

Atlanta BeltLine Subarea 5 Master Plan Update

June 20, 2019

Study Group
Meeting #4



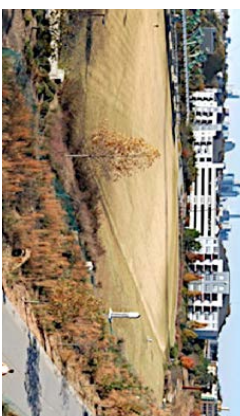
Photo: John Becker

Historic Fourth Ward Park

22 miles, connecting 45 neighborhoods



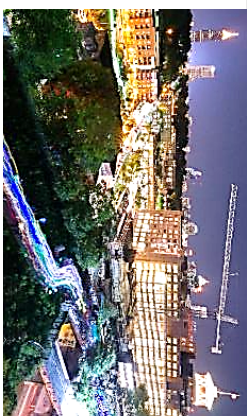
22
MILES
of transit



1,100
ACRES
of environmental
clean-up



46
MILES
of streetscapes and
complete streets



\$10B
in economic development
30,000 permanent jobs
48,000 construction jobs



33
MILES
of urban trails



28,000
new housing units
5,600
affordable units



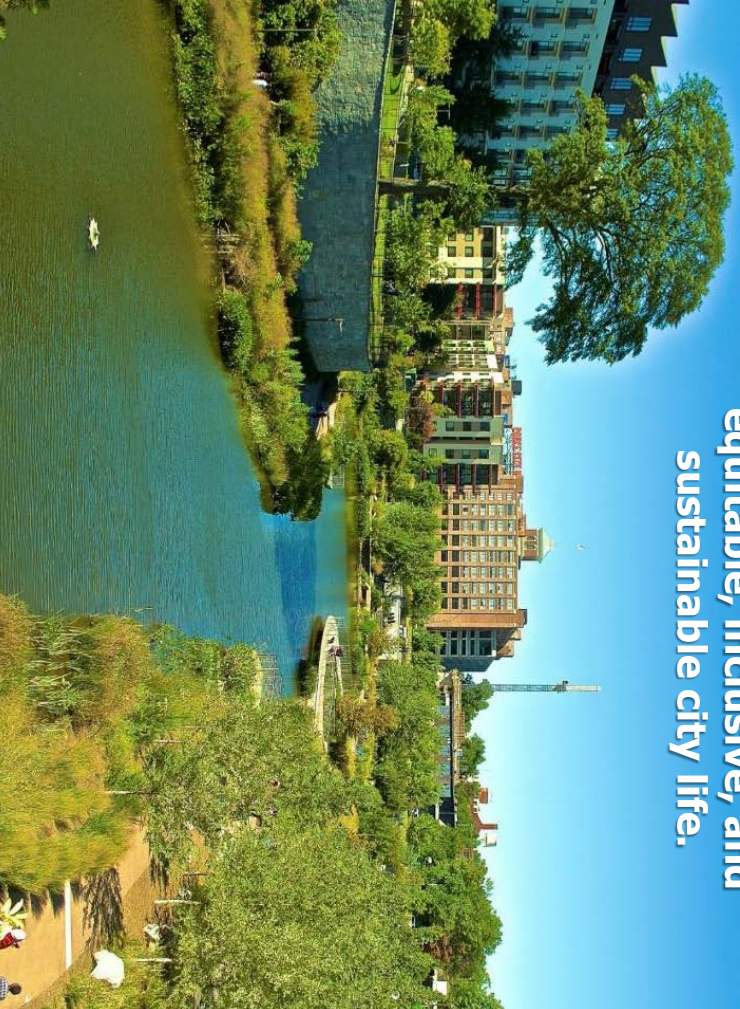
1,300
ACRES
of new greenspace
700
ACRES
of renovated greenspace



**CORRIDOR-
WIDE**
public art,
historic preservation,
and arboretum

Atlanta BeltLine Vision & Mission

To be the catalyst for making
Atlanta a global beacon for
equitable, inclusive, and
sustainable city life.



We are delivering transformative public infrastructure
that enhances mobility, fosters culture, and improves
connections to opportunity. We are building a more
socially and economically resilient Atlanta with our
partner organizations and host communities through job
creation, inclusive transportation systems, affordable
housing, and public spaces for all.



Meeting Agenda

- **Welcome and Overview**
- **Study Group Meeting #3 Recap**
 - What we heard
- **Future Land Use Recommendations**
- **Mobility Recommendations**
- **Parks and Greenspace Recommendations**

Subarea Master Plan Purpose



Goal - To implement the Redevelopment Plan goals in the context of each unique geographic area

Purpose – To guide growth for vibrant, livable mixed-use communities by applying best management practices for transit oriented development, mobility, green space, and alternative modes of transportation



Atlanta BeltLine Redevelopment Plan

Subarea Master Plan Update Purpose



- Original 10 Subarea Master Plans created ~10 years ago
- A lot has happened – it's time to update them to reflect these changes and the potential for the future
- These are UPDATES, so they will not be as long or as detailed as the previous plans
- We are not starting from scratch

Subarea 5 Neighborhoods



- Inman Park
- Martin Luther King, Jr. District
- Old Fourth Ward
- Poncey-Highland



Subarea 5 Master Plan Update Schedule



- **Study Group #1: Kick-off Meeting**
 - Thursday, January 17, 2019
- **Study Group #2: Workshop**
 - Saturday, February 23, 2019
- **Study Group #3: Review Draft Recommendations and Concept Plans**
 - Tuesday, April 30, 2019
- **Study Group #4: Final Presentation (YOU ARE HERE)**
 - Thursday, June 20, 2019
- **Plan Adoption: 3rd Quarter 2019**

Northeast Study Group #3 Recap



Land Use and Design

Ideas/feedback we heard:

- **Add industrial mixed-use (I-MIX)** for a more equitable distribution of light industrial across the Beltline
- **Promote alternative housing types** like accessory dwelling units (ADU), co-living arrangements, single-room occupancy (SRO), etc.
- **Support senior housing** to allow residents to “age-in-place”
- **Affordable housing important** for local service industry workers and many others

Mobility

Ideas/feedback we heard:

- Prioritize transit construction along BeltLine
- Manage scooter use and storage
- Create two new street connections with Sunbelt site redevelopment
- DeKalb Avenue complete street implementation important

Parks and Greenspace

Ideas/feedback we heard:

