

10-0-1921
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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 1: ABERNATHY
 /CASCADE"; 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
 Date Referred _____
 Referred To: _____
 Date Referred _____
 Referred To: _____

First Reading CO/HR
 Committee CO/HR
 Date 11/30/10
 Chair James H. Hester
 Referred to _____

Committee CO/HR
 Date _____
 Chair _____
 Action (See rev. side)
 Fav, Adv, Hold _____
 Other _____
 Members _____
 Refer To _____

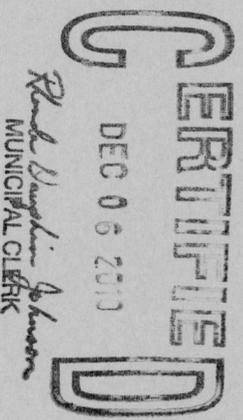
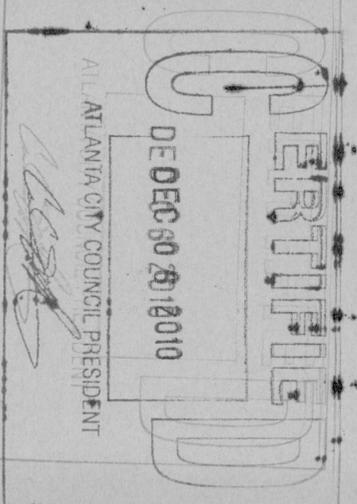
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 Other _____
 Members _____
 Refer To _____

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

CERTIFIED



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 1: ABERNATHY/CASCADE”; 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 “Abernathy-Cascade,” is wholly or partially located in NPUs I, S, T, and V and council districts 4, 10, and 11; and

WHEREAS, the Master Plan for Subarea 1 has been completed and represents a collaborative effort between Atlanta BeltLine, Inc., consultants from TSW, 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 1: Abernathy/Cascade.”

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

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	



EXECUTIVE SUMMARY

The recommendations of the BeltLine Subarea 1 plan in the areas of future land use, parks, and mobility are summarized in the following pages. Complete recommendations follow this section.

Upon completion of all Subarea Master Plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in individual subareas. This phased approach will ensure a uniform approach to implementing projects and an equitable distribution of development across all geographies of the BeltLine over time – regardless of the sequencing of Subarea Master Plans.

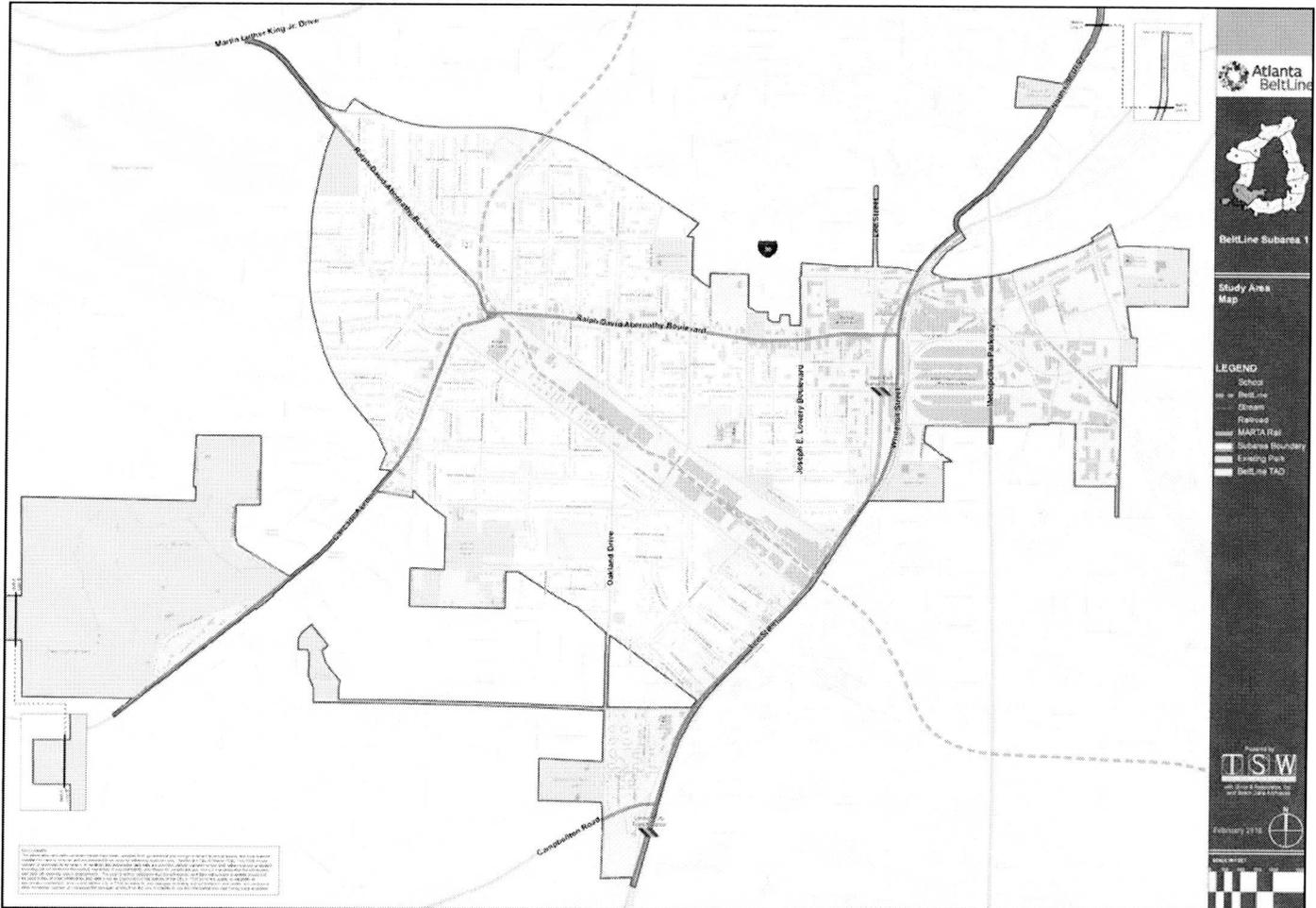
Master plans by their nature are subject to periodic review and changes to reflect changing local

conditions, refined neighborhood visions and city policies, demographic shifts, and other factors. This plan has been developed for the year 2035 based on a variety of data including projections of population and employment growth, economic conditions, and travel patterns and behaviors, as well as existing physical constraints and opportunities. Accordingly, from time to time, with appropriate community and technical input, this plan may be revisited and adjusted.

