

12-0-0151

First Reading
 Committee: _____
 Date: 1/31/12
 Chair: [Signature]
 Referred To: [Signature]

FINAL COUNCIL ACTION
 2nd
 1st & 2nd
 3rd
Readings
 Consent
 V Vote
 RC Vote

AN ORDINANCE
 BY: COMMUNITY
 DEVELOPMENT/HUMAN RESOURCES
 (CD/HR) COMMITTEE

AN ORDINANCE TO ADOPT THE
 "ATLANTA BELTLINE MASTER PLAN:
 SUBAREA 8 (UPPER WESTSIDE-
 NORTHSIDE)"; TO AMEND THE CITY OF
 ATLANTA 2011 COMPREHENSIVE
 DEVELOPMENT PLAN (CDP) SO AS TO
 INCORPORATE THE PLAN; AND FOR
 OTHER PURPOSES.

NPU'S-D & E
 COUNCIL DISTRICTS 2, 3, 8, AND 9

As Amended
ADOPTED BY

MAR 1 9 2012

COUNCIL

- CONSENT REFER
 - REGULAR REPORT REFER
 - ADVERTISE & REFER
 - 1ST ADOPT 2ND READ & REFER
 - PERSONAL PAPER REFER
- Date Referred: 2/8/12
 Referred To: CD/HR
 Date Referred:
 Referred To:
 Date Referred:
 Referred To:
 Referred To:

Committee
 Date: 2/14/12
 Chair:
 Action
 Fav, Adv, Hold (see rev. side)
 Other
 Members

Committee
 Date:
 Chair:
 Action
 Fav, Adv, Hold (see rev. side)
 Other
 Members

CERTIFIED
 MAR 1 9 2012
 ATLANTA CITY COUNCIL PRESIDENT
 [Signature]

CERTIFIED
 MAR 1 9 2012
 [Signature]
 MUNICIPAL CLERK

Refer To

Refer To

Committee
 Date: 3/13/12
 Chair: [Signature]
 Action
 Fav, Adv, Hold (see rev. side)
 Other
 Members

Committee
 Date:
 Chair:
 Action
 Fav, Adv, Hold (see rev. side)
 Other
 Members

MAYOR'S ACTION

APPROVED
 MAR 2 8 2012
 WITHOUT SIGNATURE
 BY OPERATION OF LAW

Refer To

APPROVED
 MAR 2 8 2012
 WITHOUT SIGNATURE
 BY OPERATION OF LAW



AN ORDINANCE

BY: COMMUNITY DEVELOPMENT/HUMAN RESOURCES (CD/HR) COMMITTEE

AN ORDINANCE TO ADOPT THE “ATLANTA BELTLINE MASTER PLAN: SUBAREA 8 (UPPER WESTSIDE-NORTHSIDE)”; TO AMEND THE CITY OF ATLANTA 2011 COMPREHENSIVE DEVELOPMENT PLAN (CDP) SO AS TO INCORPORATE THE PLAN; AND FOR OTHER PURPOSES.

WHEREAS, pursuant to 11-O-1234, the 2011 Comprehensive Development Plan, adopted by the City Council on October 17, 2011 and approved by the Mayor on October 26, 2011, 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 tens separate subareas; and

WHEREAS, Subarea 8 of the BeltLine Master Plan, known as “Upper Westside-Northside,” is wholly or partially located in NPUs D and E and council districts 2, 3, 8 and 9; and

WHEREAS, the Master Plan for Subarea 8 has been completed and represents a collaborative effort between Atlanta BeltLine, Inc., consultants from AECOM, the Office of Planning, the Northside BeltLine Study Group, NPU’s, and neighborhoods.

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

Section 1. That the document entitled Atlanta BeltLine Master Plan: Subarea 8 (Upper Westside-Northside), attached hereto as Exhibit “A” and incorporated herein by reference, is hereby adopted as an official planning document of the City of Atlanta.

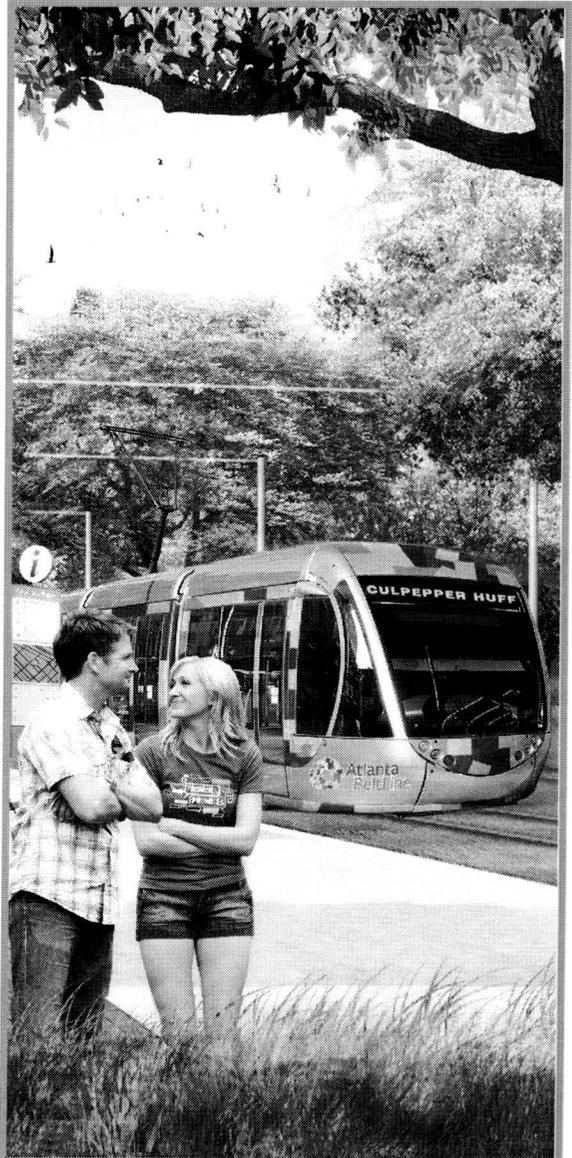
Section 2. That the 2011 Atlanta Comprehensive Development Plan is hereby amended to incorporate the document entitled Atlanta BeltLine Master Plan: Subarea 8 (Upper Westside-Northside).