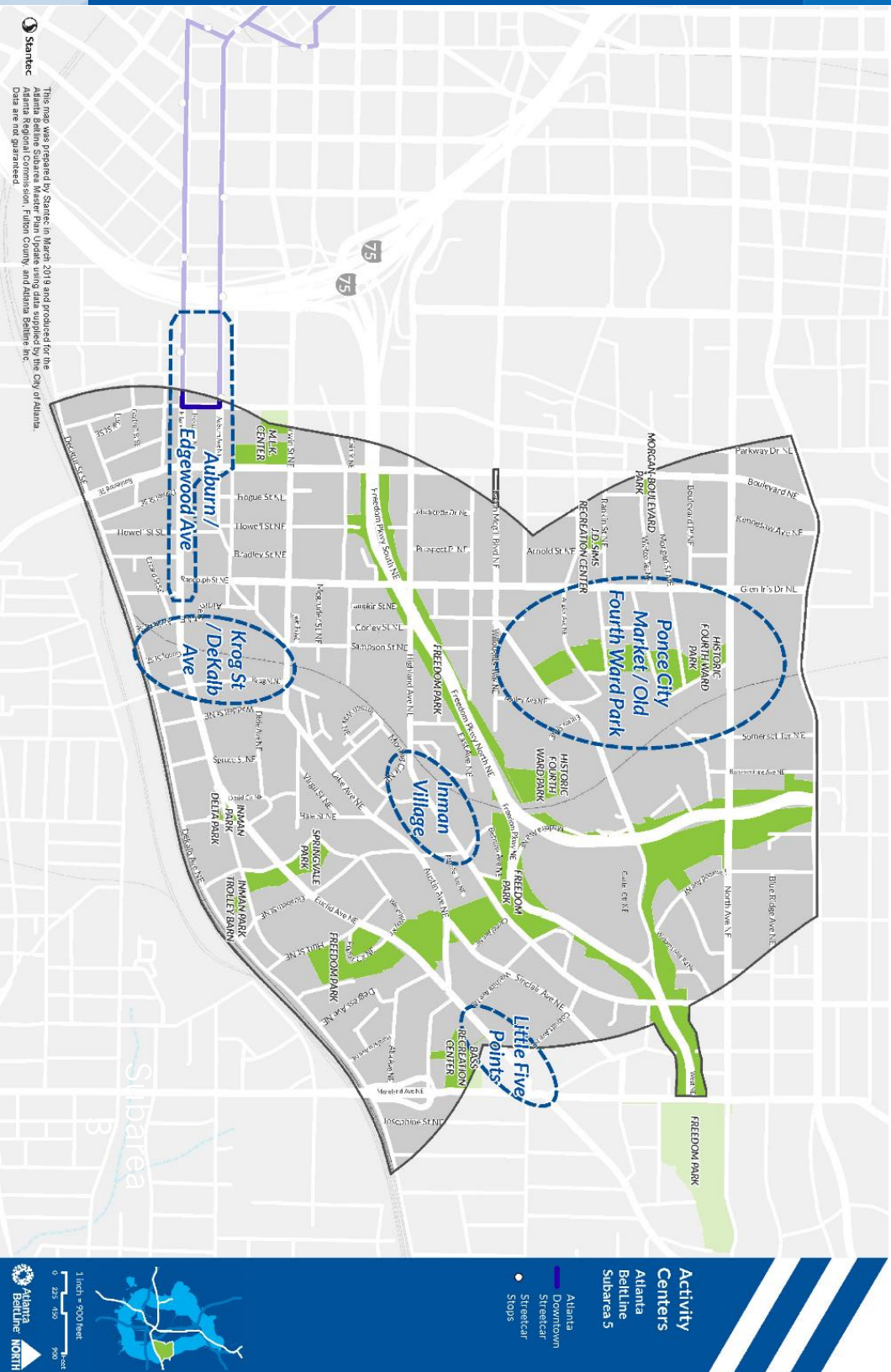
- Bass Park actively used for soccer
- Local group considering reuse options/priorities for Bass Park
- Springvale Park improvements to southern section being led by neighborhood association

Future Land Use



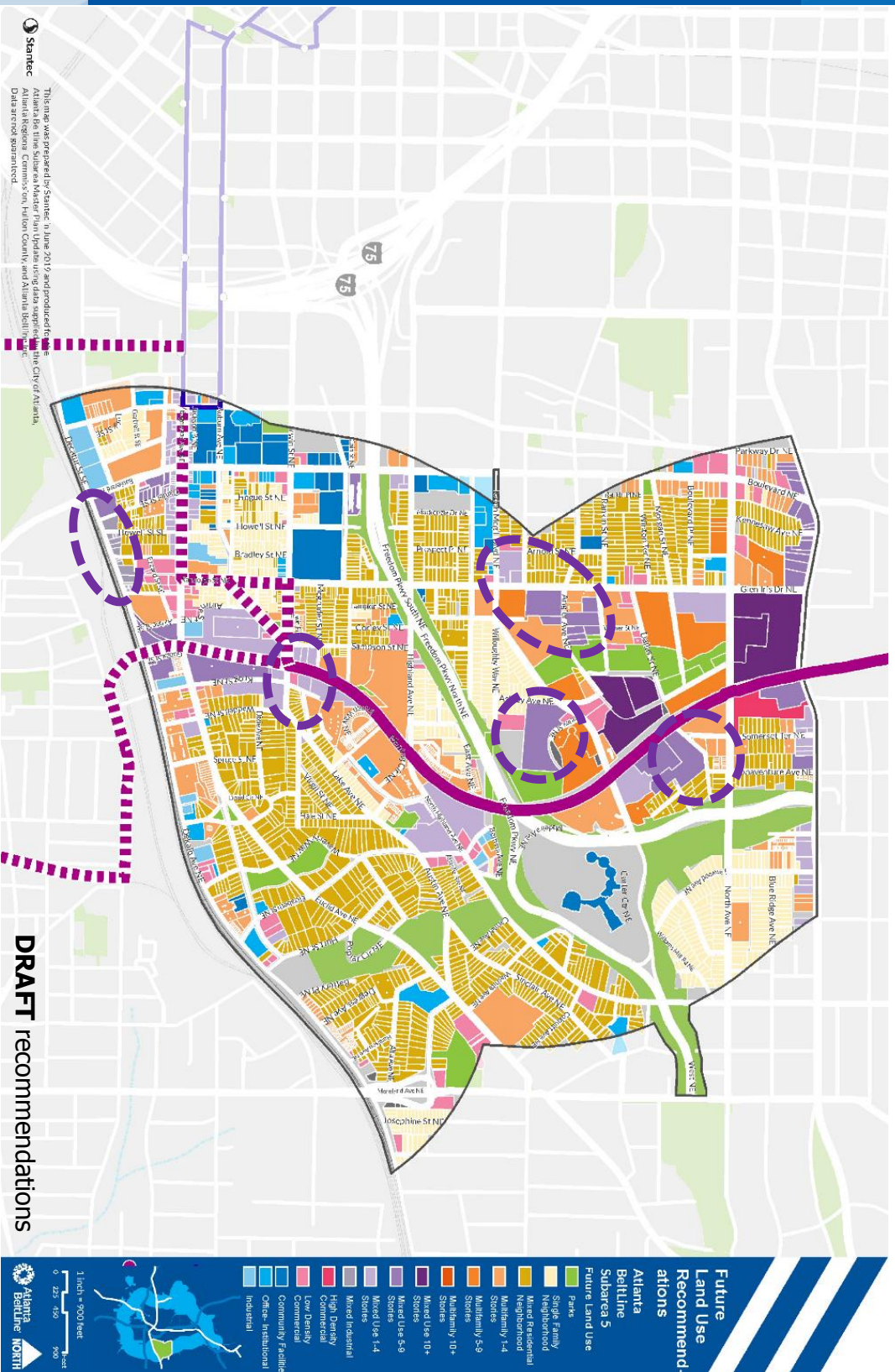
Activity Centers

1. Ponce City Market / Old Fourth Ward Park
2. Krog Street / Dekalb Avenue
3. Little Five Points
4. Inman Village
5. Edgewood Avenue / Auburn Avenue