Study Overview

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

Figure 1: Subarea 1 Overview Map



Study area boundaries are shown in green, with parcels within the BeltLine tax allocation district highlighted in orange



Due to its size and impact, the BeltLine has been divided into ten subareas for more detailed planning and evaluation. This document outlines the recommendations for Subarea 1 based on the previously completed inventory and assessment report, provided below in Appendix 3.

The inventory and assessment report analyzes existing conditions in the subarea with regard to current assets and issues in the areas of demographics and housing, land use and zoning, urban design and historic resources, and natural features and environment.

Previous planning studies were also reviewed in order to update and refine their efforts, taking into account recent development activity. The studies reviewed included the following:

- BeltLine Redevelopment Plan (2005)
- West End Livable Centers Initiative Study (2001)
- Oakland City/Lakewood Livable Centers Initiative Study (2004)
- Connect Atlanta Plan (2008)
- Campbellton/Cascade Redevelopment Study (2006)
- Project Greenspace (2009)

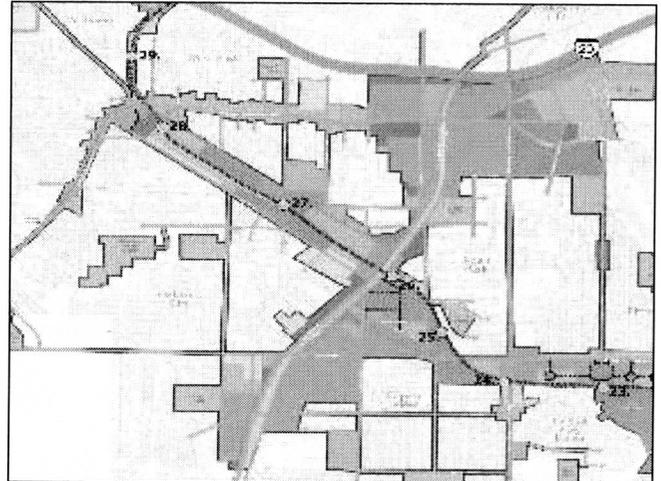
Subarea Context

Subarea 1 includes land along the southwestern segment of the BeltLine running from I-20 south and southeast to Lee Street. Most of the subarea is within one-half mile of the BeltLine corridor, but several areas extend to incorporate adjacent neighborhoods and public or semi-public spaces.

Subarea 1 incorporates several Neighborhood Planning Units (NPU), City Council Districts, and neighborhoods, including portions of:

- NPUs I, S, T, and V;
- City Council Districts 4, 10, and 11; and
- Neighborhoods of Adair Park, Bush Mountain, Cascade Avenue/Road, Mechanicsville, Oakland City, Pittsburgh, West End, and Westview.

Subarea 1 incorporates 1,856 acres of land, including 1,050 acres within the BeltLine Tax Allocation District (TAD). It includes most of the West End and



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan



A wealth of residential architectural styles define the study area and should be preserved

Westview neighborhoods and a large industrial area around Metropolitan Parkway. Boundaries also extend to include parts of the Oakland City and Mechanicsville neighborhoods, Johnson Park on Northside Drive, McCoy Park on Avon Avenue, and John A. White Park and the Greenwood Cemetery.

The West End and Oakland City MARTA stations are within Subarea 1, along with a number of major streets. Among these are Ralph David Abernathy (RDA) Boulevard (which runs east to west through the subarea), Lee Street, Cascade Avenue, and Langhorn Street (which run north to south). Portions of Metropolitan Parkway, Joseph E. Lowery Boulevard, Oakland Drive, and Northside Drive are also included.



The focus of this master plan is the land within the TAD along the BeltLine Transit Oriented Development Corridor, which includes the properties immediately adjacent to the BeltLine between Lee Street and RDA Boulevard. Because most people will only walk one-quarter to one-half mile to access transit, this area is critical to the BeltLine's future success.

Lands within the TAD, but not adjacent to the BeltLine, are also part of this plan. These include areas near the Oakland City and West End MARTA stations, Mechanicsville, and properties along RDA Boulevard in West End and Westview. Here, recommendations from previous plans have been respected and the focus has been on establishing longer-distance bicycle and pedestrians links to the BeltLine. For detailed recommendations for these areas please see Appendix 6.

Guiding Principles

The following principles were developed based on stakeholder comments and existing conditions in the subarea. They provided guidance to the planning process to make sure that the BeltLine vision is implemented appropriately.

Principle 1: Encourage economic development

Public and private investment in the BeltLine and adjacent areas should economically benefit local residents and business. It should increase opportunities for jobs and local economic development.

Principle 2: Preserve historic resources

The rich history and built environment of Subarea 1 must be respected as the BeltLine vision is implemented. Historic structures should be considered for adaptive reuse as their current uses become obsolete.

Principle 3: Connect neighborhoods across existing barriers

New streets and pedestrian or bicycle connections should be built to link neighborhoods historically separated by the BeltLine.



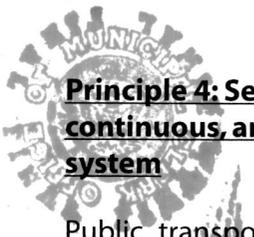
The BeltLine should support economic development that benefits residents, and both large and small businesses



The buildings, places, and people that make each BeltLine neighborhood unique must be preserved



A transportation system that accommodates all users and all modes of travel is a key priority (photo courtesy NHTSA)



Principle 4: Seek a balanced, connected, continuous, and redundant transportation system

Public transportation, automobiles, bicycles, and those on foot should all be planned for equally in a way that addresses the needs of people of all ages, incomes, and abilities. Connecting to important nodes, filling gaps in the sidewalk and bicycle networks, and providing multiple alternatives to driving should be transportation priorities.

