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AN ORDINANCE BY:
COMMUNITY DEVELOPMENT/HUMAN
RESOURCES COMMITTEE

AN ORDINANCE TO AMEND THE 2008
CITY OF ATLANTA COMPREHENSIVE
DEVELOPMENT PLAN BY ADOPTING
THE "ATLANTA BELLLINE MASTER
PLAN SUB-AREA 10: BOONE
/HOLLOWELL"; AND FOR OTHER
PURPOSES.

ADOPTED BY
DEC 06 2010
COUNCIL

- CONSENT REFER
- REGULAR REPORT REFER
- ADVERTISE & REFER
- 1ST ADOPT 2ND READ & REFER
- PERSONAL PAPER REFER

Date Referred: 11/15/10
Referred To: CDHR
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First Reading
Committee: CDHR
Date: 11/15/10
Chair: David M. B. Johnson
Referred to: CDHR

Committee: CDHR
Date: 11/15/10
Chair: David M. B. Johnson
Action: [Signature]
Fav, Adv, Hold (See rev. side):
Other: [Signature]
Members: [Signature]

Committee: CDHR
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Chair: _____
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Other: _____
Members: _____

FINAL COUNCIL ACTION
Readings: 1ST & 2ND 3RD
 Consent V Vote RC Vote

CERTIFIED
ATLANTA CITY COUNCIL PRESIDENT
DEC 06 2010
[Signature]

CERTIFIED
DEC 06 2010
Raul Dominguez Johnson
MUNICIPAL CLERK

MAYOR'S ACTION
APPROVED
DEC 15 2010
WITHOUT SIGNATURE
BY OPERATION OF LAW



AN ORDINANCE

BY: COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE

AN ORDINANCE TO AMEND THE 2008 CITY OF ATLANTA COMPREHENSIVE DEVELOPMENT PLAN BY ADOPTING THE “ATLANTA BELTLINE MASTER PLAN SUB-AREA 10: BOONE/HOLLOWELL”; AND FOR OTHER PURPOSES.

WHEREAS, pursuant to 07-O-1946, the 2008 Comprehensive Development Plan, adopted by the City Council on April 21, 2008 and approved by the Mayor on April 28, 2008, became the official comprehensive development plan for the City of Atlanta for the physical, social, and economic growth of the City as well as to promote the public health, safety, and general welfare of the City’s residents; and

WHEREAS, the Atlanta BeltLine Master Plan consists of ten separate subareas; and

WHEREAS, Subarea 1 of the Atlanta BeltLine Master Plan, known as “Boone/Hollowell,” is wholly or partially located in NPUs J, K, L and T and council districts 3 and 4; and

WHEREAS, the Master Plan for Subarea 10 has been completed and represents a collaborative effort between Atlanta BeltLine, Inc., consultants from MACTEC, the Office of Planning, the Southwest Atlanta BeltLine Study Group, NPU’s, and neighborhoods.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY ORDAINS:

Section 1. That the 2008 Atlanta Comprehensive Development Plan is hereby amended to include the document, attached hereto and incorporated herein by reference as exhibit “A,” entitled “Atlanta BeltLine Master Plan Subarea 10: Boone/Hollowell.”

A true copy,

Rhonda Daughlin Johnson
Municipal Clerk

ADOPTED by the Atlanta City Council
RETURNED WITHOUT SIGNATURE OF THE MAYOR
APPROVED as per City Charter Section 2-403

DEC 06, 2010

DEC 15, 2010



EXECUTIVE SUMMARY

The recommendations of the BeltLine Subarea 10 Master Plan in the areas of land use, mobility and parks are summarized on the following pages. Complete details and recommendations are documented in the report that follows this executive summary.

Following completion of all Subarea Master Plans, Atlanta BeltLine, Inc. (ABI) will finalize a comprehensive implementation plan and budget for projects recommended for each subarea. The approach of using subarea-level master planning to inform a BeltLine-wide implementation plan will ensure that outcomes are community-informed and will encourage an equitable distribution of development across all segments of the BeltLine over time – regardless of the sequencing of Subarea planning.

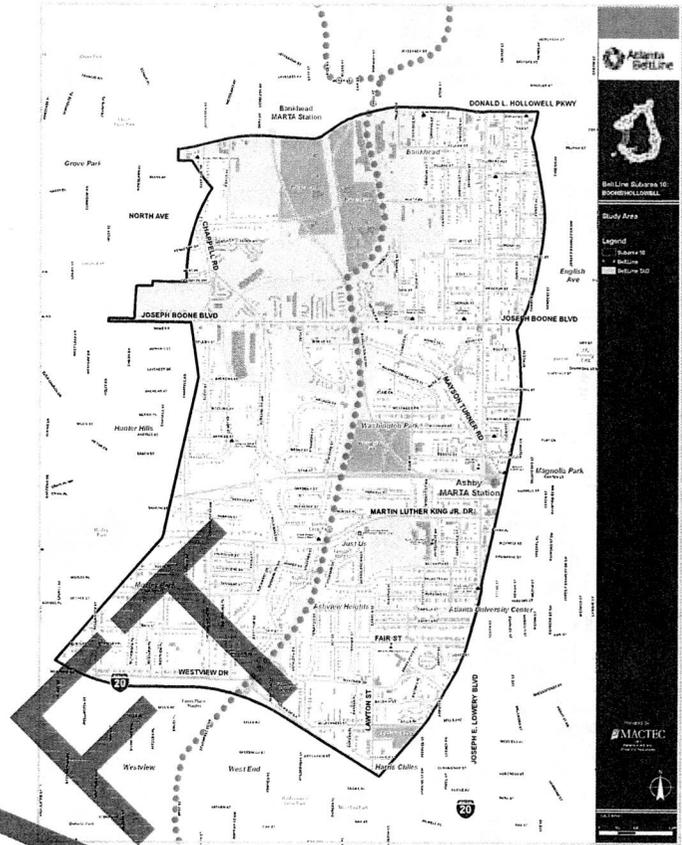
Master plans by their nature are subject to periodic review and modifications as needed to reflect changing conditions, refined neighborhood visions, new City policies, demographic or market shifts, and other factors. This plan has been developed for the year 2030 based on a variety of data, including projections of population and employment growth, economic conditions, existing infrastructure conditions, and general opportunities and constraints that exist in the Subarea at this time. Accordingly, from time to time and with appropriate community and technical input, this plan may be revisited and adjusted to reflect updated data and new policies.

Study Overview

As described in the Beltline Redevelopment Plan the Atlanta BeltLine will combine greenspace, trails, transit and new development along 22 miles of historic rail segments that encircle the urban core of the city. Over 25 years, it will connect 45 neighborhoods and affect more than 100,000 people who live within one half mile of the corridor.

Due to its size and impact, the Beltline has been divided into ten subareas for more detailed planning and evaluation. This document outlines

Figure 1. Subarea 10 Overview Map



Red outlines Subarea 10, with TAD parcels in tan.

the recommendations for Subarea 10 based on inventory and analysis of existing conditions, review of previous planning efforts in the area, and community input received during the planning process.

The Subarea 10 inventory and assessment report documents analysis of existing conditions, identifies prominent assets, describes important issues, and provides a basemap for planning. Specifically, the inventory and assessment report addresses population and housing statistics, land use and zoning, urban design, historic resources, natural resources, and environmental conditions.