A true copy,

Deputy Municipal Clerk

ADOPTED as amended by the Atlanta City Council
APPROVED as per City Charter Section 2-403

MAR. 19, 2012
MAR. 28, 2012



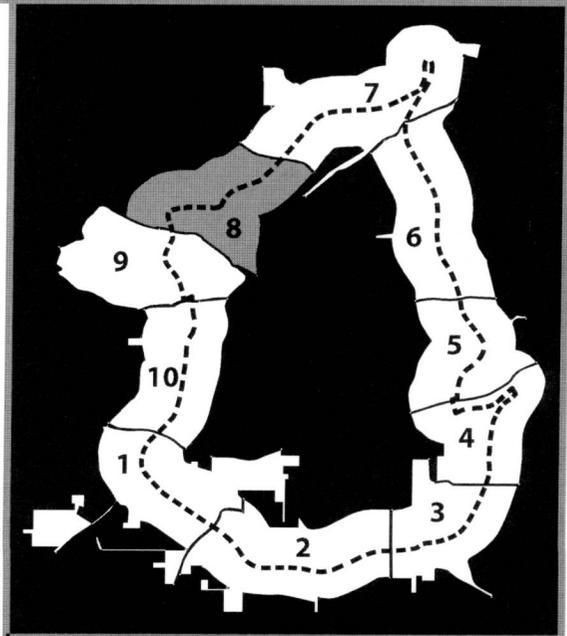
Atlanta BeltLine Master Plan

SUBAREA 8

UPPER WESTSIDE-NORTHSIDE

Prepared for
Atlanta BeltLine, Inc.
by AECOM

January 2012





ACKNOWLEDGEMENTS



The Honorable Mayor **Kasim Reed**

ATLANTA CITY COUNCIL

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APS Appointee

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Fulton County Board of Commissioners District 5
Fulton County Appointee

The Honorable Kasim Reed

Mayor, City of Atlanta

The Honorable Joyce M. Sheperd

Atlanta City Councilmember, District 12

John Somerhalder

President and CEO, AGL Resources, Chair of the Board, Atlanta BeltLine Partnership
BeltLine Partnership Appointee

Cathy Woolard

Community Representative to the ABI Board



ACKNOWLEDGEMENTS

ATLANTA BELTLINE INC. STAFF

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E. Fred Yalouris, Director of Design

Nate Conable, Director of Transit and Transportation

CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Project Manager

CONSULTANT TEAM

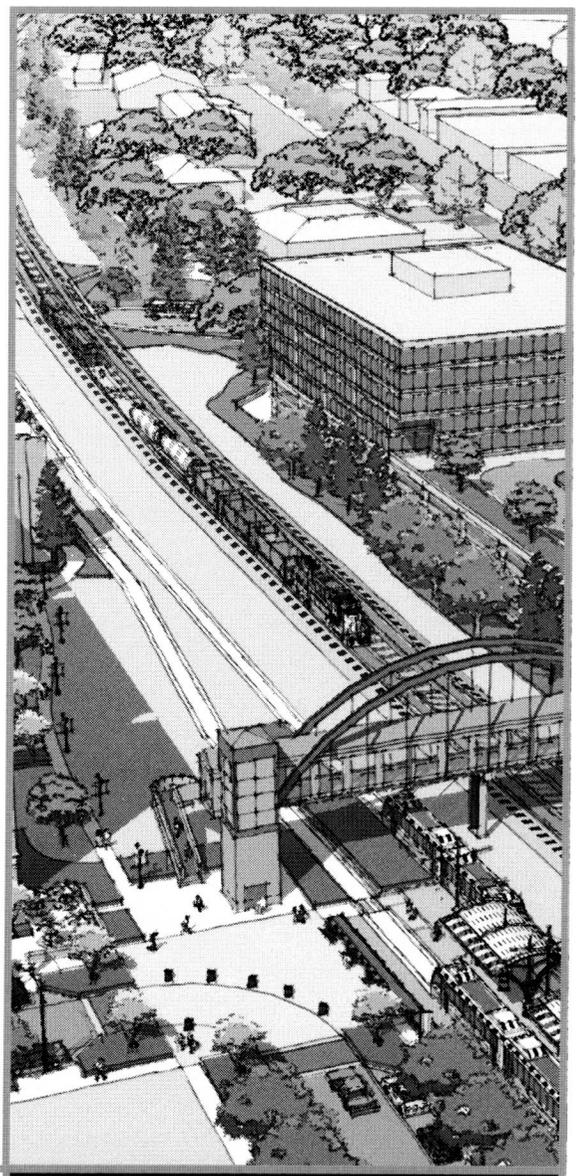
AECOM

Market + Main

Danielle Roney



City of Municipal Employees' Association



**PLAN
RECOMMENDATION**

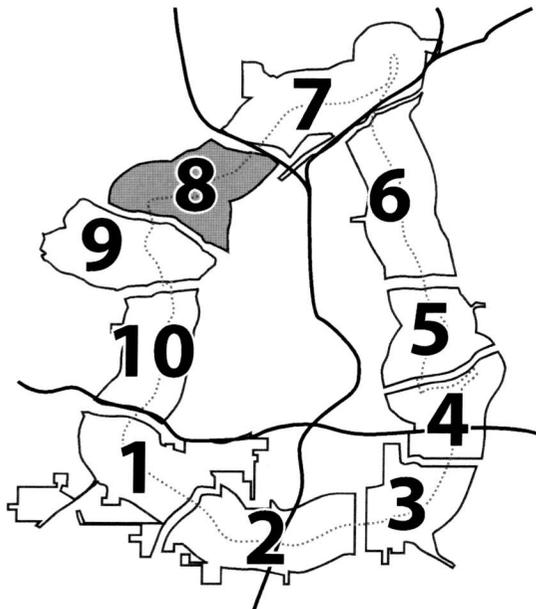
**Executive
Summary**



Executive Summary

The Atlanta BeltLine is a comprehensive redevelopment initiative that will integrate greenspace, trails, transit and redevelopment along 22 miles of historic rail segments that encircle the core of Atlanta.

The Subarea 8 Master Plan encompasses the portion of the Atlanta BeltLine in Atlanta's Upper Westside, including the key corridors of Huff Road, Howell Mill Road and Northside Drive. This Executive Summary provides a brief overview of the subarea's planning process and key recommendations on land use and design, mobility, parks and open space, and cultural arts. The complete recommendations and detailed description can be found in the Subarea 8 Plan Recommendations Report.



Atlanta BeltLine SubAreas

Subarea Master Planning Process

In 2005, the Atlanta City Council adopted the BeltLine Redevelopment Plan which created a broad vision for the Atlanta BeltLine and enabled the creation of the BeltLine Tax Allocation District (TAD) as a primary funding mechanism. For planning purposes, the 22-mile corridor was broken down into 10 subareas, with each subarea undergoing a master planning process that integrates land use, urban design, circulation, mobility, greenspace and public art.