Principle 5: Ensure appropriate urban form

Redevelopment should be urban, rather than suburban, in form and scale, but should carefully transition between higher density infill and existing residential areas. It should establish new blocks and streets that allow for a variety of land uses.

Principle 6: Provide a balanced mix of compatible land uses

Allow existing industrial and warehouse uses to continue, but ensure that new development creates a mix of compatible uses and expands neighborhood retail opportunities. Focus redevelopment at key nodes, near MARTA stations, and along the BeltLine.

Principle 7: Expand housing options

Prevent the displacement of existing residents and encourage a mix of new housing types and prices that accommodate diversity. Housing for families and seniors should be provided within walking distance of parks, transit, shopping, churches, and other daily needs.

Principle 8: Provide a variety of public spaces

Public and private parks, plazas, greenways, and trails should provide gathering places, connect neighborhoods, and promote health and recreation for people of all ages.

Principle 9: Promote sustainable living

Local food production, farmers markets, new greenspaces, and buildings that make responsible use of water and electricity should be priorities for public and private spaces.



A compatible mix of land uses should complement existing residential areas with new services



Creating neighborhoods where walking is pleasant and safe is central to the BeltLine vision



Bounding open spaces with public streets and park-facing buildings can promote safety



Principle 10: Increase public safety through appropriate design

The design of open spaces and development should properly address streets, provide active frontage, and allow for residential density and informal supervision in order to increase public safety.

Principle 11: Reuse existing buildings and focus investment on redevelopment

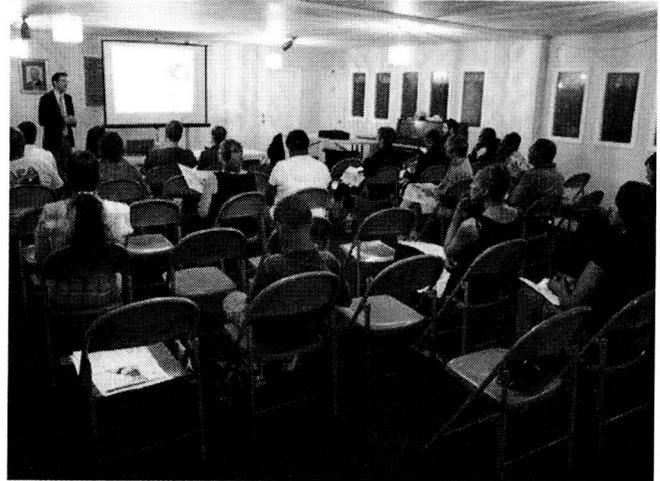
Existing vacant homes and other buildings of historic merit should be rehabilitated and occupied rather than being superseded by new development. Investment should enhance the existing neighborhood fabric.

Principle 12: Enable Incremental Change

Achieving the BeltLine vision will not happen overnight and many incremental steps must be made along this way. This is particular true for its land use vision, which will take decades to become a reality. In the meantime, opportunities exist to take positive, small steps forward that will lay the foundation for change.

Methodology and Community Input

The recommendations of this study are based on a detailed inventory and analysis as well as extensive input received from the community. Members of the consultant team conducted a thorough inventory of the subarea early in the planning



The public involvement process made an effort to secure input from a broad range of community stakeholders

process and combined their findings with detailed analysis and technical expertise to arrive at the recommendations put forth in this document.

Community input was crucial throughout the process, not only for identifying focus areas and topics during the inventory and analysis phase, but in order to create and refine specific recommendations for land use, parks, and mobility. The Southwest Study Group is the primary, geographically-based means for BeltLine input. A Steering Committee of over 15 people was also formed to provide detailed input and preview presentations prior to Study Group meetings. Specific dates for all public meetings are listed below.

Table 1: Public Meetings Held During the Subarea 1 Planning Process

Date	Meeting Type	Topic
January 29, 2009	Study Group Meeting	Kickoff Meeting
March 18, 2010	Planning Committee Meeting	Land Use Concept Plans
March 25, 2010	Study Group Meeting	Land Use Concept Plans
April 15, 2010	Planning Committee Meeting	Enota Park Concept
April 22, 2010	Study Group Meeting	Enota Park Concept
July 22, 2010	Study Group Meeting	Draft Plan Review
August 26, 2010	Study Group Meeting	Final Draft Plan Review
September 2010	Office Hours and NPU meetings	



Land Use Summary

BeltLine adjacent land uses, including warehouses, strip shopping centers, and garden-style apartments, are often incompatible with future transit and parks. This plan recommends land uses within the BeltLine TAD to support communities, transit, parks, and trails associated with the BeltLine. Many of these recommendations will become policy that can be enforced by the City of Atlanta and affected neighborhoods. Recommended build-out land uses will support new greenspace, residences, and retail along the BeltLine, as shown in figure 2.

Attaining these buildout development quantities shown in the land use framework will not occur tomorrow or over the next 20 years: by 2030, only 50 percent of buildout development is expected to occur. Incremental development, therefore, is required. This includes the filling of over 400 vacant homes in surrounding historic neighborhoods,