Portions of Subarea 10 have been the focus of several planning efforts that have been completed and adopted within the past ten years. These planning studies were reviewed at the outset of the Subarea 10 planning process, and many of their recommendations have been incorporated (or refined and incorporated, in some cases) into the Subarea 10 Master Plan.



Specifically, the previously adopted plans and studies of relevance to Subarea 10 include:

- Beltline Redevelopment Plan (2006)
- Atlanta Strategic Action Plan (2008)
- Connect Atlanta Plan (2009)
- Vine City/Washington Park LCI (2009)
- Simpson Road Corridor Redevelopment Plan Update (2006)
- English Avenue Redevelopment Plan Update (2006)
- Bankhead MARTA Station Transit Area LCI Study (2006)
- West Lake MARTA Station Transit Area LCI Study (2006)
- MLK Jr. Drive Corridor Study (2005)
- Hollowell Parkway Redevelopment Plan (2003)

Subarea Context

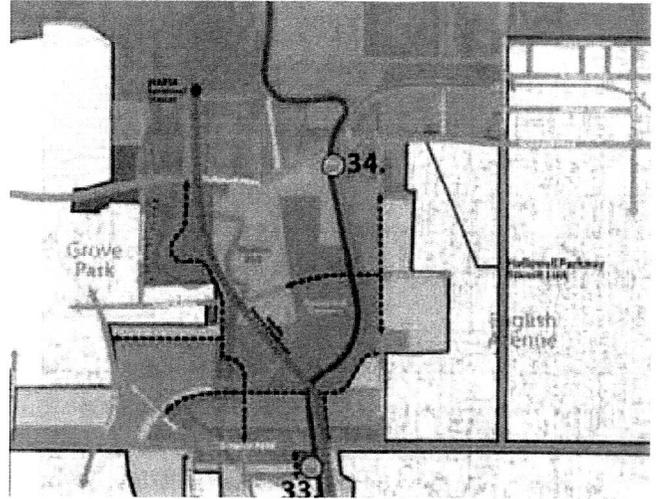
Subarea 10 is located along the west side of the BeltLine, due west of Downtown Atlanta. The subarea includes one-half mile on either side of the BeltLine right-of-way. It is bounded by Donald L. Hollowell Parkway on the north, I-20 on the south, Joseph E. Lowery Boulevard on the east (approximately) and Chappell Road on the west (approximately). In Subarea 10, the Beltline generally runs north-south and makes only a slight shift in its direction along the eastern edge of Maddox Park.

Subarea 10 incorporates portions of two City Council districts, four Neighborhood Planning Units (NPU), and many neighborhoods, including:

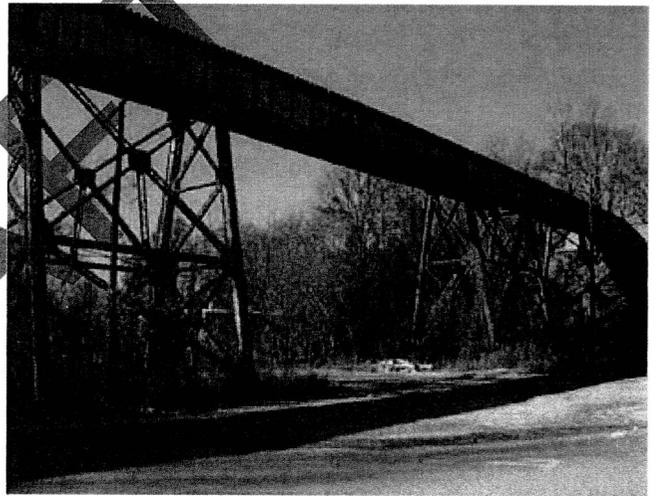
- City Council Districts 3 and 4;
- Portions of NPU L, K, J and T; and
- Neighborhoods of Ashview Heights, Atlanta University Center, Bankhead, English Avenue, Grove Park, Harris Chiles, Hunter Hills, Just Us, Magnolia Park, Mozley Park, Washington Park and West End.

In total, Subarea 10 includes 1,287 acres.

The BeltLine Tax Allocation District (TAD) within Subarea 10 covers 375 acres, or 29% of the subarea. In general, the TAD includes the BeltLine right-of-



Master planning for Subarea 10 builds on the vision of the 2005 BeltLine Redevelopment Plan and other adopted plans.



Transportation infrastructure, like this CSX railroad trestle, has a significant influence on Subarea 10's character.

way; multi-family residential, commercial, industrial, and public/institutional properties; key street corridors and parks. Single-family residential properties are excluded. Most of the TAD properties in private ownership are either multi-family apartment complexes (some occupied and some vacant) along Boone Boulevard, or older industrial facilities (including auto salvage yards) along the BeltLine east of Maddox Park. There are also several landmark public properties within the TAD, including historic Booker T. Washington High School, Washington Park, Herndon Elementary School and Maddox Park (also home to City of Atlanta Department of Public Works and Department of Watershed Management facilities).

Major streets within the subarea include Martin Luther King Jr. Boulevard, Joseph E. Boone Boulevard, North Avenue, Mayson Turner Road, Joseph E. Lowery Boulevard, and Chappell Road. The Ashby MARTA station is located within Subarea 10, and the Bankhead MARTA station is directly adjacent on the north side of Hollowell Parkway. The Proctor Creek MARTA rail line that connects these two transit stations is located entirely within Subarea 10. There is also a CSX railroad corridor for freight transport that passes through the northern part of the subarea, crossing Maddox Park. And another prominent geographic feature, Proctor Creek (for which the MARTA line is named) flows northward from its origin near I-20 and passes under Hollowell Parkway, eventually reaching the Chattahoochee River.

Because the BeltLine TAD excludes single-family residential properties in neighborhoods, the primary focus of the Subarea 10 planning process has been the general area from Boone Boulevard north to Hollowell Parkway, where the majority of TAD properties are located. Specific attention has been given to the areas within easy walking distance (approximately one-quarter mile) to proposed BeltLine transit stations at Boone Boulevard (also a proposed MARTA infill station) and Hollowell Parkway.

Methodology and Community Input

The concepts and recommendations included in the Subarea 10 plan were established through a structured process of analysis and community input. The process began with an inventory of existing conditions, community data and previously adopted plans relevant to Subarea 10. Analysis and findings were presented to a Planning Committee that was organized by ABI, and also to the Westside Study Group, which has been established as the ongoing public forum for BeltLine community involvement in the Subarea 10 geography.

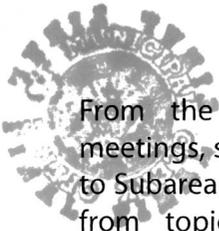
This forum was used repeatedly through the planning process to sequentially present progress updates, preliminary plan concepts, and recommendations for land use and urban design, mobility, and parks and open space. Specific dates for public meetings held during the planning process are listed below.



Public involvement event during Study Group meeting held at Washington High School.