Future Land Use

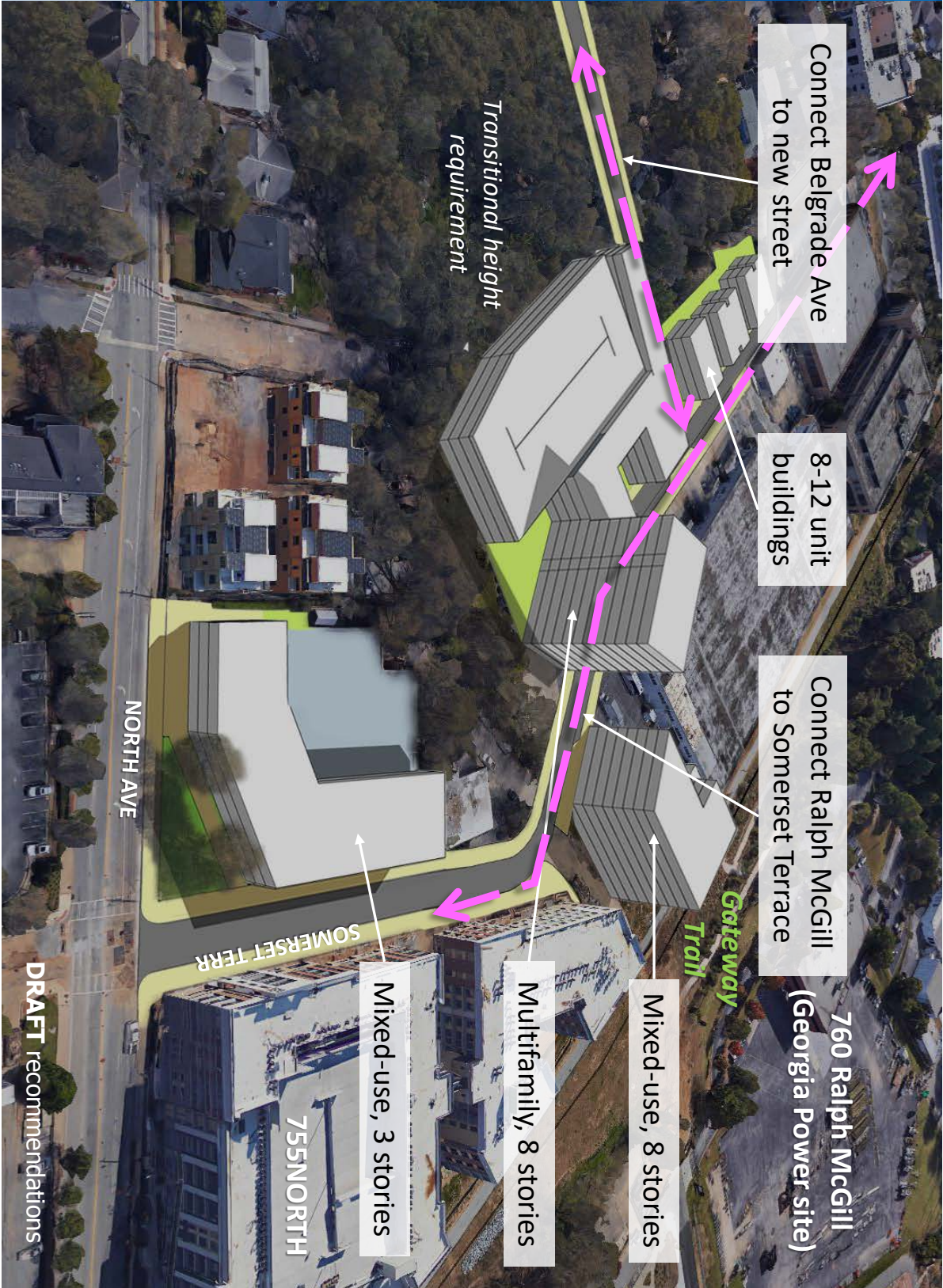
- Most recommended changes from single-use to mixed-use, and from lower to higher density to support future transit
- Zoning's transitional height planes, open space requirements still apply



Beltline-Poncey Highland Transition

- Add density adjacent to Beltline
- New street connects network
- Displaced parking for Common Ground – need to replace in structure

Illustrative example concept only



Beltline-Poncey Highland Transition

- Existing view from Beltline



Beltline-Poncey Highland Transition

- Potential view from Beltline

*Illustrative example
concept only*



New
lighting

Expanded trail
– soft surface

Mobility
hub

Increased density
near Beltline

Inclusionary
housing – 10-15%

Beltline
transit

Glen Iris Corridor

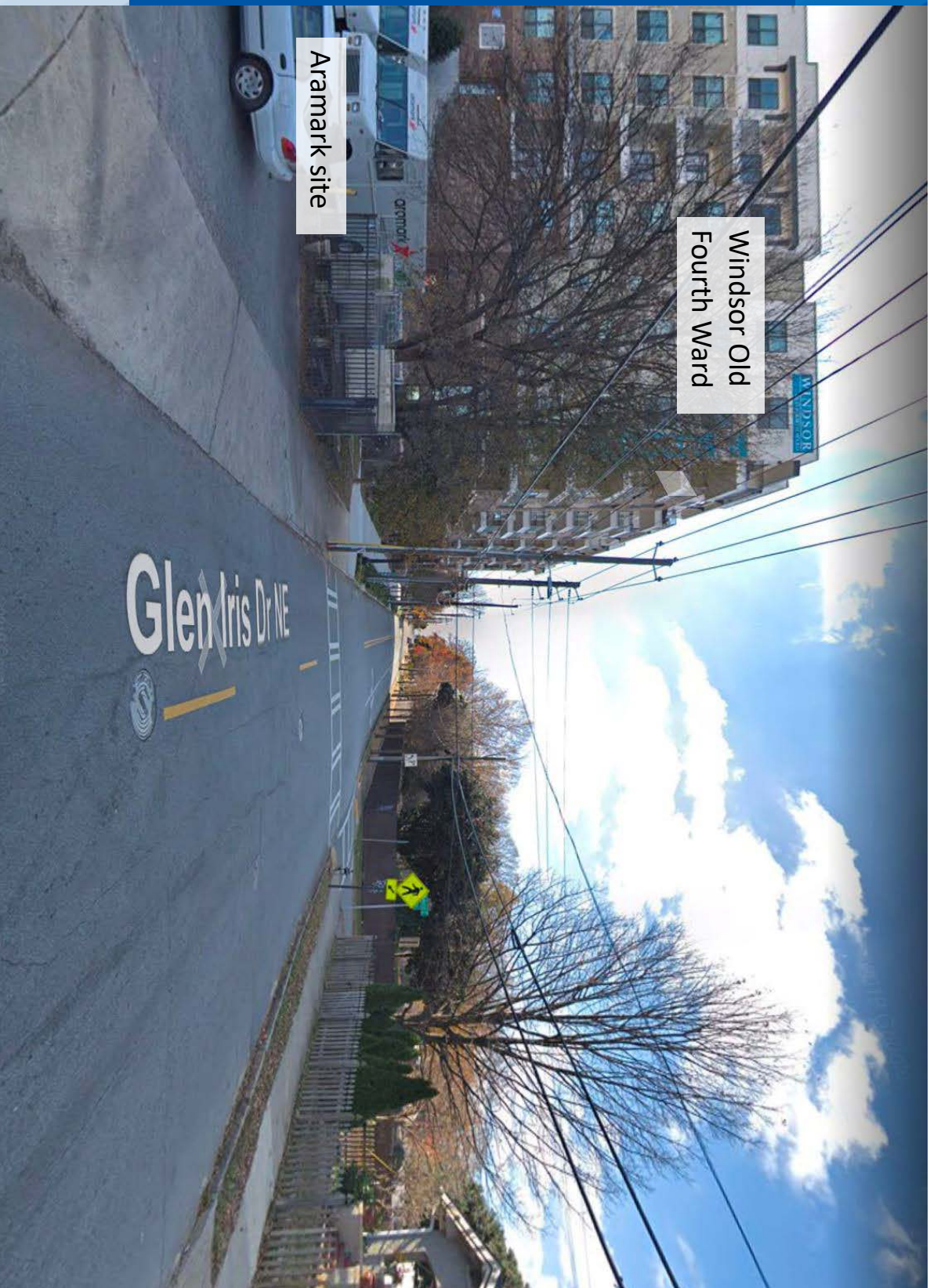
- Small-scale mixed-use development pattern
- Diversify uses
- Address scale transition across Glen Iris and into neighborhood

Illustrative example concept only



Glen Iris Corridor

- Existing view from Glen Iris looking south



Aramark site

Windsor Old Fourth Ward

Glen Iris Corridor

- Potential view from Glen Iris looking south

Note: bike 'sharrows' temporary solution while City explores cycle track opportunity