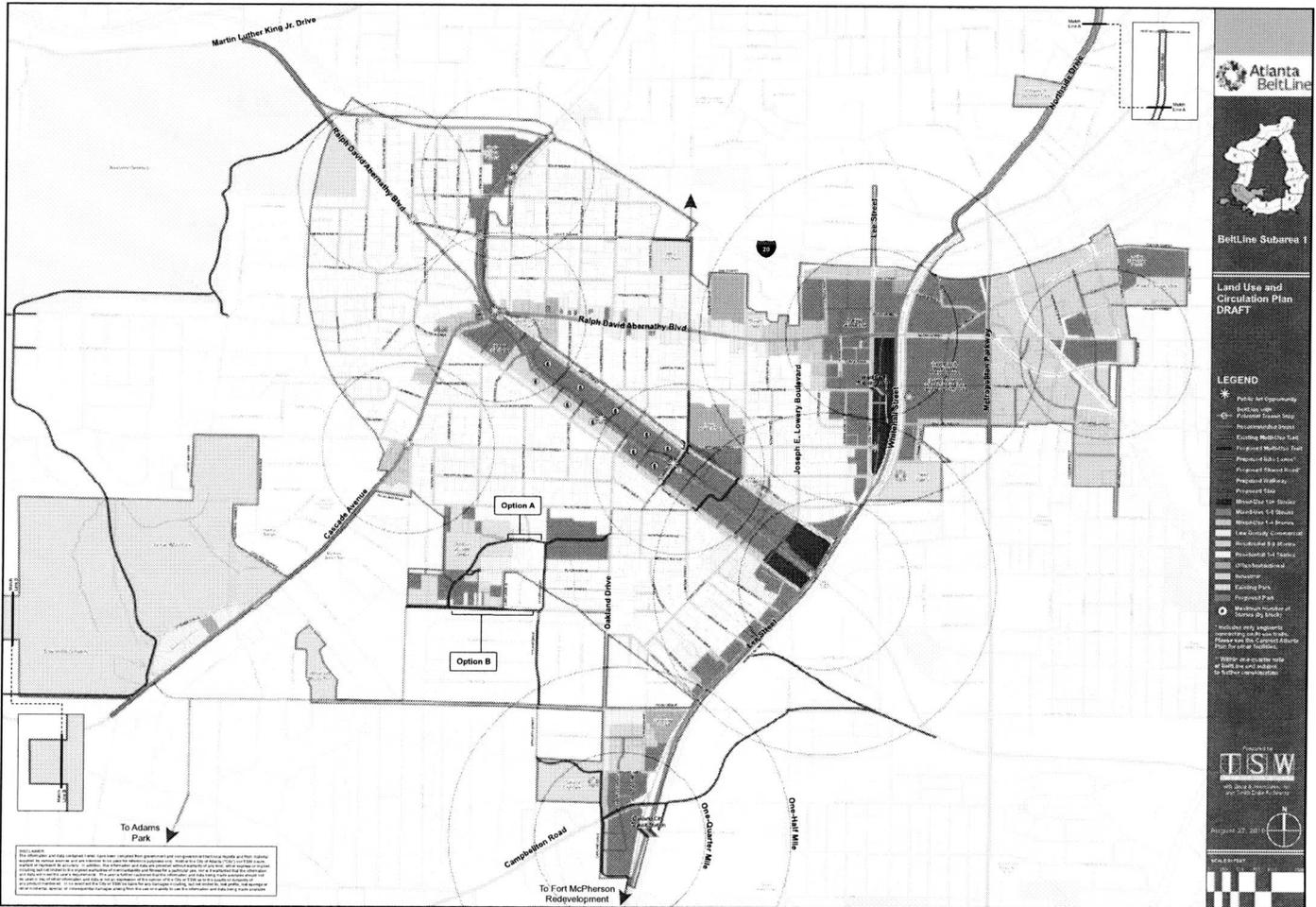
interim reuse of vacant and unoccupied property, near-term adaptive reuse, and the redevelopment of underutilized property.

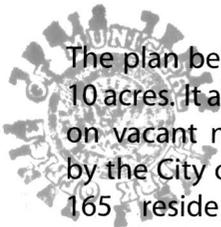
The primary development opportunity nodes near potential BeltLine stations are near Enota Park, the existing Kroger Citi-Center, and Warehouse Row. This section highlights land use goals, expected demand, and key actions required for these nodes.

Enota Park

Currently, Enota Park is a single playlot bordered by the BeltLine, the Westview and West End neighborhoods, and wide Georgia Department of Transportation and City of Atlanta rights-of-way (I-20 and Langhorn Street). This plan recommends expanding it into a neighborhood park and reconnecting it to surrounding neighborhoods with strong pedestrian access, clearly defined edges, and adjacent development.

Figure 2: Recommended Future Land Use Framework





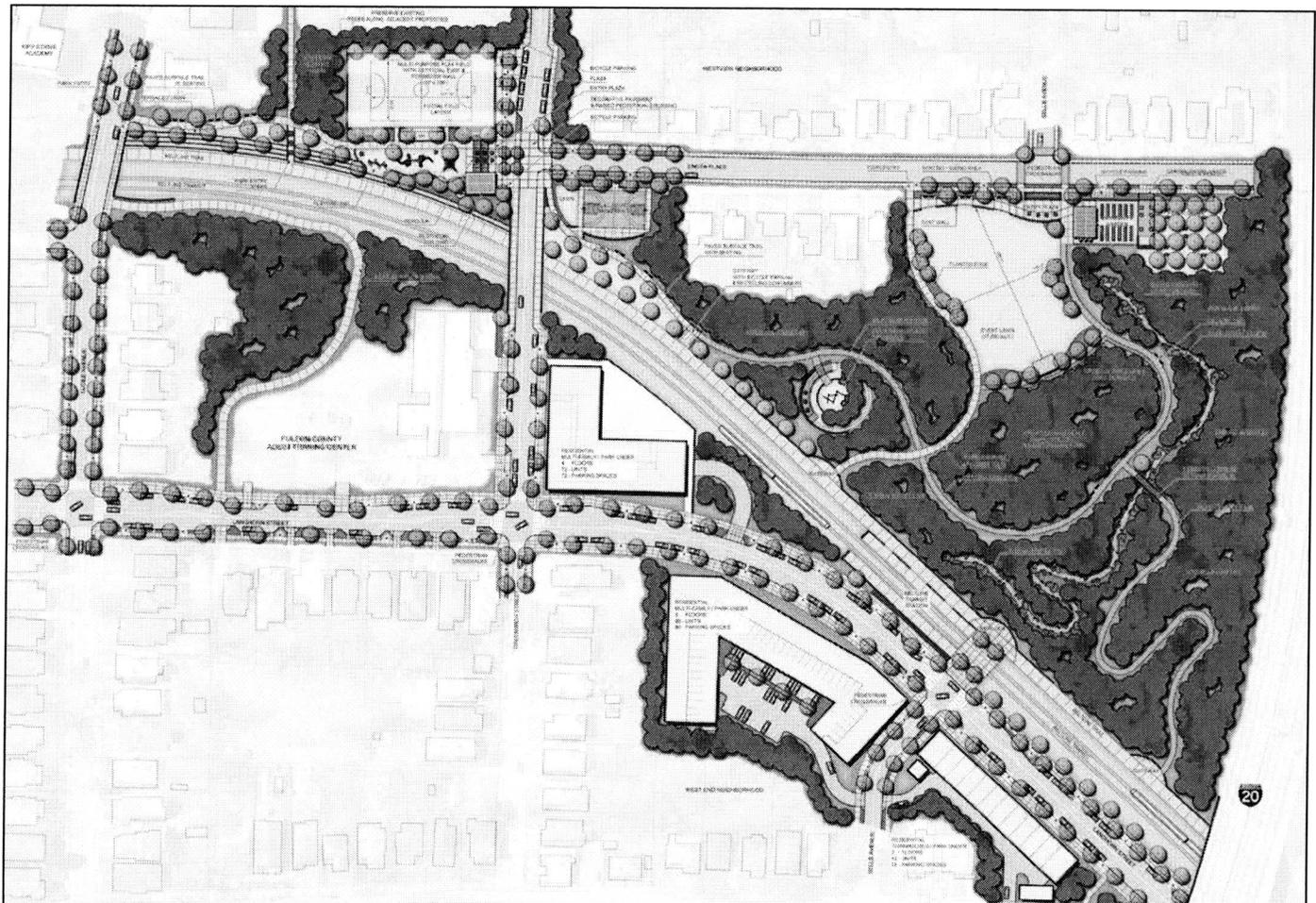
The plan below expands the park from 0.3 acre to 10 acres. It also supports and permits development on vacant nearby lots and rights-of-way (owned by the City of Atlanta) that will add approximately 165 residences and associated ground-floor neighborhood retail space.