Table 1. Subarea 10 Community Meeting Schedule

| DATE | MEETING TYPE | TOPIC |
|------------------|-----------------------------|--|
| January 25, 2010 | Study Group | Kick-off Meeting |
| March 8, 2010 | Planning Group | Goals and Preliminary Concept Plan |
| March 22, 2010 | Study Group | Goals and Preliminary Concept Plans |
| April 26, 2010 | Study Group | Revised Concepts, Maddox Park Master Plan Concept Alternatives |
| June 28, 2010 | Study Group | Draft Plan Presentation, Draft Maddox Park Master Plan |
| August 6, 2010 | Coordination Group Briefing | Draft Plan review |
| August 23, 2010 | Study Group | Final Draft Plan Review |
| Oct./Nov. 2010 | Office Hours, NPU meetings | |



From the visioning process and community meetings, several issues and opportunities related to Subarea 10 were identified. Discussions ranged from topics such as public safety and job opportunities to community design, parks, transportation and housing needs.

From the earliest discussions, it was evident that recent planning studies had included recommendations to address many of the issues of concern to the community, but also that relatively few implementation actions, to date, have resulted from those recommendations.

Based on community input, there remain many areas of concern in Subarea 10, which are documented in this plan. Of these, two key areas were not adequately addressed in previous plans: transit-oriented redevelopment on Boone Boulevard, and coordinated master planning for Maddox Park and surrounding areas. Specific Subarea 10 planning efforts have focused on these issues.

The Boone Boulevard corridor has been the focus of detailed redevelopment concept studies which have resulted in a plan for an integrated MARTA/BeltLine transit station at Boone Boulevard, and associated mixed-use, pedestrian-oriented redevelopment with greenspace in the vicinity.

With regards to Maddox Park, whereas initially a park master plan was not anticipated as a component of Subarea 10 planning, it was added to the planning scope based on community interest, resulting in a vision for improvement to and expansion of Maddox Park in coordination with adjacent redevelopment and mobility enhancements.

Planning Goals

The goal statements presented below were developed based on public input from Study Group and Planning Committee meetings, goals established in previously adopted plans for portions of Subarea 10, and analysis findings.



Mixed-use development places emphasis on accessibility from the sidewalk and locates parking behind buildings.

Planning Goals: Land Use and Design

The land use and design goals and recommendations for Subarea 10 build from previous planning efforts and refine the concepts presented in the BeltLine Redevelopment Plan.

- **Goal 1:** Preserve historic resources and encourage adaptive reuse of historic buildings.
- **Goal 2:** Create a safe environment for residents and businesses.
- **Goal 3:** Ensure a mix of quality housing options to meet the needs of all current and future residents.
- **Goal 4:** Strengthen employment and commercial centers, including viable industrial where appropriate, to promote economic development.
- **Goal 5:** Promote mixed-use development and redevelopment within the BeltLine TAD that is active at the street level and transit oriented.
- **Goal 6:** Protect single-family neighborhoods and ensure appropriate transitions between single-family areas and new, higher intensity development.
- **Goal 7:** Improve neighborhood retail services.



Planning Goals: Mobility

Mobility goals and recommendations for Subarea 10 are influenced by the Beltline Redevelopment Plan and other previously adopted plans.

- **Goal 1:** Connect the neighborhoods and link them to key destinations by enhancing the street grid.
- **Goal 2:** Coordinate multi-modal transportation improvements with new development to make transit a more viable and accessible means of travel.
- **Goal 3:** Provide trails and pedestrian-friendly streets to improve neighborhood walkability and safety.
- **Goal 4:** Improve transportation safety along major corridors while respecting the urban context of the area.

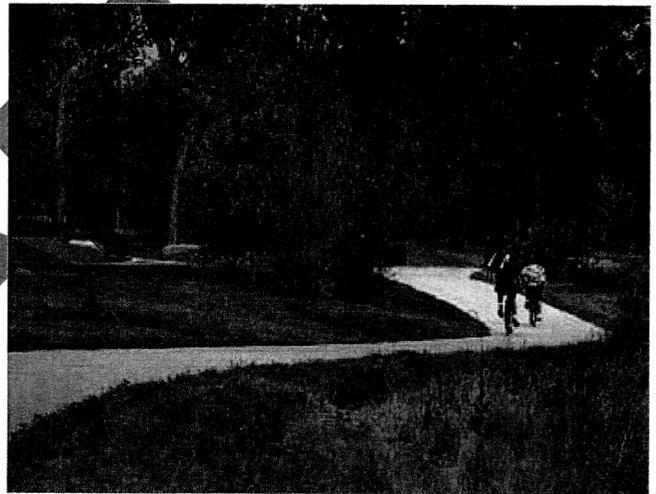
Planning Goals: Parks and Open Space

The goals for parks and open spaces focus on improving access, improving recreation facilities, and improving the environment.

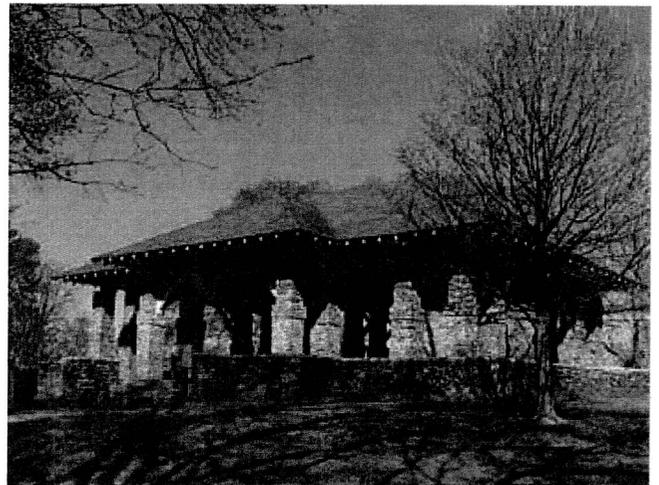
- **Goal 1:** Enhance opportunities for safe community gathering and youth recreation.
- **Goal 2:** Provide a connected network of well-maintained parks and green spaces.
- **Goal 3:** Preserve historic features and enhance public access to parks and green space.
- **Goal 4:** Reclaim and rehabilitate degraded environmentally sensitive areas such as streams and floodplains.
- **Goal 5:** Establish strong park edges.
- **Goal 6:** Create opportunities for public art in parks and other important public places.



Creating retail destinations and making walking more convenient are primary goals for Subarea 10.



Well-designed multi-use trails are needed to provide pedestrian connectivity between parks and neighborhoods.



Historic features of Maddox Park and other Subarea 10 public spaces are in need of preservation and restoration attention.



