park, and the parcel already houses an existing commercial use.

Piedmont Park is zoned R-4 and encroachments may encounter substantial opposition. Moreover, it is unclear how BeltLine Overlay would interact with this parcel. **Answering this question will require further research**, but the presence of the park will require a 20-foot set-back and impose height restrictions similar to those discussed above (see Section 10.3.2): 35-feet at the parcel's boundary and a subsequent height plane of 45%. However, assuming the entirety of the parcel is adjusted to C-1, development on the BeltLine parcel's eastern side will not be impeded by set-back requirements assuming 1036 Monroe Dr. Rear is also rezoned to C-1. In this case, it will boarder 1024 Monroe Dr. and 1036 Monroe Dr.

Rear, and have to comply with the standard C-1 bulk requirements (see Section 10.3). However, part of the ADA lot borders 569 Cresthill, which is zoned R-4, and would thus be subjected to the transitional setbacks and height restrictions discussed in Section 10.3.2.

This analysis must be qualified by the fact that the BeltLine Overlay district's restrictions are unclear as to development in the actual BeltLine Corridor.⁴⁵ The BeltLine Corridor Plan is still incomplete for this area, and thus cannot serve as guidance. Should the areas of the parcel under consideration fall outside of the BeltLine Corridor, then they will only be subject to the BeltLine Overlay's restrictions, and any C-1 (or R-4 if not adjusted) restrictions. On the other hand, if included in the BeltLine Corridor proper, their development status is more nebulous. For example, Sec. 16-36.011. (Site Restrictions in the BeltLine Overlay) discusses properties adjacent to public spaces and properties adjacent to the BeltLine Corridor, but does not mention of areas in the BeltLine Corridor. They may as a default be treated similar to adjacent properties, but again, this question requires more research.

10.7 C-1 Parcel

The C-1 Parcel includes the Petit & Associates LLC (1024 Monroe Dr.; # 17 00540003012).

1024 Monroe Dr. is the only property under review that is currently zoned C-1 and surrounded by other C-1 zoned properties. Accordingly, no side-lot restrictions apply this parcel, and in terms of building restrictions it is only subject to a 10-foot front setback, and the bulk and use restrictions discussed in **Section 10.3**. Height restrictions do apply to multifamily residential uses, in accordance with the table for Sector 3 buildings in Sec. 16-08.007 of the Code of Ordinances.

⁴⁵ Part of this parcel may fall in the old rail corridor, but not in the new BeltLine Corridor. This point is uncertain but future land use maps have the entire parcel situated in the TCU (see Appendix XI).

The above conclusion assumes that the alley running between 1036 Monroe Dr. and 1024 Monroe Dr. (see Maps Appendices III & IV) creates a buffer between the two districts. If true, then these R-4a zoned properties will only require transitional area restrictions for 1036 Monroe Dr. Rear. However, in the unlikely case that the alley is adjusted to an R-4 classification, then 1024 Monroe Dr. may also have to apply with transitional area restrictions.

Further restrictions may apply to the section of the parcel that borders the BeltLine Corridor. Said area is currently zoned C-1, but the BeltLine Overlay requirement of a 20-foot buffer may apply to future development. The application of said buffer to this parcel could be problematic, in part due to the irregular shape of the lot in question, and also due to the fact that the ADA Parcel hosts an existing structure bordering 1024 Monroe. Accordingly, a variance might be permitted, but will require further research should a conflict arise.

10.8 Conclusions & Points for Further Research:

- If the owners listed above are not affiliated with U.S. Micro a more thorough deed and title search is warranted.
- The creation of the BeltLine creates significant uncertainty as pertains to the lots discussed herein.
- The different density trade-offs in the BeltLine Overlay require more analysis, possibly by someone with local experience.
- There is uncertainty regarding the effects of the beltline corridor becoming zoned TCU. This may lift some requirements of transitional area zoning, but this issue requires more research.
- The status of developable land within the actual BeltLine Corridor requires further research.
- This memorandum has reviewed the development possibilities within the current zoning parameters. However, the previous proposals for development of the 10th Street and Monroe Dr. site included requests for rezoning to PD-H and MRC3, which permit more density.
- Finally, this does not represent a legal opinion, and clarification of the issues discussed herein requires counsel from an attorney licensed to practice law in the State of Georgia.

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12. Appendices

- 1a Bird's Eye Map of Atlanta 1892 (Showing the 10th and Monroe Site, Extended and Close-up)
- 1b Map of Development by Decade
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Appendix 1a

Bird's Eye Map of Atlanta 1892 (Showing 10th & Monroe Site, Extended & Close-up)



Appendix 1a: Bird's Eye View of Site, Extended View (Site at North-East Corner of Map)



Appendix 1b: Bird's Eye View of Site, Close-up (Shown at North-East Corner of Map)



Appendix 1b

Map of Development by Decade



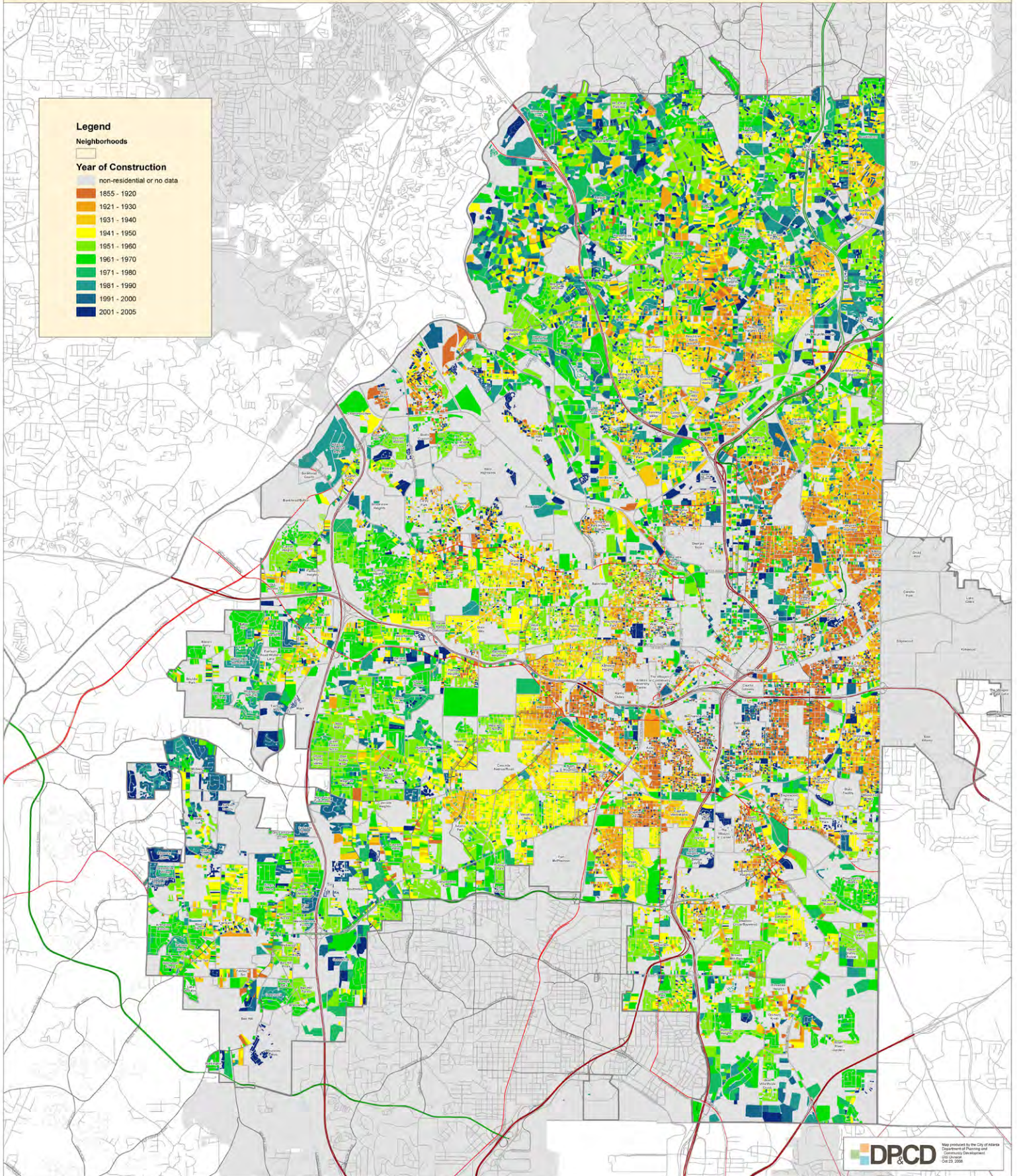
Center for Quality Growth and Regional Development

City of Atlanta

(Fulton County part)

Year of Construction for Residential Structures

Source: Fulton County Tax Assessor



Appendix 2

Atlanta Annexations



Center for Quality Growth and Regional Development

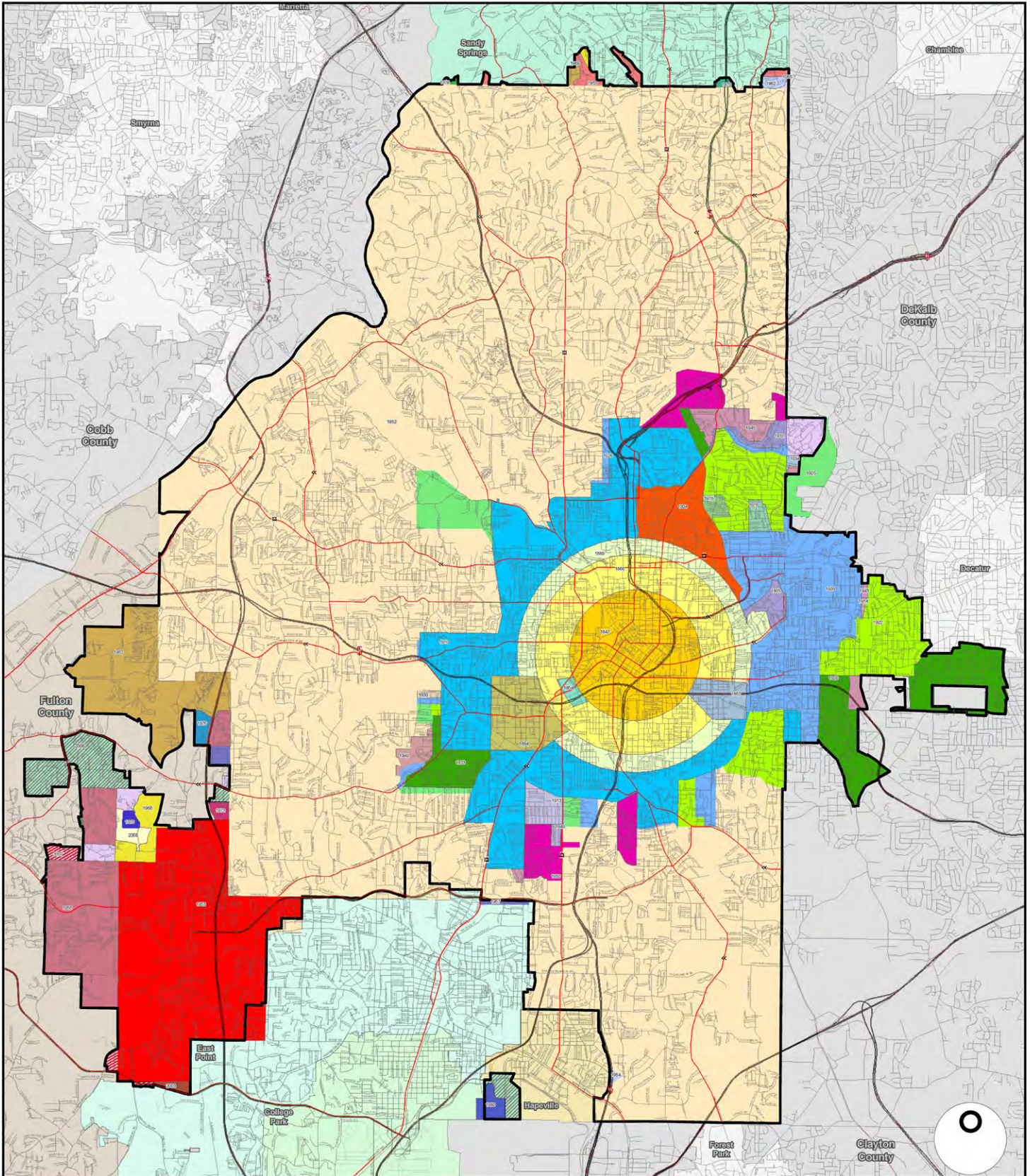


City of Atlanta

Annexation From 1847 To 2007

Approx. 133.89 Sq Miles

Approx 85687.14 Acres



Annexations
From Year 1847 - 2007

- | | | | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1847 | 1866 | 1895 | 1910 | 1915 | 1923 | 1928 | 1934 | 1945 | 1952 | 1957 | 1962 | 1967 | 1970 | 1978 | 2005 |
| 1854 | 1889 | 1904 | 1913 | 1916 | 1925 | 1930 | 1940 | 1949 | 1953 | 1958 | 1963 | 1968 | 1973 | 1979 | 2006 |
| 1863 | 1894 | 1909 | 1914 | 1922 | 1926 | 1932 | 1943 | 1950 | 1954 | 1960 | 1965 | 1969 | 1976 | 2003 | 2007 |

Prepared by: Jefferson
Project Date: November 11, 2008
http://www.atlantaga.gov/ATLANTA/Projects/Annexations/Annex2.html

Appendix 3

Zoning Districts



Center for Quality Growth and Regional Development

Appendix 3

Atlanta Zoning Districts - Complete Listing

Adapted from the City of Atlanta Zoning Ordinance

District	Description
BL	Beltline overlay district
C-1	Community business
C-2	Commercial service
C-3	Commercial-residential
C-4	Central area commercial-residential
C-5	Central business district support
HBS	Historic building or site
HD-20G	West End historic district
HD-20I	Adair Park historic district
HD-20J	Whittier Mill historic district
HD-20K	Grant Park historic district
HD-20L	Inman Park historic district
HD-20M	Oakland City historic district
I-1	Light industrial
I-2	Heavy industrial
LBS	Landmark building or site
LD-20A	Cabbagetown landmark district
LD-20B	Druid Hills landmark district
LD-20C	Martin Luther King, Jr. landmark district
LD-20D	Washington Park landmark district
LD-20E	Oakland Cemetery landmark district
LD-20F	Baltimore Block landmark district
LD-20H	Hotel Row landmark district
LD-20N	Castleberry Hill landmark district
LW	Live-Work
MR-1	Multi-family residential, maximum floor area ratio of 0.162
MR-2	Multi-family residential, maximum floor area ratio of 0.348
MR-3	Multi-family residential, maximum floor area ratio of 0.696
MR-4A	Multi-family residential, maximum floor area ratio of 1.49
MR-4B	Multi-family residential (townhouses), maximum floor area ratio of 1.49
MR-5A	Multi-family residential, maximum floor area ratio of 3.2
MR-5B	Multi-family residential next to single-family districts, maximum FAR of 3.2
MR-6	Multi-family residential, maximum floor area ratio of 6.4
MRC-1	Mixed residential and commercial, maximum floor area ratio of 1.696
MRC-2	Mixed residential and commercial, maximum floor area ratio of 3.196
MRC-3	Mixed residential and commercial, maximum floor area ratio of 7.2
NC	Neighborhood commercial
NC-1	Little Five Points Neighborhood Commercial
NC-2	East Atlanta Neighborhood Commercial
NC-3	Kirkwood Neighborhood Commercial
NC-4	Cheshire Bridge North Neighborhood Commercial
NC-5	Cheshire Bridge South Neighborhood Commercial
O-I	Office-Institutional
PD-H	Planned housing development (single-family or multi-family)
PD-MU	Mixed-use planned development
PD-OC	Office-commercial planned development
R-1	Single-family residential, minimum lot size 2 acres
R-2	Single-family residential, minimum lot size 1 acre
R-2A	Single-family residential, minimum lot size 0.69 acres
R-2B	Single-family residential, minimum lot size 0.64 acres
R-3	Single-family residential, minimum lot size 0.41 acres
R-3A	Single-family residential, minimum lot size 0.31 acres
R-4	Single-family residential, minimum lot size 0.21 acres
R-4A	Single-family residential, minimum lot size 0.17 acres
R-4B	Single-family residential, minimum lot size 0.06 acres
R-5	Two-family residential, minimum lot size 0.17 acres

Atlanta Zoning Districts - Complete Listing

Adapted from the City of Atlanta Zoning Ordinance

District	Description
RG-1	General (multi-family) residential, maximum floor area ratio of 0.162
RG-2	General (multi-family) residential, maximum floor area ratio of 0.348
RG-3	General (multi-family) residential, maximum floor area ratio of 0.696
RG-4	General (multi-family) residential, maximum floor area ratio of 1.49
RG-5	General (multi-family) residential, maximum floor area ratio of 3.2
RG-6	General (multi-family) residential, maximum floor area ratio of 6.4
R-LC	Residential with limited commercial, maximum floor area ratio of 0.348
SPI-1	Special Public Interest District: Central Core
SPI-5	Special Public Interest District: Inman Park
SPI-6	Special Public Interest District: Poncey-Highland
SPI-7	Special Public Interest District: Candler Park
SPI-8	Special Public Interest District: Home Park
SPI-9	Special Public Interest District: Buckhead Commercial Core
SPI-11	Special Public Interest District: Vine City and Ashby Station
SPI-12	Special Public Interest District: Buckhead/Lenox Station
SPI-14	Special Public Interest District: Berkeley Park
SPI-15	Special Public Interest District: Lindbergh Transit Station Area
SPI-16	Special Public Interest District: Midtown
SPI-17	Special Public Interest District: Piedmont Avenue
SPI-18	Special Public Interest District: Mechanicsville
SPI-19	Special Public Interest District: Buckhead Peachtree Corridor
SPI-20	Special Public Interest District: Greenbriar
SPI-21	Special Public Interest District: Historic West End/Adair Park
SPI-22	Special Public Interest District: Memorial Drive/Oakland Cemetery

- When one of the above district names is followed by -C (OI-C or MRC-1-C, for example), it indicates a conditional zoning with requirements elaborated in a specific ordinance passed by City Council.
- When one of the above district names is followed by SA (SPI-11 SA2 or LD-20A SA1, for example), it indicates a sub-area that has requirements different from or in addition to those for the district as a whole.
- Floor area ratio is the number of square feet in a building divided by the square footage of the building lot. An FAR of 0.5, for example, represents a one-story building that covers half of its lot, a two-story building that covers one fourth of its lot, and so on. The maximum floor area ratio can be exceeded with bonuses in some districts.

Appendix 4

Key Development Projects near the 10th & Monroe Parcel



Center for Quality Growth and Regional Development

Appendix IV

Key Development Projects near the 10th and Monroe Parcel

Project	Address	Start Date	End Date	Use	Description	Developer	Acres	Dwelling Units	Sq. Ft. of Commercial Space
Glen Iris Lofts	650 Glen Iris Drive	1996	2000	R	Residential condo project. Phase One converted the Troy Peerless Laundry Building to Lofts. Phases Two and Three added new 4 and 5 story buildings.	Miller Garmin Developers	??	~155	??
Seven Homes LLC	680 Drewry Street	2008	On-going	R	Ongoing Townhome project.		0.25	7	??
City Storage on Ponce	726 Ponce de Leon Place	2004	2009	I	Self-Storage Business		0.3		
Ansley Parkside	1687 Monroe Drive		2008	C-2	Residential development.	Townhomes by Lane Company	2	41	
Ponce Park	City Hall East		On-going	Mixed	Mixed use redevelopment of 3 parcels at City Hall East straddling North Avenue.		~23		
Grady HS Football Field	10 th /Monroe.		2010 (renovation)	School – Stadium (R-5)		Atlanta Public Schools			
Virginia Hill Condo	587 Virginia Avenue	1988	1989	Residential-Condos (PD-MU (within C-2 district) (future: LDC)					

609 Virginia Ave. (Virginia Highlands Apartments)	609 Virginia Avenue	Residential Apartments (C-2-C)	1997	1999	Parking, Retail, Service, Restaurant (C-2)	Shopping center, not connected to street grid, housing anchor stores, such as Home Depot and Wholefoods	Sembler, but recently sole to Coro Inc.	256,712
Mason Project			2005	Not Completed -2006	Sought rezoning to PD-H		Atlanta Development Authority, BeltLine Inc.	
Piedmont Parking Deck			2005	2009	Parking. 700-800 vehicles.	7 story deck constructed by Atlanta Botanical Garden in conjunction with the Piedmont Park Conservancy.	Atlanta Botanical Garden	
Midtown Promenade	931 NE Monroe Dr.		1987	1988	Zoned C-2		Ackerman & Co.	108,031
Amsterdam Walk	500 Amsterdam Walk			n.a.				135,561
Lofts at Belvedere/Belvedere Condominiums	560 Dutch Valley Rd.		n.a.	2001	Residential PD-MU	Lofts 4 stories. Condos. 5 stories with commercial.	Halpern Enterprises, Inc.	12.4 48 (Lofts) 39 (Condos)

Appendix 5

Piedmont Conservancy Statement



Center for Quality Growth and Regional Development



Piedmont Park Conservancy Policy on Development Surrounding Piedmont Park

Our Mission: *To facilitate and contribute to the renewal and preservation of Piedmont Park as a vital, healthy green space and as a cultural and recreational resource that enhances the quality of life for all Atlantans.*

- Within an increasingly urban environment, Piedmont Park performs a vital role as a major green oasis. Piedmont Park Conservancy recognizes the importance of the Park as a regional and civic asset to the citizens of Atlanta.
- The Conservancy believes preserving and enhancing the Park and the Park experience for all Atlantans is critical to its mission and to the City of Atlanta.
- The Conservancy understands that development surrounding Piedmont Park will occur over time.
- The Conservancy has worked with the City, numerous stakeholders and neighbors to develop a Park master plan that anticipates growth of the City, expansion of the Park, and the creation of additional green space, trails, pedestrian access and transit.