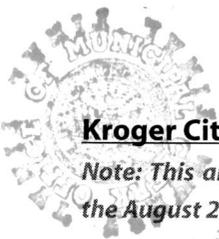
Vacant, land-locked parcels south of I-20, the BeltLine right-of-way, and non-owner occupied property east of Enota Place create critical acreage and access points for Enota Park. Most of these parcels are currently not designated as open space in the city's Comprehensive Development Plan.

Regarding adjacent park supportive development, market demand exists for the buildout of these units prior to 2020 (RCLCo expects 1,300 new households in the subarea before 2020), with the development of the park and associated road diet as key catalysts. Key land use actions needed to advance this node are the following:

- Change Enota Park from single-family to open space on the City's future land use map.
- Change park-adjacent redevelopment land from low-density residential to high density residential to allow multifamily buildings.
- Proactively rezone park adjacent development parcels consistent with recommendations in Appendix 2 to incentivize development.
- Acquire critical park acreage south of I-20 and east of Enota Place.
- Create a contiguous park by purchasing or securing easements for the undeveloped rear portions of owner-occupied lots on the east side of Enota Place.
- Implement the Langhorn Street "road diet" and incorporate the extra right-of-way immediately north and south of Sells Avenue into adjacent vacant redevelopment sites.

Figure 3: Proposed Improvements to Enota Park (showing BeltLine corridor and potential adjacent redevelopment)





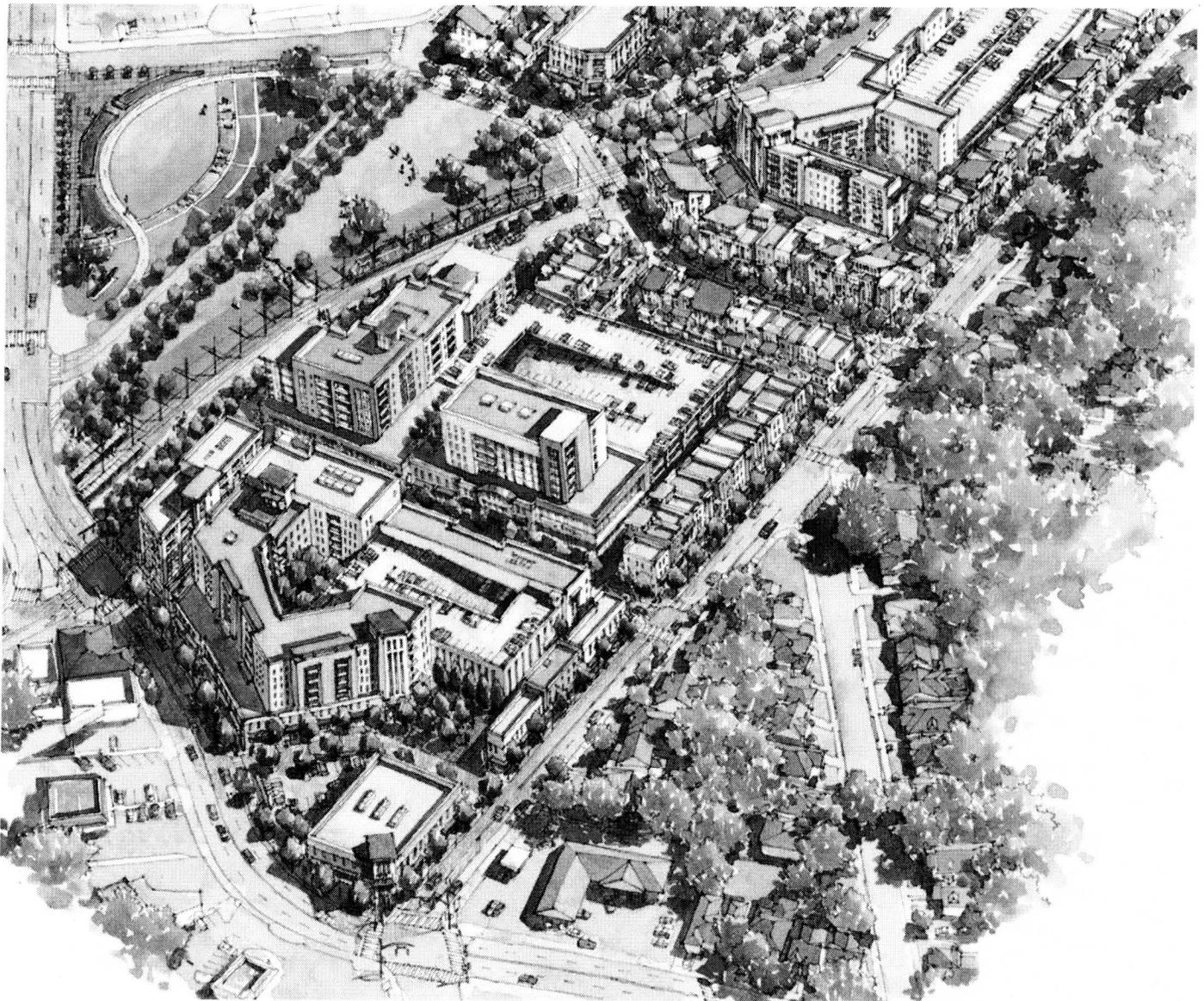
Kroger Citi-Center

Note: This area was identified as a community priority at the August 26, 2010, Study Group meeting.