Summary: Land Use and Design Plan

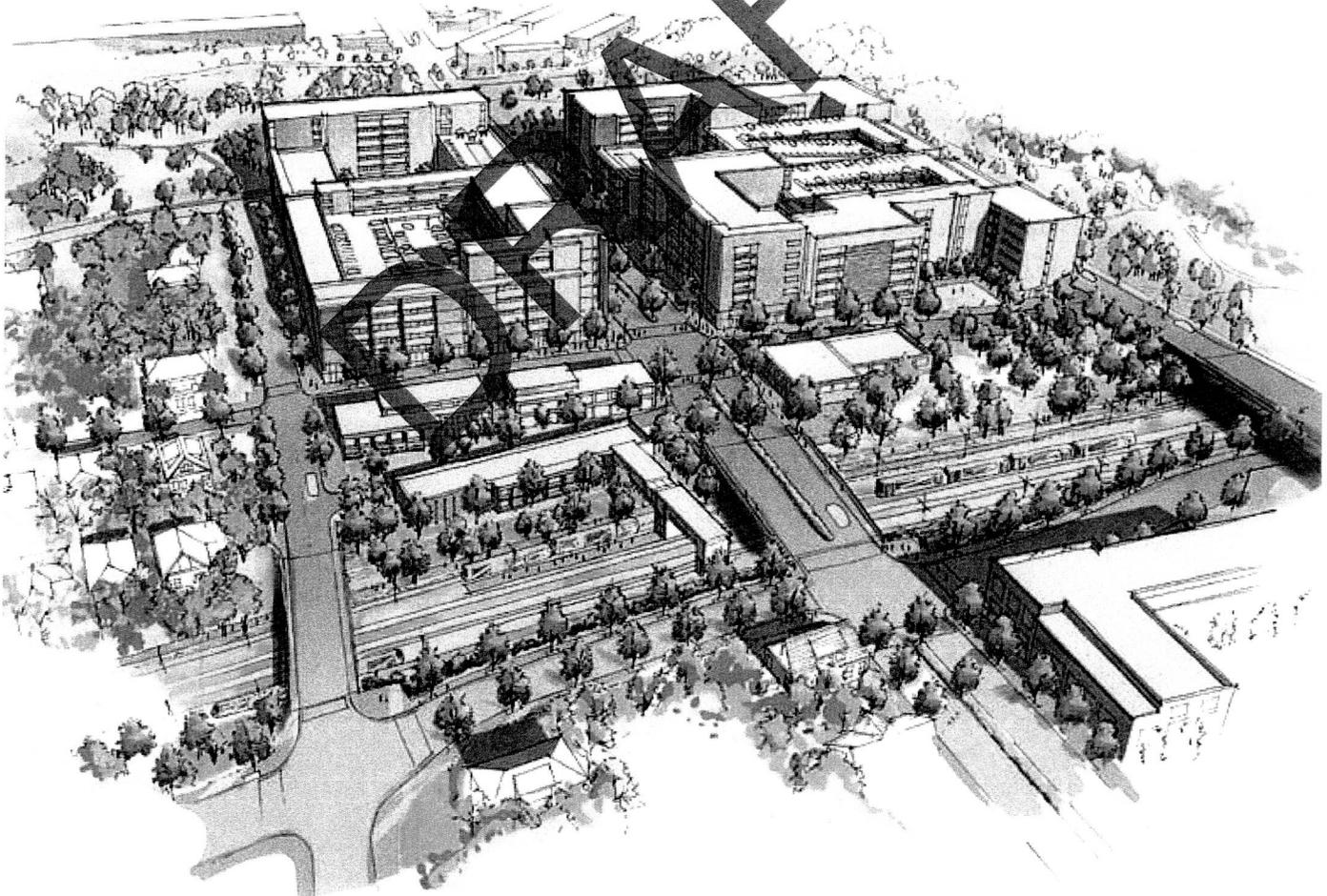
The land use and urban design concept for Subarea 10 details a vision for redevelopment of many TAD properties along Boone Boulevard and those extending north to Hollowell Parkway along the edges of Maddox Park. Transit-oriented, mixed use development is recommended at different densities, according to proximity to proposed new transit stations. And the concept recommends improved neighborhood connectivity to shopping areas, parks, multi-use trails, and transit, including community improvements south of Boone Boulevard.

The following detailed description of land use and urban design concepts is organized in terms of three areas: the Boone Node, the Luden Way Node and the Maddox Node.

Boone Node: Boone Boulevard Greenway Concept

The Joseph E. Boone Boulevard corridor, formerly a vibrant multi-family housing environment, today suffers from high vacancy rates and disinvestment. This plan for the Boone Boulevard corridor in the vicinity of the BeltLine envisions redevelopment of key properties into a transit-oriented and mixed use node.

Recommendations for redevelopment include sidewalk-oriented retail, multi-family residential, new parks/greenspace, and a new MARTA/BeltLine infill transit station. When complemented with streetscape improvements, this concept leads to the transformation of the BeltLine segment of Boone Boulevard into a true urban avenue.



Perspective rendering of proposed redevelopment concept at Boone Boulevard and the BeltLine.

Figure 2. Recommended Future Land Use Framework



BeltLine Subarea 10:
BOONE/HOLLOWELL

Future Land Use
and Circulation Plan

LEGEND

- Subarea 10
- Subarea 10 TAD Boundary
- BeltLine
- Mixed Use (5-9 Stories)
- Mixed Use (1-4 Stories)
- Active Industrial*
- Residential (5-9 Stories)
- Residential (1-4 Stories)
- Low Density Commercial
- Institutional
- Existing Park Space
- Proposed Park Space
- Proposed New Street
- Existing Multi-Use Trail (in Public Street ROW)
- Existing Multi-Use Trail (Not in Public Street ROW)
- Proposed Multi-Use Trail (in Public Street ROW)
- Proposed Multi-Use Trail (Not in Public Street ROW)
- Proposed Transit Station
- Public Art Opportunity

*The intent of this classification is to preserve the active industrial uses, and the jobs associated with those, while also preserving the future opportunity for mixed use development adjacent to the proposed BeltLine transit station.

Prepared By:
MACTEC
with
Peckham + W&J and
Goffe and Associates



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In total, the concept recommendations for Boone Boulevard include 972 residential units and 60,000 square feet of new retail space. It is expected that the recommended development projects will be phased in over the 20 year planning horizon.

Short term activities include acquisition of floodplain properties for greenspace and selective renovation of existing multi-family residential properties. Mid- and long term activities (post transit) include higher density mixed-use redevelopment based on transit access.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Change properties on Boone Boulevard extending west from the Beltline to the Proctor Creek floodplain to mixed use in the City's future land use plan.
- Build a new infill transit station at Boone Boulevard and the BeltLine to be served by BeltLine and MARTA transit.
- Acquire properties within the Proctor Creek floodplain to establish a greenway extending south along Troy Street and north towards Maddox Park.
- On Boone Boulevard and west of the Proctor Creek floodplain, change properties to "medium density residential" and "low density mixed use" (at the intersection of Boone Boulevard and Chappell Road).
- Support rezonings of properties along Boone Boulevard to the appropriate mixed residential (MR) or mixed residential commercial (MRC) categories based on recommended zoning changes in Appendix 2.

Maddox Park Node: the Maddox Park Area Redevelopment Concept

The BeltLine corridor east of Maddox Park has a mixture of active industrial, abandoned residential, public use and vacant properties with widely variable topography and limited street connectivity. The vision for this area has been coordinated with master planning for Maddox Park improvements. By locating transit-oriented development adjacent



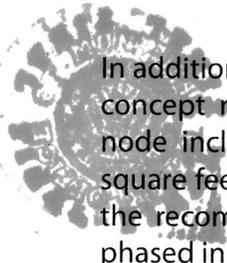
Example of mixed-use development with density and walkable design that works well when transit access is nearby.



This multi-family development located adjacent to a park in Atlanta is an example of redevelopment envisioned on the east edge of Maddox Park.

to the BeltLine and park, pedestrian accessibility will be greatly enhanced.

Recommended future uses include industrial (preserving job rich manufacturing businesses), mixed use with sidewalk-level retail, multi-family residential, and lower density residential (for transition to existing neighborhoods). A key component of this vision for the future involves the relocation of City of Atlanta Public Works and Watershed Department facilities from their current location to allow for redevelopment along the west side of the BeltLine and formation of a new east edge to Maddox Park.