The Subarea 8 Master Plan builds on previous planning efforts to refine recommendations and identify public and private projects through a comprehensive public outreach effort. The purpose of the Subarea master plans is:

- To update and refine Atlanta BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies.
- To review the land use plan and circulation plan included in the 2005 BeltLine Redevelopment Plan in combination with other land use plans previously completed for the subareas and finalize the land use to be incorporated into the Comprehensive Development Plan.
- To review and refine the new street recommendations for incorporation in the Street Framework Plan and implementation through the BeltLine Overlay Zoning District.
- To better define streetscape, pedestrian and roadway projects and associated cost estimates for high priority corridors necessary to support future development as identified in the Redevelopment Plan and Street Framework Plan.
- To refine projects and programming related to parks and open spaces along the Atlanta BeltLine.

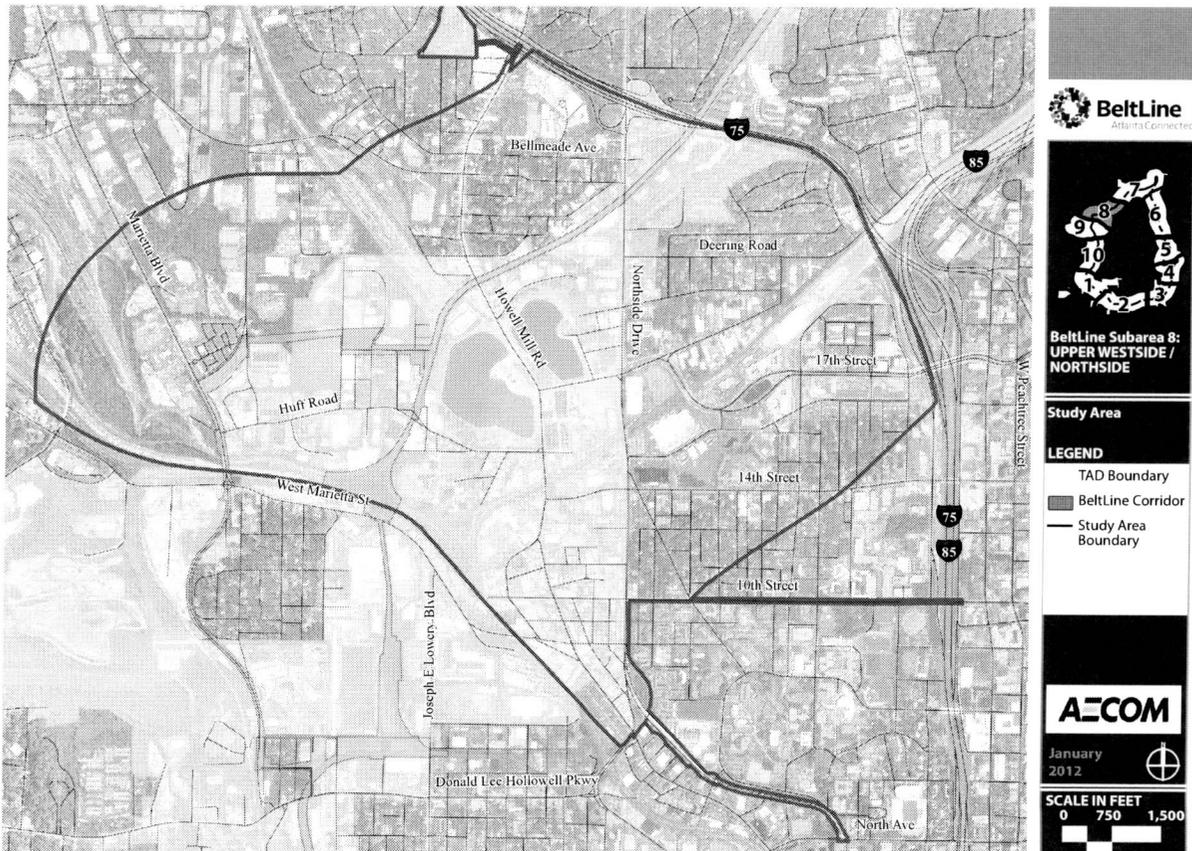
Upon completion of all Subarea Master Plans, Atlanta BeltLine Inc. will develop a comprehensive Implementation Plan and budget for projects identified and prioritized in individual subareas. This phased process will ensure a uniform approach to implementing projects and an equitable distribution of development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



Master Plan 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 2030 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.

Subarea 8 Context

The Atlanta BeltLine Study Area for Subarea 8 extends from I-75 to the north, Home Park, and Georgia Tech to the east, Marietta Street to the south and Marietta Boulevard, to the west. The Tax Allocation District (TAD) is the focus of this study, covering an area that includes key corridors, open spaces, the transit and trail corridors, and potential redevelopment areas. During the planning process, the subarea was further organized into four focus areas centered on the proposed transit stations and existing redevelopment nodes.





Methodology & Community Input

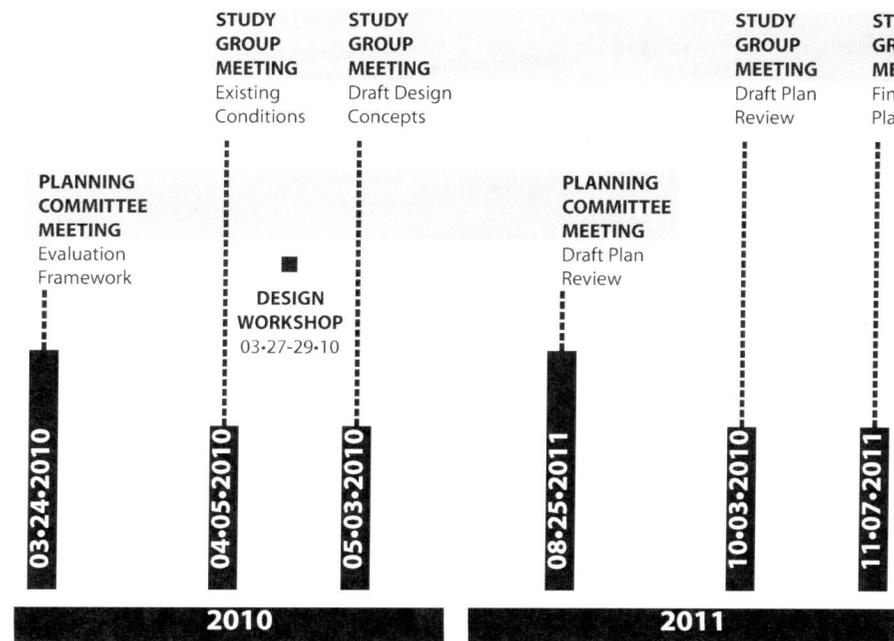
The subarea master planning process supported the overall Citizen Participation Framework outlined in the 5-year Work Plan and approved by Atlanta City Council in July 2006. This process incorporates the input from area stakeholders through a series of Study Group and Planning Committee meetings, stakeholder interviews, and individual project briefings established exclusively to review and guide subarea planning activities and lead discussions of land use, circulation, mobility and open space. From 2010 to 2011 the public process included a series of six public meetings, stakeholder interviews, and a three-day open house design workshop. Through this process, the community had the opportunity to shape the goals and recommendations of the Subarea Master Plan.