With respect to preserving and enhancing the Park experience for all, the Conservancy believes that any development, public or private, surrounding the current or future Park should consider, weigh and apply the following principles:

1. Any development of or improvements to buildings or structures surrounding Piedmont Park should consider height, massing and scale to insure no major interruptions of sunlight to the Park.
2. Any development of or improvements to buildings or structures surrounding the Park should be designed to prevent park users from feeling isolated, unsafe, or uncomfortable within the Park.
3. Any development surrounding the Park should enhance the pedestrian level experience. It is preferable that any buildings or structures should provide usable residential or commercial space at the pedestrian level facing the park, and provide visible building facades that are architecturally pleasing and compatible with the Park.
4. Any public or private projects surrounding the Park should be closely coordinated and consistent with the Park master plan.
5. Any public or private projects surrounding the Park should enhance mobility and accessibility to the Park consistent with the Park master plan.
6. Any public or private projects surrounding the Park must understand the fragile nature of the park environment and include protective measures to safeguard the park from negative impact such as storm water runoff, sewage overflows, etc.

Piedmont Park Conservancy is a non-profit organization that operates in partnership with the city of Atlanta to preserve and restore Piedmont Park by means of a Memorandum of Understanding adopted by City Council in 1992. Founded in 1989, Piedmont Park Conservancy arose from private initiative when a group of civic and corporate leaders launched a rebuilding effort for Piedmont Park through private support. Today the Conservancy, in collaboration with the City, raises funds for and manages park capital improvements, maintenance, security, and programs.

Appendix 6

Neighborhood Groups Statement



Center for Quality Growth and Regional Development

8 March 2010

The Honorable Kasim Reed
Mayor
City of Atlanta
55 Trinity Avenue
Atlanta, GA 30303

Dear Mayor Reed,

On behalf of Neighborhood Planning Units M, N, E, and F, we are writing to express our concerns regarding the status of the City Hall East complex (CHE), located at 675 Ponce de Leon Avenue NE. We seek to partner with City of Atlanta officials on a proactive plan to ensure that CHE is stabilized, secured, and re-occupied as quickly as possible, for the benefit of all parties involved.

As you know, CHE will soon be vacated by the last of the City departments that have occupied the building for years. Acquisition of the property by the Morsberger Group will not occur for some time, pending issues regarding the purchase price and completion of the storm water retention pond under construction in the Historic Fourth Ward Park. Based on our extensive familiarity with the property and the surrounding neighborhoods, particularly in light of difficult economic conditions, we feel that the current situation poses serious safety and quality-of-life concerns for the City of Atlanta in general and the surrounding neighborhoods in particular.

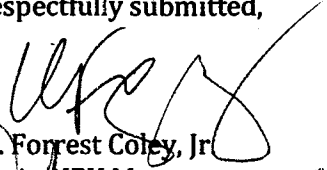
Our priorities, concerns, and recommendations are as follows:

- **City Hall East (formerly the Sears Building) is an important resource, of value for its historic and cultural associations as well as its enormous economic and development potential.** The property is strategically located at the intersection of the Ponce de Leon corridor and the Beltline right-of-way, within NPU M but also immediately adjacent to the areas of NPUs N, E, and F. As community leaders speaking on behalf of our respective neighborhoods, we want to state emphatically that we value this property, and we place a high priority on ensuring its future as a viable, active asset, one that can serve as a benchmark and focal point for the ongoing revitalization of the surrounding area.
- **Unfortunately, adverse economic conditions currently affecting the city at large and the Ponce de Leon corridor in particular pose a serious, immediate threat to the physical security and integrity of CHE and, by extension, the safety of nearby businesses and homes.** As long-time residents of NPUs M, N, E, and F, we are acutely aware of increasing levels of homelessness, vagrancy, and criminal activity along the Ponce corridor and the Beltline right-of-way. Because of its size and character (with innumerable entry points at ground level), CHE is at substantial risk of becoming an easily accessible and unattended haven for vagrants, especially now that APD and other City personnel have exited. **Accordingly, we expect to see CHE secured against such intruders, as quickly and completely as possible, to protect the asset and preserve its value for future redevelopment.**

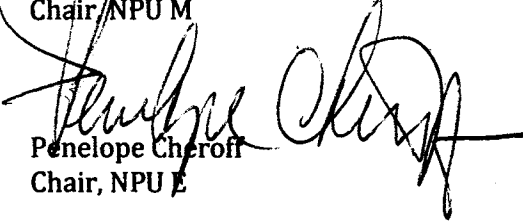
- **As a critical step in ensuring both short-term security and long-term viability of CHE, we strongly urge the City to move forward quickly with the sale of CHE to any party that can return the property to active use.** Accordingly, we want to state emphatically that we are in full support of a renegotiation of the sales price, should that be necessary, in the interest of moving the sale forward and taking the property out of limbo. In our view, a price reduction would be a rational step, one that reflects the reality of a changed real estate market and takes into account the substantial cost of securing the property. **We recognize the potential awkwardness associated with the sale of a major City asset at a reduced price so early in Mayor Reed's term, but please know that we will publically and enthusiastically offer our full support of any such plan.**
- **Finally, we expect to be integrally involved with any decisions made on development of future plans for CHE, either in the form of a sale or any other option that the City might consider for the property's future use.** Collectively, we have tremendous knowledge of - and involvement in - the Beltline project, the Ponce de Leon corridor, the Historic Fourth Ward Park, and the surrounding neighborhoods; accordingly, we expect the opportunity to participate in plans and actions that will have an impact on all of those resources.

In terms of next steps, we would like to request a meeting between you and our NPU representatives, to discuss these concerns and work together to develop an action plan. We look forward to hearing from you and meeting with you soon.

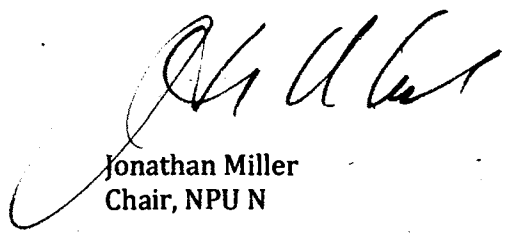
Respectfully submitted,




W. Forrest Coley, Jr.
Chair, NPU M



Penelope Cheroff
Chair, NPU E



Jonathan Miller
Chair, NPU N



Jane Rawlings
Chair, NPU F

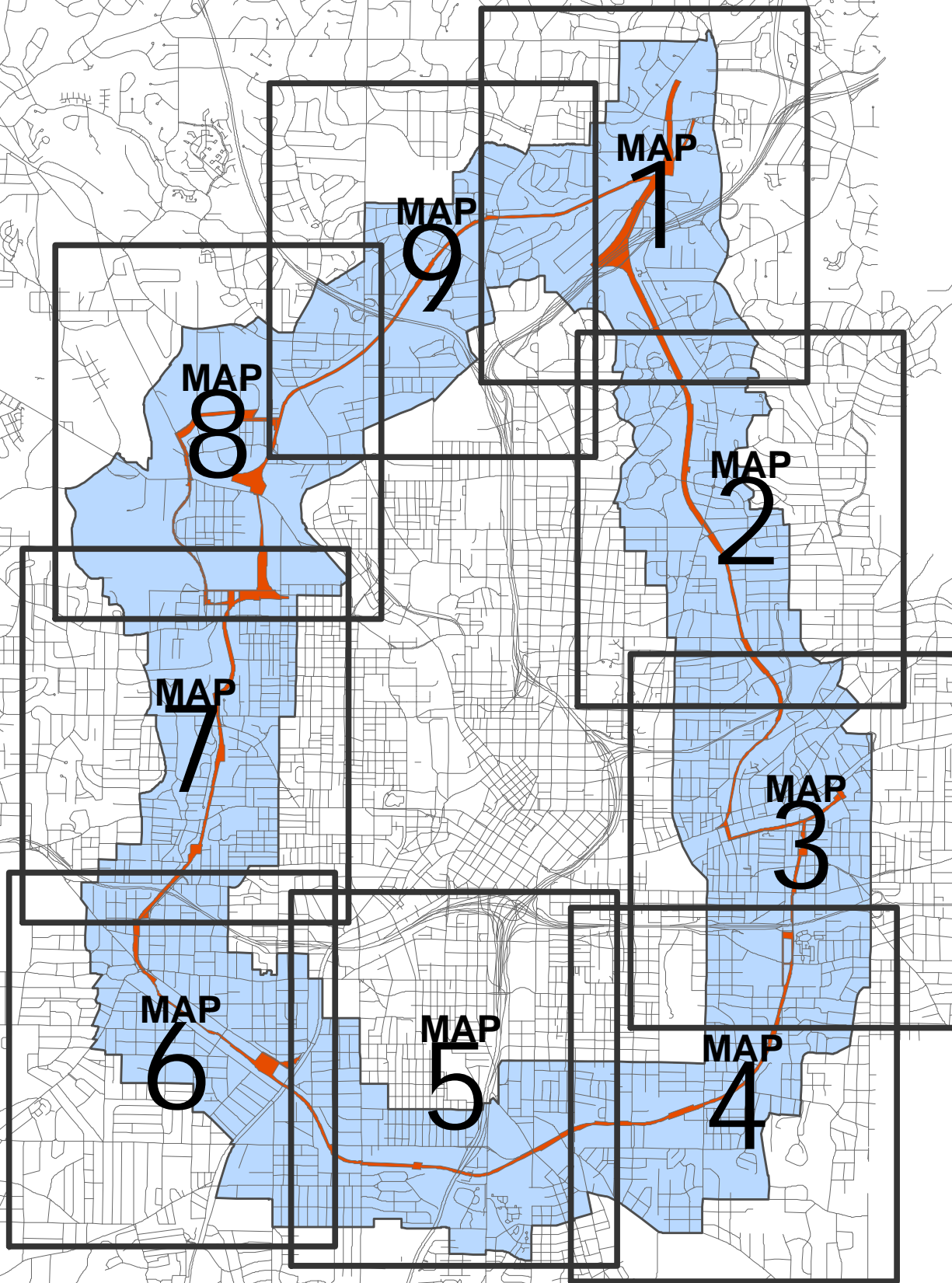
cc:

City Council President Ceasar Mitchell; Chair of Finance/Executive Committee Yolanda Adrean; Chair of Public Safety Committee Ivory Young, Jr.; Chair of Community Development/Human Resources Committee Joyce Sheperd; Zone 2 City Council Member Kwanza Hall
James Shelby, Commissioner of Planning and Community Development
Major Khirus Williams, Zone 5, Atlanta Police Department
Emory Morsberger, CEO, Morsberger Group
Brian Leary, Head, Atlanta BeltLine, Inc.
John Perlman, Chair, Historic Fourth Ward Park Conservancy
State Representative Margaret Kaiser, House District 59
State Representative Kathy Ashe, House District 56
State Senator Nan Orrock, Senate District 36