In addition to preservation of active industries, the concept recommendations for the Maddox Park node include 1,306 residential units and 35,000 square feet of new retail space. It is expected that the recommended development projects will be phased in over the planning horizon of 20 years.

Short term activities include greenway development and park expansion. Mid- and long term activities include mixed-use redevelopment along the BeltLine corridor with trail connectivity to Belt-Line transit and Maddox Park.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Support active industrial uses at intersection of the BeltLine and Hollowell Parkway for as long as they wish to remain; Support mixed-use land use and zoning changes if they choose to relocate.

- Construct a new north-south connector street between Boone Boulevard and Hollowell Parkway to improve mobility and access to Maddox Park.
- Create a well defined park edge along the eastern edge of the park and provide redevelopment opportunities.
- Extend North Avenue across the BeltLine to improve mobility and provide mixed use redevelopment opportunities.
- Relocate Public Works operations to allow for mixed use redevelopment of property between the BeltLine and Maddox Park, creating a more defined park edge.
- East of the BeltLine, change properties to “high density residential” and “medium density residential” classifications in the City’s future land use plan to support residential redevelopment.



Perspective rendering of proposed redevelopment concept at east edge of Maddox Park.



Luden Way Node

Luden Way, an existing street within the Chapell Forest apartment complex, is near the center of the multi-family housing complex in the area generally bounded by North Avenue, Boone Boulevard, Mayson Turner Road and the CSX rail line. Currently suffering from poor property maintenance and limited pedestrian connectivity, the vision for the Luden Way area is to foster residential redevelopment to result in a more walkable and better connected environment with higher quality affordable housing.

Higher density housing is recommended for properties that are closer to Boone Boulevard and adjacent to the proposed expansion of Maddox Park. To transition from the higher density Boone Boulevard corridor to existing single-family residential along North Avenue, new townhomes and single-family homes are recommended to replace some existing apartment properties.

In total, the concept recommendations for the Luden Way Node focus primarily on improvement of the quality of affordable housing conditions, ultimately reaching a redevelopment total of 230 residential units (multi-family, single family attached and single family detached). It is expected that the recommended redevelopment will be phased in over the 20 year planning horizon, with short to mid-term development taking place on currently vacant Mayson Turner Road property that is in close proximity to Boone Boulevard.

Key land use, redevelopment and associated actions needed to achieve the plan recommendations for this node include the following:

- Establish medium and low density residential future land use and zoning to allow higher density housing closer to Boone Boulevard with transitional density adjacent to existing single family homes.
- Create a new street connecting Mayson Turner Road to North Avenue that will improve mobility and provide a well-defined edge to the proposed Maddox Park expansion south of North Avenue.



Townhomes provide a transition between higher density multi-family housing and single family neighborhoods.



Single family detached housing on small, urban lots can be included in a plan for mixed-density housing development.

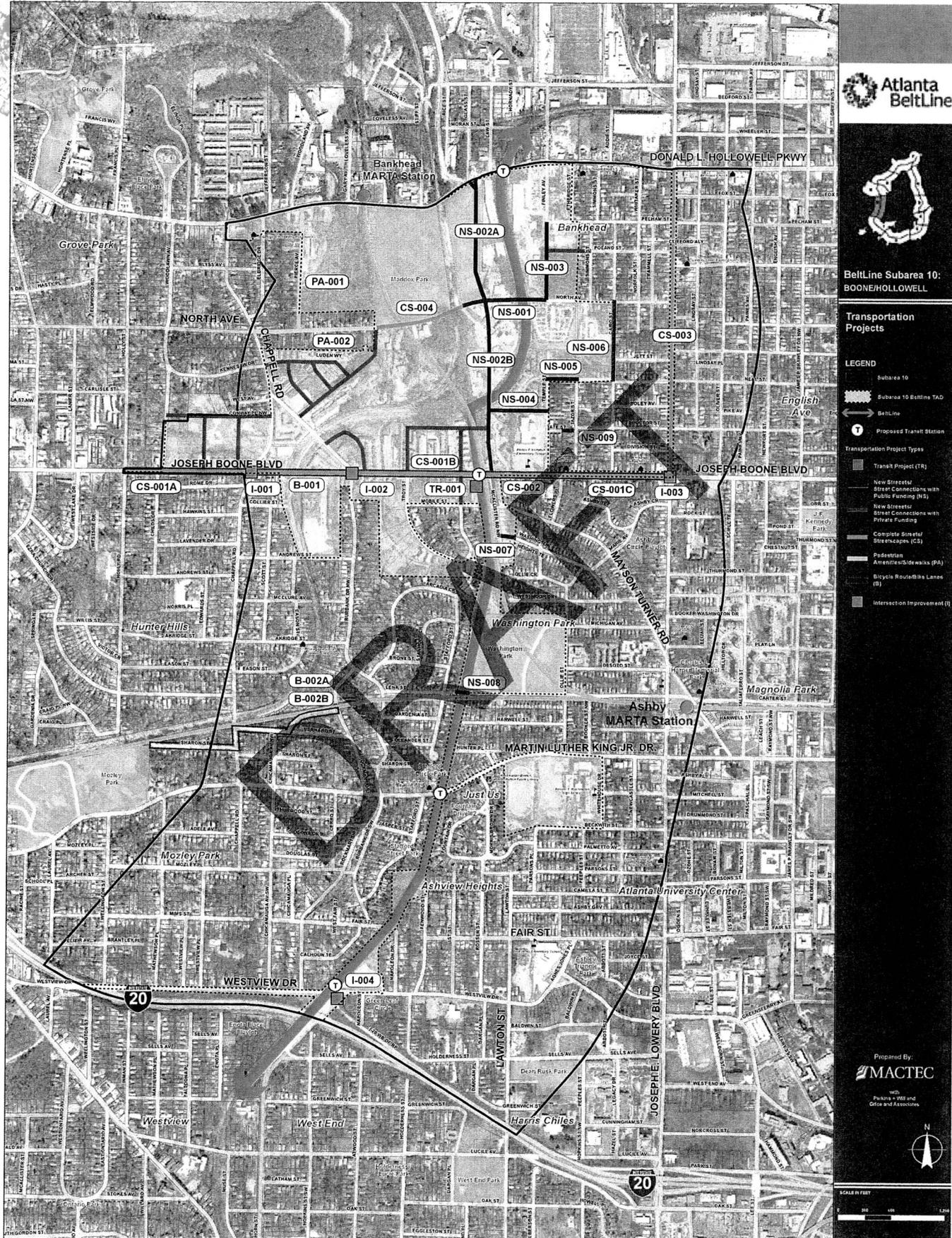
- Along with redevelopment, establish a new street grid to make the area more walkable and better connected to major streets and parks.

Summary: Mobility Plan

The overarching mobility vision for the BeltLine, and equally for Subarea 10, is to make it easier for existing and future residents to make effective trips by a variety of modes - especially walking, biking and transit. This will require improving the safety and convenience of other modes of transportation, namely walking, biking and public transportation.

Several recommendations for tools to achieve mobility improvements (new trails, developer-built streets, public-funded streets and transit projects) are integrated into the Master Plan. These recommendations, most of which are consistent with previously adopted planning studies, are summarized on the following pages.