Overview of Subarea Goals and Objectives

The Goals and Objectives were developed by the Subarea 8 Study Group to articulate the desired vision for this area. The community goals are organized into three plan elements: land use and urban design, transportation and mobility, and greenspace and public art. These goals guided the overall master planning process.

Land Use & Urban Design

- Support redevelopment around future transit stations and in targeted areas of change.
- Promote development densities sufficient to support future transit.
- Establish the character & scale of redevelopment based on context, access & neighborhood adjacency.
- Reconnect transforming industrial areas to surrounding assets (e.g. Georgia Tech, neighborhoods, parks, and trails).
- Include a diversity of employment options by integrating new light industrial and other job-generating activities.



Project Timeline



Transportation & Mobility

- Increase east-west connectivity.
- Enhance key streets to promote walkability (former industrial streets).
- Maximize connectivity to the BeltLine trail & transit.
- Implement traffic calming on busy neighborhood streets.
- Structure redevelopment to promote connectivity.
- Minimize, to the extent possible, the impacts of truck activity on residential areas.
- Transform elements of the community that are in physical decline.

Community Character & Greenspace

- Provide identity for the area by celebrating its unique historic character and its role in Atlanta's rail and Civil War history.
- Recognize the industrial roots of the area by promoting industrial materials, scale and character.
- Protect the history, character, scale and intimacy of residential neighborhoods.
- Capitalize on the area's unique open space opportunities (e.g. redevelopment sites and Waterworks).
- Enliven and reinforce the area's identity through public art, cultural art, signs and unifying design themes.
- Maximize accessibility to parks, trails, and open spaces.
- Provide adequate open space through new plazas, parks and greenways, as well as the best use of existing parks and open spaces.



A future Howell Mill Road Station Area



Plan Summary: Land Use & Design

The subarea’s land use and urban design plan illustrates the combined potential of the Atlanta BeltLine to direct private redevelopment, establish needed open space, shape multimodal connectivity, and guide land use.

The development opportunities are focused on the future Atlanta BeltLine transit station areas, the Westside/Marietta Area, and adjacent areas likely to be influenced by development. The plan calls for a range of mixed-use intensity around the transit stations, generally consistent with current land use policy in the City’s Comprehensive Development Plan (CDP), to support transit-oriented development within walking distance of each station.

The following section illustrates the key recommendations for the four focus areas.

Elaine/Huff Station

The character of the Huff Road area has dramatically changed in the past ten years. What was historically a small railroad community (Blandtown) surrounded by rail lines and industrial development, is now a growing mixed-use neighborhood. The Land Use and Urban Design Plan for the Elaine/Huff Station area envisions the area’s build-out centered on a future Atlanta Belt-

Line Transit Station, a central open space corridor and existing developments. Increased density is focused south of the station and along Huff Road with lower intensity residential development north of the open space corridor.

Key components of the urban design plan include:

- **Huff Road** - The proposed station location south of the power easement highlights the opportunity to create a transit-supportive mixed use neighborhood between Huff Road and the station. New development in this area should have a strong residential component with neighborhood-serving office and retail uses.
- **North Neighborhood** – A large portion of the property north of the open space corridor is under single ownership (Brock Properties) and has been designed to encourage a mix of residential products including single-family, townhomes and apartments to create a distinct neighborhood north of the transit station.
- **Open Space Corridor** - The area north of the proposed station location includes a natural creek, stream buffer, and utility easement that restrict development. The proposed open space corridor utilizes these conditions to provide a significant amount of open space and to serve as an identifi-



A future Culpepper Street is framed by new housing, activated by street level uses, and seamlessly connected to BeltLine Transit and open space.



able and valuable amenity for future redevelopment.

- **The Atlanta BeltLine Trail**- The main Atlanta Belt-Line Trail connects east-west along the proposed transit alignment and through the proposed open space corridor. The trail can be flexibly aligned through the open space corridor and will connect to the east via the Culpepper Street bridge over the CSX rail corridor.

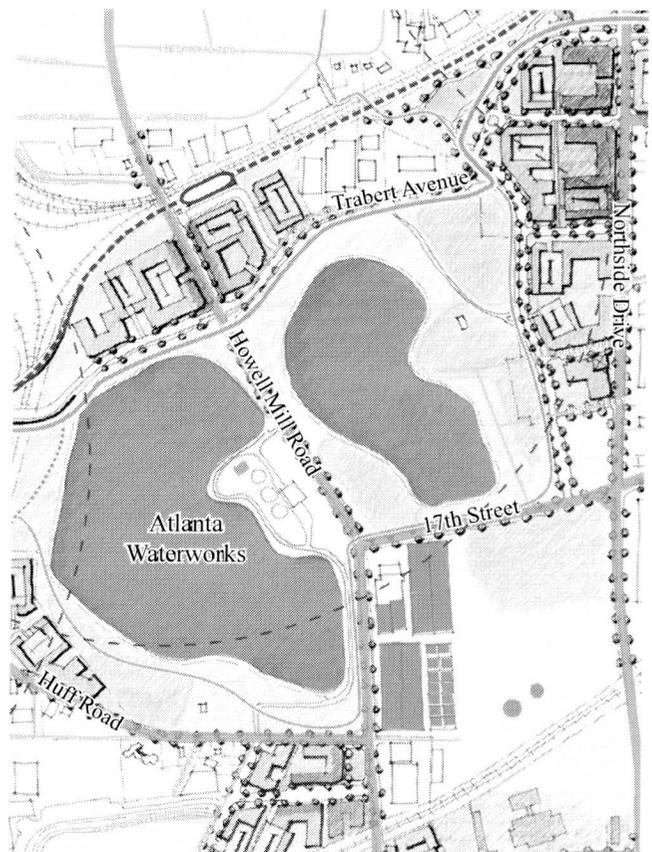
Howell Mill Station

The Howell Mill Station area encompasses a diverse mix of use that includes the Berkeley Park Neighborhood, the Atlanta Waterworks, the Howell Mill Road commercial corridor, and a mix of small-scale light industrial uses. The Land Use and Urban Design Plan for the Howell Mill Station area is focused on the Trabert Avenue corridor and redevelopment opportunities along Howell Mill Road and Northside Drive surrounding the Atlanta Waterworks site.