The Kroger Citi-Center is expected to redevelop over the next 25 years. Kroger Citi-Center is a key existing retail node, a gateway for southwest Atlanta, and the intersection of key thoroughfares including Cascade Avenue, Langhorn Street, and RDA Boulevard. The success of the Kroger and the recent addition of new retailers are evidence of the centrality of the location, the buying power of surrounding communities, and the undersupply of services in south and west Atlanta.



Redevelopment of the Kroger site is proposed to include a new supermarket in a mixed-use setting



Artist rendering of proposed redevelopment at Cascade Avenue and Ralph David Abernathy Boulevard



This plan recommends retaining a grocery store, adding short-term residential and retail development in the existing parking lot, adding greenspace, and redeveloping a transit supportive mix of retail and residential catalyzed by transit construction.

Expected buildout quantities for the Kroger site are in Table 2. Other than infill development in the parking lot (approximately 6 dwelling units and 16,000 sf retail), significant redevelopment is not anticipated prior to transit service.

Key land use actions needed to advance this node are the following:

- Rezone from a low density commercial category to a higher density mixed residential commercial (MRC) category.
- Acquire rights to add public space across from Gordon-White Park (in the BeltLine/GDOT right-of-way).
- Close the southern entrance to Muse Street and convert it into a public space.

Warehouse Row

Warehouse Row includes warehouses and garden style apartments along the BeltLine from the Kroger Citi-Center site to Lee Street. The plan recommends mixed-use development interspersed with existing civic and religious uses. Development along the corridor should be capped at six to nine stories and step down to surrounding single family neighborhoods across White St. and Donnelly Ave.

Expected buildout for Warehouse Row is shown in Table 3. Short term, adaptive reuse of buildings (similar to “Space” on White Street) and lower density is well within anticipated development demand in this area.

Key land use actions needed to advance this node are the following:

- Change properties along the corridor from industrial to mixed use in the City’s future land use plan. Industrial uses will be concentrated and preserved east of Metropolitan Parkway.

Table 2: Proposed Buildout of Kroger Citi-Center Site

New Use	By 2020	By 2030	After 2030
Supermarket	0 sf	33,000 sf	33,000 sf
Drugstore	13,000 sf	13,000 sf	13,000 sf
Other Retail	3,000 sf	12,000 sf	46,000 sf
Office	0 sf	60,000 sf	60,000 sf
Live/Work	6 units	6 units	6 units
Dwellings	0 units	245 units	535 units



Phased redevelopment will allow existing industrial uses to remain and existing buildings to be reused for other uses

Table 3: Proposed Buildout of Warehouse Row

New Use	By 2020	By 2030	After 2030
Retail	22,910 sf	35,945	146,000 sf
Office	13,340 sf	29,397 sf	297,000 sf
Dwellings	695 units	992 units	3,242 units
Warehouse	0 sf	-240,000 sf	-780,000 sf



Artist rendering of proposed redevelopment along the BeltLine in Warehouse Row

- Change properties on the east side of Lee Street where it crosses the BeltLine from low density commercial to mixed use in the City's future land use plan.

Mobility Summary

Subarea 1 presents several opportunities to enhance mobility for drivers, cyclists, and pedestrians. Tools include new pedestrian projects, new trails and bicycle projects, developer-built streets, publicly-built streets, and intersection improvements. Key recommendations are included below by area.

Enota Park Area

With six lanes, Langhorn Street is over capacity today and in the future. Additionally, Sells Avenue, a

residential street, is functionally used as an on-ramp to I-20. This facilitates speeding on Langhorn Street and Sells Avenue toward the highway, and creates a dangerous pedestrian environment – especially for pedestrians seeking to cross Langhorn towards Enota Park.

This plan makes the following recommendations to improve connectivity between the BeltLine and the surrounding areas:

- Langhorn Street road diet
Note: The road diet was identified as a community priority at the August 26, 2010, Study Group meeting.
- Greenwich Street bridge across the BeltLine
- New traffic signal at intersection of Langhorn Street and Sells Avenue

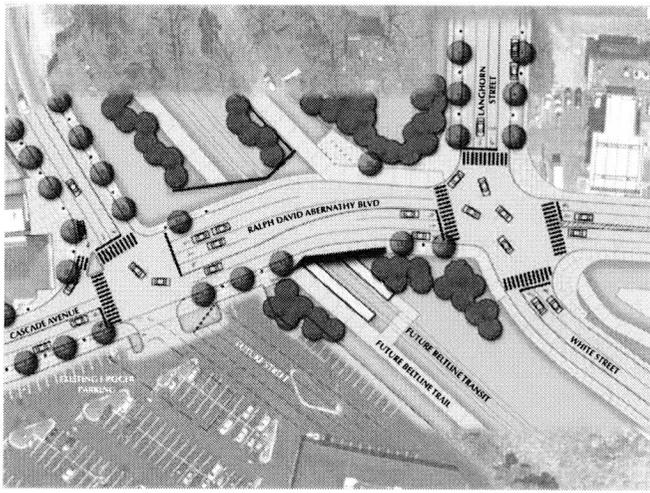


- New stop sign at intersection of Sells Avenue and Atwood Street to compliment existing ramp metering signal and prevent automobiles from using Sells Avenue as an on-ramp to I-20

Kroger Citi-Center Area

The intersections of RDA Boulevard with Cascade Avenue and Langhorn Street was frequently identified by residents as problematic. The following improvements will allow for more logical vehicular movements and safer pedestrian crossings.