Figure 3. Recommended Transportation Projects



Boone Node

While Joseph E. Boone Boulevard within the Subarea 10 study area does not suffer from traffic congestion, it does have insufficient pedestrian facilities. With the planned addition of a MARTA/Beltline transit station and complementary transit oriented redevelopment on Boone, connectivity and pedestrian facilities will be even more important.

The following improvements will facilitate transformation of this portion of Boone Boulevard corridor into a transit oriented urban corridor.

- Expand the street grid near the proposed Boone Boulevard transit station. New streets, including extension of Troy Street and Stafford Street across Boone Boulevard, should be constructed in association with mixed use redevelopment.
- New infill MARTA/BeltLine transit station (TR-001).
- New street connecting Boone Boulevard to Maddox Park and North Avenue (NS-002B).
- Streetscape enhancements along Boone Boulevard from Holly Street to Joseph Lowery Boulevard (CS-001A, CS-001B and CS-001C).
- Streetscape enhancement along Mayson Turner Road from Boone Boulevard to Mobile Street (CS-002).
- Install a new bike lane along Boone Boulevard from Holly Street to Joseph Lowery Boulevard (B-001).
- Improve intersections along Boone Boulevard at Chappell Road, Burbank Drive and Lowery Boulevard that include geometric and pedestrian improvements (I-001, I-002 and I-003).
- Extend Washington Heights Terrace west to intersect with McAllister Road.

Maddox Park Node

The BeltLine corridor on the east side of Maddox Park causes breaks in the historic street network, effectively creating a barrier between the park and neighborhoods to the east. Selective street extensions and new streets will improve connectivity and provide the necessary framework for redevelopment.



An improved pedestrian environment along Boone Boulevard will make walking convenient and support ground-level retail.

The following improvements will facilitate connectivity and redevelopment in the Maddox Park area.

- Extend a new street connecting Hollowell Parkway south to Boone Boulevard on the west side of the BeltLine. This new street will improve access to Maddox Park and connectivity to North Avenue from both north and south (NS-002A and NS-002B).
- Extend (reconnect) North Avenue across the BeltLine to provide a direct link between Maddox Park and the Bankhead and English Avenue neighborhoods. Coordinated with BeltLine design and redevelopment projects, North Avenue can be designed to either pass under the BeltLine or cross at grade (NS-001).
- Extend Finley Avenue, Cairo Street, Neal Street, Tate Street, and create a new street north of Herndon Elementary to improve the network east of the Beltline (NS-003, NS-004, NS-005 and NS-009).
- Extend Poland Street in association with new development.
- Improve pedestrian access to Maddox Park with streetscapes and new sidewalks along North Avenue and Pierce Avenue (CS-004, PA-001 and PA-002).

Luden Way Node

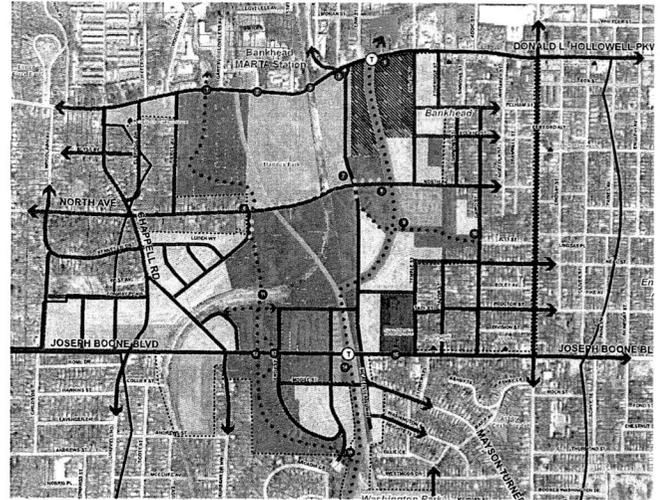
The recommended redevelopment in the Luden Way vicinity requires an improved and connected street network to replace the current arrangement of dead end streets. The following development-associated street network improvements will provide the framework for redevelopment.

- Construct a new street lining the west edge of the Proctor Creek floodplain intersecting with Boone Boulevard and Mayson Turner Road.
- Establish a new street grid connecting Chappell Road and Mayson Turner Road to North Avenue and Maddox Park. The new streets will facilitate walkable redevelopment and connect to Maddox Park.
- Add new streets between Chappell Road and Woodlawn Avenue to improve access to Boone Boulevard and facilitate mixed use redevelopment on the north side of Boone Boulevard between Chappell Road and Woodlawn Avenue.

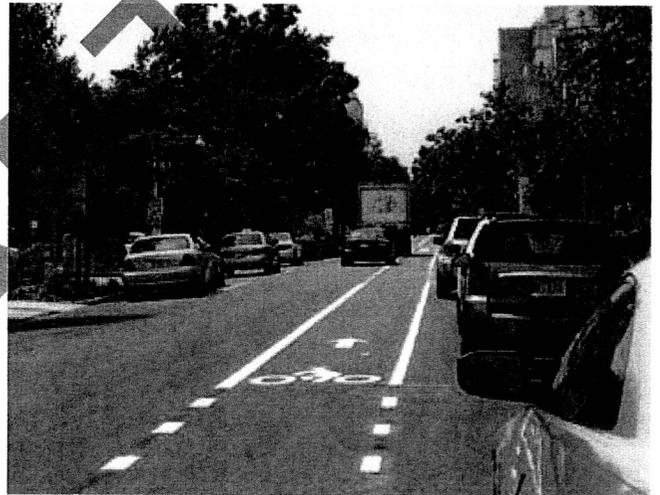
Other Projects

Outside of the core BeltLine TAD area of Subarea 10 there are several recommended mobility projects. Located within the area south of Boone Boulevard, these projects have been recommended in previously adopted studies and also include new recommendations.

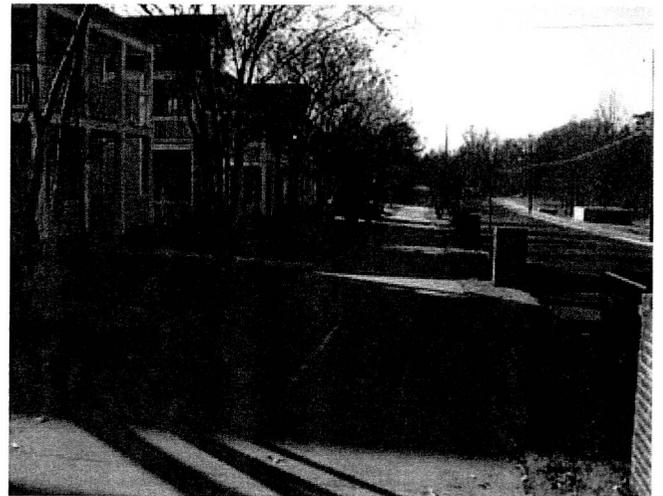
- Extend Lena Street across the BeltLine to eliminate the existing dead-end street condition and improve connectivity between the Washington Park and Hunter Hills neighborhoods (NS-008).
- Reconstruct the Langhorn Street and Westview Drive intersection to improve access to Green Leaf Circle, BeltLine trails and I-20; Potential roundabout location. (I-004).
- Upgrade wayfinding signage and add new street markings to the PATH trail (B-002A).
- Improve the on-street portion of the existing PATH multi-use trail connecting Mozley Park and Washington Park (B-002B).