Key components of the urban design plan include:

- **Howell Mill Road and Trabert Avenue** - Existing light industrial properties are envisioned to redevelop into medium-density mixed-use residential and retail that capitalizes on access to transit and the proposed public open space along the Waterworks site.
- **Northside Drive** - The Northside Drive corridor is envisioned as a higher intensity mixed-use corridor with office, residential and retail development. The western side of the corridor runs along the Waterworks site and has the potential to front on this future public open space amenity.
- **Waterworks** – The Waterworks site serves as the central open space of this station area and connects the larger open space corridor to the west and east. The open spaces surrounding the reservoirs are envisioned as publicly accessible, passive green spaces with select trails and paths connecting the site's unique and picturesque viewpoints. The Atlanta BeltLine has begun preliminary discussions with the City's Department of Watershed Management to explore possible public access scenarios.

- **Trabert Open Space** - The Trabert Open Space is a linear open space that provides a “window” to the Atlanta BeltLine from Northside Drive and takes advantage of the natural topography to provide stormwater management.
- **The Atlanta BeltLine Trail** – The Atlanta BeltLine Trail runs along the north edge of the Waterworks reservoirs, parallel to the extended Culpepper Street and Trabert Avenue. A spur trail is proposed along the western edge of Reservoir 2 connecting Huff Road to the main Atlanta BeltLine Trail.
- **Berkeley Park Pedestrian Path** – Connecting from the Trabert Open Space and Atlanta BeltLine Trail, a underpass is proposed under the CSX and BeltLine Transit corridors to provide a pedestrian connection to the Berkeley Park Neighborhood and north to Underwood Hill Park near I-75.



The above Illustrative Urban Design Plan focuses redevelopment opportunities along Howell Mill Road, Northside Drive and the Atlanta Waterworks. Development includes a residentially focused mixed use.



Northside Station

The Northside Station area is at the interchange of I-75 and Northside Drive and includes a mix of office, multifamily residential, and retail surrounded by single-family residential neighborhoods. The Plan for the Northside Station area envisions higher intensity development at the station area supporting mixed density residential adjacent to the Loring Heights neighborhood. The restoration and enhancement of the existing creek creates a central open space corridor through the station area.

Key components of the urban design plan include:

- **Atlanta BeltLine Transit Station** – The transit station is located east of Northside Drive in order to place it central to future redevelopment opportunities and away from the highway character of Northside Drive.
- **Mixed Density Residential** - Redevelopment of properties south of the creek should include a mix of housing products including: single-family, town-homes and multifamily residential buildings.
- **Transit Supportive Employment Use** – New office and mixed use development north and south of



This illustrative image portrays a bird's eye view of a future Northside Station looking west toward Northside Drive and Berkeley Park. A pedestrian bridge connects the Atlanta BeltLine Station and Trail to Northside Drive and Bellemeade Avenue, linking the Berkeley Park and Loring Heights neighborhoods together. Future office and mixed-use development is focused around the station and oriented to new parks and open spaces to create an active and multi-modal center for employees and residents.

the station, provides a concentration of employment uses that can be served by future Atlanta BeltLine Transit.

- **Central Open Space Corridor** – The restored and enhanced creek creates a natural public amenity that can serve a range of recreational and open space functions while providing stormwater management for future redevelopment.
- **Atlanta BeltLine Trail** – The Atlanta BeltLine Trail connects to the station via the central open space corridor and then runs under I-75 to link up with the existing trail to the north.

Westside/Marietta

The Westside/Marietta area is a growing urban mixed-use district bordered on the west by the rail corridor and the east by Northside Drive. Recently the area has experienced the development of a growing number of mid-rise (5-9 story) multifamily residential projects that serve young professionals and GA Tech students. The Plan for the Westside/Marietta area envisions a vibrant business, cultural arts, and urban housing district.

Key components of the urban design plan include:

- **Office/Mixed-Use** – The area is well positioned for office/employment development related to economic opportunities tied to Georgia Tech.
- **Northside/Marietta & Lower Westside Park** – The reconfiguration of the Northside/Marietta intersection opens up a valuable development and open space opportunity. This site marks the location of the official surrender of Atlanta to Union forces on September 2, 1864. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential for a new park at this historic location.
- **Tech Parkway Trail** – This connection will create a needed link to this growing area of student housing that is currently separated from the main campus by Northside Drive, and would connect directly to the future Lower Westside Park
- **Residential** – The Westside/Marietta area will continue to see multifamily redevelopment serving to populate this growing mixed-use urban district.



Plan Summary: Mobility

The subarea's unique physical conditions (rail lines, large industrial properties, Waterworks, etc.) have historically limited street connectivity. As redevelopment continues in the area increasing traffic pressure will be placed on a limited network of key streets such as Huff Road, Howell Mill Road, Northside Drive, and Deering Road. The subarea's mobility strategy recommends a number of projects intended to: increase overall connectivity and accessibility, improve capacity and operations, enhance pedestrian and bicyclist mobility and enhance transit.

Connectivity & Accessibility Improvements

Generally, one of the Atlanta BeltLine's principal objectives is to enhance connectivity throughout the city and to promote access to the corridor from surrounding neighborhoods and activity districts. The primary means of doing this is through additions to the street network: adding redundancy to the network through new streets and roads increases the number of route options available through an area and alleviates the traffic burden that principal thoroughfares and intersections must bear.

Key recommendations include:

- **East-West Connectivity** - New east-west connectivity is created by connecting and extending Elaine Street, Culpepper Street, and Trabert Avenue. This new connected corridor would link all three stations, provide a street parallel to the Atlanta BeltLine Trail, and create a new connection from Marietta Boulevard to Northside Drive.
- **Northside/Marietta/Tech Parkway** - The plan envisions the potential to reconfigure this intersection to eliminate the high-speed "interchange", create a new and strong multimodal connection to Georgia Tech, and set up a valuable development and open space opportunity.
- **Local Street Connectivity** - A framework of streets and blocks have been established that maximize accessibility around the transit stations and to the trail. These streets serve to shape redevelopment into walkable blocks that can accommodate a range of use and density.