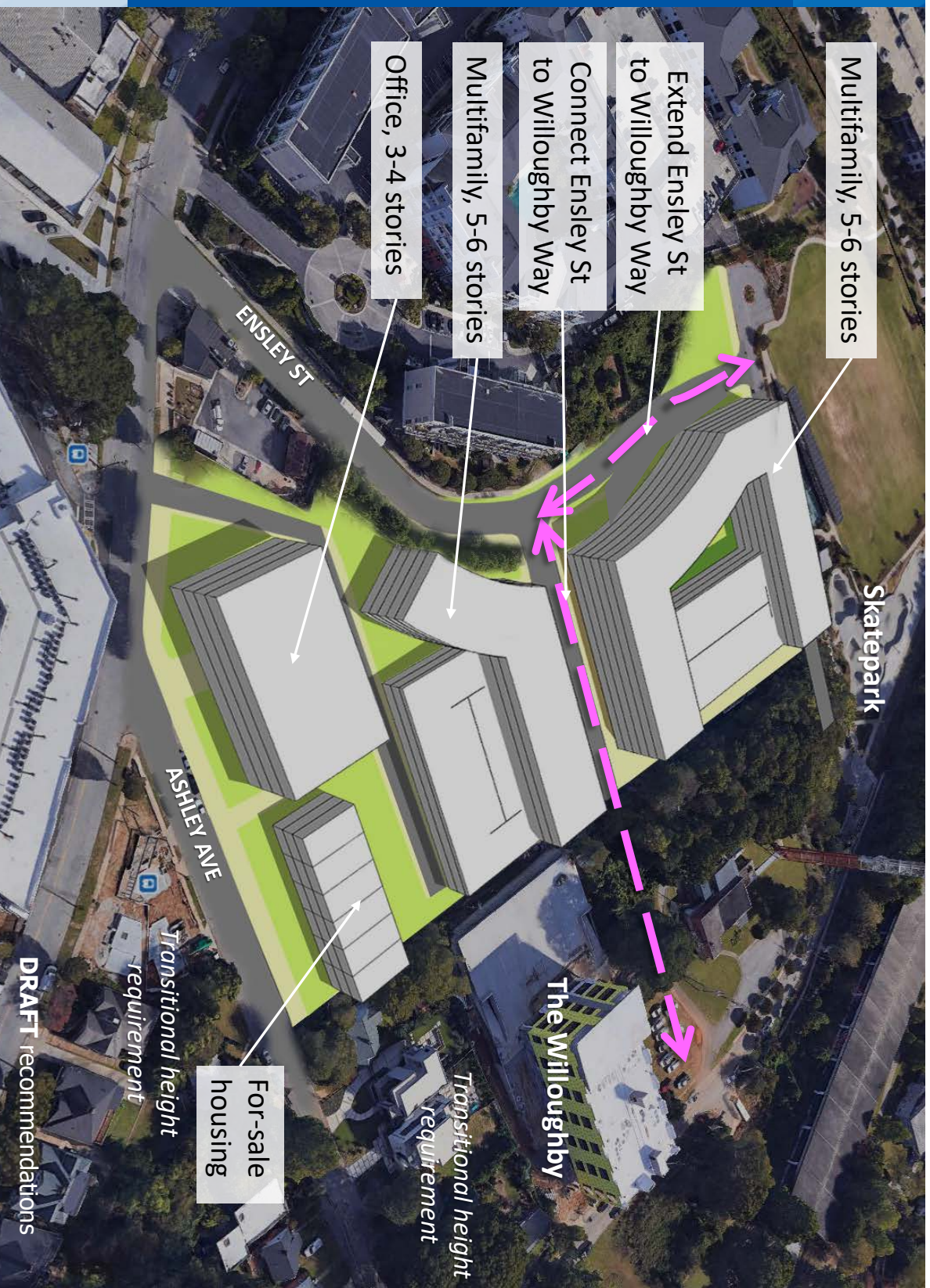
Illustrative example concept only



Ralph McGill – Ensley

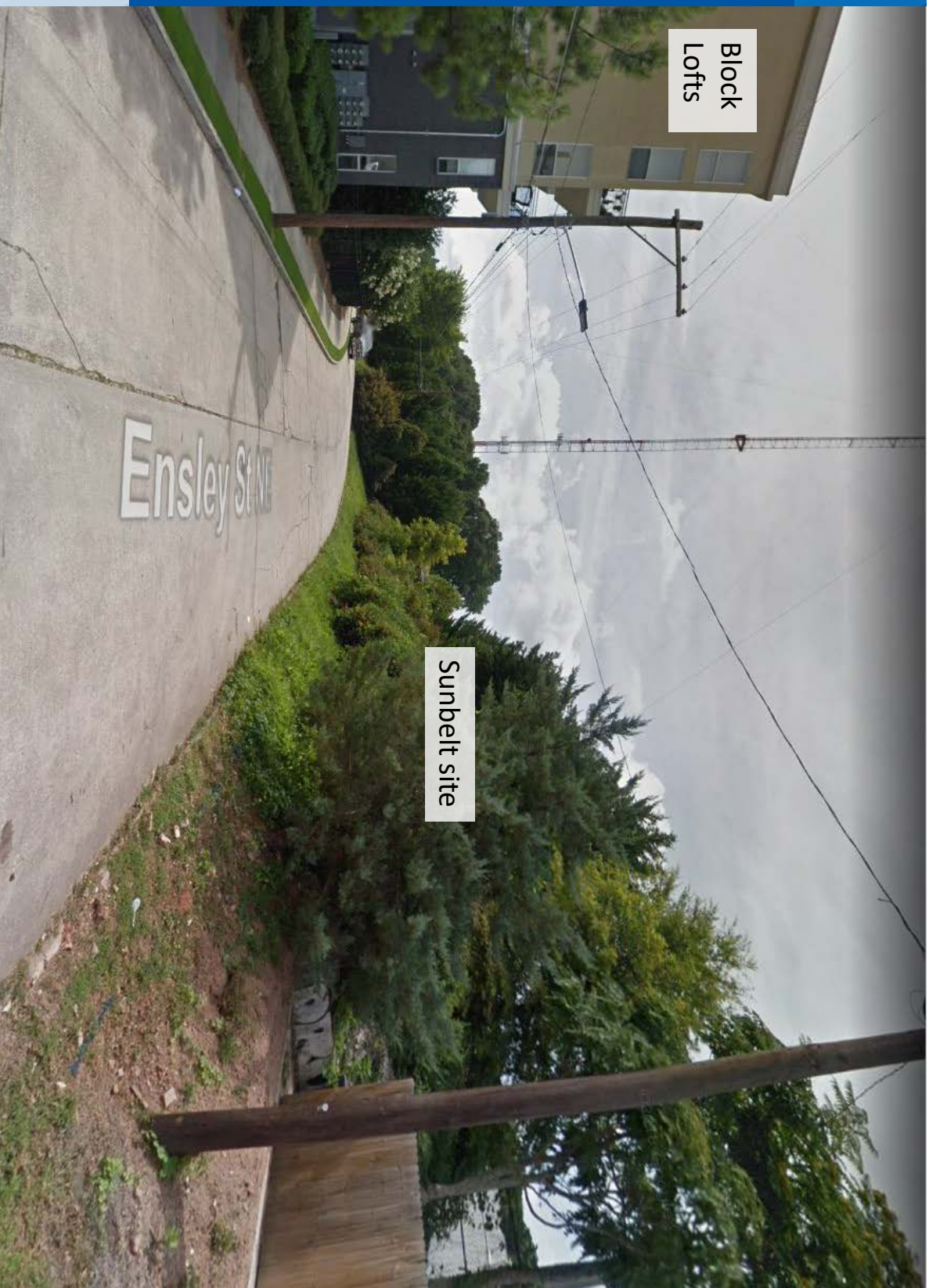
- Two new street connections increase accessibility
- Mixed-income multifamily + for-sale
- Address scale transition across Ashley Ave