- Extend the length of the right turn lane from RDA Boulevard southbound onto Cascade Avenue westbound.
- Reconfigure right turn lanes in three locations to decrease curb radii and allow safer pedestrian crossings.
- Close Muse Street's southern entrance to vehicular traffic, but allow pedestrians, bicycles,

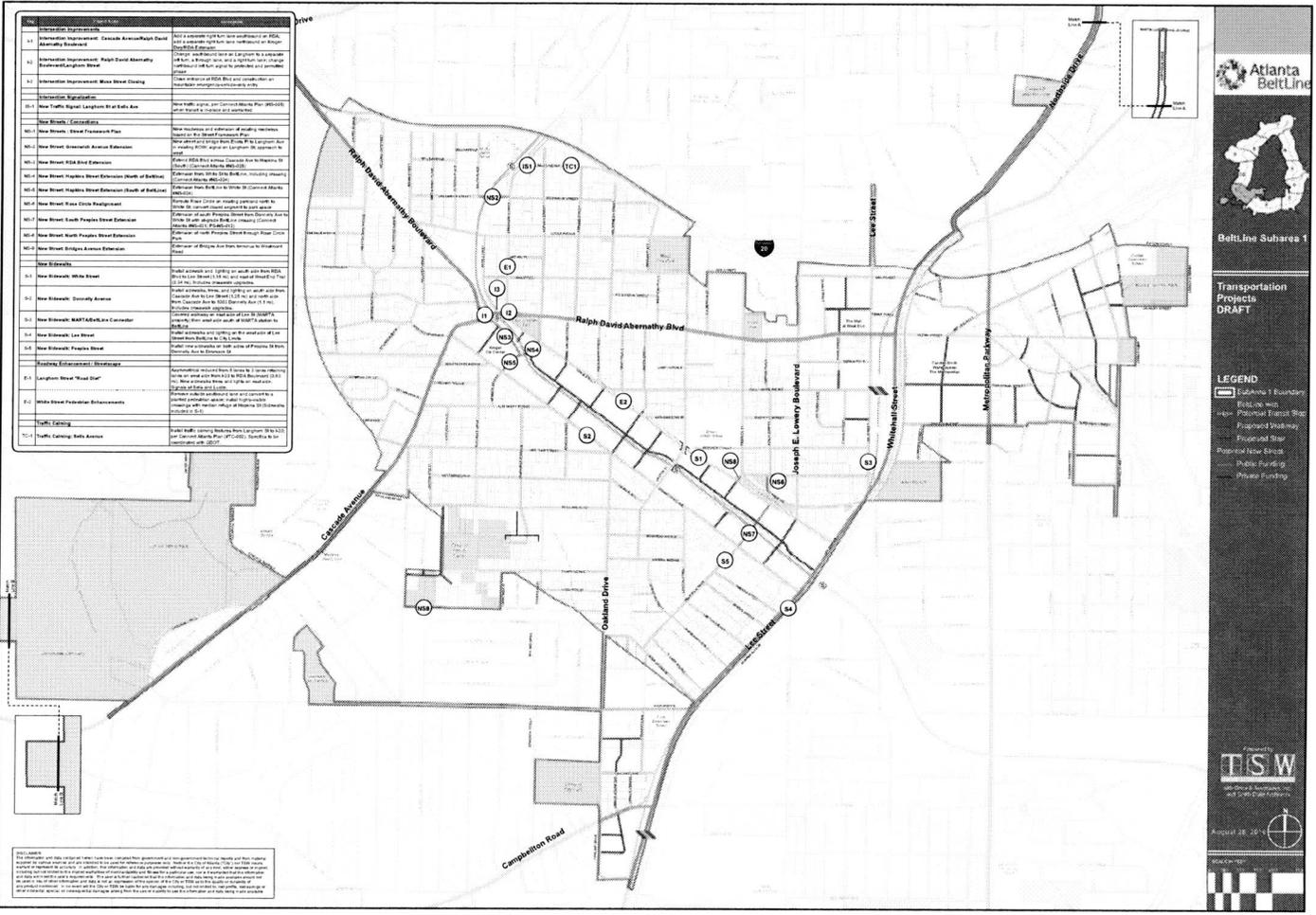


Proposed improvements at the intersection of RDA Boulevard and Cascade Avenue will improve traffic flows

and emergency vehicles to enter. The remainder of the street would become two-way.

- Reduce White Street to one-lane southbound and convert unused right-of-way to pedestrian space and improved street crossings.

Figure 4: Recommended Transportation Improvements





These will help traffic flow such that delays from increased traffic due to redevelopment are expected to increase by only 4 to 20 seconds by 2030.

Warehouse Row Area

Land along the BeltLine is divided into large blocks that make pedestrian access to the BeltLine corridor difficult. Currently, an individual walking east from RDA Boulevard would have to walk more than one-half mile to access the corridor. Therefore, the recommended street framework requires developers to build a number of streets that connect to the BeltLine. Gradually, said streets will connect to form a well-defined network.

In addition, this plan makes the following key recommendations:

- o New BeltLine at-grade street crossings at Hopkins Street and South Peeples Street
- o Additional streets to connect White Street to the BeltLine and Donnelly Avenue to the BeltLine
- o Pedestrian ways or *paseos* that provide pedestrian access to the BeltLine where no streets exist or are planned
- o New sidewalks along Donnelly Avenue where missing

Note: These sidewalks were identified as a community priority at the August 26, 2010, Study Group meeting.