Appendix 7a

BeltLine Overlay Districts



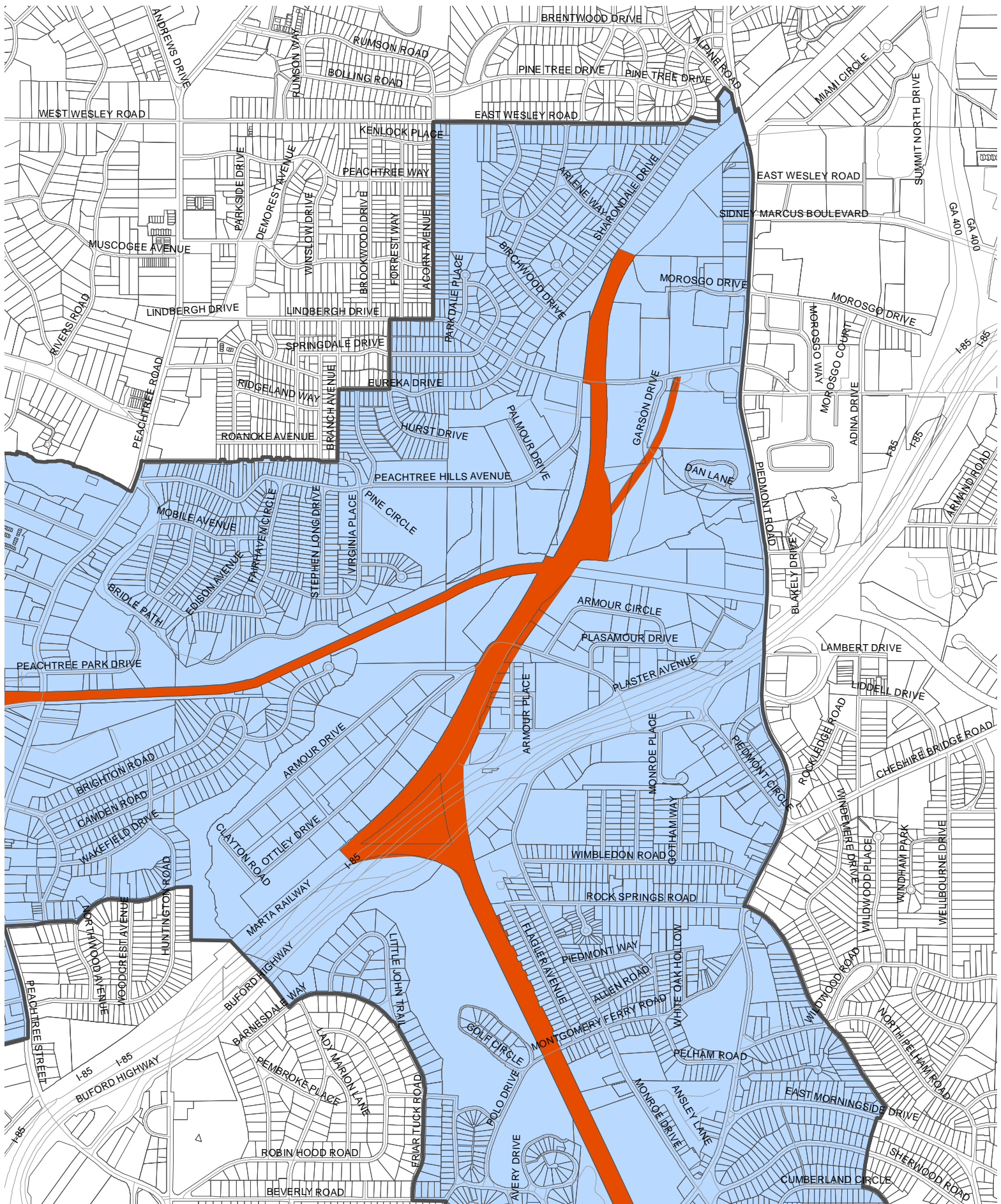


Key Map : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

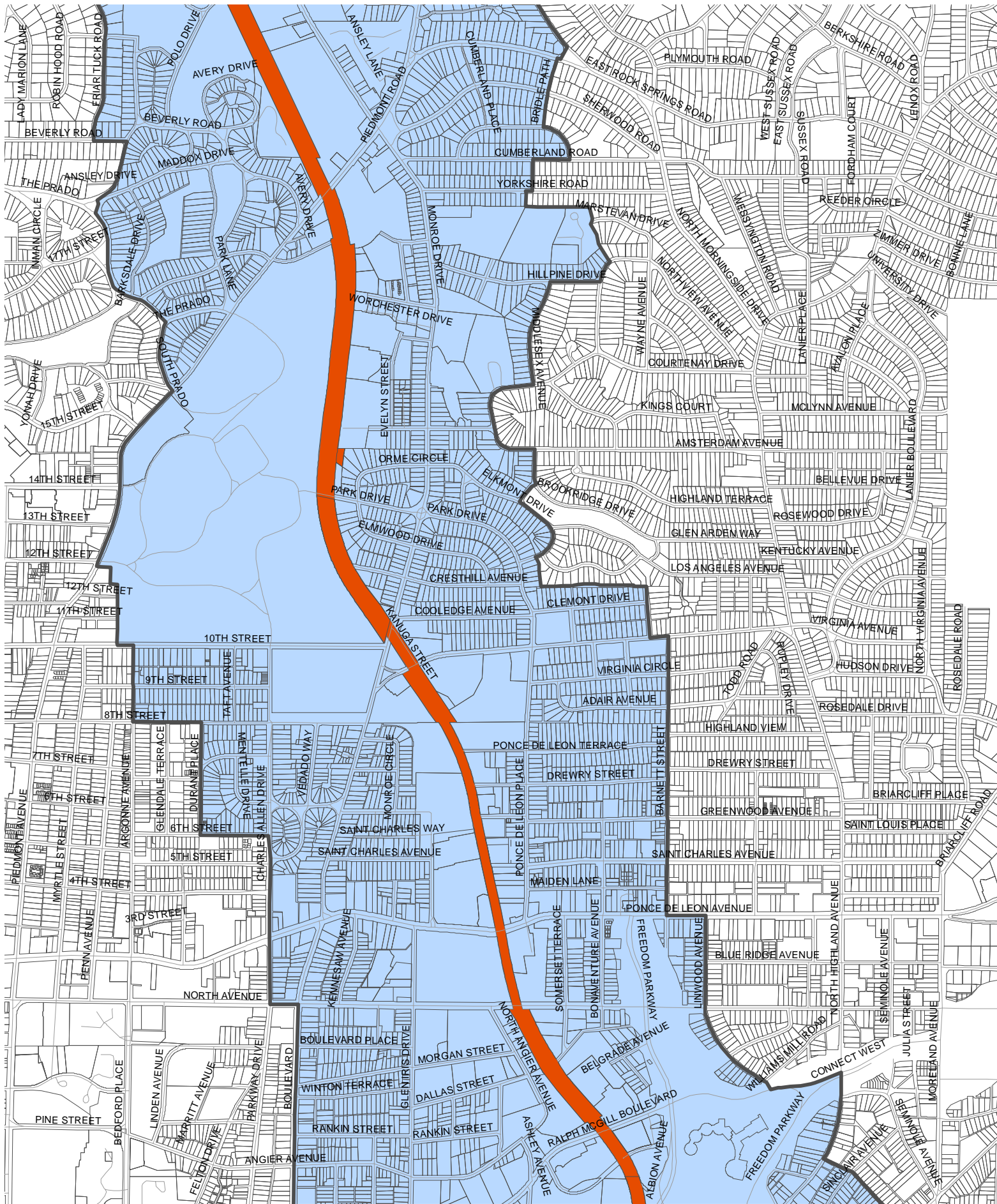


MAP 1 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

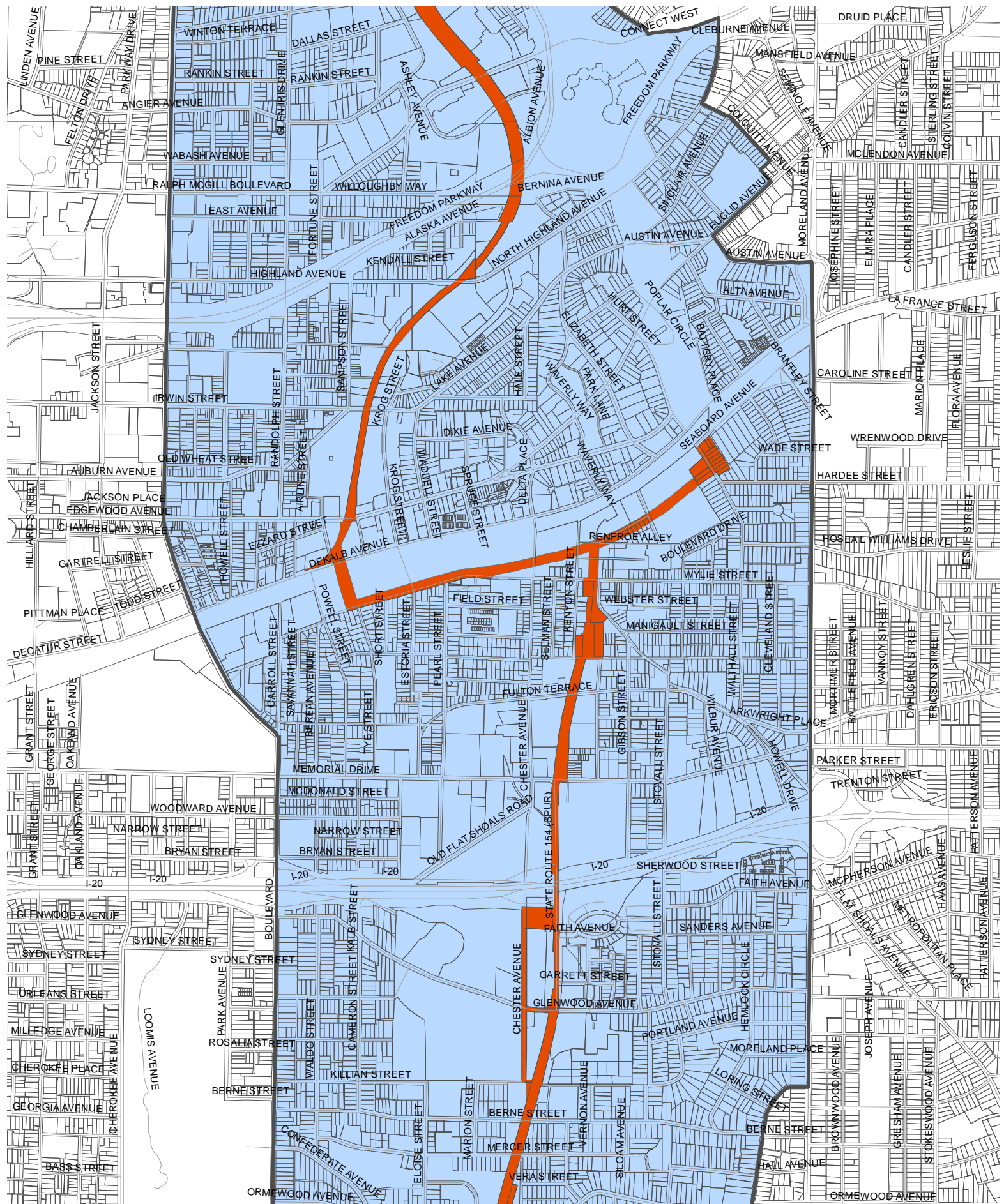


MAP 2 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

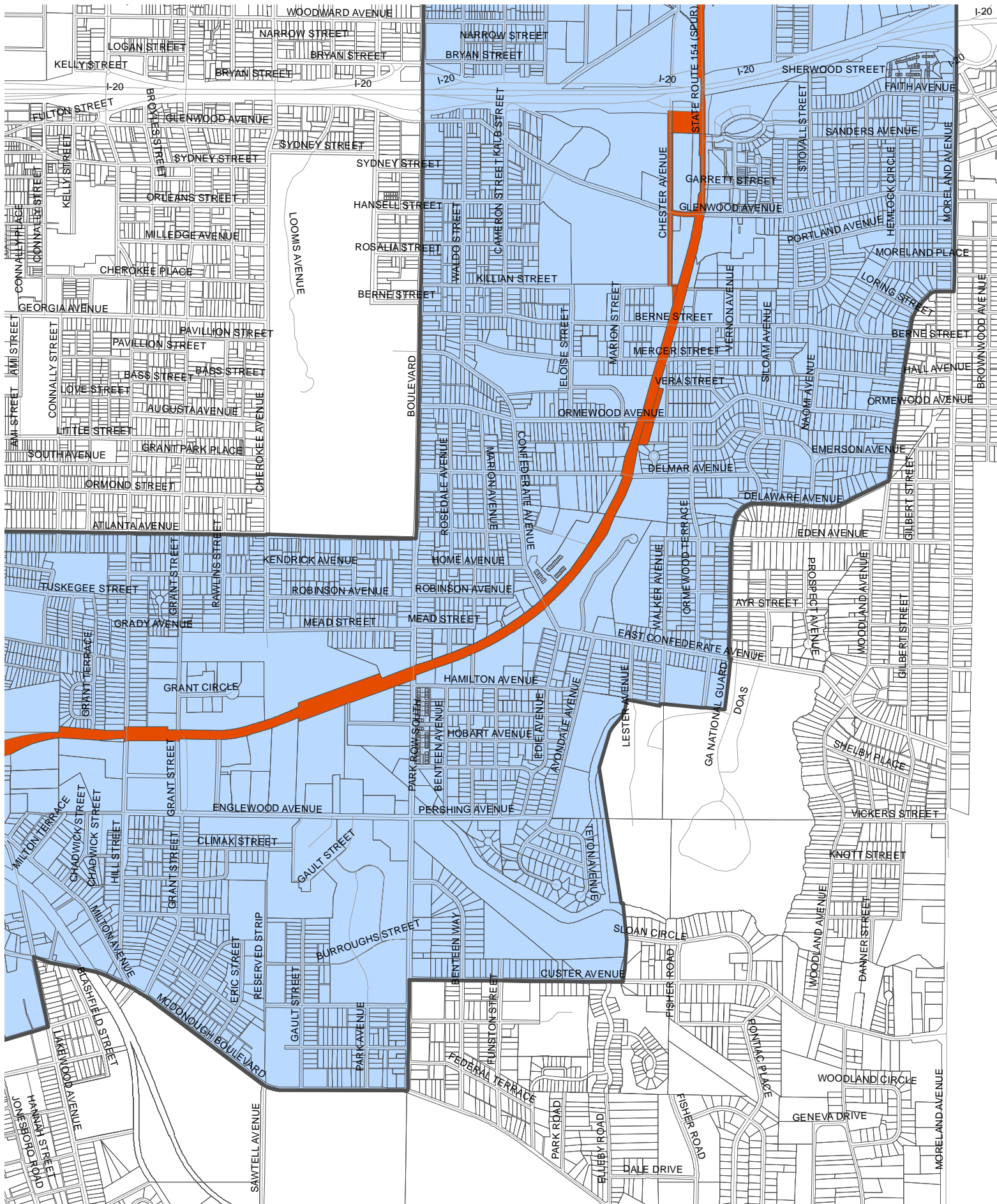


MAP 3 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

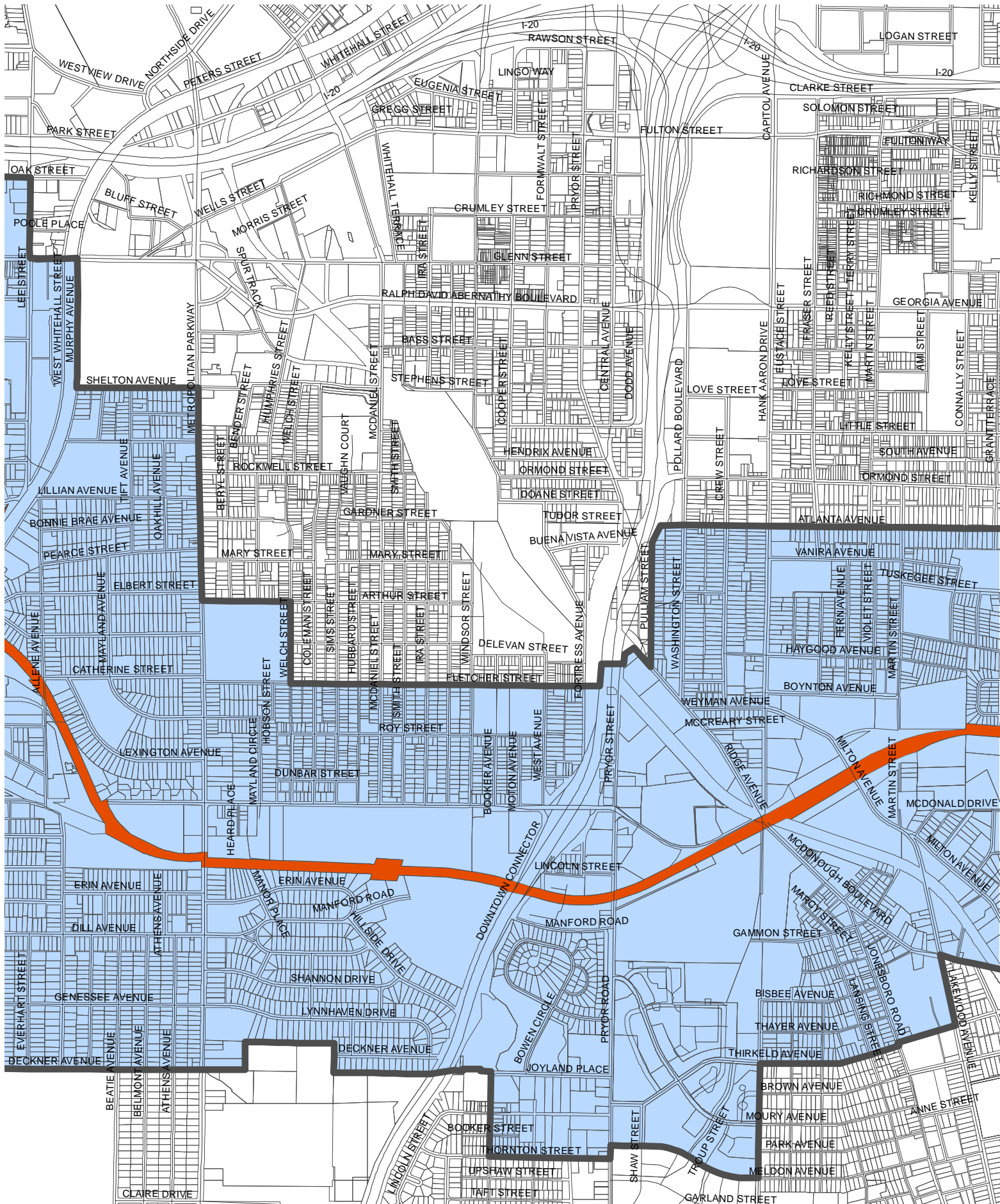


MAP 4 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

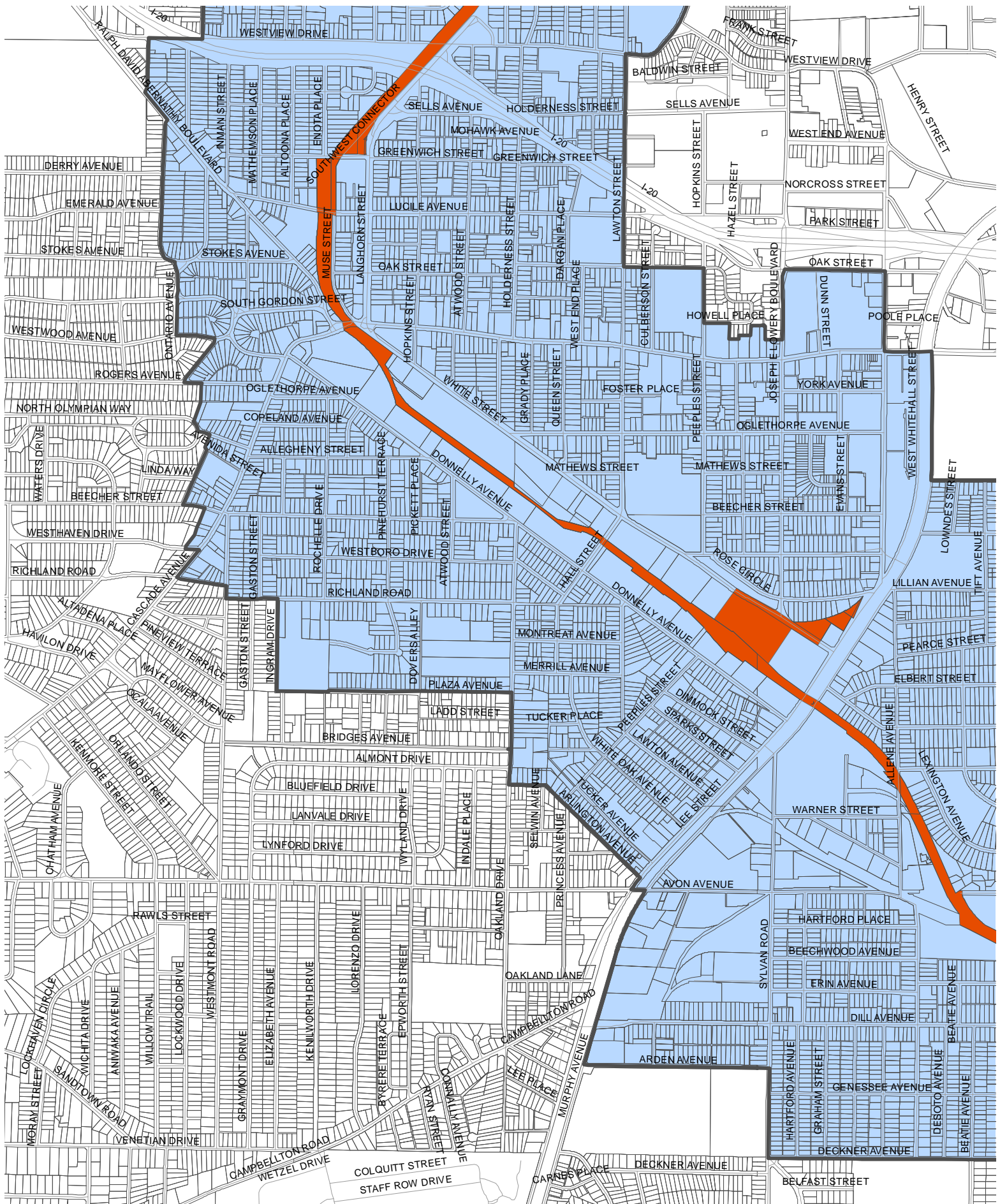


MAP 5 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

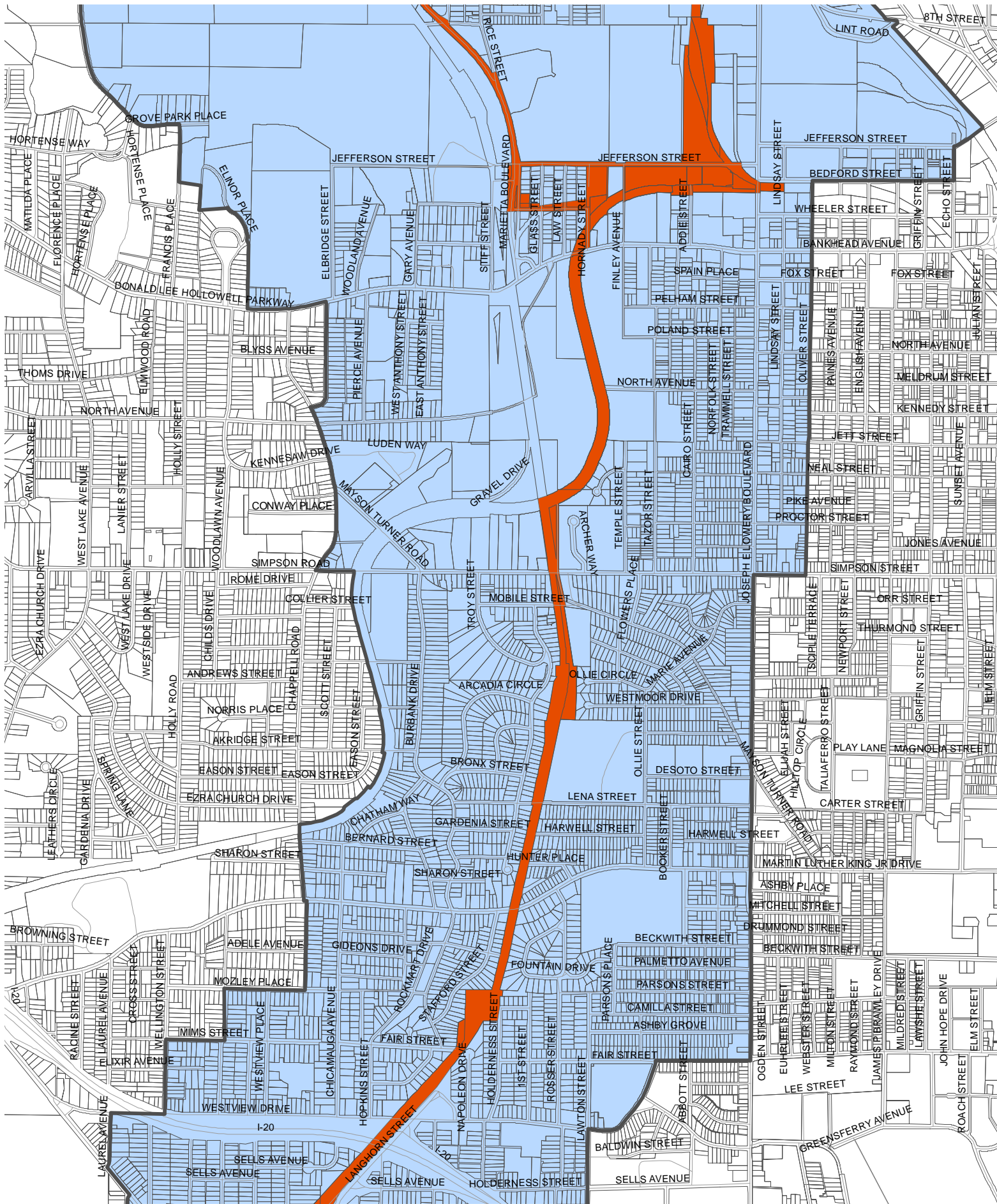


MAP 6 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

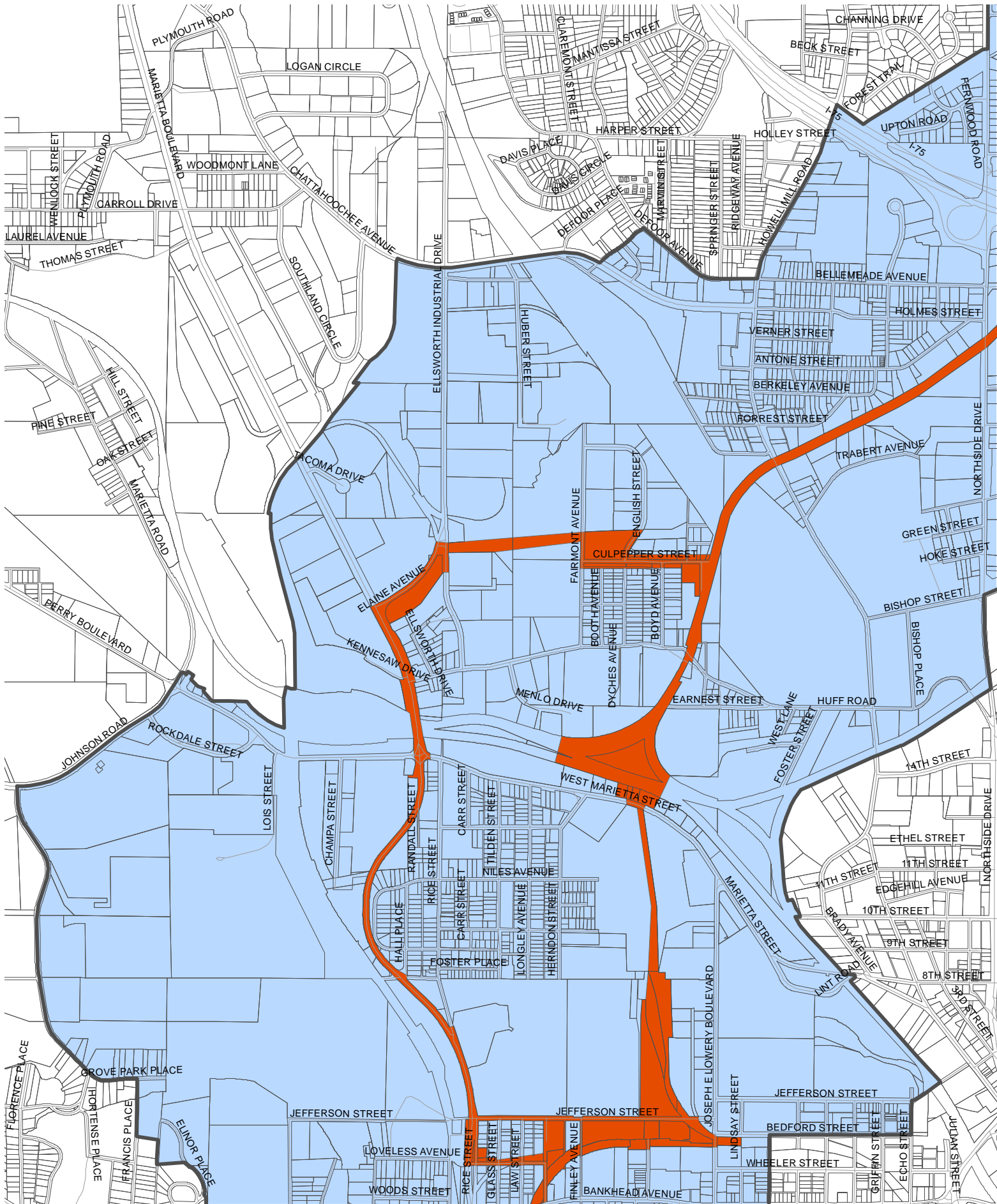


MAP 7 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007

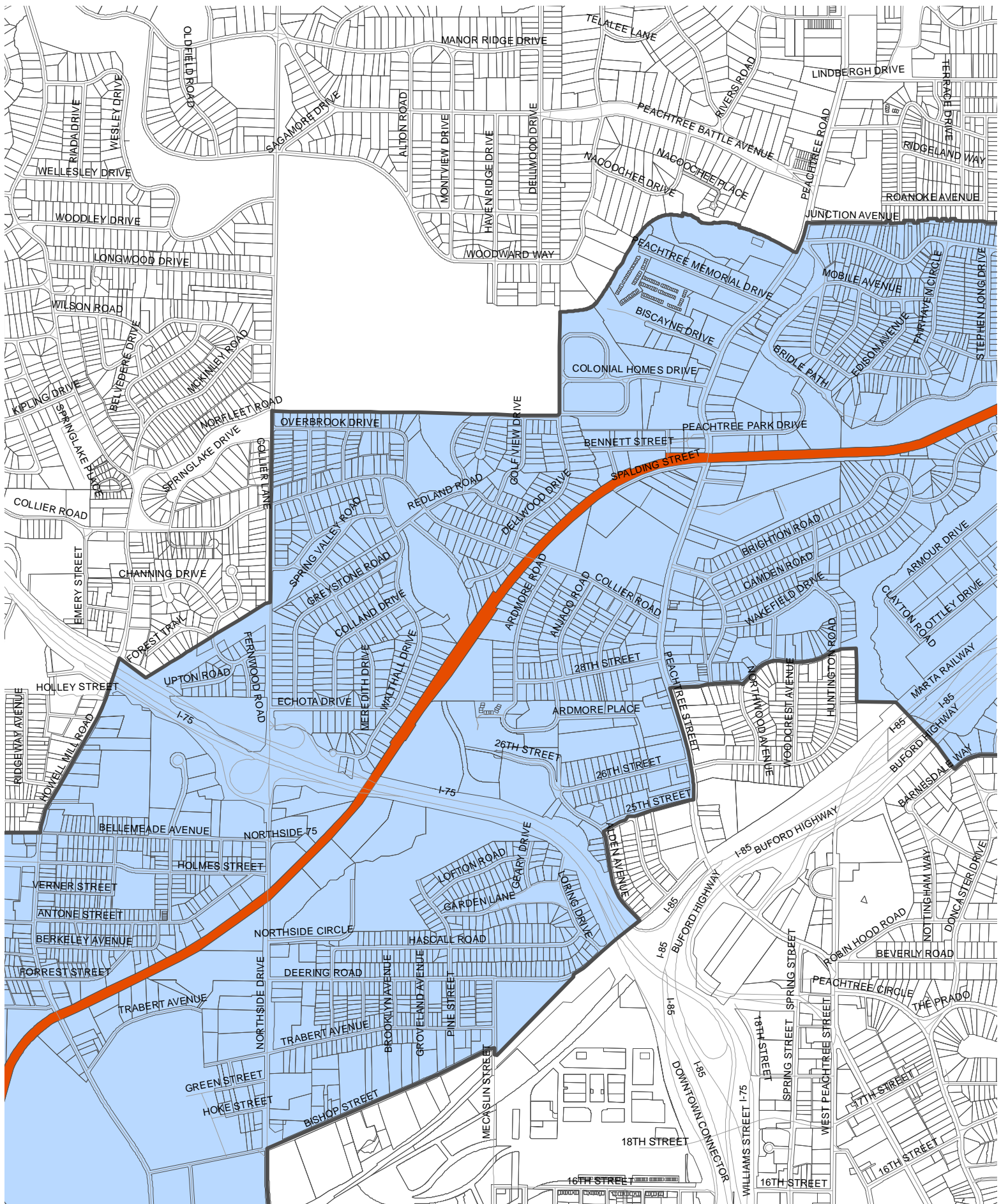


MAP 8 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

13 FEB 2007



MAP 9 : Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

ATTACHMENT B

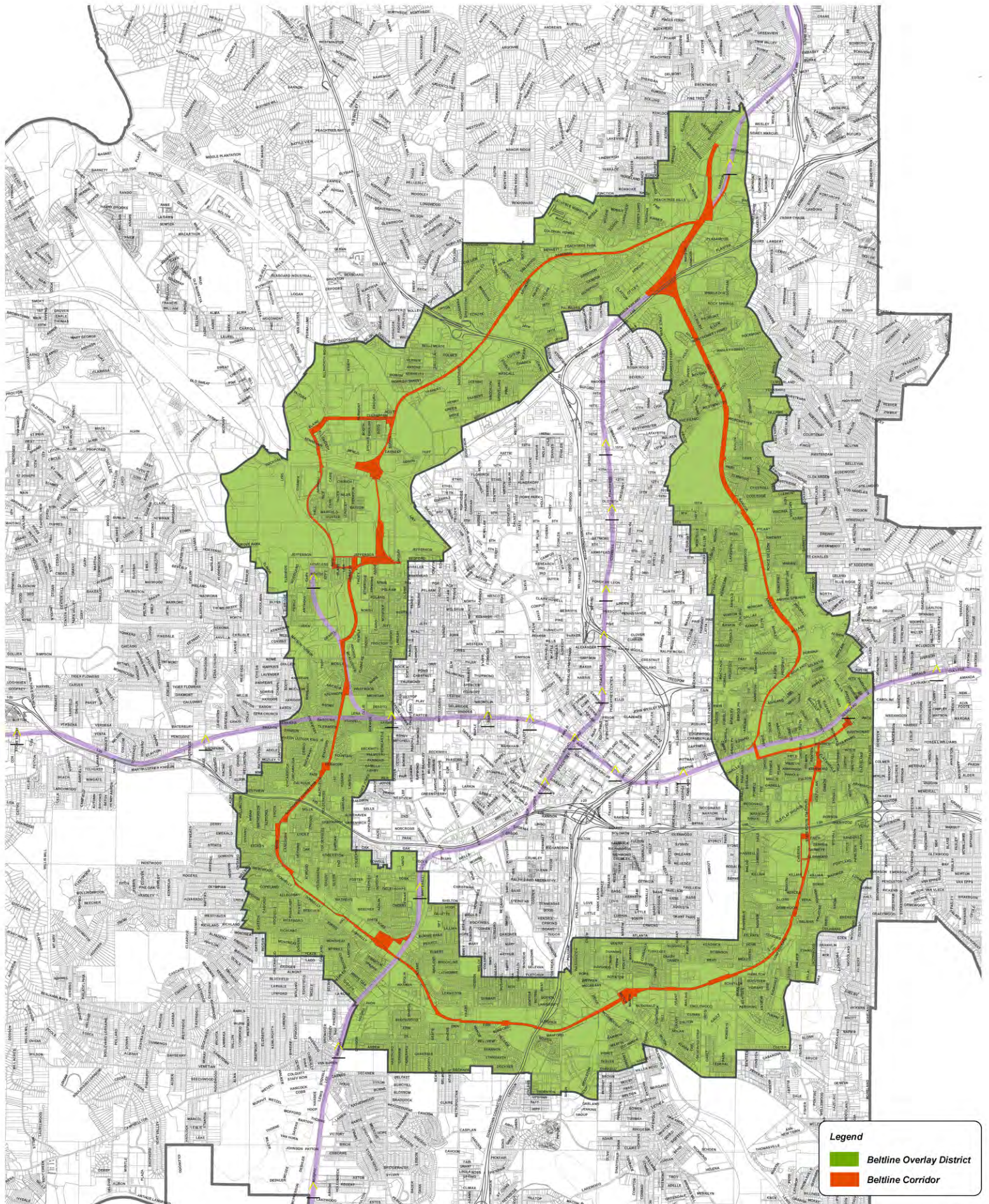
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Appendix 7b

BeltLine Overlay Map



Center for Quality Growth and Regional Development



Beltline Overlay District Boundaries

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

BELTLINE OVERLAY DISTRICT

- Legend**
- Beltline Overlay District
 - Beltline Corridor

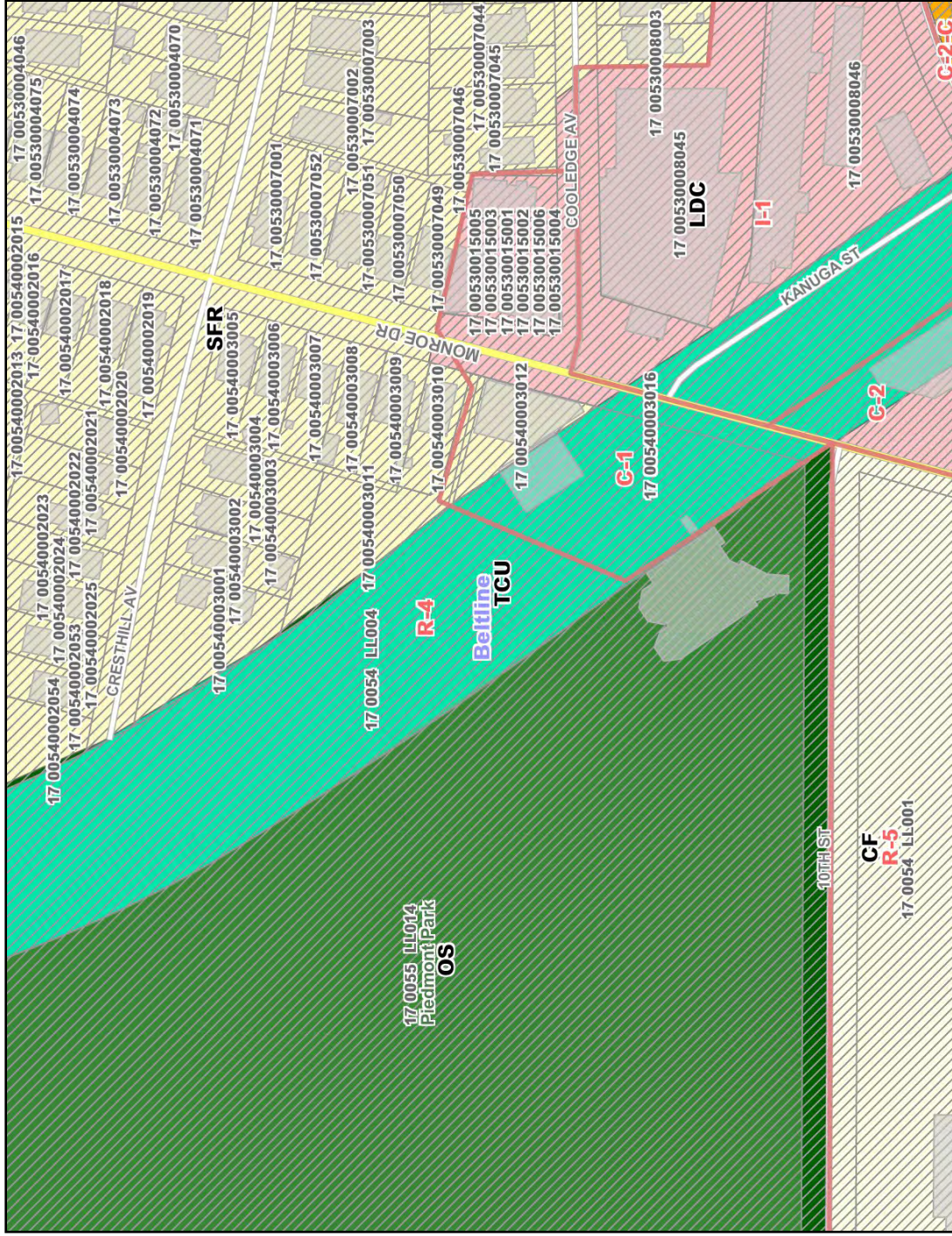
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Appendix 7c

Overlay & Future Land Use



Beltline Overlay, Future Land Use, and Zoning



0 70 140 210 m.

Map center: 2234997, 1376132



Legend

- Points of Interest
- Zoning Districts
- Streets and Highways
 - Other Limited Access
 - State Route
 - Arterial Roads
 - Streets
 - Ramps
 - Unknown
 - Interstates
- County Boundaries
- Parcels
- Building Footprints
- Airport Labels
- Airport Runways
- Runway/Apron/Taxiway
- Overlay Zoning Districts
 - Beltline
 - HD20G - West End
 - HD20ISA1 - Adair Park SA 1
 - HD20ISA2 - Adair Park SA 2
 - HD20ISA3 - Adair Park SA 3
 - HD20J - Whittier Mill
 - HD20KSA1 - Grant Park
 - HD20KSA2 - Grant Park
 - HD20KSA3 - Grant Park
 - HD20LSA1 - Inman Park SA 1
 - HD20LSA2 - Inman Park SA 2
 - HD20LSA3 - Inman Park SA 3
 - HD20M - Oakland City
 - LD20CD1 - Brookwood Hills
 - SPI8
 - SPI9
 - SPI12



Scale: 1:2,414

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Appendix 8a

Subarea 6 Residential Feedback



Center for Quality Growth and Regional Development



Atlanta BeltLine Master Plan
SUBAREA 6

July 18, 2008 Public Meeting Feedback

EDAW
July 21, 2008

TABLE: 1

FACILITATOR: Jay Gillespie



NOTES FROM LEGO MODEL:

- More ingress/egress in Armour area is needed
- All crosswalks need to be raised or otherwise well-marked. Pedestrian islands needed for wide intersections.
- Ansley Mall retail should be neighborhood centered (and have 2 groceries for competition)
- Piedmont and Monroe:
 - o Small park like green spaces
 - o Dupont circle or something similar for intersection
- Align new street from Ansley Mall and Monroe so that hits further north on Piedmont than E. Morningside
- Crosswalk or some safety measure for mid-walk crossing from Ansley Mall to Piedmont Park expansion entrance
- Armour Walk: need to ensure accessibility more than 1 street, and walkability within, plus mixed use

TABLE: 2

FACILITATOR: Jonathan Lewis



NOTES FROM LEGO MODEL:

- High quality density up to 6 stories (along Ponce)
- (Extension of St. Charles Ave. east to new street in what is now Midtown Place shopping center)
- (Extension of Drewry Street west to connect with new street in what is now Midtown Place shopping center)
- (Extension of Plyant Street west to connect with new street in what is now Midtown Place shopping center)
- Have as much greenspace along the BeltLine ROW as possible
- Limit surface parking (Ozone, runoff). Buried, stacked decks. Get rid of surface parking – green space!
- Cresthill path (connects Cresthill Avenue to BeltLine)
- Maintain as openspace – Adequate ROW for... (Piedmont Park just north of intersection of Monroe, 10th Street, and Virginia)
- Station stop (at development area just south of Piedmont Park deck)
- Carless, transit oriented! (at development area just south of Piedmont Park deck)
- No free parking! (at development area just south of Piedmont Park deck)
- 2-4 stories (at development area just south of Piedmont Park deck)
- MARTA connections for carless community (in Piedmont Park master plan area)
- No Street into park – connecting to deck driveway – compromises master plan and pedestrian. 2 – 4 stories (Park guidelines). Aggressive Park orientated, transit oriented. Radical showcase community. Live w/o cars!
- Fronts and embraces the park (Master Plan). Bury the Parking. No free parking. No surface parking.
- Throughout NE – BeltLine ROW wide enough to accommodate BeltLine vision transit, trails, arboretum.
- CONFLICT. ABI Deck Driveway and Lots of new pedestrians to Monroe (at entrance to Piedmont Park deck)
- New parking, 53 acres – Lots more pedestrians, traffic (on Monroe north of Dutch Valley Road)
- High energy Piedmont Commons skate park, etc. Many pedestrians to deal with (on Piedmont Road just south of intersection with Monroe)
- Dupont Circle Yes! (at Monroe and Piedmont intersection.) Need pro-pedestrian solution
- 4-6 Stories (some disagreement up or down). Must be park oriented. No free parking for residents or visitors.
- PHCA Blueprints Plan (at Ansley Mall). 6-8 stories. No tower?
- Awful logger jam PH, Sherwood Forest, Ansley, get trapped (at intersection of Monroe and Montgomery Ferry Drive.
- PH, SW Ansley want, first and foremost, Traffic solution—pedestrian improvements, MARTA connections.
- Consistent with PHCA Blueprints (at northern development area just south of interstate)

TABLE: 3

FACILITATOR: Robin Cailloux

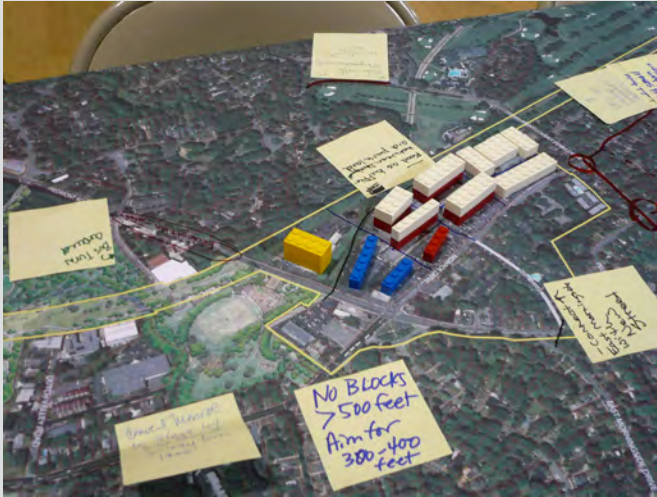


NOTES FROM LEGO MODEL:

- Retail on ground with a 2-3 stories maximum building
- Add a linear green space along the western edge of the Home Depot site (from Ponce de Leon Ave to 8th street)
- Change alignment of the proposed Greenwood Ave.
- Add a transit stop near school
- Create a green boulevard along the new street connecting Virginia Circle to 8th Street
- Wider sidewalks