Illustrative example concept only



Ralph McGill – Ensley

- Existing view on
Ensley Street looking
south



Ralph McGill – Ensley

- Potential view on Ensley Street looking south

*Illustrative example
concept only*



Block
Lofts

New street south
to Willoughby

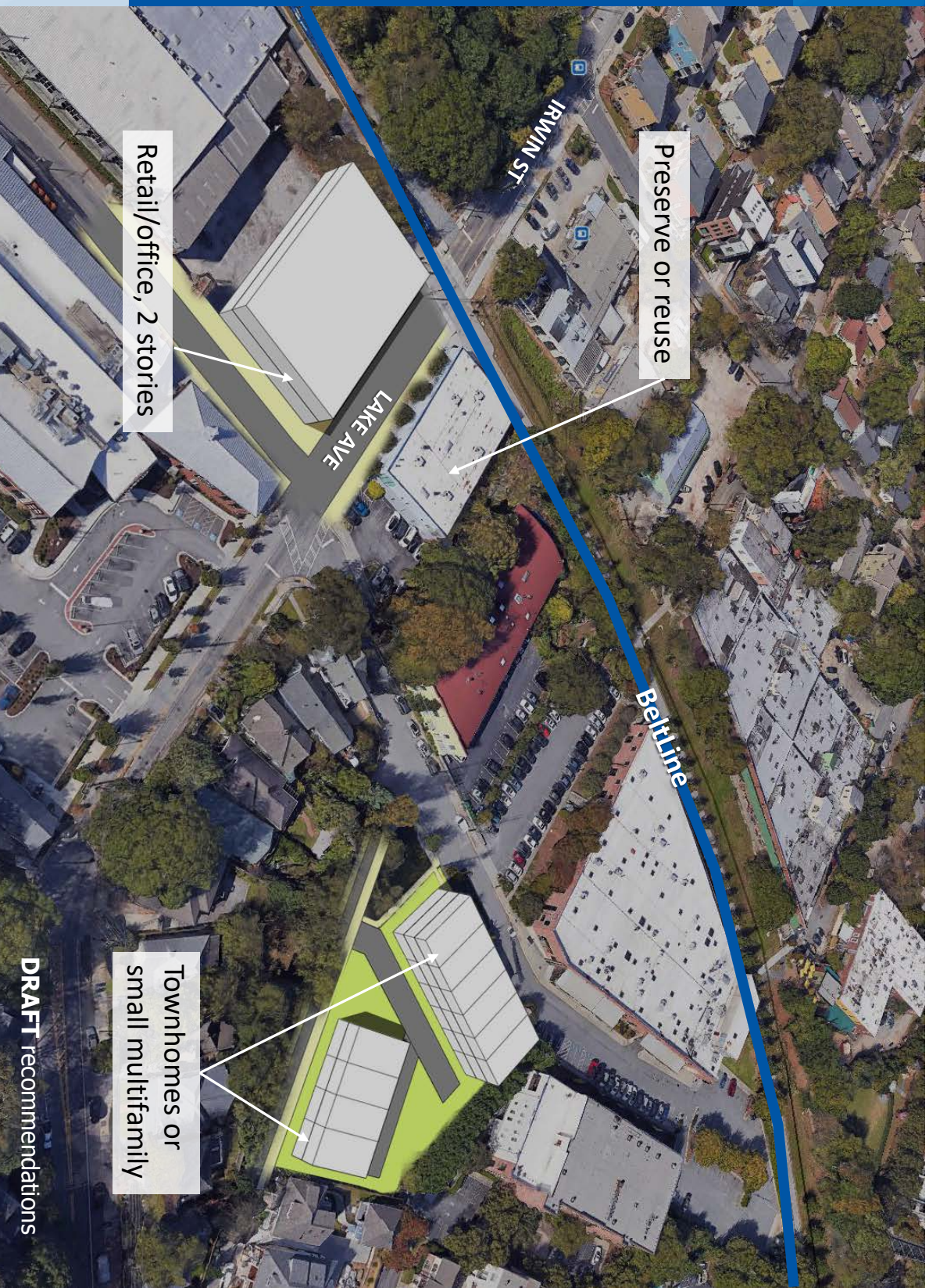
Mixed-income
multifamily

Street
improvements

New sidewalk

Beltline-Irwin-Lake

- Add neighborhood-scale housing and commercial near future Beltline transit
- Integrate shared community spaces into adaptive reuse
- *Illustrative example concept only*



DRAFT recommendations

Beltline-Irwin-Lake

- Existing view on Irwin Street looking southeast



Beltline-Irwin-Lake

- Potential view on Irwin Street looking southeast

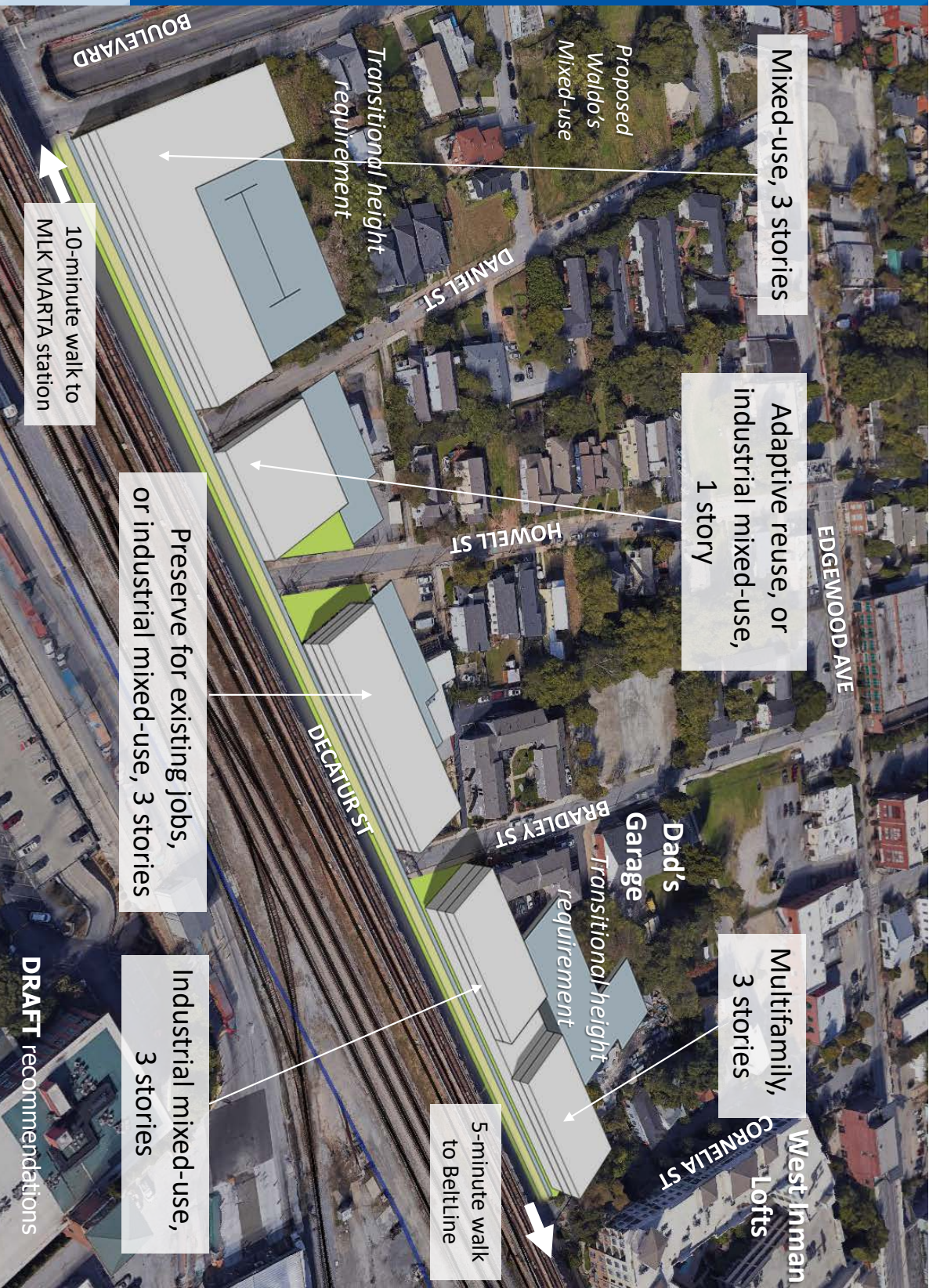
*Illustrative example
concept only*



Decatur Street corridor

- Potential small-scale industrial mixed-use
- Housing and office within walking distance to MARTA and Beltline transit
- Small parcel sizes limit site redevelopment