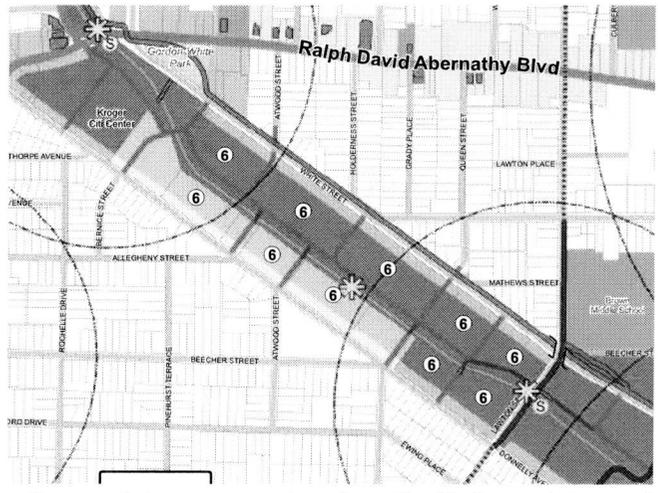
- o New sidewalks along the southwest side of White Street
- o Covered sidewalk on west side of Lee Street from the BeltLine to the West End MARTA Station
- o A relocated Rose Circle and the conversion of its current western leg to park space to create a contiguous Rose Circle Park

Trails

Recommended trails will improve pedestrian and bicycle mobility and connect the BeltLine with nearby neighborhoods, activity centers, and greenspaces. Proposed multi-use trails will connect the Outdoor Activity Center, John A. White Park, Westview Cemetery, Fort McPherson, and the West End and Westview Commercial Districts. Details on specific alignments are shown in Table 4.



Rendering showing how the closed entrance to Muse Street could be converted into public space with emergency-vehicle-only access



Proposed street connections (in red) will allow existing and new residents to easily access the BeltLine

Table 4: Proposed Multi-Use Trails

Key	Description	Length
M-1	Lawton Street Trail (Donnelly Ave. to Lucile Ave.)	0.75 mi
M-2	Lucile Avenue Trail (Lawton St. to RDA Blvd.)	0.8 mi
M-3	Westview Neighborhood Trail (RDA Blvd. to Cascade Rd.)	3.38 mi
M-4	BeltLine/Fort McPherson Connector Trail (BeltLine to Fort McPherson)	2.05 mi
M-5	Outdoor Activity Center Connector Trail (Oakland Dr. to Cascade Rd.)	0.14 mi
M-6	Murphy Triangle Trail Spur South (Oakland Dr. to Murphy Ave.)	1.13 mi
M-7	Adams Park/Fort McPherson Connector Trail (Avon Ave. to Fort McPherson)	2.27 mi
Total		10.53 mi

Parks Summary

Subarea 1 offers numerous opportunities to create and expand park space – especially at Enota Park. In total the plan recommends growing the subarea’s greenspace from 333 to 418 acres, including proposed parks and the BeltLine itself.

Enota Park

Enota Park is currently a 0.3 acre playlot in the Westview neighborhood just west of the BeltLine and south of I-20. In the future the park will be expanded and transformed into a 10 acre neighborhood park serving Westview, West End, and BeltLine transit and trail visitors.

The heart of the park is land south of I-20 that represents one of the last forested and undeveloped areas adjacent to the BeltLine. The recommended park footprint includes this area and parcels needed to make the park accessible.* Park recommendations focus on restoring this land, making it accessible through street improvements and extensions, creating public park edges through land acquisition, and creating active park uses away from the highway to the south of the park.

Land acquisition is currently underway for the park. Future phases include 1) opening the park to the public with invasive species removal and temporary trails, 2) park design, and 3) park construction.

Key Enota Park recommendations include:

- Preserved tree canopy and stream restoration
- Community garden with an adjacent picnic grove and pizza oven
- New futsal field and basketball court
- New playground
- Event lawn
- Terraced plantings connecting to the BeltLine
- Transportation improvements: Langhorn Street road diet and Greenwich Street bridge

*Owner-occupied houses are not included in the proposed park footprint, although easements are proposed on some owner-occupied properties. Acquisition of some rented houses is proposed.

Table 5: Proposed New Public and Private Parks

Key	Description	Acres
P-1	Enota Park Expansion	10
P-2	Outdoor Activity Ctr. Expansion	11
P-3	Oakland Drive Park	13
P-4	Rose Circle Park Expansion	0.4
P-5	Gordon-RDA Pocket Park	0.3
P-6	Gordon-White Expansion	0.7
P-7	Lee-RDA Park/Plaza	2
P-8	Brown Middle School Park	5
P-9	Peeples-BeltLine Paseo	0.3
P-10	Richland-BeltLine Paseo	0.2
P-11	White Street Square	0.8
Total		43.7

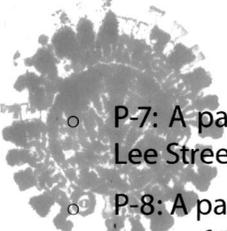
Outdoor Activity Center

The underutilized Outdoor Activity Center can attract new users and become a safer space through strategic expansions that provide street frontage, increasing access, and providing informal supervision. A new multi-use trail and stream restoration will also enhance the park’s value.

Other Park Projects

This plan identifies other possible open space opportunities near the BeltLine. Given limited resources and the location of these opportunities, these are not as central to the redevelopment priorities of the BeltLine. However, they do represent opportunities for the City of Atlanta and neighborhood groups to pursue. These opportunities include:

- P-3: A park west of Oakland Drive and south of Richland Road
- P-4: An expanded Rose Circle Park that incorporates Rose Circle right-of-way
- P-5: A pocket park at South Gordon Street and RDA Boulevard
- P-6: A park on south side of White Street, across from existing Gordon White Park



- o P-7: A park or plaza at the northeast corner of Lee Street and RDA Boulevard
- o P-8: A park on land south of Beecher Street and west of Peeples Street, next to Brown Middle School, that currently serves as informal park
- o P-9: A paseo from Donnelly Avenue near Peeples Street to connect to the BeltLine.
- o P-10: A paseo from Donnelly Avenue near Richland Road to connect to the BeltLine.
- o P-11: A square built with redevelopment along the southwest side of White Street Extension at the proposed Peeples Street extension

Given the preponderance of vacant property in the subarea, residents should not wait for public entities to revitalize their communities with greenspace and other interim uses. Neighborhood groups should be proactive in working with private

property owners to bring vacant land and buildings back into public use.

To this end, the parks and open space section of this report identifies vacant properties in the TAD. Additionally, Atlanta BeltLine, Inc. can provide ownership information for anyone who wishes to pursue interim public use opportunities.

Figure 5: Recommended Open Space Projects