- View to the park (on the northern west side of the Home Depot site)
- No buildings in Piedmont Park
- Maximize Green space in Beltline Corridor
- Bike lanes on Monroe with 2 way center turn lane
- Do not connect the new street to Worchester Drive
- Support Piedmont Heights Study (For the Ansley Mall site and Crescent site)
- Three to Four story buildings
- Support Piedmont Heights Blue Print.
- Keep new street at E. Morningside offset

TABLE: 4

FACILITATOR: Olen Daelhousen, Kent Findley

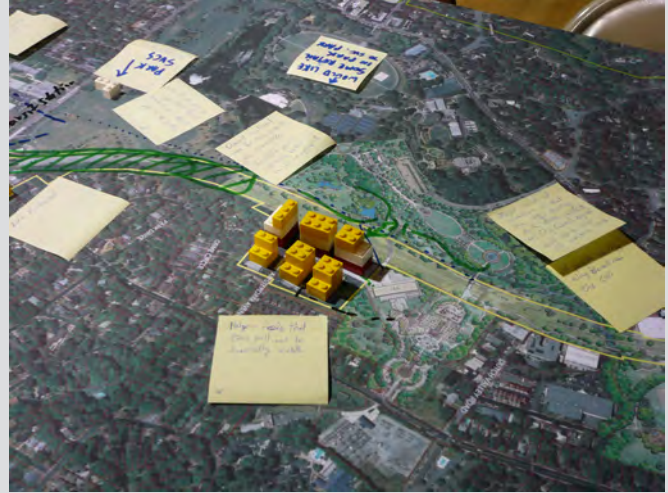


NOTES FROM LEGO MODEL:

- Check out AVOE.org – scaled down version of this might work within this Armour/Ottley area
- Build sidewalks on both sides of the street (referencing streets in Piedmont Heights)
- These are ROW in the TAD geographic boundary in need of sidewalks and other pedestrian improvements (referencing Wimbledon, Rock Springs, and Montgomery Ferry)
- Uniform streetscape on Piedmont and Monroe
- Add small left turn lanes on Montgomery Ferry at Monroe – doesn't need much storage
- Left turn lane also needed in other direction
- Bad intersection – Monroe and Montgomery Ferry
- New road would relieve Monroe and Montgomery Ferry Intersection (referring to road along Ansley Mall site)
- Connect east Morningside with new street
- Road as buffer between development and park land (referencing new street along back of Ansley Mall site)
- Pedestrian safety along Piedmont from Westminster to BeltLine ROW
- No blocks greater than 500 feet – aim for 300 to 400 feet
- Bus turnaround (indicated along Westminster)
- Convert Monroe to 3 lanes with bike lanes and 2-way turn
- CSO site – problem – easement with land held by Watershed – bypassing the deck access and booth – Master Plan
- Stays CSO plant – avoid close range of public
- Connection to Worchester is good for Amsterdam
- Retrofit Monroe with corner curb ramps as required by ADA
- We want creek (referencing eastern edge of Piedmont Park)
- No development (referencing ROW from 10th to Park)
- Pedestrian improvements at 10th and Monroe
- Pedestrian Bridge across 10th south of Piedmont Park Great Lawn
- Bike and pedestrian only on new street shown in Home Depot site
- Daylighted creek and liknear greenway along Home Depot site
- Greenway along 8th Street extension
- 6 is maximum pedestrian scale – 10 stories is ugly
- No mixed use on Virginia – are next to residential

TABLE: 5

FACILITATOR: Nate Conable



NOTES FROM LEGO MODEL:

- Preserve old Sun Trust building – can it be used functionally? If not maybe it shouldn't be preserved
- Trail greenway ala Freedom Park (shown along the new street in the Monroe Crescent)
- Transit stop shown just south of I-85
- Major issue with connection is that the ABG parking deck drive conflicts with City Council approval – would need to solve with pedestrian issues of people walking along the road near the CSO
- Halpern feels that this will not be financially viable
- Would like some retail in park to service park
- Overall sentiment was for this area to be greenspace – some felt park serving retail might be appropriate (referencing the ROW from 10th to Park)
- Could be a pedestrian bridge or a green bridge like 5th Street at Georgia Tech
- Park services
- Transit stop indicated at 10th and Monroe
- Existing flooding issue with piped creek
- Like Kirkwood
- This stop (10th and Monroe) will be highest volume – needs to be well designed, particularly for pedestrians
- Like this connection because it would provide activity to deter illicit activity (referencing Greenwood connection)
- Along Virginia leave Trolley Apartments
- New road identified in Home Depot site – parallel but west of new road shown on base
- Underground parking where feasible (referencing Home Depot site)

TABLE: 6

FACILITATORS: Stan Harvey



NOTES FROM LEGO MODEL:

- No development within Piedmont Park (at the corner of 10th)
- C1 is okay at the site of the existing dog groomer at Piedmont and 10th
- Historic sites include:
 - o Trestle at BL and Ponce
 - o Commercial buildings at Monroe and Cooledge
 - o Trestle at BL and Park Drive
 - o Commercial row at Piedmont and Monroe
- Areas within red dashed line should not be developed
- Access to Amsterdam through they really don't like with 1 exception
- Possible Monroe as 1-way south, and Piedmont 1-way north to monroe
- Like connectivity at Greenwood and new through Midtown Promenade; as long as there is minimal impact to Old Midtown, and keep hgiher density in southern end
- Agree no development at 10th and Monroe or along parcel from 10th to Park Drive
- Amsterdam east side of park reflect west side 4-5 story max; seperate pedestrian access to the park; approve of transit stop, but maybe too many too close together
- No access to Park Road when park closed, 10 mph limit
- Monroe like 3 lanes; also need pedestrian acitivated stop lights from Dutch Valley to Piedmont
- Ansley Mall Monroe and Piedmont to have imporved/widened sidewalks and seperation from the street
- Historic Preservation:
 - o Smith's Olde Bar
 - o Park Drive Bridge
 - o Ponce Trestle
- Buildings along beltline open in U-shape to BeltLine
- No big box
- Brick instead of stucco

TABLE: 7

FACILITATOR: Holden Spaht



NOTES FROM LEGO MODEL:

- Increase density on Armour Drive north of Buford Highway
- Ansley Mall:
 - o buildings 2-4 stories along Monroe
 - o transit stations on back of property, away from homes
 - o buildings in Ansley Mall not on BL
 - o lowering the grade would allow for taller structures
- parking for ball field in North Woods expansion needs to be considered
- there is a pedestrian safety issue on Piedmont at the commercial off of Westminster
- pedestrian safety issues all along Monroe from Piedmont to park
- widen sidewalks and turn Monroe into 2 lanes plus a turn lane
- preserve BL ROW as green space
- 3 story residential in area of existing storage space at Virginia and Monroe
- JV property and small adjacent commercial
- Midtown arts location to be 3 stories
- Preserve Woody's
- "10th and Monroe must be green space"
- Rail stop underground near park preserving green space
- Maximum 3 story residential/ mixed use at Cantoni and storage sites
- Green space where home depot/ midtown arts parking lots are should become green space
- Use green to minimize height impact to surrounding neighborhoods