Operational & Capacity Improvements

It is important to consider that one of the key mobility themes of Subarea 8 is the limited options for movement across longer distances in the subarea, especially east or west across the CSX railroad and Howell Mill Drive corridor. With this in mind, many of the operational and capacity improvements are intended to facilitate additional travel demand along the limited number of route options. These improvements come in the form of corridor-length projects to add capacity, optimize traffic operations and increase safety; and strategic intersection-based capacity projects to reduce traffic congestion and delay at the key turning points in the Subarea 8 thoroughfare network.

Key recommendations include:

- **Huff Road/Howell Mill Intersection** - The project proposes widening Huff Road to allow space for two eastbound turn lanes, one to be dedicated to right turns and one to share left-turn and through movements, the latter of which are a negligible volume due to the restrictions on general entry into the Atlanta Waterworks site.



The proposed configuration of Huff Road and Howell Mill Road



- **Howell Mill Road Capacity Improvements at Bellemeade and Chattahoochee** - If and when new development opportunities make it feasible, further capacity improvements should be considered for this extent of the Howell Mill corridor, increasing the width between the two cross-streets to five lanes in order to increase storage capacity but continuing to provide adequate sidewalk width to ensure a safe and walkable environment.
- **17th Street/Howell Mill Intersection Capacity** - As new development adds traffic, the 17th Street approach to this intersection should add a right-turn storage lane to allow right turns to be separated from lefts, which would use the current single approach lane.

Pedestrian & Bicycle Improvements

The following are recommendations specific to bicycle and pedestrian safety and circulation. Although they may be related to other recommendations and may be tied into the operation of other modes of travel, their primary intent is to serve bicyclists and pedestrians.

Key recommendations include:

- **Bellemeade Pedestrian Bridge** - East of Northside Drive, a pedestrian connection and bridge is proposed to begin at the Northside/Bellemeade Avenue intersection and cross the Atlanta BeltLine corridor in order to navigate a grade change between the corridor's northern and southern edges. This will improve connectivity on the two sides of the corridor and facilitate pedestrian access to and from the Berkeley Park neighborhood. An illustration of the pedestrian bridge is shown on page 8.
- **Neighborhood Sidewalk Additions and Enhancements** - The streets within the Loring Heights and Berkeley Park neighborhood should have sidewalks added within public right-of-way where feasible.
- **Howell Mill Road Bicycle Corridor** - The Connect Atlanta transportation plan defined the Marietta Street-Howell Mill Road corridor as one of its core bicycle connections. The conversion of Howell Mill Road to a consistent three-lane section (from Chattahoochee to Marietta) allows for the potential inclusion of bicycle lanes.

Transit Improvements

The cornerstone of enhanced transit options is the addition of premium transit on the Atlanta BeltLine corridor itself. In addition to helping to offset the vehicle-based transportation impact of new development, transit provides a strategic connection to major employment centers that are not directly accessible by vehicle trips from Subarea 8, especially Piedmont Park and the Lindbergh Center office and retail district. The opportunity for a one-seat transit ride to these locations, combined with the proximity to such Atlanta BeltLine-led amenities as the Westside Reservoir and Park, is likely to increase the overall appeal of this part of the corridor.

Other proposed projects within the Subarea:

- **Northwest Transit Corridor** - Proposed premium transit to Cobb County, connecting the MARTA Arts Center transit station and the Cumberland activity center in Vinings, would potentially pass through Subarea 8 and as such should offer connections, both through an alignment along 17th Street and through stations in Subarea 8, to Atlanta BeltLine transit and new Subarea 8 development.
- **Shuttle and Bus Service** - Atlanta BeltLine, Inc. and the City of Atlanta should continue to work with MARTA and other transit service agencies as redevelopment activity continues in Subarea 8 to realize opportunities for improved transit service and increased ridership.
- **Multi-modal Transportation Facility** - The Atlanta BeltLine should remain attentive to a potential multimodal transportation facility near the intersection of 17th Street and Northside Drive on the SRTA-owned site south and west of 17th Street's curve. Although originally proposed as a temporary facility pending the development of a larger regional multimodal passenger terminal in downtown Atlanta, such a facility would nonetheless enhance Subarea 8 connectivity options through its offering of Amtrak intercity passenger rail service, the aforementioned proposed premium transit service to Cobb County, and local bus and shuttle services.



Plan Summary: Parks & Open Space

Throughout the planning process community members expressed the strong desire to find opportunities for additional parks and open space. The subarea is generally underserved by open space and includes many commercial and industrial areas transitioning into urban neighborhoods with growing open space needs.

The open space vision for Subarea 8 establishes a central open space system that parallels the Atlanta BeltLine Corridor, shaping surrounding redevelopment and connecting the greenspace around the Waterworks reservoirs to the surrounding community. Embedded into this open space system are a series of creeks and natural areas, passive and active parks, plazas, and multi-use trails. Each piece of the open space system is intended to be designed to respond to its natural and cultural surroundings, and programmed to serve a variety of functions including ecological, connective and social.

The Atlanta BeltLine Trail, with supporting pedestrian and spur trail connections, links the open space system east to west, providing access and connections across previously insurmountable barriers such as I-75, Northside Drive, Howell Mill Road, and the CSX rail corridor. The open space system also serves as a valuable address and framework for future redevelopment. New development will front its buildings and place active uses along these public spaces, maximizing the economic and social synergies created by this valuable public amenity and adjacent development.

Key recommendation include:

- **Elaine/Huff Station Area Open Space** – Central to the Elaine/Huff Station Area is an open space corridor that runs east-west from Ellsworth Industrial Boulevard to the CSX Rail corridor. This open space corridor is comprised of an existing creek and adjacent utility corridor. The combined stream buffer and utility easement defines an undevelopable swath of land ½ mile long by 300 feet wide, creating approximately 17 acres of potential open space. The resulting open space corridor is framed by future residential and mixed-use development.
- **Waterworks Open Space** – The City of Atlanta's Waterworks site has the potential to provide valu-

able open space. The plan envisions utilizing the land surrounding the reservoirs as passive open spaces for public use with pathways connected to the Atlanta BeltLine Trail.