Illustrative example concept only



Housing Strategies Recommendations

- Continue leveraging **Beltline land assets** to incentivize affordable housing, transit and economic development
- Increase **tenant advocacy programs**
- Provide affordable housing in **mixed-income communities**
- Support **density**, especially near future transit
- Subsidize affordable housing units via the **Beltline Affordable Housing Trust Fund**



Housing Strategies Recommendations

- **Incentivize non-traditional housing options** such as multi-generational housing, co-housing, shared housing, and accessory dwelling units (ADU)
- Develop/promote tools to **preserve existing un-subsidized housing** with affordable rents
- Support **longer-term affordability**, including community land trusts, shared-equity or resale-restricted housing
- Partner with entities that foster **wealth-building** paths to homeownership

Housing Strategies Other Recommendations



- Support City **zoning policies** that allow for alternative “missing middle” housing types and other affordable options in all areas of the City
- Participate in **Transit-Oriented Development (TOD)** **acquisition fund** once it is set up by House ATL
- Explore **property tax abatements** to incentivize affordable housing preservation

Source: ABI Affordable Housing Working Group Final Report (Aug 2018)



Housing Strategies Other Recommendations



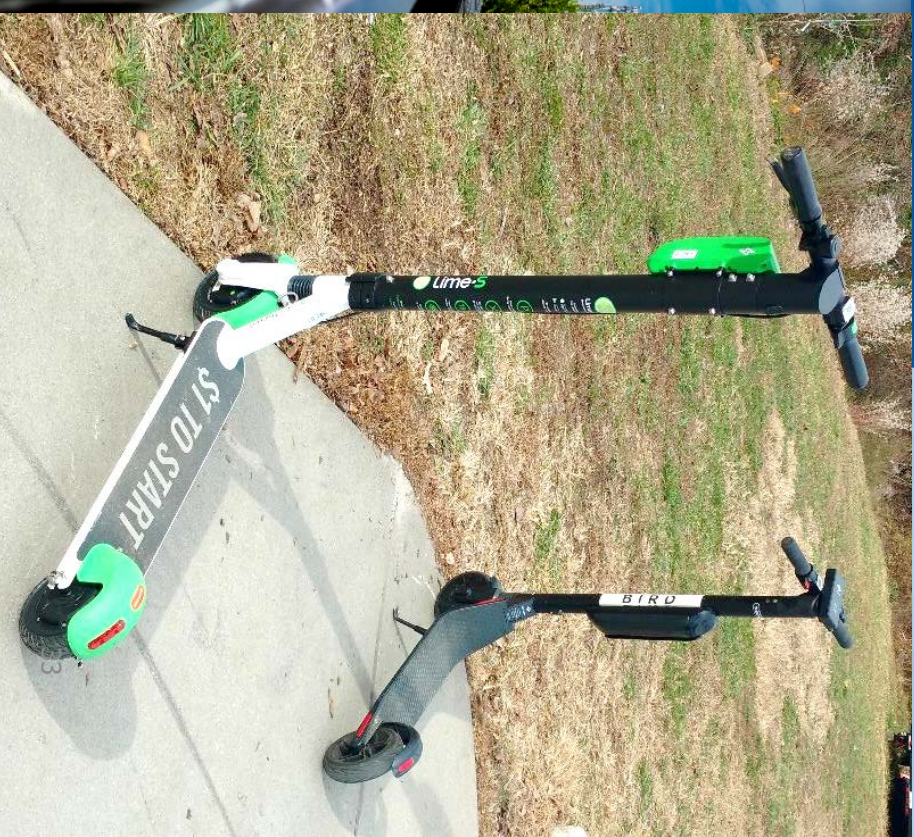
- Participate in comprehensive **anti-displacement initiatives** existing in the City
 - Short-term/emergency solutions for tenants facing eviction
 - Renters' rights programs and education
 - Explore property tax relief for legacy homeowners
- Participate with other partners to deliver **comprehensive wealth-building programs** for low and moderate-income residents and businesses
- **Support non-profit and community-based developers** focused on long-term affordability and mixed-income communities



Source: House ATL Final Recommendations (Sep 2018)