TABLE: 8

FACILITATOR: Liz Drake



NOTES FROM LEGO MODEL:

- Make Monroe 3 lanes one way south with one bike lane
- Historic Green Space (located at the intersection of St. Charles Ave. and Lakeview Ave)
- Do not connect Greenwood Ave.
- Add a linear green space along the west side of the Home Depot site from Ponce de Leone Ave to 10th street.
- Study the impact of reconnecting new east west roads on Virginia Highland's residential areas. (Crossed out new road connections between 8th street and Virginia Circle and Virginia Avenue and 10th Street)

TABLE: 9

FACILITATOR: Heather Hussey-Coker

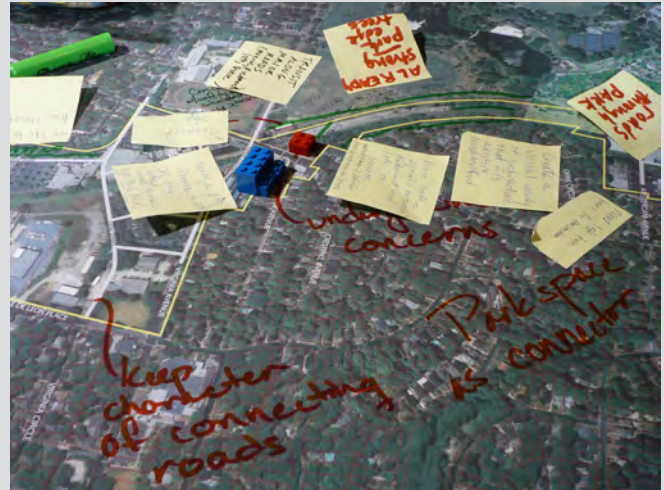


NOTES FROM LEGO MODEL:

- Greenway Connections
- Greenway small park connections that connect to Miami Circle
- Improve connector to keep non-local thru traffic off Monroe Drive
- Park and ride under new buildings
- Add transit stop (on Monroe site)
- Traffic calming on Monroe to have driver respect the neighborhood speed limit of 30mph
- Mixed use city center concept i.e. Lindeberg with more trees
- Add a beltline stop (at the intersection of 10th and Monroe)
- Like new street connection between Virginia and 10th Street
- Renderings are too Suburban make more urban
- Love the new street connections between Virginia /10th and 8th / Ponce de Leon Place
- Keep GA Power
- We like traffic circle (At Monroe and Piedmont)
- Add a transit stop (in between Piedmont Rd and Westminster Dr)
- Maintain open space on Beltline between Dutch Rd and Amsterdam Ave.
- Add a transit stop at the end of Amsterdam Ave
- Front of buildings on Beltline
- Pedestrian connections
- Conservation easement
- No development in Beltline; a linear park
- Like Greenwood ave. connecting from Ponce Place to Monroe Dr.
- Go Big (Home Depot Site)
- Add parking (at the intersection of 10th and Virginia)
- Park and Ride on Ponce De Leone
- Traffic circle at Ponce de Leone and Monroe Dr.
- Midtown Promenade some restriction acceptable; increase pedestrian connection between the stores and the developments

TABLE: 10

FACILITATOR: Sam Castro



NOTES FROM LEGO MODEL:

- More local retail – less big box (Home Depot site)
- More options for transit along Ponce
- Continuous greenway beginning at Ponce and continuing to 8th Street
- Support higher density with transit (Home Depot site)
- Establish frequent buses/trolleys with user friendly signs and stops
- Keep character of connecting roads (8th Street extension)
- Kanuga and Monroe and 10th – Doctors' offices, small retail – no big box
- Create a visual unity of architecture that fits existing neighborhoods
- Transit stop just east of Grady High School south of realigned 10th and Virginia
- Transit along major roads (Monroe, Piedmont, 10th and Ponce)
- Concern with safety for Grady students at the busy intersection of 10th and Monroe
- Gateway at the corner of Piedmont Park behind Park Tavern
- No development (indicated inside ROW from 10th to Park Dr)
- Green space along Park and Beltline
- Already strong park edge – trees
- Add nice pedestrian entranceway to match existing ones on 10th and Charles Allen and Piedmont (indicated at Cresthill)
- Make pedestrian stone entrance to park from Monroe – match old one from Charles Allen (indicated at Cresthill)
- Landscape – see original Olmstead plan (references park edge at Park Dr)
- Need left turn lanes for Amsterdam
- Park space as connector
- Underground concerns (references 10th and Monroe intersection)
- No roads through park
- Widening for turn lanes to Amsterdam and the park
- No traffic signals between Piedmont and 10th on Monroe – need to make it safer for people to walk across the streets
- Concern for underground issues (references Piedmont and Monroe)
- Corner holder (references gas station at Monroe and Piedmont)
- Have a green space – keep the park intact or improve it
- Height with appropriate transit
- More transit solutions in place prior to increasing density
- Surface road trolley i.e. Georgia Tech servicing Piedmont and Monroe and connecting to MARTA
- Transit is a friendly street care
- Don't ruin my neighborhood – just because you don't tear down a house doesn't mean it will be viable to line in
- Sidewalks, streetscape, pedestrian connections (indicated for the Piedmont Heights n'hood) and intersection improvement for Piedmont and Montgomery Ferry
- Can take height with appropriate transit (referencing Monroe Crescent)
- Build transit system first
- Need to improve flow prior to increasing density – the BL will not solve the traffic problem that already exists and will only be made worse by further develop.
- 2038: transit infrastructure implemented before development - concurrency

Appendix 8b

Other Residential Statements



Virginia-Highland Community Survey Results

by Pamela Papner

We received 340 unique responses to the VHCA survey. Thank you to everyone who took the time to respond! The complete results are published at www.vahi.org. Based on the response sample of 340 (out of 8,000 households in Va-Hi), the results reflect a confidence level of 95%, at $\pm 5.2\%$ confidence interval.

The survey results confirmed the VHCA Board is indeed focused on the issues perceived as most important by the majority of the community; however, I believe the results also indicate:

- We need to move faster/more aggressively to address out-of-scale residential infill that is not in keeping with the architectural character of our neighborhood.
- Most people recognize that maintaining the character of the neighborhood (which is what attracts people/enhances property values to begin with) is important, but many voiced a desire for guidelines that relate new construction to existing conditions without going “too far.” One example cited by a respondent in favor of historic zoning was, “so long as not overly restrictive... getting approval to change our front door is going too far.”
- We should create a VHCA Transportation and Traffic Committee, focused on congestion, parking issues and pedestrian safety (the #1 concern of 12% of residents).

Results for Question 1:

WHAT IS THE MOST IMPORTANT ISSUE FACING THE VA-HI COMMUNITY TODAY?:

86% of respondents answered this unaided (first) question, and the majority (61%) cited “irresponsible infill” (residential and/or commercial) as our #1 issue. Words varied, but of that group:

54% focused on “residential infill – teardowns and out-of-scale replacement,” and another 9% cited “residential & commercial infill”. Representative verbatims include:

- The continued building of houses that don't fit the neighborhood. The tear down that is now a huge colonial-

looking box two doors down from us makes me sick. When we renovated and expanded our house, we spent a fortune on architect fees to make sure we stayed consistent with the existing house and neighborhood.

- Development consisting of houses that appear to occupy an overly high percentage of lot area as well as tower over existing housing. Many are raised above the street to allow for street level garages and other design features that are more akin to suburban development rather than an appropriate response to the existing character in VH.
- Huge new houses on small lots are killing the character of our lovely neighborhood. I have no problem with larger houses or appropriate additions, just hate the (out of scale) ‘mega’ houses.

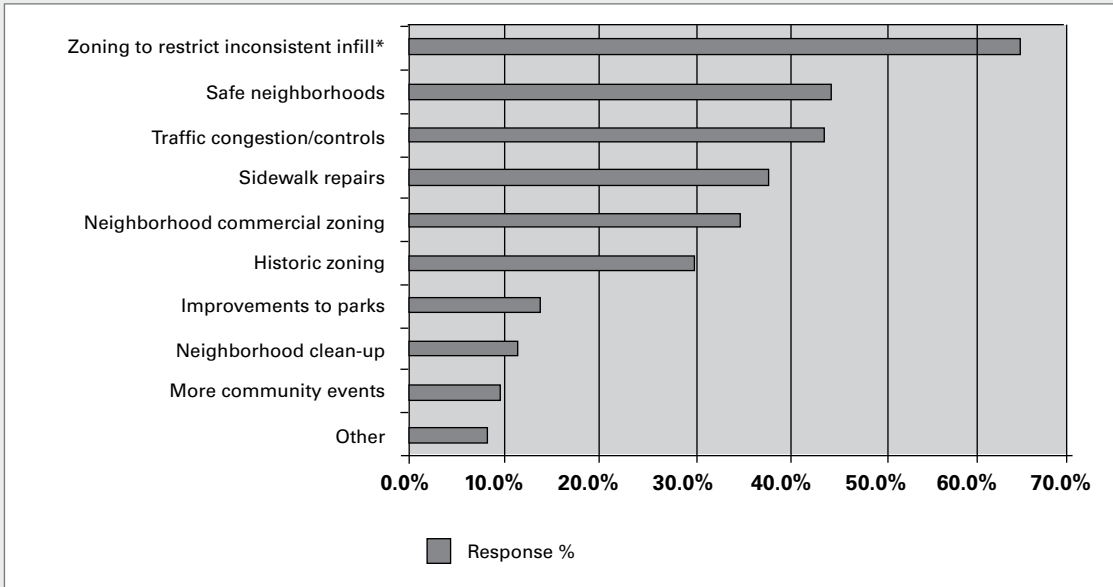
11% of that group cited “inappropriately scaled commercial development” (often specifying the Mix) as the #1 issue, and another 16% cited the need to “protect the character of our neighborhood” and/or “preserve our historic architecture” as the #1 concern. 10% cited the need for “balanced zoning and managed growth/ planning”. **Representative verbatims include:**

- Proliferation of developers’ ungoverned destruction of the character, nature and beauty of the neighborhood.
- Threat of changing character of the neighborhood. I'm more worried about architectural style than size and setbacks.
- The neighborhood commercial areas staying quaint and not turning into what they are doing at Emory Village.

A significant number of residents (12%) cited crime prevention/safety/sidewalks as our top priority, while another 12% cited traffic congestion/speeding/parking as tops. Following these concerns were schools (4%), taxes (2%) and miscellaneous (9%).

Results for Question 2:

SELECT FROM THE LIST BELOW THE TOP 3 ISSUES YOU WANT THE CIVIC ASSOCIATION TO FOCUS ON THIS YEAR.



* Survey option read: "Zoning to Restrict Inconsistent Residential/ Commercial Infill."

Results of Scaled Questions Regarding Zoning (Questions 3 through 7):

A resounding 87% of respondents believe it is Very Important/ Important to obtain Neighborhood Commercial zoning. On the topic of residential infill, 76% of respondents believe it is Very Important/Important that the City adopt zoning options to address this, and 63% believe Historic District zoning is Very Important/Important. These results suggest three things:

- We need to understand the status of the City’s zoning rewrite and its response to the Infill Panel’s recommendations made over a year ago.

- If the City is not likely to implement desired infill zoning regulations (via zoning code rewrite) within the near future, then Historic Zoning should be pursued. While this process is lengthy, it may be our only option.
- We must focus on developing quantifiable metrics such as lot size, maximum height, setback, floor height above grade, etc. and guidelines that relate new construction to existing conditions/ architecture without going “too far” (without being overly restrictive).

	Very important	Important	Somewhat important	Not important	No opinion	Total respondents	Skipped questions
How important is focus on obtaining Neighborhood commercial zoning?	66%(224)	21%(70)	7%(22)	6%(19)	0%(2)	337	3
How important is focus on city zoning code rewrite to prevent inconsistent residential infill?	61%(207)	19%(50)	11%(36)	12%(39)	1%(4)	336	4
How important is it to tighten “FAR” (Floor Area Ratio) definition in Zoning rewrite?	41%(136)	15%(51)	17%(56)	20%(66)	7%(23)	332	8
How important is it to pursue “Overlay Control” zoning?	51%(169)	20%(66)	12%(40)	15%(50)	2%(8)	333	7
How important is it to obtain historic zoning?	38%(127)	25%(85)	16%(54)	20%(66)	1%(2)	334	6

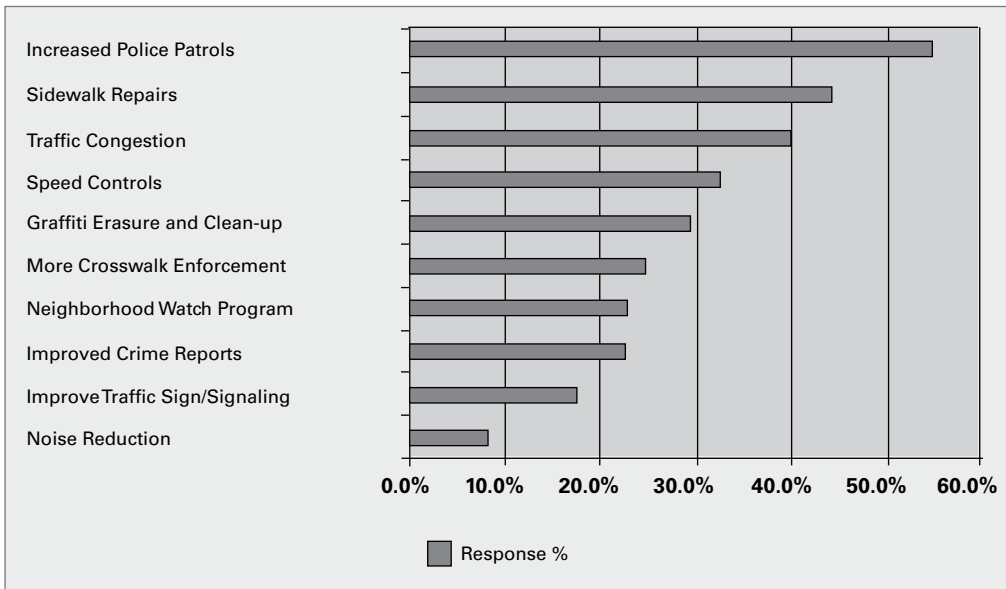
Results for Question 8. PARKING METERS:

Many respondents (43% Strongly Agreed; 19% Somewhat Agreed) favored removal of parking meters within our business district; however, this response was predicated on the assumption that a 2-hour maximum parking limit would be enforced. I have since spoken with the Traffic/Parking Chair in Ansley, who advised their 2-hour chalk enforcement for commercial parking simply does not work – it is too labor intensive.

Kim Nickels also polled business owners through the VHBA, and their concern was that without outside enforcement, shop employees would fill the available spots early and remain all day. The Board has instead asked Council Member Anne Fauver to pursue lower rates (\$.50 to \$1.00 per hour, not the \$2.00/hour that exists today), which both residents and merchants appear to favor.

Results for Question 9:

WHAT ARE THE TOP 3 ISSUES YOU WANT THE VHCA SAFETY COMMITTEE TO FOCUS ON THIS YEAR (SELECT 3)?



Results for Questions 10 through 16:

Open-Ended Questions: We received some excellent ideas and feedback, and all responses are posted online at www.vahi.org.

General results/representative verbatims are:

WEBSITE: People are generally satisfied with the vahi.org site.

Ideas for improvement included:

- More info/links for contacting city departments, resources for home maintenance and repair.
- More consistent updates – post VHCA Voice and meeting minutes.

PARKS: Comments evidenced general satisfaction with our two parks and desire that we continue the work being done to keep them clean and well maintained. Many voiced a desire to restore/improve Orme Park. Ideas for improvement included:

- More lighting.
- Graffiti clean up and playground repair.
- Monitor homeless more closely.

OTHER EVENTS: Many people said Home Tour and Summerfest “are enough!” Many also suggested additional events such as:

- More movie showings or music events in John Howell Park.
- 4th of July picnic, fall festival in park, organized Halloween event, with parade.
- More neighborhood-only or block-based events; more events for children/teens.

HOME TOUR IMPROVEMENTS: Most voiced strong satisfaction with the Home Tour, as it exists today. Many enjoy the food tastings. Suggestions for improvement included:

- Consider another time of year.

- Consider adding gardens, holiday decorations.
- Lower ticket prices.
- Consider walking tour or use shuttles to reduce parking problems.

SUMMERFEST IMPROVEMENTS: Like Home Tour, most people love Summerfest. Suggestions for improvement included:

- Alleviate congestion by spreading out the booths (mentioned by many).
- Offer better-quality/healthy food options.
- Find ways to promote local Va-Hi businesses.
- Off-site parking with shuttles.

COMMUNICATIONS: Overall, we seem to be doing well on this front!

Other issues to address not mentioned: Many people repeated the importance of staying focused on issues already mentioned, particularly zoning issues, safety, traffic and sidewalks. Some unique concerns were mentioned, but none repeated to any significant degree. Unique concerns included:

- Too many signs making the neighborhood look “junky” in spots.
- Taxes are skyrocketing making it difficult for residents with fixed incomes.
- Keep an eye on evolving school districting to be sure we keep Morningside.
- Dilapidated homes that are “eye sores”
- Noise ordinance enforcement.
- Homeless shelter and nuisance crimes committed by homeless.

Appendix 9

GTRA Report



Center for Quality Growth and Regional Development



STAFF REPORT AND RECOMMENDATIONS

June 19, 2006

Mr. Steven L. Stancil, Executive Director
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE, Ste. 900
Atlanta, Georgia 30303-1223

RE: Staff Report and Recommendations – DRI #1058 The Northeast Beltline

GRTA Staff has reviewed the #1058 The Northeast Beltline Review Package, and provides this Staff Report and Recommendations pursuant to Section 2-302 of the *Procedures and Principles for GRTA Development of Regional Impact Review* ("P&P").

PROJECT SUMMARY

Name and Number of DRI	DRI #1058 The Northeast Beltline
Jurisdiction	City of Atlanta
Local Approval Sought	Rezoning
Location	The northeast quadrant of the Beltline
Uses and Intensities of Use	<p>The entire project is divided into Six (6) zoning parcels with Nine (9) development sites.</p> <ul style="list-style-type: none"> ▪ Zoning Parcel 0 does not require rezoning and has two development sites, <i>Montgomery Ferry</i> with 176 dwelling units and <i>Piedmont Road North</i> with 80 dwelling units. ▪ Zoning Parcel 1 includes two development sites, <i>Piedmont Road South</i> with 24 dwelling units and <i>Amsterdam Walk</i> with 924 dwelling units, 120,000 sf retail space and 25,000 sf of live-work space. ▪ Zoning Parcel 2 includes one development site, <i>Piedmont Park</i> with 750 dwelling units and 20,000 sf of retail space. ▪ Zoning Parcel 3 includes one development site, <i>Greenwood Avenue</i> with 224 dwelling units. ▪ Zoning Parcel 4 includes two development sites, <i>North Avenue</i> with 757 dwelling units and 20,000 sf of retail space and <i>Freedom Parkway North</i> with 140 dwelling units. ▪ Zoning parcel 5 includes one development site, <i>Freedom Parkway South</i> with 4 dwelling units.
Project Phasing & Build-Out Schedule	2012
Trip Generation (ADT / AM Peak / PM Peak)	21,360/ 1,298/ 1,783
STAFF RECOMMENDATION	Approved Subject to the Conditions Provided Within

STAFF FINDINGS SUMMARY

Item	Supports Approval	Supports Conditional Approval	Does Not Support Approval	Comments
Internal Circulation § 3-101.A., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ingress and Egress § 3-101.B., P&P	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Access via existing developments should be better defined.
Quality, Character, Convenience, and Flexibility of Transportation Options § 3-103.A.1., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vehicle Miles Traveled § 3-103.A.2., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Relationship Between Location of Proposed DRI and Regional Mobility § 3-103.A.3., P&P	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Revised site plans show double track transit the entire length of the DRI.
Relationship Between Proposed DRI and Existing or Planned Transit Facilities § 3-103.A.4., P&P	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Revised site plans show double track transit the entire length of the DRI.
Transportation Management Area Designation § 3-103.A.5., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Offsite Trip Reduction / Techniques § 3-103.A.6., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Balance of Land Uses – Jobs-Housing Balance § 3-103.A.7., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Relationship Between Proposed DRI and Existing Development and Infrastructure § 3-103.A.8., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

TECHNICAL COMPLIANCE WITH GRТА DRI REVIEW STANDARDS

The Review Package includes the site development plan dated May 10, 2006 and received by GRТА on May 26, 2006, prepared by Smith Dalia Architects, LLC, titled "Northeast Atlanta Beltline DRI Site Plan Set Contents" (Site Plan) and the analysis prepared by Jordan Jones & Goulding and Street Smarts dated June 13, 2006 and received by GRТА on June 14, 2006.