- **Northside Station Area Open Space** – The central open space feature of the Northside Station area is the restoration of an existing creek that runs from Northside Drive, east under I-75. The resulting linear park creates an organizing public space for future redevelopment and the Atlanta BeltLine transit station. This central park provides for a range of amenities that could include: creek restoration, a transit plaza and a neighborhood park.
- **Lower Westside Park** - The reconfiguration of the Northside/Marietta intersection opens up a valuable development and open space opportunity. This site marks the location of the official surrender of Atlanta to Union forces on September 2, 1864. With the proposed realignment of Northside Drive, the resulting right-of-way provides the potential for a new park at this historic location.
- **Cultural Arts** – The plan identifies a diverse set of public and cultural art opportunities tied to the Atlanta BeltLine's open space and infrastructure projects ranging from physical art installations to flexible venues for temporary exhibits or performances. This plan is tied to the area's existing historic and cultural art resources.



Example of passive open space with pedestrian paths stormwater ponds



Atlanta
BeltLine



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

ILLUSTRATIVE
URBAN DESIGN
PLAN

LEGEND

- Selected Transit Alignment
- Proposed BeltLine Trail
- Proposed BeltLine Trail Spans
- Proposed Connections
- Single-Family
- Multi-Family
- Mixed Use
- Institutional
- Commercial
- Park/Open Space