DRAFT recommendations

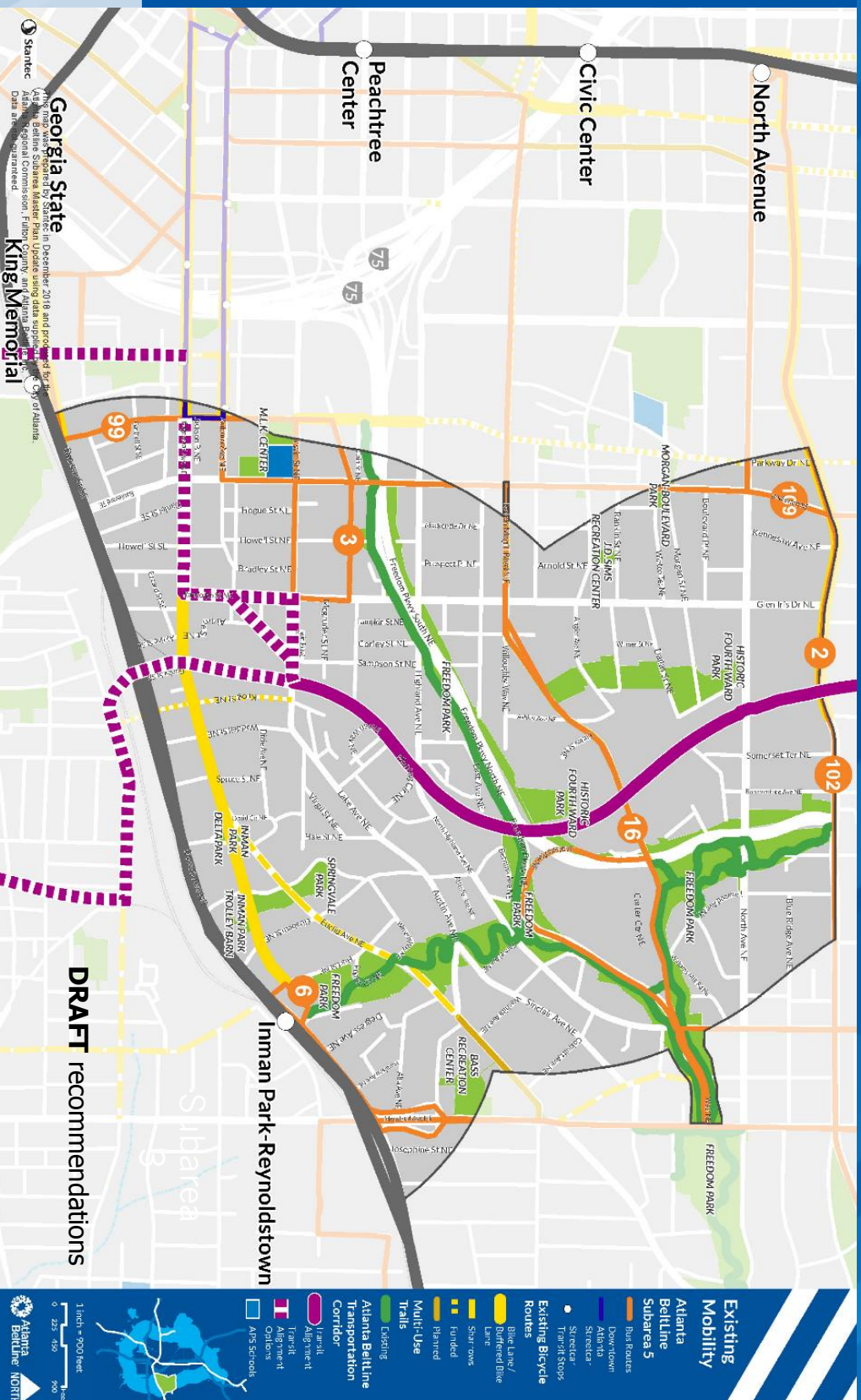
Mobility



Draft Recommendations: Mobility

Transit

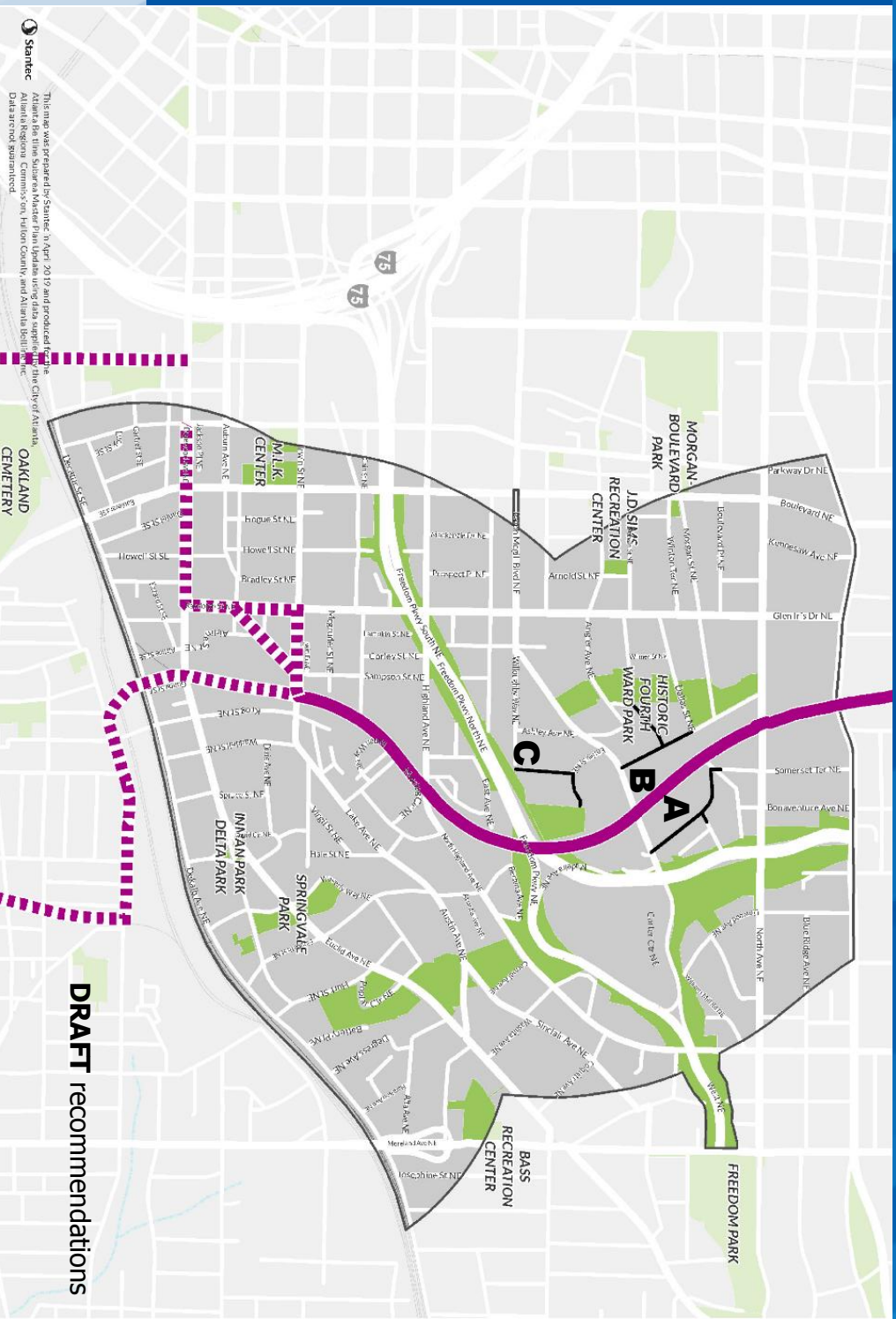
- Beltline Eastside rail corridor – currently in environmental review
- Generally follows MARTA Routes 3 and 16 – can this change nature of bus service?



Draft Recommendations: Mobility

New Streets

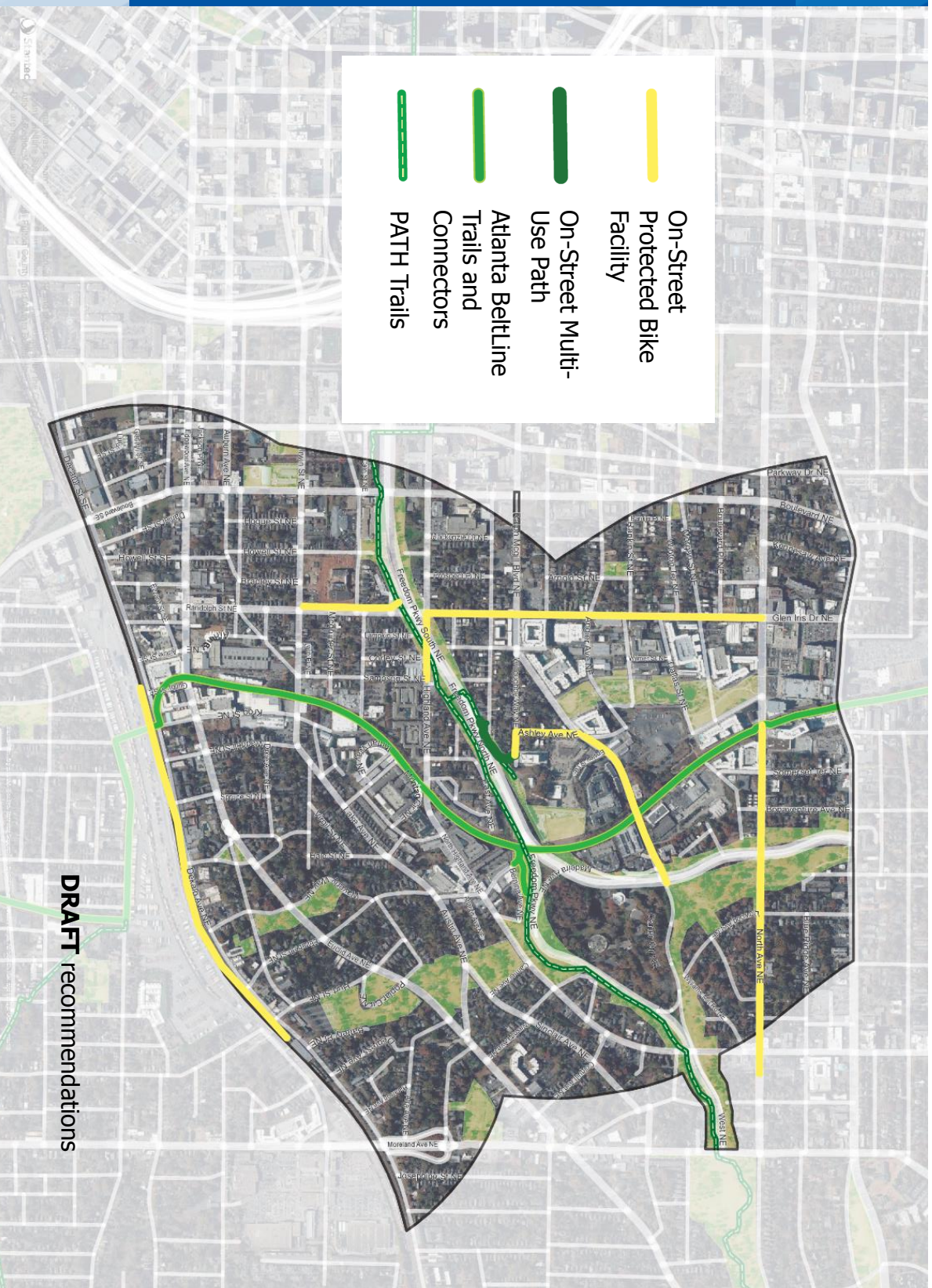
- Connect Ralph McGill to Somerset Terrace
- Connect N Angier Ave to Ralph McGill
- Connect Ensley St to Willoughby Way