Technical Analysis Findings:

The following improvements in the study network are documented in an adopted TIP or RTP, have been assumed as built in the analyses of the no-build and build conditions for the build-out year, and are planned for completion before the build-out of the proposed project:

14th Street (US 19)

- Turn lanes between Spring Street and West Peachtree Street 2006

Peachtree Street

- Multi-use path from 10th Street to I-85 North Bike/Ped Facility 2005

Spring Street

- Pine Street to Peachtree Street Bike/Ped Facility 2006

West Peachtree Street

- Pine Street to Peachtree Street Bike/Ped Facility 2006

10th Street

- Peachtree Street to Juniper Street Bike/Ped Facility 2006

14th Street

- West Peachtree Street to Piedmont Avenue Bike/Ped Facility 2006

Juniper Street

- Multi-use path from North Avenue to 14th Street Bike/Ped Facility 2006

Downtown & Midtown Areas

- Wayfinding Signage System Bike/Ped Facility 2006

Multiple (and non-specific) Intersections

- Midtown Area Signal and Intersections Improvements Operational 2006

Multiple (and non-specific) Intersections

- Intersection Improvements on North Avenue, Linden Avenue, West Peachtree Street, & Ponce de Leon Avenue Operational 2007

Peachtree Street (US 19)

- West Peachtree Street and Beverly Road Operational 2007

Piedmont Avenue

- Pedestrian Improvement from Georgia State MARTA Station to Dobbs Avenue Bike/Ped Facility 2007

Inner Core Transportation Corridor

- Multi-use Path Bike/Ped Facility 2007-2030

I-75

- Bridge and Ramp Construction at 14th Street and Williams Street Relocation Operational 2006
- Bridge Construction at 15th Street and HOV Interchange at Atlantic Station Operational "After 2006"
- Installation of Ramp Meters from University Avenue to 10th Street Operational 2006

The following improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project:

Monroe Drive @ SR 13/ I-85 Ramps

- Repair loops for Phases 1 and 8
- Optimize signal timing

Monroe Drive @ Armour Drive

- Repair loops for Phases 1 and 8
- Optimize signal timing

Monroe Drive @ Montgomery Ferry Road

- Optimize signal timing
- Add an eastbound right turn lane from Montgomery Ferry Road onto Monroe Drive

Monroe Drive @ Piedmont Avenue

- Optimize signal timing
- Add a southbound left turn with protected only phasing
- Add an eastbound right turn lane
- *Add a northbound right turn lane *from 1st traffic study**

Monroe Drive @ Cresthill Avenue

- Add a signal

Monroe Drive @ 10th Street

- Repair loops for Phases 1, 3, 4, 5, 6, and 8
- Optimize signal timing

Monroe Drive @ Ponce de Leon Avenue

- Repair loops for Phases 1, 3, 4, 5, 7, and 8
- Optimize signal timing
- Add southbound right turn lane
- Add eastbound right turn lane
- Add westbound right turn lane

Piedmont Avenue @ Piedmont Circle/ Cheshire Bridge Road

- Optimize signal timing

Piedmont Avenue @ Montgomery Ferry Road

- Add a signal

Piedmont Avenue @ Ansley Square North Driveway

- Re-stripe eastbound approach for separate eastbound left and right turn lanes

Ponce de Leon Place @ Virginia Avenue

- Optimize signal timing

Ponce de Leon Place @ Ponce de Leon Avenue

- Repair loops for Phases 1, 4, 5, and 8

Virginia Avenue @ Barnett Street

- Add a westbound left turn lane
- Add eastbound right turn lane

North Avenue @ Somerset Terrace

- Re-stripe northbound and southbound approaches for a separate left-through lane and right turn lane.
- Add a signal

North Avenue @ SR 10 Freedom Parkway

- Add an eastbound right turn lane
- Optimize signal timing

- Add eastbound through lane
- Add westbound through lane

Ralph McGill Boulevard @ SR 10 Freedom Parkway

- Eliminate split phasing for eastbound-westbound. Make eastbound protected only phasing, make westbound protected-permitted phasing
- Optimize signal timing

SR 10 Freedom Parkway @ Boulevard NE

- Repair loops for phase 3
- Optimize signal timing
- Add an eastbound left turn lane

Ralph McGill Boulevard @ Glen Iris Drive

- Repair loops for Phase 4

RECOMMENDATIONS

GRTA Staff Recommends that DRI #1058 The Northeast Beltline be **APPROVED SUBJECT TO THE CONDITIONS PROVIDED BELOW** based on the information provided by the Applicant and Local Government, and the analysis and conclusions provided in this report. Specific recommendations are provided below pursuant to Section 2-302.B., P&P.

Proposed Conditions to GRTA Notice of Decision:

Development Intensity and Use

- The development shall contain a transit supportive mixture of residential and retail uses.

Multi-modal corridor

- Preserve a minimum 30 foot wide right-of-way for a future multi-modal corridor.
 - The right-of-way shall be an additional 17 feet wide for a continuous multi-use trail except for the two locations where the trail will go off-site and connect with planned or existing trails at Piedmont Park and the proposed North Avenue / Ivan Allen Park.
 - The multi-use trail shall stub to the property line to allow for future connection where the multi-use trail will go off-site.
 - The right-of-way shall be a minimum 58 feet in width where proposed platforms are designated as shown on the *Montgomery Ferry, Piedmont Road North, Amsterdam Walk, Piedmont Park, Greenwood Avenue*, the two locations on *North Avenue, Freedom Parkway North*, and the *Freedom Parkway South* development sites.
 - The right-of-way shall be a minimum 40 feet in width for the transit platform shown on the site plan just north of DeKalb Avenue at the intersection of Airline Street.
- Provide direct pedestrian access to all transit platforms from existing and future public rights-of-way.

Road Connectivity

- Provide a vehicular and pedestrian connection to Montgomery Ferry Road at the *Montgomery Ferry* development site.

- Provide separate eastbound left and right turn lanes at one of the existing Ansley Square driveways to serve the *Piedmont North* development site.
- In the *Piedmont South* development site, preserve a minimum 40 foot right-of-way for Westminster Drive to extend to adjacent Piedmont Park North Woods expansion property labeled “Now or Formerly City of Atlanta” on the site plan.
- Provide a minimum of two access points from the *Amsterdam Walk* development site to Monroe Drive.
- Align *Piedmont Park* development site driveway to create a perpendicular intersection with Cresthill Avenue.
- Provide a maximum of one access point onto Monroe Drive from the *Piedmont Park* development site, which shall operate as right-in right-out only.

Pedestrian Facilities

- Provide pedestrian connections from existing public rights-of-way to the multi-use trail.
- Provide a pedestrian connection between the multi-use trail and the Freedom Path.
- Provide sidewalks on both sides of all internal drives.
- Provide sidewalk connections to the main entrance of all buildings.
- At the *Greenwood Avenue* development site, provide sidewalks on both sides of Pylant Street, Drewry Street, and Greenwood Avenue from the property line to the existing sidewalk along Ponce de Leon Place. This is off-site from the development.
- At the *Freedom Park South* development site, provide sidewalks on both sides of McGruder Street and Houston Street from the property line to the existing sidewalk along Sampson Street. This is off-site from the development.

Proposed Roadway Improvements as Conditions to GRTA Notice of Decision:

Monroe Drive

- Optimize the traffic signals system at each intersection along the Monroe Drive corridor between Armour Drive and Ponce de Leon Avenue.
- Provide a communication system between all signals along this corridor.

Monroe Drive @ Cresthill Avenue

- Signalize intersection.

North Avenue @ Somerset Terrace

- Re-stripe northbound and southbound approaches for a separate left-through lane and right turn lane.
- Signalize intersection.

Additional Staff Comments:

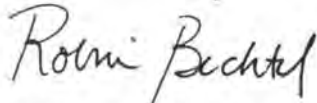
Many road improvement projects identified in the traffic study are not being recommended by GRTA staff as a required condition for approval because the additional lanes would change the character of this heavily urbanized area. In addition, some of the road improvements are shown during the “Future No-Build” scenario rather than the “Build” scenario as a function of the long-term build-out year of 2012. As certain development sites along this DRI build-out prior to 2012, they may contribute to increased congestion at intersections showing needed improvements in the “Future No-Build” scenario.

During review staff has identified two other issues that are potential impacts of this DRI. The first is the intersection configurations of 10th Street, Monroe Drive and Virginia Avenue, and the second is the development access to public streets via existing commercial developments.

The current configuration and operation of the 10th Street, Monroe Drive and Virginia Avenue intersections are less than optimal and present existing inefficiencies and safety concerns. The possible future addition of an at-grade transit crossing would worsen these conditions at this intersection. Staff recommends that the road intersection be re-aligned prior to the introduction of transit at this location, and that consideration be given for a grade-separated crossing for the future transit.

The second comment staff contributes is the proposed access of the *Montgomery Ferry* and *Piedmont Avenue North* development sites through other existing commercial properties to major arterials, Monroe Drive and Piedmont Avenue. These commercial locations have multiple curb cuts along these roads contributing to poor access management and driver confusion. Staff encourages that each commercial property consider better defining its access points both for the existing development as well as the proposed residential component when working through access easement agreements.

GRTA Review by:



Robin Bechtel
Senior Land Use Planner

cc:

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Appendix 10

Existing Conditions Report





BeltLine

BELTLINE CORRIDOR ENVIRONMENTAL STUDY

EXISTING CONDITIONS REPORT

Prepared for:

**Metropolitan Atlanta Rapid Transit Authority
and
Atlanta BeltLine Inc.**

Prepared by:

**AECOM/JJG Joint Venture
Atlanta, GA**

July 2009

**General Planning Consultant Services RFP P5413
Contract No. 200703566
Work Order No. 2008-07**

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S.0 SUMMARY

S.1 Introduction

As one of the most comprehensive economic development efforts ever undertaken in the City of Atlanta and the largest, most wide-ranging urban redevelopment projects currently underway in the US, the BeltLine will combine greenspace, trails, transit and new commercial, residential and mixed-use development along 22 miles of historic rail corridors that encircle the urban core. Over the past 20 years, much of metro Atlanta's growth occurred in widely dispersed and disconnected pockets of developments, which have strained the region's quality of life and economic growth. By attracting and organizing some of the future growth around parks, transit and trails, the BeltLine will help change the pattern of regional growth in the coming decades and lead to a more vibrant and livable Atlanta with an enhanced, more sustainable quality of life.

The Existing Conditions Report provides important data in support of the upcoming Tier 1 NEPA EIS development process. The Federal Transit Administration (FTA), in cooperation with MARTA and Atlanta BeltLine Inc. (ABI), is preparing a Tier 1 Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act (NEPA), for the entire 22-mile BeltLine project. The Tier 1 analysis will serve as a basis for establishing right-of-way (ROW) needs and the alignment of the transit and multi-use trails corridor. Conceptual locations of stations, trails connections and other facilities will be determined, as will the choice of transit technology.

The Existing Conditions Report is one in a series of reports to be included as part of the BeltLine Corridor Environmental Study. Information documented herein describes current socio-economic, natural environment and transportation conditions within the BeltLine Project Study Area (study area). The report is a resource document that the Environmental Study will use to further refine the project purpose and need, support development of the project alternatives, complete the assessment of environmental impacts, and provide background information pertaining to known features, trends, opportunities and constraints that may warrant further analysis as the project advances. This may require collecting additional data to support the environmental impact study in the future.

S.2 Project Overview

The BeltLine consists of a continuous 22-mile corridor that generally encircles the Atlanta urban core, including Midtown and Downtown Atlanta central business districts. It is primarily within, or adjacent to, existing inactive and active freight rail corridors. The project would include both new light rail or streetcar transit service and new multi-use trails. The rail transit element of the BeltLine would include new tracks, transit stations and supporting facilities to accommodate the fixed guideway transit service. Design criteria at the Tier 1 level of analysis will accommodate a range of transit vehicle types including larger capacity light rail vehicles and smaller streetcar type vehicles. Preservation of potential transit station locations would occur along the alignment as needed and would include platforms to accommodate waiting passengers and pedestrian access to the stations from the surrounding neighborhoods and activity centers. Both the transit alignment and station locations took into consideration the results of the *BeltLine Detailed Screening Analysis* completed in 2007.

The BeltLine project also includes multi-use trails and associated linear greenspace along the alignment. The transit and trails elements relate to one another and are best designed via concurrent analyses. Typically, the multi-use trails will be parallel and directly adjacent to the proposed rail transit line, with the exception of those areas where the transit line and multi-use trails may require a separate right-of-way due to space or geographic constraints. The multi-use trails will connect to adjacent neighborhoods and parks via spur trails and improved sidewalks and streetscapes.

S.3 Study Area

The study area is a ½-mile wide swath encompassing ¼-mile on each side of the centerline of the approximate 22-mile corridor and covers 13.85 square miles. This buffer encompasses the geographic area in which the project would have the greatest and most direct impact. The report provides a comprehensive overview of existing conditions by presenting data for the full study area organized into four distinct zones. Development of zones allows for disaggregating and portraying data in a more detailed fashion and provides the basis for future, more focused analyses. MARTA rail lines define the zone boundaries since they are easily identified physical landmarks and serve as logical demarcation lines. The *BeltLine Detailed Screening Analysis* also recognized these boundaries. The ten Subarea Master Planning areas are smaller in length than the four zones used for this report however, both define study area width boundaries using the BeltLine's transit and multi-use trails alignment as a basis from which to develop study areas.

S.4 Key Findings

The Existing Conditions Report presents baseline information for use in assessing the range of potential environmental issues of concern identified during the project scoping process. It includes data and information regarding socioeconomic conditions, the natural environment, transportation conditions, bicycle and pedestrian conditions and related plans. The following sections highlight some of the key findings of the report. Detailed results are included in Chapters 3.0 through 7.0 of the report.

S.4.1 Population Growth

Since the year 2000, the BeltLine study area has grown at a more rapid rate than the City of Atlanta as a whole. Between 2000 and 2007, the project study area grew by 16 percent compared with the City's growth of about 11 percent. The northeast zone of the study area experienced the most population growth, increasing by more than 22 percent. About 68,700 people lived in the project study area in 2007. Forecasts predict growth to more than 86,700 by year 2030, a 26 percent increase over the year 2007 population. The northeast portion of the study area will experience the most population growth, a 42 percent increase by 2030. A growing population will continue to place demands for additional transportation capacity on an already overburdened transportation system in the study area and the region.

S.4.2 Employment Growth

The BeltLine study area will also become an increasingly important destination for work trips. Forecasts predict employment in the study area will grow from 51,100 employees in 2006 to nearly 66,600 by 2030, a 30 percent increase. While employment will grow in all of the study area zones, the highest growth will occur in the southeast zone of the

study area. Employment in this area will increase by 82 percent, from about 4,000 to 7,300 jobs. Assessments of transportation impacts conducted for the environmental impact statements will need to consider the changing travel patterns that are likely to result from this growth in employment and changes to the housing and employment balance in the corridor.

S.4.3 Transit Use

Many residents in the study already depend on transit to get to work, school and other destinations. Estimates indicate that approximately 20 percent of the households in the study area do not own cars. In some portions of the study area, more than 30 percent of households do not own cars and depend on public transportation, bicycling and walking to serve their mobility needs. Improvements in transit, bicycle, and pedestrian facilities in the corridor may provide significant mobility and quality of life enhancements for these study area residents as well as those who simply prefer to use modes of transportation other than the private automobile.

S.4.4 Neighborhood Diversity

The BeltLine study area contains portions of approximately 59 established neighborhoods in the City of Atlanta. The neighborhoods include 64 community facilities, which consist of police stations, fire stations, schools, churches, libraries, hospitals and health facilities and museums. About 60 percent of study area residents are from minority populations and about 21 percent of residents are low-income. Maintaining and enhancing the character and functionality of the City's neighborhoods will be an important consideration in assessing the potential project impacts.

S.4.5 Land Use

Existing and planned land uses in the study area include a mix of residential, industrial, commercial, open space, community facilities and institutional uses. Residential is currently the predominant land use ranging from 38 to 71 percent of total land area in each of the study area zones. Future land-use plans show that residential uses will continue as the dominate use, but mixed-use development will increase, covering between 16 and 19 percent of the land area in the southeast, northwest and northeast zones. Modifications to current land use plans resulting from the ongoing BeltLine master planning activities in many portions of the study area will need consideration in project impact analysis to ensure continued coordination of transportation and land use planning.

S.4.6 Parks

The study area includes 413 acres of parkland spread over portions of 51 public parks. This includes two Regional Parks, two Community Parks, 14 Neighborhood Parks, six Block Parks, 25 Garden Parks, one Conservation Park and one Public Golf Course. The BeltLine project has the potential to provide pedestrian and transit linkages to these existing facilities as well as other planned parks along the corridor. The development of project alignment and station alternatives will need to provide improved accessibility and connectivity of these parks while avoiding or minimizing the potential for any negative impacts to parklands.

S.4.7 Historic Resource Preservation

The BeltLine study area is rich with historic districts and structures. The study area includes resources either listed in the National Register (NR) of Historic Places, determined eligible for the NR by the State Historic Preservation Office (SHPO) or potentially eligible via designation by the City of Atlanta. Preliminary research has identified nearly 30 districts and over 300 listed or eligible historic buildings in the study area. Consideration of the potential for the project to benefit or negatively affect these resources is necessary in the development and evaluation of alternatives for the project.

S.4.8 Water Resources Protection

Preliminary research identified wetlands, floodplains, streams and other water bodies within the BeltLine study area. While the National Wetlands Inventory does not indicate any wetlands within the study area, preliminary field studies have identified two wetlands in the northeast zone. Additional field investigations during upcoming environmental study will be crucial as they could reveal additional important water resources.

S.4.9 Contaminated and Hazardous Materials Sites

Located along former and current railroad right-of-way and industrial lands, the study area has significant potential for contaminated soil and ground water in the study area. Preliminary assessments have identified over 230 sites of potential concern. The northwest zone has the largest number (105) and the southwest zone has the fewest (10) of these sites. Further research conducted as part of the environmental impact assessment may yield even more potential contaminated and hazardous materials sites.

S.4.10 Regional Transit Connectivity

BeltLine transit is proposed as part of a seamless regional transit system that integrates heavy rail, light rail, streetcar, express bus and local bus modes to accommodate travel demand within the corridor and throughout the region. BeltLine transit would connect to MARTA rail at four locations and connect to 56 individual bus routes. The regional transit vision, documented in the Transit Planning Board's *Concept 3*, includes future express bus, bus rapid transit, streetcar, light rail and commuter-rail services with proposed connections to the BeltLine. The development of alternatives that facilitate effective intermodal connections between these projects will be critical to the success of the BeltLine project.

S.4.11 Freight Rail Ownership and Coordination

The BeltLine project would occupy, or be immediately adjacent to, both active and inactive freight rail corridors. The Georgia Department of Transportation (GDOT), Atlanta Development Authority (ADA), CSX Transportation (CSXT) and Norfolk Southern Corporation (NS) own these railroad corridors. The environmental impact assessment should consider potential impacts of the project on current and future freight operations as well as other railroad uses. Coordination with all of the freight rail owners will be crucial to successful implementation of the BeltLine.

S.4.12 Bicycle Route Network

In an effort to improve accessibility, mobility, air quality and overall quality of life, the City of Atlanta has placed emphasis on developing an integrated multi-modal bicycle

transportation system linking primary street routes, on-street bicycle lanes, multi-use trails and transit stations. While the recently completed *Connect Atlanta Plan*, The City of Atlanta's comprehensive transportation plan, identifies only nine roads with existing striped bicycle lanes, it proposes bicycle improvements along approximately 50 roads within the study area. Improvements may be in the form of striped bicycle lanes or shared lanes with visual pavement markings. The BeltLine multi-use trails have the potential to provide increased accessibility and connectivity to these recommended bicycle facilities.

S.4.13 Pedestrian Infrastructure Challenges

The current quality of sidewalks, crosswalks and pedestrian signals in the study area ranges from satisfactory to poor. Problems include cracked, overgrown, or non-existent sidewalks and crosswalks that are sometimes dysfunctional or non-existent. An assessment of sidewalks by the City of Atlanta Department of Watershed Management suggests that only about sixty percent of city streets (relative to street length) have sidewalk coverage. These conditions are likely the result of the older age of the neighborhoods along the BeltLine Corridor, which have not had routine infrastructure upgrades or diligent maintenance. The City, however, has made some efforts to improve pedestrian infrastructure over the past few years and plans extensive improvements in the future.

S.4.14 Related Plans and Efforts

Over the past several years, numerous plans and studies have guided land development and transit, multi-use trails and greenspace components of the BeltLine project. As the environmental study progresses, BeltLine planning will continually rely upon the wealth of information and data produced by these studies. These related plans and studies include:

- Atlanta BeltLine Subarea Master Plans
- *Connect Atlanta Plan*
- TPB's *Concept 3*
- *Envision6* Regional Transportation Plan (RTP)
- *BeltLine Detailed Screening Analysis*
- *Atlanta BeltLine Redevelopment Plan*
- *The Atlanta BeltLine: Transit Feasibility White Paper*
- *The BeltLine Emerald Necklace: Atlanta's New Public Realm*
- *Reconnecting Communities, Atlanta Rail Corridors Assessment*
- *City of Atlanta 2004-2019 Comprehensive Development Plan*

S.5 Conclusion

As indicated by the sections above, the Existing Conditions Report provides comprehensive data to support the development of the upcoming Tier 1 NEPA EIS. Additional data collection will continue to identify the potential environmental impacts as part of the environmental study. This report is a resource document used to refine the

project purpose and need, support development of the project alternatives, complete the assessment of environmental impacts and provide background information pertaining to known features, trends, opportunities and constraints that may warrant further analysis as the project advances through the study process.

Appendix 11

Traffic Assessment: Ponce de Leon Corridor



Center for Quality Growth and Regional Development



Moreland Avenue just north of I-20

3.3 MORELAND AVENUE/MORELAND LCI

The vision for Moreland Avenue and the Moreland LCI area includes transforming Moreland Avenue from a neighborhood barrier into a corridor that enriches and connects neighborhoods and providing neighborhood-scaled transportation facilities.

Transportation Recommendations

Moreland Avenue is a unique roadway in that it is a major north-south arterial with direct Interstate connectivity city, while having residential and neighborhood commercial activities that front it. The challenge is to provide improvements that facilitate pedestrian and other mode circulation activities and support redevelopment efforts while not compromising vehicular operational efficiency and capacity.

These recommendations are organized into Street & Block Patterns, Traffic Systems, Transit, Pedestrian Systems, and Bicycle Facilities.

Street and Block Pattern Recommendations

The interconnected street system and the small blocks should be preserved and protected in the Study Area. They provide multi-modal accessibility and are part of what makes the area urban.

Street and Block Pattern Policies

- Prohibit street abandonments or closures as part of new development, unless new streets are created with equal or greater connectivity to the existing street grid.
- Utilize traffic calming to minimize the impacts of cut through traffic on neighborhoods, rather than street closures.