Proposed new streets, shown in red, will improve access to parks, public transportation and new retail destinations.



Bike lanes make biking safer and more convenient.



Extending Lena Street will eliminate two dead-end street conditions and improve connectivity between Washington Park and Hunter Hills neighborhoods.

Multi-Use Trails

There is strong public support to create a connected network of trails to make walking and biking more convenient and connect residents to parks and natural areas. Currently, Subarea 10 includes two trail connections: one along Lena Street that connects Ashby MARTA Station, Washington Park and Mozley Park to southwest Atlanta, and the other along Westview Drive connecting the BeltLine to Westview Cemetery.

The proposed trail network includes the BeltLine trail on BeltLine right-of-way as well as trail spurs that will connect the BeltLine to the Proctor Creek Greenway and Maddox Park. The Proctor Creek Greenway project, starting in Maddox Park and eventually extending to the Chattahoochee River, is a recommendation of the City's Project Greenspace study.



New trails will connect residents to natural areas, such as Proctor Creek (shown here at North Avenue).

Table 2. Recommended Multi-Use Trails

| MAP ID | TRAIL DESCRIPTION | LENGTH |
|--------------|--|----------------|
| M-1 | South Boone Blvd Greenway Trail Spur | 0.47 mi |
| M-2 | North Boone Blvd Greenway Trail Spur | 0.19 mi |
| M-3 | North Boone Blvd Greenway East-West Connection | 0.13 mi |
| M-4 | CSX Trail Underpass | 0.03 mi |
| M-5 | Maddox Park South Trail Spur | 0.19 mi |
| M-6 | Maddox Park East-West Connection to BeltLine | 0.32 mi |
| M-7 | Maddox Park North Trail Spur | 0.37 mi |
| M-8 | Public Works Trail Spur | 0.16 mi |
| M-9 | BeltLine Trail Underpass | 0.03 mi |
| M-10 | North Ave/Cairo St/Neal St Greenway Trail Spur | 0.20 mi |
| Total | | 2.09 mi |

Summary: Parks, Open Space Plan

The vision for parks and open space in Subarea 10 is twofold. One focus is on improvement of the environmental quality of the area. This strategy includes improving stormwater management, restoring water quality and mitigating other negative impacts of industrial activity and urban development on the environment. The other focus of the vision is improvement of the quality and quantity of parks and recreation facilities in the subarea. To achieve this vision, parks and greenspaces will need to be improved and expanded, resulting in enhanced park access, user-friendliness and safety.

The general parks and open space recommendations for Subarea 10 include the following:

- Create a contiguous multi-use trail along the BeltLine corridor that provides pedestrian connectivity to transit stations.
- Use trails and greenways to connect to existing and proposed park facilities.
- Improve and expand Maddox Park in accordance with this effort's master plan.
- Create a greenway along Proctor Creek in the Troy Street vicinity through acquisition of properties within the Proctor Creek floodplain.

Table 3. Proposed New Public and Private Parks

| MAP ID | DESCRIPTION | ACRES |
|--------------|---|--------------|
| P-1A | Maddox Park: Historic Core Enhancemet | 22.8 |
| P-1B | Maddox Park: Maddox Park East Enhancement | 10.6 |
| P-1C | Maddox Park: West Expansion | 22.1 |
| P-1D | Maddox Park: South Expansion | 20.1 |
| P-1E | Maddox Park: Public Works Conversion | 8.2 |
| P-2 | Troy Street Greenway | 14.8 |
| P-3A | Boone Greenway: North of Boone Creation | 2.5 |
| P-3B | Boone Greenway: North of Boone Creation | 3.4 |
| P-4 | CSX to Beltline Open Space | 4.5 |
| P-5 | North Ave/Cairo St/Neal St Area Greenway | 5.6 |
| P-6 | Greenleaf Circle Expansion | 2.3 |
| P-7 | Mozley Park/Beltline Greenspace | 1.7 |
| P-8 | Beltline Greenspace/Holderness Community Garden | 0.5 |
| P-9 | Poland St Park | 1 |
| P-10 | Troy St./Mobile St. Park | 1.1 |
| Total | | 121.2 |

Figure 4. Recommended Open Space Framework



BeltLine Subarea 10:
BOONE/HOLLOWELL

Open Space
Framework Plan

- LEGEND**
- Subarea 10
 - Subarea 10 Beltline TAD
 - BeltLine
 - Existing Park Space
 - Proposed Park Space
 - Proposed New Street
 - Existing Multi-Use Trail (In Public Street ROW)
 - Existing Multi-Use Trail (Not In Public Street ROW)
 - Proposed Multi-Use Trail (In Public Street ROW)
 - Proposed Multi-Use Trail (Not In Public Street ROW)
 - Proposed Transit Station
 - Public Art Opportunity
 - Park Project
 - Multi-Use Trail Project

Prepared By:
MACTEC
with
Parks & Recreation
and
Other Associates



SCALE IN FEET
0 100 200 300



- Achieve environmental remediation of Proctor Creek through storm water quality best practices and streambank restoration.
- Design trails and open spaces for safety, security, sustainability and easy pedestrian access.
- Encourage community health related initiatives such as community gardens and urban farming.

The following detailed descriptions of open space recommendations is organized in terms of three summary categories: Maddox Park, Proctor Creek and Greenway and Other Greenspace Recommendations.

Maddox Park Summary

Maddox Park is one of Atlanta’s historic public parks, dating from the early 1900’s. Over the years, the park has seen many changes within and adjacent to its boundaries, however the core area of the park maintains its historic character and features. Located in close proximity to existing transit facilities and the BeltLine, Maddox Park is strategically located to effectively meet the local need for greenspace and recreation.

The Master Plan for Maddox Park addresses the existing conditions, issues and opportunities associated with the park, resulting in a vision for park preservation, enhancement, and expansion.

Historic Core

The goal to preserve historic Maddox Park landscape and recreation features is carried through in the plan’s recommendations for the park’s core area. This strategy includes preserving and restoring the pool, poolhouse, pavilion and surrounding landscape. Also supporting this goal are several strategies that will encourage walking within the park, including the conversion of the existing driveway loop around the pool house into a 1/4 mile pedestrian promenade/walking track.

Other proposed park enhancements include changes to the City Greenhouse area to better incorporate it into the park, both physically and programmatically, and development of an extensive trail system including multi-use paths to connect the park to adjacent neighborhoods and beyond.



Proposed new development at the eastern edge of Maddox Park will increase activity in the park, as well as safety with increase visibility of the park.



In addition to re-opening the pool, a splash pad is proposed to enhance the pool facilities in Maddox Park.



The City of Atlanta’s greenhouse, located is Maddox Park, should be preserved and opened for community use .



West Expansion

To the west, approximately 22 acres are recommended for park expansion. Most of this property is City-owned, through the Department of Watershed Management, and is within the Proctor Creek floodplain on the west side of the MARTA Proctor Creek line. Investments in soccer fields, multi-use trails and parking with access improvements can convert this property into functional parkspace in the short- to mid-term future.

South Expansion

On the south side of North Avenue, there are approximately 13.5 acres of mostly abandoned industrial land that lie between Maddox Park and the residential area around Mayson Turner Road. The plan recommends acquisition of this property in the long-term for park expansion. Conceptually, the master plan describes this area as a location for trails and a large pond for stormwater collection. A wide range of other recreation activities compatible with the unusual topographic conditions could also be considered in the future.