AECOM

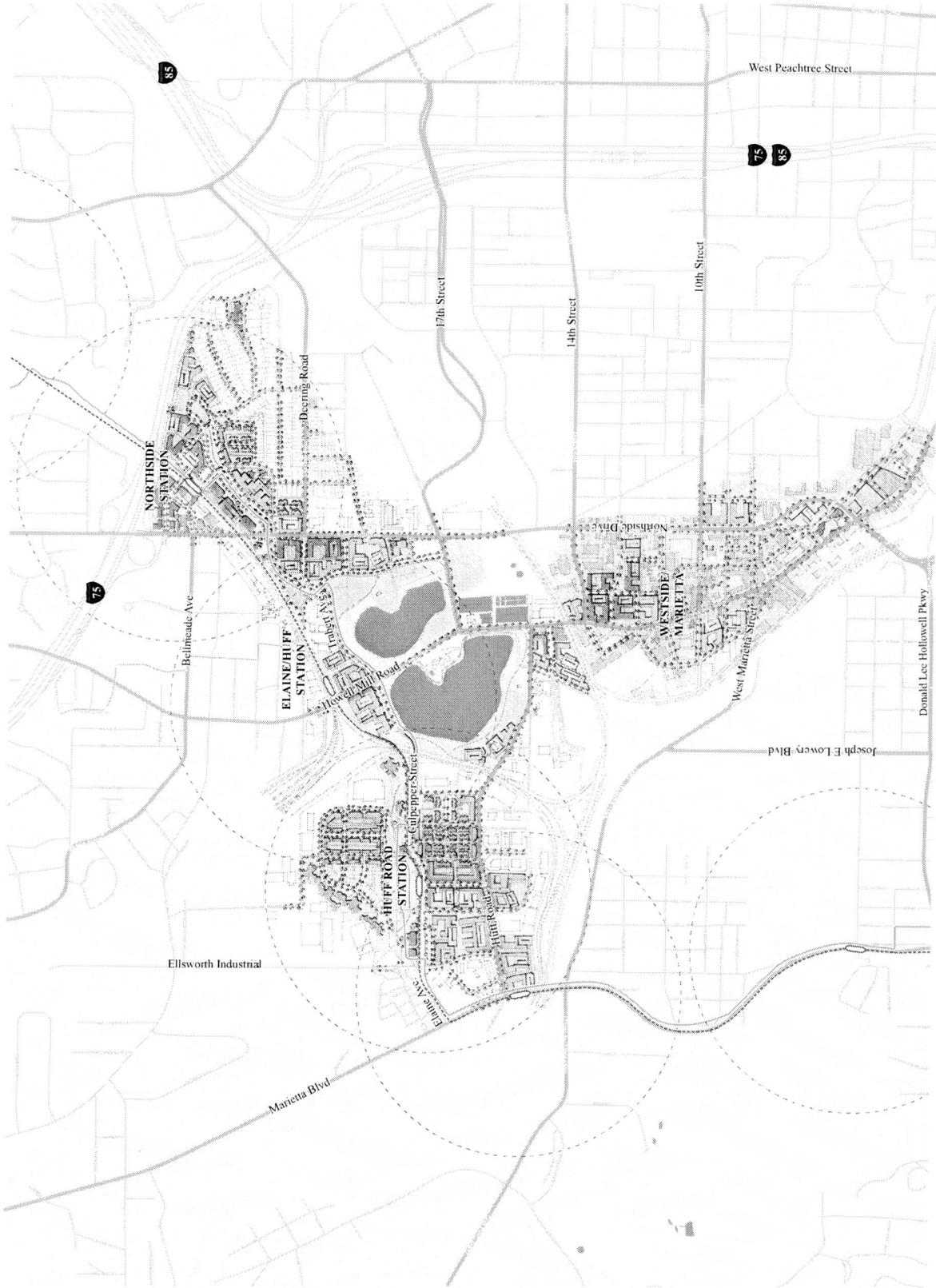
January
2012



Not to Scale

12

SUBAREA 8





Atlanta
BeltLine



BeltLine Subarea 8:
UPPER WESTSIDE /
NORTHSIDE

**STREET
FRAMEWORK**

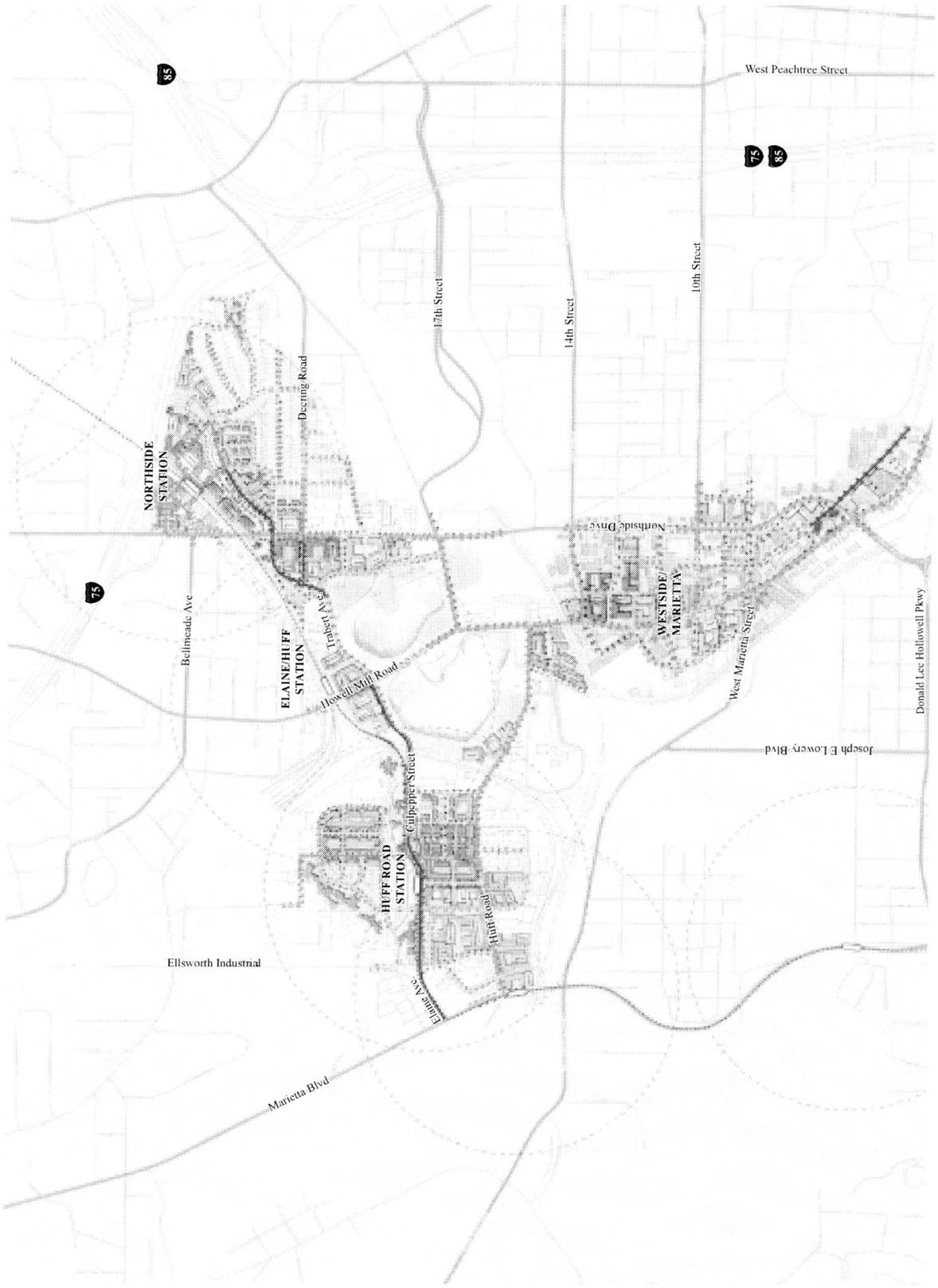
- LEGEND**
- Selected Transit
 - Alignment
 - Street
 - Residential
 - Arterial
 - Residential
 - Avenue
 - Arterial
 - Mixed Use

AECOM

January
2012



Not to Scale



Committee Amendment Form March 13, 2012

✓ CD/HR Committee

12-O-0151

BeltLine Master Plan: Subarea 8 (Upper Westside/Northside)

Page 10

- Howell Mill Road Bicycle Corridor:
 - And throughout: Capitalize Core Bicycle Connection
 - Change “road diet of” to “lane conversion on”
- Shuttle and bus service:
 - Extra spaces in last sentence
- Multi-Modal:
 - Change heading to New Amtrak Station
 - Change beginning of sentence from:
 - FROM: “Although originally proposed as a temporary facility pending the development of a larger regional multimodal passenger terminal in downtown Atlanta, such a facility would nonetheless enhance Subarea 8 connectivity...”
 - TO: “A new Amtrak Station would enhance Subarea 8 connectivity...”

Page 13, 2-5, 2-45, 3-7

- At Steele connection: add callout text saying “see page 2-44”

Page 13, 2-5, 2-53, and 3-7:

- Legend is inconsistent with other maps. Change to Avenue-Mixed Use, Street – Residential, and so on.
- 3rd Street at 8th Street. Small new street segment should be Avenue-Mixed Use to be consistent with Tech Parkway.

Page 3-10:

- Change title from Northside Drive Capacity Addition to “Northside Drive Complete Street Capacity Addition”
- In Huff Road project description, add: Consider 14 foot wide travel lanes to accommodate trucks and bicycle traffic.
- In last paragraph, delete “and make it a longer term endeavor.” End sentence at “execution.”

RCS# 1815
3/19/12
3:34 PM

Atlanta City Council

CONSENT I

3/19/2012 ATLANTA CITY COUNCIL AGENDA
ALL EXCEPT 12-O-0358/0359/0361/0360
ADOPT

YEAS: 11
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 4
EXCUSED: 0
ABSENT 1

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

CONSENT I

		03-19-12
ITEMS ADOPTED ON CONSENT	ITEMS ADOPTED ON CONSENT	ITEMS ADVERSED ON CONSENT
1. 12-O-0218	41. 12-R-0344	58. 12-R-0333
2. 12-O-0219	42. 12-R-0317	59. 12-R-0334
3. 12-O-0236	43. 21-R-0318	60. 12-R-0335
4. 12-O-0353	44. 12-R-0319	61. 12-R-0336
5. 12-O-0240	45. 12-R-0320	62. 12-R-0337
6. 12-O-0241	46. 12-R-0321	63. 12-R-0338
7. 12-O-0242	47. 12-R-0322	64. 12-R-0339
8. 12-O-0243	48. 12-R-0323	65. 12-R-0340
9. 12-O-0365	49. 12-R-0324	66. 12-R-0341
10. 12-O-0190	50. 12-R-0325	67. 21-R-0342
11. 12-O-0232	51. 12-R-0326	
12. 12-O-0151	52. 12-R-0327	
13. 12-O-0150	53. 12-R-0328	
14. 12-O-0152	54. 12-R-0329	
15. 12-O-0194	55. 12-R-0330	
16. 12-R-0299	56. 12-R-0331	
17. 12-R-0300	57. 12-R-0332	
19. 12-R-0301		
20. 12-R-0302		
21. 12-R-0303		
22. 12-R-0304		
23. 12-R-0305		
24. 12-R-0308		
25. 12-R-0309		
26. 12-R-0310		
27. 12-R-0312		
28. 12-R-0313		
29. 12-R-0314		
30. 12-R-0315		
31. 12-R-0366		
32. 12-R-0293		
33. 12-R-0294		
34. 12-R-0295		
35. 12-R-0297		
36. 12-R-0290		
37. 12-R-0367		
38. 12-R-0348		
39. 12-R-0364		
40. 12-R-0343		