Street and Block Pattern Projects

- Reconnect Walthall Street to Seaboard Avenue. (MT-42)

The construction of MARTA separated the Reynoldstown neighborhood from its MARTA Station from a vehicular and bicycle perspective. By building a ramp from Walthall Street to the MARTA kiss-ride lot, the two could be reconnected.

Traffic System Recommendations

A variety of factors comprise traffic systems and include intersection operations, light timings, turning movements, volume, capacity, and speeds. For Moreland Avenue/Moreland LCI, the following road improvement recommendations are intended to: enhance the efficiency of intersections; reduce car/pedestrian conflict; improve roadway safety, and make it advantageous for drivers to drive the speed limit.



Today Walthall Street terminates at a fence and is a barrier for drivers, bicyclists and, most notably, those in wheelchairs



Mixed-use settings can promote walking for short trips



In traditional urbanism alleys were used for back-of-house functions

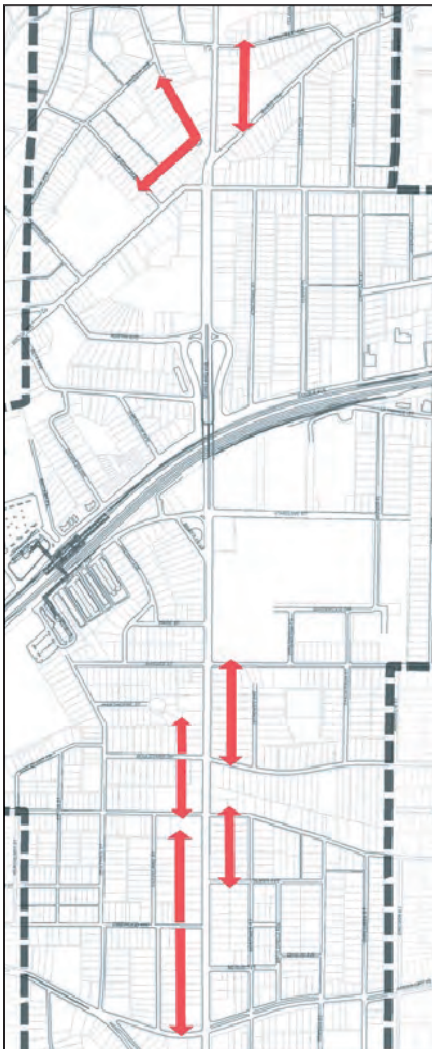


Figure 3.17: Map showing where private alleys may be feasible

Traffic System Policies

- Encourage high density housing within walking distance of retail and transit to reduce the need to drive.
- Limit vehicular access to alleys and side streets via zoning requirements.
- Require access management with new development, which may include right-in/right-out islands and shared driveways.
- Amend Public Works standards to permit new multifamily and commercial uses to use existing alleys.
- Amend Public Works standards to remove the requirement for alleys and driveways to be set 7 feet from side property lines, even if zoning permits it.
- Work with GDOT to ensure that acceleration and deceleration lanes are not required on new developments if access must be provided from Moreland Avenue.

Traffic System Projects

- Install a southbound left hand turn signal on Briarcliff Road. (MT-8)

As north-south and east-west arterials, Moreland and Ponce de Leon Avenues, respectively, carry large volumes of traffic not only during the peak commuting periods but throughout the day. One of the conditions that contributes to operating deficiencies at the intersection is the lack of left turn lanes on Moreland Avenue, while another is the short westbound left turn lane on Ponce de Leon Avenue. The northbound left is given a leading left turn arrow before southbound traffic is allowed to flow, but this does not adequately accommodate the left turns. If after that protected left turn phasing a vehicle wants to turn left, they have to wait for a gap in the opposing direction of traffic. If traffic is heavy, the left turn cannot be accomplished, and this lane ultimately does not carry any through volumes. A potential solution to address left turning traffic that was considered in this study was to widen Moreland Avenue to create left turn lanes.

A traffic study performed in 2003 indicated that for future traffic volumes (Year 2007), the Moreland Avenue/Ponce de Leon Avenue intersection would operate at Level of Service (LOS) E during the morning peak period and LOS F during the evening peak period. With the addition of left turn lanes on Moreland Avenue, plus an eastbound right turn lane on Ponce de Leon Avenue, the intersection would operate at LOS D during both morning and evening peak periods.

Building these lanes would be a challenge. Acquisition



Figure 3.20: The North Avenue/Moreland Avenue intersection should be improved with signage and limited peak hour left turns onto North Avenue; a left hand turn lane onto Moreland from the east may be a future option, but is not recommended at this time due to its potential impacts on Freedom Pa Park

- Perform follow-up study of Ponce de Leon and Briarcliff Road intersection signal upgrades. (MT-9)

After upgrades have been in-place for at least one year, a follow-up intersection study should be performed to identify the impact (to both current and predicted operations) of the changes for all approaches.

*Depending on the outcome of the intersection study and the benefits of signal changes, the option to pursue a higher-impact solution that may include dedicated left-turn lanes could be considered. Such solution would need to review public comments and issues identified in this study, and **must result in a recommendation with broad community support.***

- Install signage to direct northbound Moreland Avenue traffic wanting to turn left at North and Ponce de Leon Avenues to use Freedom Parkway; prohibit left turns at peak hours; and monitor conditions after completion of the Moreland and Ponce de Leon Avenues signalization project. (MT-10)

North Avenue is another east-west roadway providing direct access from the study into Midtown. The Moreland Avenue intersection at North Avenue is similar to the one at Ponce de Leon Avenue in that there are not separate northbound and southbound left turn lanes.

As with the intersection at Ponce de Leon and Moreland Avenues, neighborhood participants asked that the addition of left turn lanes not be recommended due to the land required from the Freedom Park. As an alternative solution, signage redirecting left turning traffic before it reaches this intersection was proposed. This would benefit both this intersection and the larger one to the north.

For northbound Moreland Avenue traffic destined to the west, either Midtown, I-75/I-85, or other destinations, east-west route options are Freedom Parkway, North Avenue, and Ponce de Leon Avenue. A left turn lane and protective-permissive left turn signal phasing exists at Freedom Parkway.

A methodology that should be employed to improve operations at North Avenue is to prohibit left hand turns at peak hours and direct/sign northbound Moreland Avenue traffic to turn at Freedom Parkway for use North Avenue and Ponce de Leon Avenue access. This should use static signing, i.e. regular metal signs. If the desired effect is not achieved, electronically illuminated signs could be installed.

A proposal from some study participants expressed interest



Figure 3.21: Proposed lane reduction south of Little Five Points

in adding a left turn lane on North Avenue for those headed south on Moreland. The right-of-way acquisition could include property from a currently undeveloped tract in the northeast corner of the intersection but there would still be property required from Freedom Park and there may be impacts to the property on the northwest corner that would complicate the design (see figure at left). As such, a left turn lane onto Moreland Avenue is not recommended at this time.

- Convert Mansfield to two-way street west of Moreland Avenue for the first 100 feet. (MT-13)

- Eliminate curb cuts in front of Starbucks. (MT-51)

Project MT-51 must only be done if MT-13 is implemented.

- Conduct a warrant study of a mid-block traffic signal between Mansfield and Euclid Avenues. (MT-14)

A signal at this location is recommended by this study, but first requires a warrant study. The location represents the highest number of mid-block pedestrian crossings on the corridor. With 800 feet between existing signals and the existence of retail and services on both sides of the avenue, many pedestrians cross mid-block rather than go up to ten minutes out of their way.

A warrant study must take into consideration the urban context, pedestrian crossing volumes, impacts on the elderly and person with disabilities, traffic conditions, and the ability of said light to support other improvements identified below.

- Install a mid-block traffic signal between Mansfield and Euclid Avenues. (MT-44)

- Consolidate driveways between Mansfield and Euclid Avenues. (MT-15)

Project MT-15 must only be done if MT-44 is implemented.

- Install signs to prohibit left turns into businesses between Euclid and Mansfield Avenues. (MT-16)

Project MT-16 must only be done if MT-44 is implemented.

- Reconstruct both Euclid Avenue approaches at Moreland Avenue by removing southbound right turn lane and adding bulb out on Euclid Avenue east of Moreland. (MT-12)

An issue identified during public outreach is pedestrian safety at the existing crosswalks in Little Five Points. It is desirable to augment the safety of the crossings at both legs of Euclid Avenue. For southbound Moreland traffic it is proposed to remove the right turn lane onto westbound Euclid Avenue and use the left over space to create extra wide sidewalks.

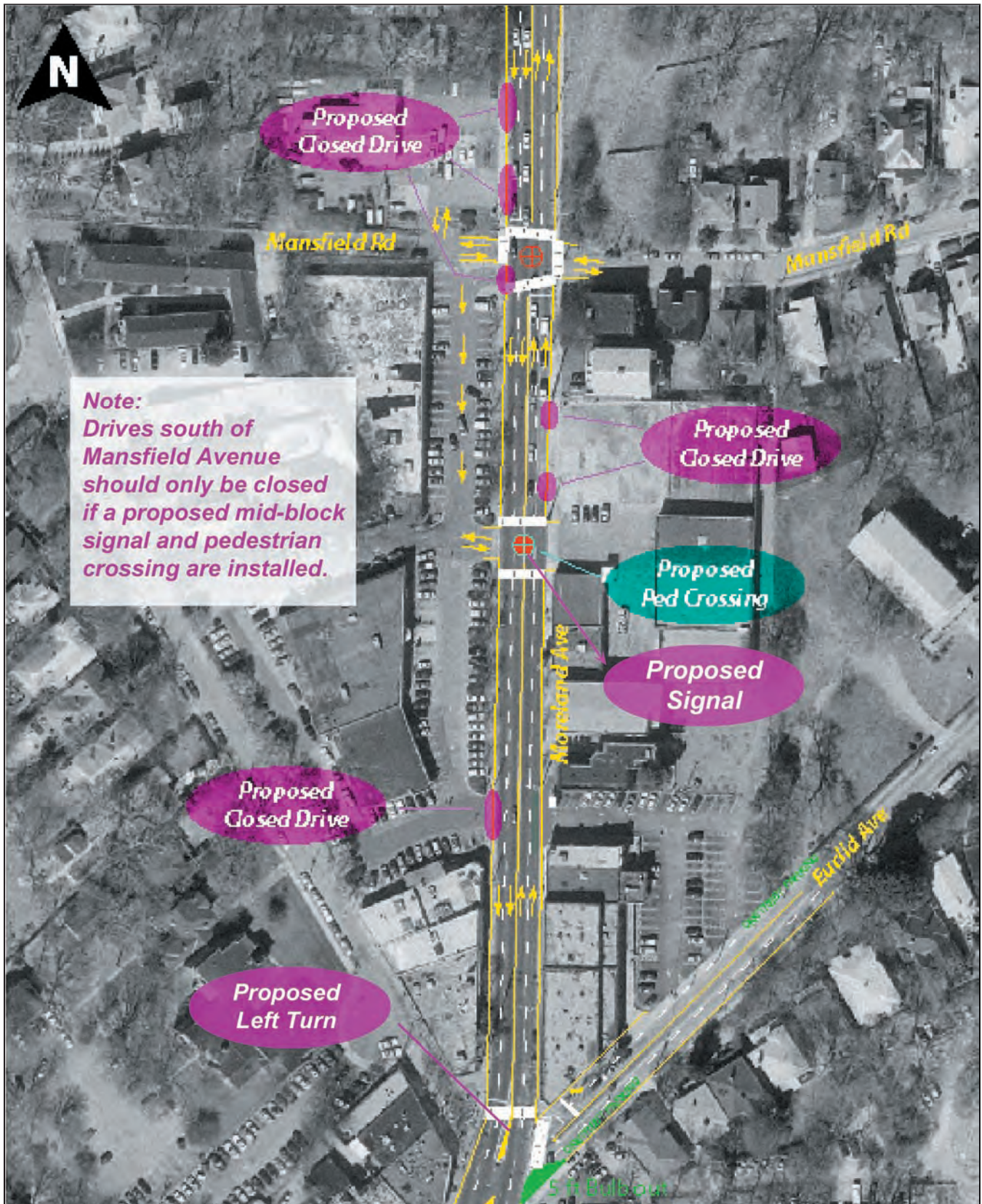


Figure 3.22: Proposed roadway and pedestrian improvements in the Little Five Points area
See Pedestrian Recommendations for more details



The reconfiguration of the western leg of the DeKalb/Moreland Avenues jug-handle would be enhanced by the addition of an Olmsted-inspired pocket park, such as this one in Forest Hills Gardens in New York

Furthermore, a bulb-out on Euclid Avenue eastbound is proposed to slow northbound traffic, which takes this y-intersection at high speeds because of the ease of the turning movement. A bulb-out would force traffic to take the turn at slightly lower speeds, thereby improving pedestrian safety. It would also support southbound left turn movements.

- Allow southbound left turns onto Euclid Avenue. (MT-50)
Project MT-50 must only be done if MT-44 is implemented.
- Reduce Moreland Avenue between McLendon Avenue and DeKalb Avenue from six lanes to four lanes with a center turn lane plus bike lanes. (MT-5)
- Reconfigure the Jug-handle intersection with DeKalb Avenue by narrowing ramp entrances and install a traffic signal on Moreland Avenue, signage and lighting. (MT-11)

A unique transportation aspect of the Moreland Avenue corridor is the ramp connections to DeKalb Avenue, often referred to as the “Jug Handles”. The configuration is unique in that the northbound approaching and departing volumes must use the east ramps and the southbound approaching and departing volumes must use the west ramps. With damaged or missing signage, this configuration can lead to confusion especially for the DeKalb Avenue traffic.

Although alterations to these ramps has generated a lot of public input, a traffic study performed in November 2004 indicated that for future traffic volumes (Year 2007), the ramp intersections with DeKalb Avenue would operate at acceptable Level of Services during both peak periods. The interest to redesign these ramps entails more a desire to match the scale of surrounding neighborhoods as opposed to a need to address operational deficiencies.

Alternative solutions for these ramps generated a tremendous amount of input from the community. Solutions such as completely closing one ramp or the other tended to pit the residents adjacent to the ramp against each other. From the most recent public involvement meetings, there appears to be some consensus among a number of the community members that keeps both ramps open but orients the accessing maneuvers from DeKalb Avenue to Moreland Avenue via the east ramp.

There are two major modifications to the existing configuration. The first is that the median would be extended on DeKalb Avenue across the opening for the west ramp so that left turns to and from DeKalb Avenue are prohibited. One circulation aspect this addresses is to discourage traffic



Figure 3.23: This study embraces the Inman Park Traffic Calming Plan's call for narrowing the western left of the jug handle, shown above

that wants to proceed eastbound on DeKalb Avenue from cutting through the neighborhood and using Austin Avenue and Alta Avenue to get to the ramp. To provide access for the southbound Moreland Avenue traffic to DeKalb Avenue, the median at the ramps on Moreland Avenue would have to be removed and Moreland Avenue would have to be re-stripped/reconfigured to provide a southbound left turn lane. This striping can be accomplished with the recommended reconfiguration for the bicycle lanes between DeKalb Avenue and McLendon Avenue. To facilitate this new southbound left turn maneuver, as well as the left turns from the east ramp to turn left and proceed south, a traffic signal is anticipated. An additional benefit of the traffic signal will be to provide a safer system for walkers to cross Moreland Avenue by having a crosswalk and pedestrian actuated signal phasing.

An important aspect of this redesign is that the west ramp at Moreland Avenue continues to be right-in/right-out. Not allowing straight through maneuvers also discourages traffic cutting through Austin Avenue and Alta Avenue to ultimately proceed eastbound on DeKalb Avenue.

Input from community members during the public outreach efforts was that a consistent source of motorist confusion is that directional signs continue to be damaged and/or knocked down. Regardless of what project moves forward, consideration must be given to installing overhead directional signs and lighting on DeKalb Avenue. Strategically located mast arm poles with hanging signs can accomplish this.

In conjunction with these changes, the community also expressed a desire to reduce ramp lane widths. With parking currently on the west side of the west ramp, interest was expressed in building bulb-outs at the ends of the parking area. For the east ramps, an option exists to widen the existing median and increase plantings.

In an effort to promote alternate modes, bike lanes can be installed on the east side of the east ramp.

- Remove eastbound free right on Seaboard Avenue. (MT-7)

During the public outreach efforts, community members expressed safety concerns with the speed of eastbound Seaboard Avenue traffic using the right turn lane to proceed south on Moreland Avenue. In addition, pedestrians have to cross this lane to get to a channelizing island before crossing Moreland Avenue. The alternative proffered was to eliminate the right turn lane and reconstruct the island as part of a continuous sidewalk system. Brantley Street is still available for MARTA buses to proceed south on Moreland Avenue.

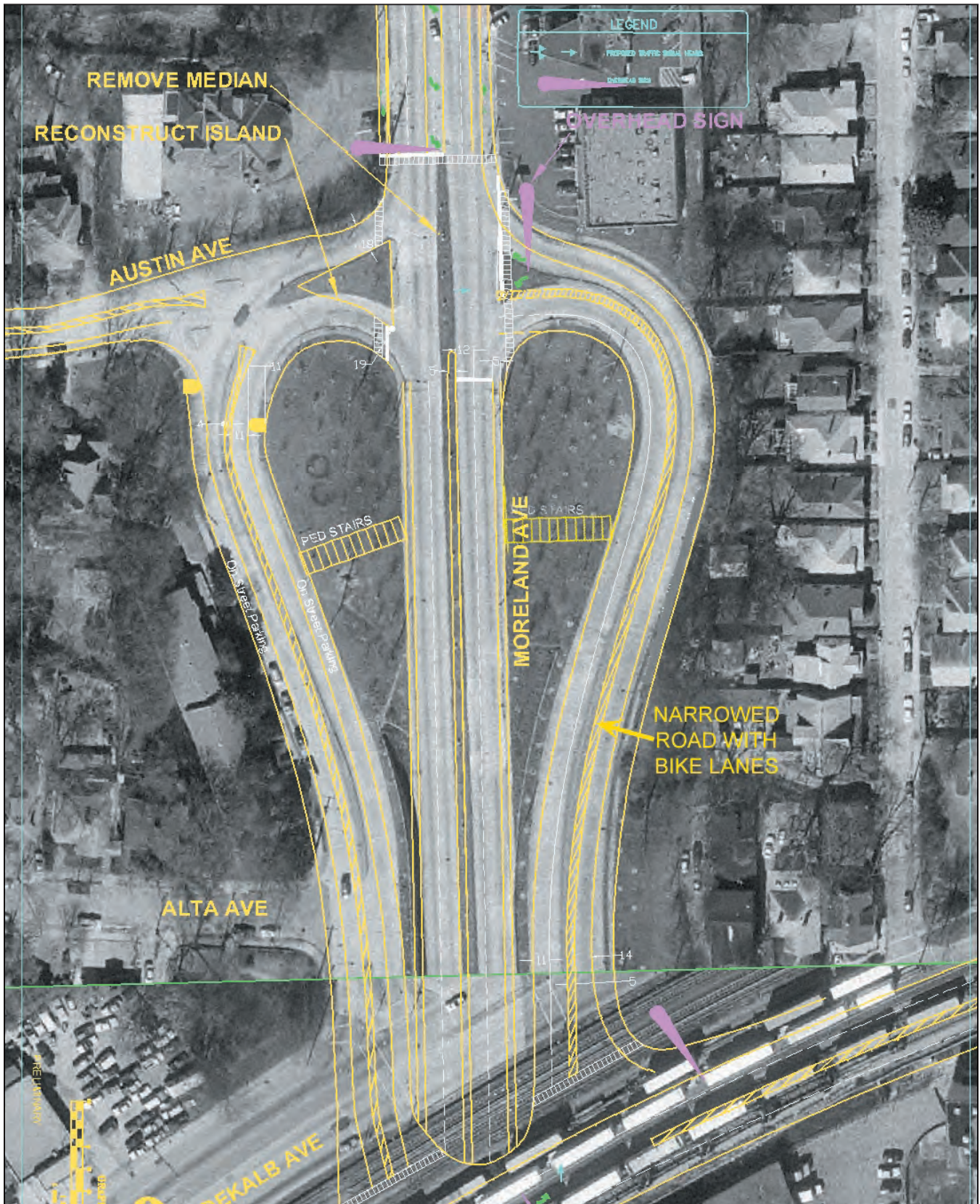
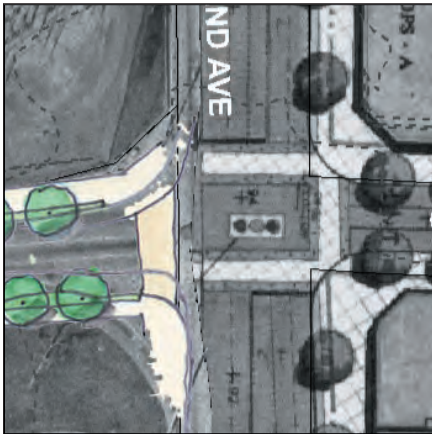


Figure 3.24: Proposed roadway and pedestrian improvements at the Moreland and DeKalb Avenues jug-handle



Removing the free right at Seaboard Avenue (at left) would create a better pedestrian route from the Inman Park/Reynoldstown MARTA station to the Edgewood Retail District

- Conduct a detailed study of the I-20 interchange. (MT-23)

For trips of longer distances, Interstates will be part of the long haul route. A convenient way to access I-20, which can be utilized to get to I-285 and I-75/I-85, is via the Moreland Avenue interchange. As residential and commercial development continues in the area, traffic volumes will continue to increase at this facility. With this anticipated growth, safety will be lessened and delays will increase. One technique to address this situation is to install traffic signals.