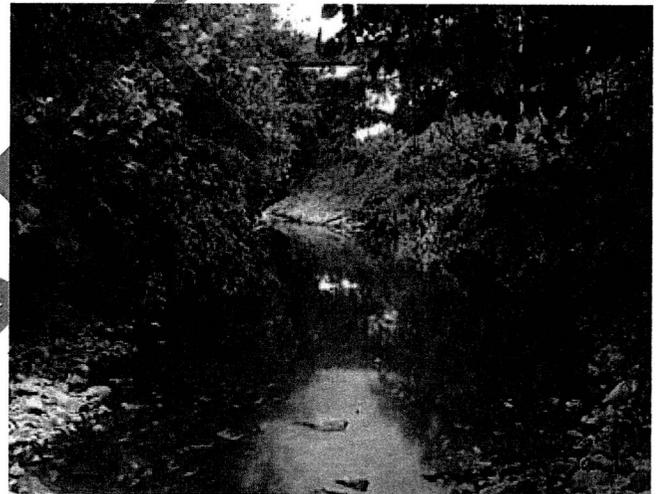
Proctor Creek and Greenway Summary

Proctor Creek has potential to become a unifying feature in terms of environmental remediation, greenspace preservation and connectivity within Maddox Park and across the broader Subarea. Despite current water quality problems, Proctor Creek is very much a “living” urban stream where many species of wildlife and plant life that can be easily observed. As a core objective, efforts such as streambank restoration are recommended to restore the water quality of Proctor Creek, demonstrate the habitat potential within the subarea, and ultimately contribute to improvement of the Chattahoochee River, which Proctor Creek feeds.

Development of a greenway with multi-use trails is recommended for the Proctor Creek corridor. Starting near the southern end of Troy Street below Boone Boulevard, this greenway will connect to proposed redevelopment on Boone Boulevard and Mayson Turner Road. Ultimately, the greenway will pass through Maddox Park, extending north of



Multi-use soccer fields are proposed for Maddox Park as well as areas in the Proctor Creek Greenway.



Preserving and improving natural areas, including stream bank restoration along Proctor Creek, is a primary goal of the Proctor Creek Greenway Plan.

Hollowell Parkway to the planned Westside Park. Among the spur greenway trails should be a link across the Beltline to the east, where a greenway system is being planned within NPU L.

Other Greenspace Recommendations

On the Proctor Creek Greenway, the broad floodplain along Troy Street south of Boone Boulevard presents an opportunity for additional greenspace. Acquisition of properties within this floodplain totaling 15 acres is recommended as a flood prevention measure. Passive greenspace uses including multi-use trails, community gardens (or larger scale urban agriculture), and open multi-purpose fields are appropriate due to the level topography.

RCS# 709
12/06/10
2:33 PM

Atlanta City Council

REGULAR SESSION

CONSENT I EXCEPT 10-O-1919,10-O-1991,10-O-2107

ADOPT

YEAS: 14
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 1
EXCUSED: 0
ABSENT 1

| | | | |
|-----------|-------------|-----------|-------------|
| Y Smith | Y Archibong | Y Moore | Y Bond |
| Y Hall | B Wan | Y Martin | Y Watson |
| Y Young | Y Shook | Y Bottoms | Y Willis |
| Y Winslow | Y Adrean | Y Sheperd | NV Mitchell |

CONSENT I

| | | 12-06-10 |
|---------------------------------|---------------------------------|----------------------------------|
| ITEMS ADOPTED ON CONSENT | ITEMS ADOPTED ON CONSENT | ITEMS ADVERSED ON CONSENT |
| 1. 10-O-1656 | 42. 10-R-2128 | 83. 10-R-2034 |
| 2. 10-O-1878 | 43. 10-R-2132 | 84. 10-R-2035 |
| 3. 10-O-1879 | 44. 10-R-2005 | 85. 10-R-2036 |
| 4. 10-O-1920 | 45. 10-R-2072 | 86. 10-R-2037 |
| 5. 10-O-1921 | 46. 10-R-2073 | 87. 10-R-2038 |
| 6. 10-O-1990 | 47. 10-R-2108 | 88. 10-R-2039 |
| 7. 10-O-1992 | 48. 10-R-2119 | 89. 10-R-2040 |
| 8. 10-O-2095 | 49. 10-R-2120 | 90. 10-R-2041 |
| 9. 10-O-1893 | 50. 10-R-2121 | 91. 10-R-2042 |
| 10. 10-O-1894 | 51. 10-R-2124 | 92. 10-R-2043 |
| 11. 10-O-1895 | 52. 10-R-2011 | 93. 10-R-2044 |
| 12. 10-O-1965 | 53. 10-R-1996 | 94. 10-R-2045 |
| 13. 10-O-1966 | 54. 10-R-2000 | 95. 10-R-2046 |
| 14. 10-O-1967 | 55. 10-R-2001 | 96. 10-R-2047 |
| 15. 10-O-1993 | 56. 10-R-2002 | 97. 10-R-2048 |
| 16. 10-O-1995 | 57. 10-R-2074 | 98. 10-R-2049 |
| 18. 10-O-2094 | 58. 10-R-2075 | 99. 10-R-2050 |
| 19. 10-O-2105 | 59. 10-R-2076 | 100. 10-R-2051 |
| 20. 10-O-2106 | 60. 10-R-2012 | 101. 10-R-2052 |
| 21. 10-O-1914 | 61. 10-R-2013 | 102. 10-R-2053 |
| 22. 10-O-1915 | 62. 10-R-2014 | 103. 10-R-2054 |
| 23. 10-O-1972 | 63. 10-R-2015 | 104. 10-R-2055 |
| 24. 10-O-1973 | 64. 10-R-2015 | 105. 10-R-2056 |
| 25. 10-O-1974 | 65. 10-R-2016 | 106. 10-R-2057 |
| 26. 10-R-1657 | 66. 10-R-2017 | 107. 10-R-2058 |
| 27. 10-R-1922 | 67. 10-R-2018 | 108. 10-R-2059 |
| 28. 10-R-1924 | 68. 10-R-2019 | 109. 10-R-2060 |
| 29. 10-R-1925 | 69. 10-R-2020 | 110. 10-R-2061 |
| 30. 10-R-1926 | 70. 10-R-2021 | 111. 10-R-2062 |
| 31. 10-R-2008 | 71. 10-R-2022 | 112. 10-R-2063 |
| 32. 10-R-2109 | 72. 10-R-2023 | 113. 10-R-2064 |
| 33. 10-R-2084 | 73. 10-R-2024 | 114. 10-R-2065 |
| 34. 10-R-2086 | 74. 10-R-2025 | 115. 10-R-2066 |
| 35. 10-R-2087 | 75. 10-R-2026 | 116. 10-R-2067 |
| 36. 10-R-2088 | 76. 10-R-2027 | 117. 10-R-2068 |
| 37. 10-R-2089 | 77. 10-R-2029 | 118. 10-R-2069 |
| 38. 10-R-2090 | 78. 10-R-2030 | 119. 10-R-2070 |
| 39. 10-R-2113 | 79. 10-R-2031 | |
| 40. 10-R-2114 | 80. 10-R-2032 | |
| 41. 10-R-2115 | 81. 10-R-2033 | |
| | 82. 10-R-2129 | |