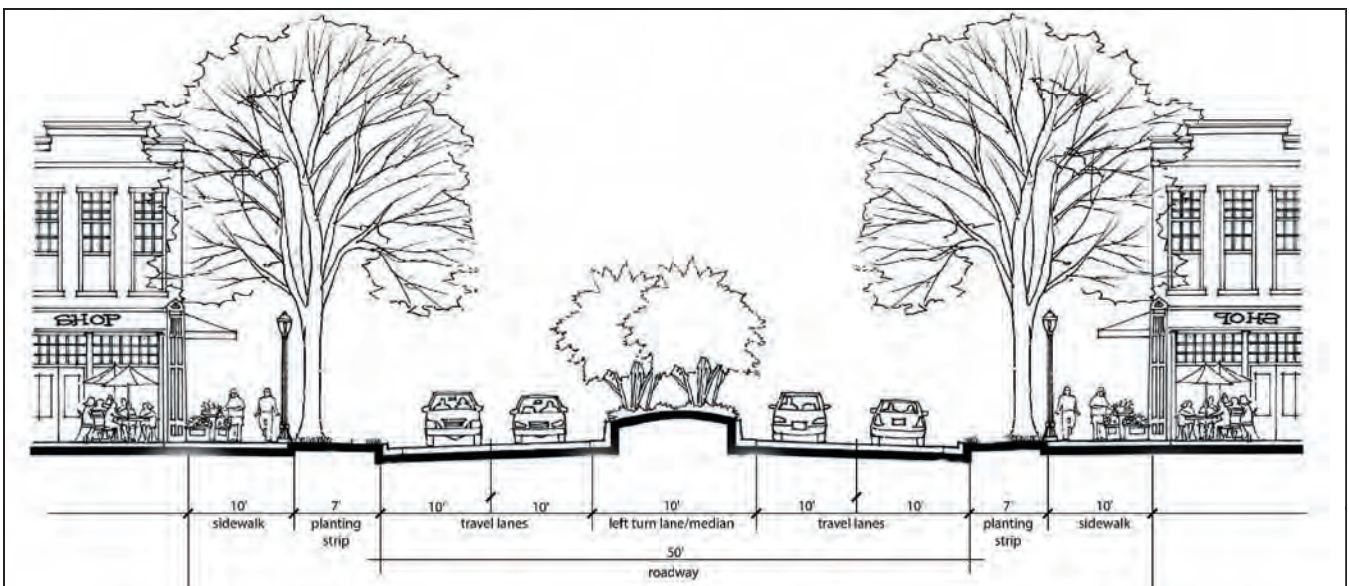
Traffic volumes also appear to exit the ramps at higher speeds than what is posted. This creates an undesirable situation for pedestrians. Options that can be considered for alerting motorists are to install over-sized “State Law Stop for Pedestrian in Crosswalk” signs and possibly rumble strips.

- Convert the third southbound lane between Hardee Street and Arkwright Place into a median/center turn lane. (MT-25)

Moreland Avenue should provide two north and southbound through lanes from I-20 north. The current third lane drops at Memorial Drive and is of no value to through traffic. Its conversion to a left turn lane at intersections, alternating with a median where no turns occur, could improve northbound operations by removing left turns from through traffic. It would also improve the pedestrian environment and aesthetics.

- Conduct a warrant study to gauge the need for a traffic signal at DeKalb Avenue and Hurt Street. (MT-29)
- Install traffic signal at DeKalb Avenue and Hurt Street. (MT-49)
- Close the Arkwright Place northern slip lane. (MT-22)

Figure 3.25: Proposed section south of Hardee Street to Arkwright Place



The intersection at Arkwright Place is complicated by the existence of a small slip lane remaining from the streetcar line that passed through here. The high number of accidents at Memorial Drive and Moreland Avenue also include this adjacent signalized intersection at Arkwright Place, which is only 100 feet away. The closeness of the signals exacerbates confusion and the anomalous slip lane only adds to it

- Develop signal timing coordination plans. (MT-26)
- Install mast arm traffic signal poles as part of streetscape. (MT-1, MT-2, MT-3, MT-4)

See Pedestrian Recommendations for details.

- Install signs to provide directional information to interstates, major streets and commercial nodes, such as Little Five Points, Virginia-Highland, or East Atlanta Village. (MT-43)
- Target the Study Area for traffic law enforcement. (MO-12)
- Implement existing traffic calming plans in Inman Park and Edgewood. (MT-37, MT-38)
- Construct a parking deck in Little Five Points. (MO-4)

The deck could be in the low area between Moreland and Euclid Avenues and would be hidden from view. It could have access from both avenues. On Moreland Avenue, a drive may warrant a traffic signal at some future time.

- Perform signal upgrades. (MT-26)

One of the most effective ways to improve traffic operations without road widening is through enhanced signal coordination and timing. This is not intended to increase vehicle speeds;

improved signal timing creates a coordinated progression of a platoon of vehicles to travel the corridor at a predetermined speed, which is often less than the posted speed limit. The existing equipment for the traffic signals on Ponce de Leon Avenue is last generation's. Replacement of the hardware, including LED traffic signal heads, using the latest advances in video detection, installing the current industry standard controllers, and upgrading the interconnect to fiber optic, can position the corridor to maximize traffic efficiencies.



Figure 3.26: Possible layout of a proposed Little Five Points parking deck



Figure 3.27: Map showing general locations where bus stop should be provided under the enhanced scenario

Transit Recommendations

Moreland Avenue was developed around trolleys, yet today’s transit service is mediocre, at best. Recommendations are aimed at improving current service in a conservative and cost effective manner, while laying the foundation for future upgrades.

Transit Policies

- Recognize that enhanced bus service (see below) could be a pre-cursor to potential light rail or trolley service implemented as part of the MARTA Inner Core/C-Loop Study.
- Require new bus shelters to be located in the street furniture and tree planting zone of the sidewalk, rather than blocking the clear zone.

Transit Projects

- Create enhanced bus service along the corridor. (MT-28)

Enhanced bus service strives to make existing buses operate more like trains. It includes reducing the number of stops and constructing shelters at remaining stops, including seating, schedules, maps, and trash cans. It also includes implementing mandatory stops at all stops. Where proposed stops are within a deceleration lane, they should be located at the start of the lane, to allow cars to pass them to turn right.

Enhanced service improves the bus experience for riders by making buses more reliable, easier to understand, and more efficient. The mandatory stops means that buses take the same amount of time to travel a corridor regardless of whether 5 people ride or 50. It also ensures new riders that buses will stop for them, should they not understand how to signal for a stop.

- Implement a bus signal prioritization program as part of signal upgrades. (MT-26)
- Extend MARTA bus route #48 service from Moreland Avenue to the North Avenue MARTA station via Freedom Parkway, Highland Avenue and Ponce de Leon Avenue. (MT-31)

As part of recent service modifications route #48 was discontinued north of DeKalb Avenue. This is likely due to poor ridership along the suburban areas of Briarcliff Road.

Extending the route to Ponce de Leon Avenue and the North Avenue rail station would connect Ponce de Leon Avenue to

**Minimal Bus Improvements
Increase Ridership in
Arlington County, Virginia**

New Urban News
January/February 2004
page 24

Last fall, ridership on a Metrobus route in Arlington County, Virginia, suddenly jumped 30 percent. The reason? At 22 bus stops on the route, the county installed displays of the bus schedule and a laminated drawing of the bus route overlaid on a local street map.

“We had people stopping to read the schedules while we were putting them up,” James R. Hamre, the county’s transit program coordinator, told the *Washington Post*.

Basic bus information like this can attract potential riders. The display boxes cost the county \$76 each.



In Germany enhanced bus service provides a user-friendly system

Moreland Avenue and fill a critical transit need. It would also provide greater bus headways along Ponce de Leon Avenue between Peachtree Street and North Highland Avenue - the area where transit demand is the greatest due to the most transit-supportive land use patterns.

- Change the Proctor Creek rail line terminus from King Memorial to the Edgewood/Candler Park station. (MT-32)
- Route southbound buses on Brantley Street. (MT-41)

This will reduce the need for the free-right turn lane on Seaboard Avenue and provide better transit access to future redevelopment along the west side of Moreland Avenue. Northbound buses will continue to turn left at Moreland Avenue and Seaboard Avenue.

- Move MARTA bus route #6 to the north bus bay of the Edgewood/Candler Park station. (MT-34)
- Install light cutoffs at MARTA parking to prevent light spillage. (MO-5)
- Encourage MARTA to update rail announcements to reflect service changes. (MT-40)
- Provide neighborhood maps in both stations. (MT-39)
- Work with Sembler to implement the Edgewood Retail District shuttle route shown on the next page.
- Improve accessibility to Inman Park/Reynoldstown station with a new bridge and station entrance, and a future connection to transit-oriented development. (MT-33)

Due to the development of the Edgewood Retail District to the southeast across Moreland Avenue from the Inman Park Station there is a need to improve pedestrian access to the station from the southeast quadrant. Since the Inman Park/Reynoldstown station is the closest station to the development, it needs to have its orientation, which is currently to the far western end of the platform, augmented with eastern pedestrian access.

This could be built in phases and begin as a simple staircase and elevator at the first bend on the southern bridge. Later phases could include a new bridge and turnstiles at the eastern end of the station platforms to both or one side of the tracks. A final phase may include an extension to the east and a new bus bay terminal and turn around on the City of Atlanta property near the power substation.

A MARTA station sign should be built on Moreland Avenue to increase visibility, and streetscapes upgraded on Seaboard



Figure 3.28: Locally preferred circulator route

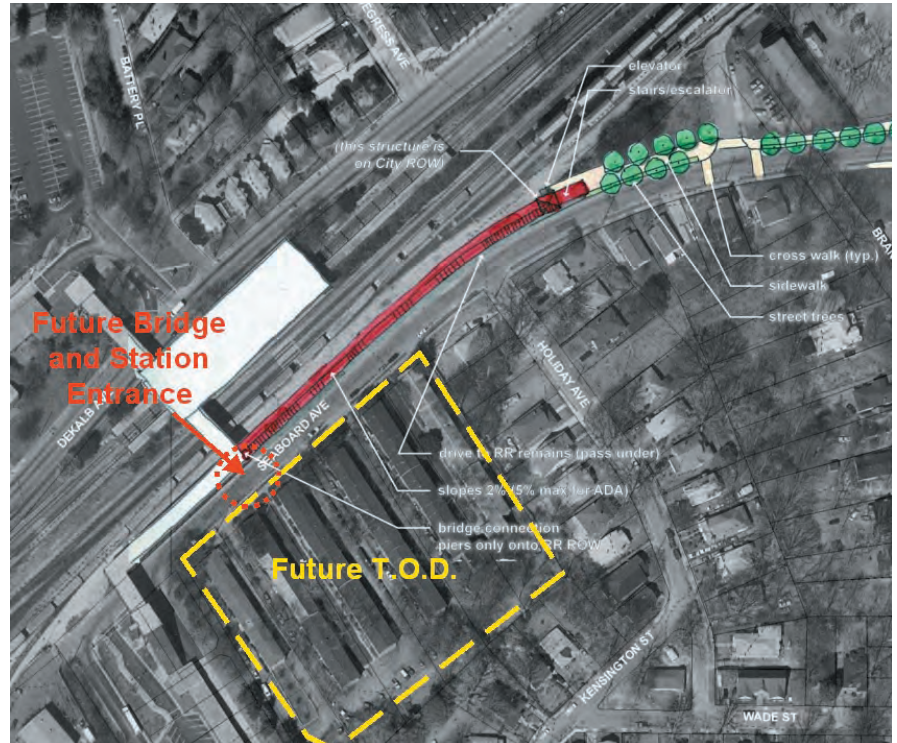


Figure 3.29: Proposed modifications to the south side of the Inman Park/Reynoldstown MARTA rail station

Avenue.

See diagram on next page for conceptual layout.

Pedestrian Recommendations

The pedestrian system should be improved in the Study Area. The following recommendations are intended to encourage walking along the corridor.

Pedestrian Policies

- Adopt the Georgia Department of Transportation *Pedestrian and Streetscape Guide* and *Traffic Signal Design Guidelines* as the design guides for the City of Atlanta. (MO-6)
- Ensure that all sidewalks and ramps are compliant with the requirements of the Americans with Disabilities Act (ADA).
Sidewalks must maintain a consistent sidewalk clear zone cross slope (maximum 2%), even at driveways.
- Require all portions of public street-serving sidewalks, even when their width extends onto private property, to be held to the same design and accessibility standards as the portion within the public right-of-way.

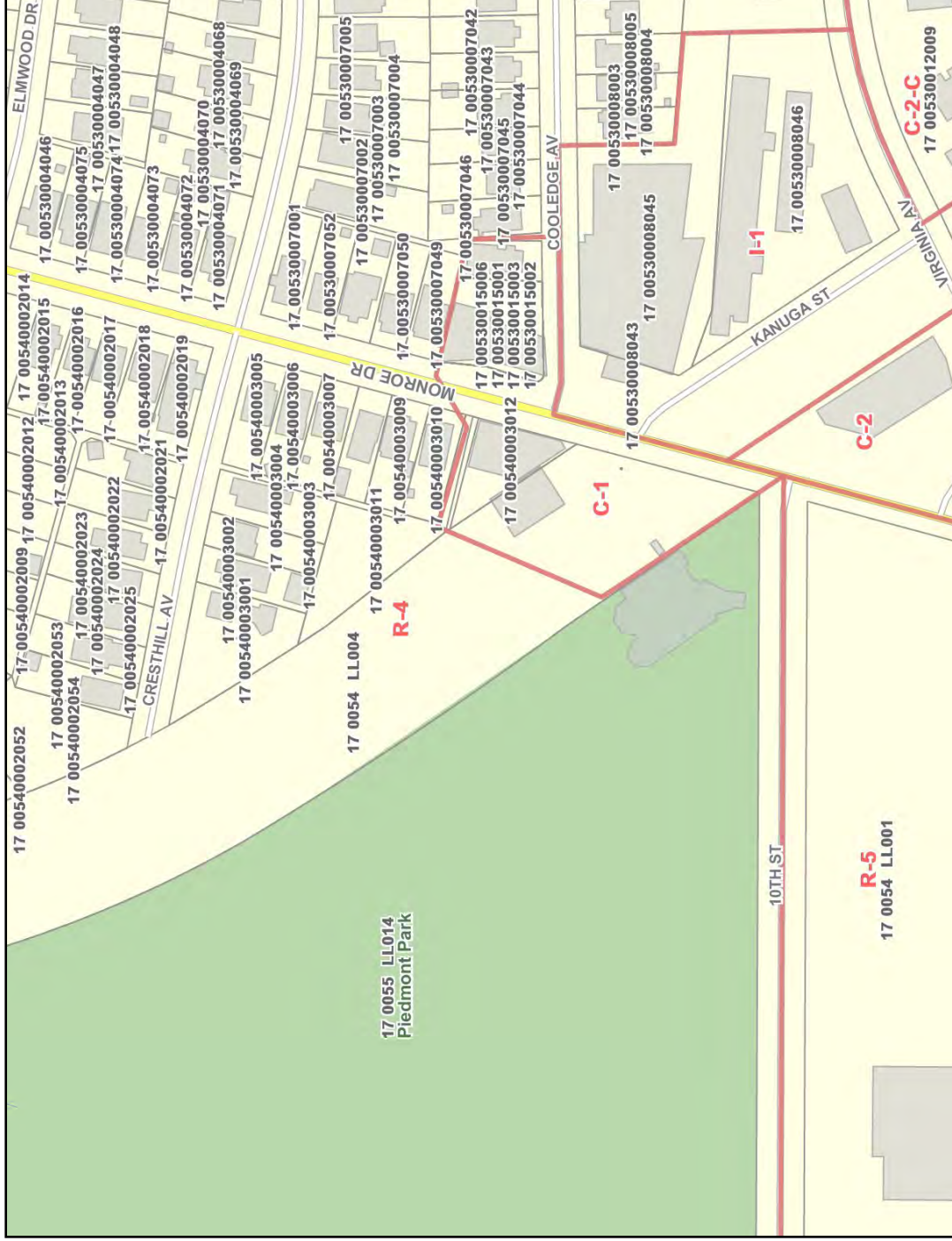
Current practice by some City of Atlanta departments allows

Appendix 12

Zoning and Lot Numbers



Zoning Districts for Monroe Dr. Parcels



0 80 160 240 m.

Map center: 2235012, 1376120

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Notes: w/o Overlay



Legend

- Points of Interest
- Zoning Districts
- Streets and Highways
 - Other Limited Access
 - State Route
 - Arterial Roads
 - Streets
 - Ramps
 - Unknown
 - Interstates
- County Boundaries
- Parcels
- Building Footprints
- Airport Labels
- Airport Runways
- Runway/Apron/Taxiway
- Streams
- Ponds
- Parks
- Greenway Acquisitions
- Atlanta City Limits
- Metro Cities



Scale: 1:2,763

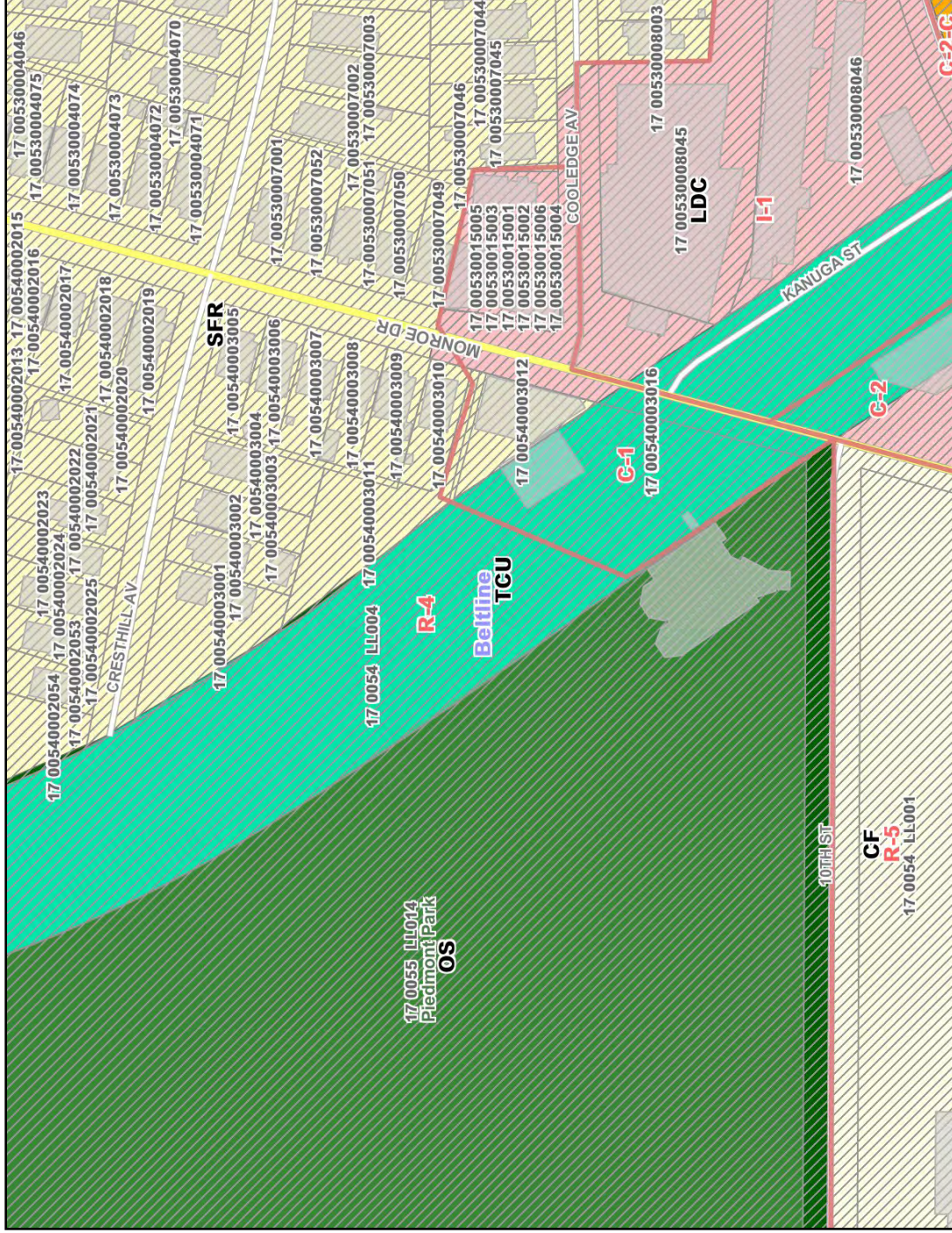
Appendix 13

Future Land Use & Zoning

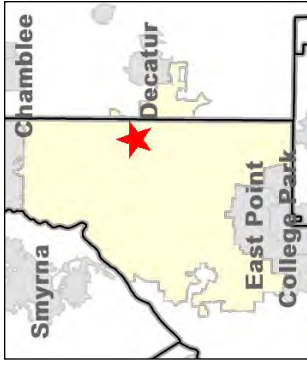


Center for Quality Growth and Regional Development

Beltline Overlay, Future Land Use, and Zoning



Map center: 2234997, 1376132



Legend

- Points of Interest
- Zoning Districts
- Streets and Highways
- Other Limited Access
- State Route
- Arterial Roads
- Streets
- Ramps
- Unknown
- Interstates
- County Boundaries
- Parcels
- Building Footprints
- Airport Labels
- Airport Runways
- Runway/Apron/Taxiway
- Overlay Zoning Districts
- Beltline
- HD20G - West End
- HD20ISA1 - Adair Park SA 1
- HD20ISA2 - Adair Park SA 2
- HD20ISA3 - Adair Park SA 3
- HD20J - Whittier Mill
- HD20KSA1 - Grant Park
- HD20KSA2 - Grant Park
- HD20KSA3 - Grant Park
- HD20LSA1 - Inman Park SA 1
- HD20LSA2 - Inman Park SA 2
- HD20LSA3 - Inman Park SA 3
- HD20M - Oakland City
- LD20CD1 - Brookwood Hills
- SPI8
- SPI9
- SPI12



Scale: 1:2,414

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