Draft Recommendations: **Mobility**

Bicycle and Pedestrian Core Network

- Complete neighborhood connections, especially to Freedom Parkway Trail



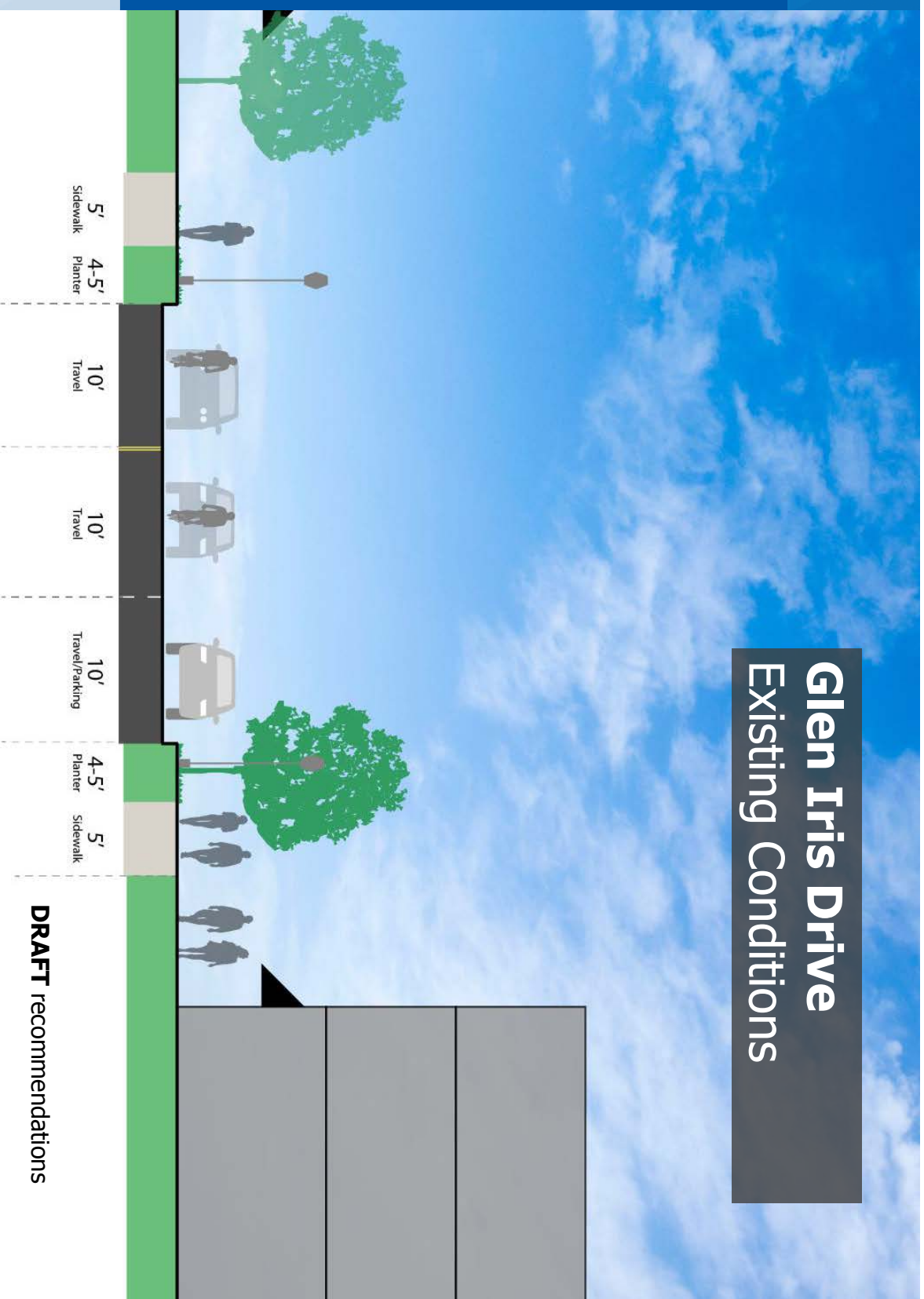
Glen Iris Drive

Existing Conditions

Draft Recommendations: **Mobility**

Network Faces Constraints

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented

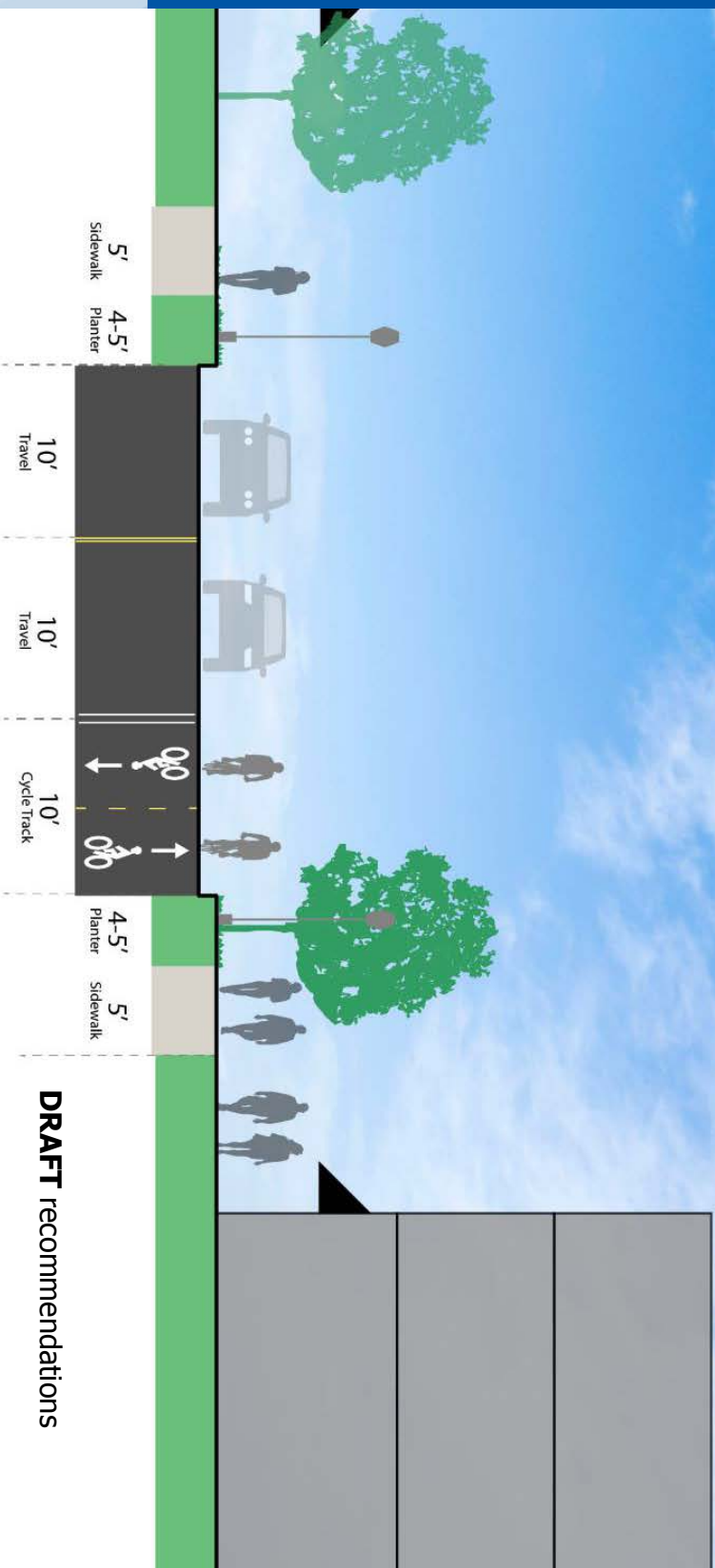


Glen Iris Drive Cycle Track Approach

Draft Recommendations: Mobility

Network Faces Constraints

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented

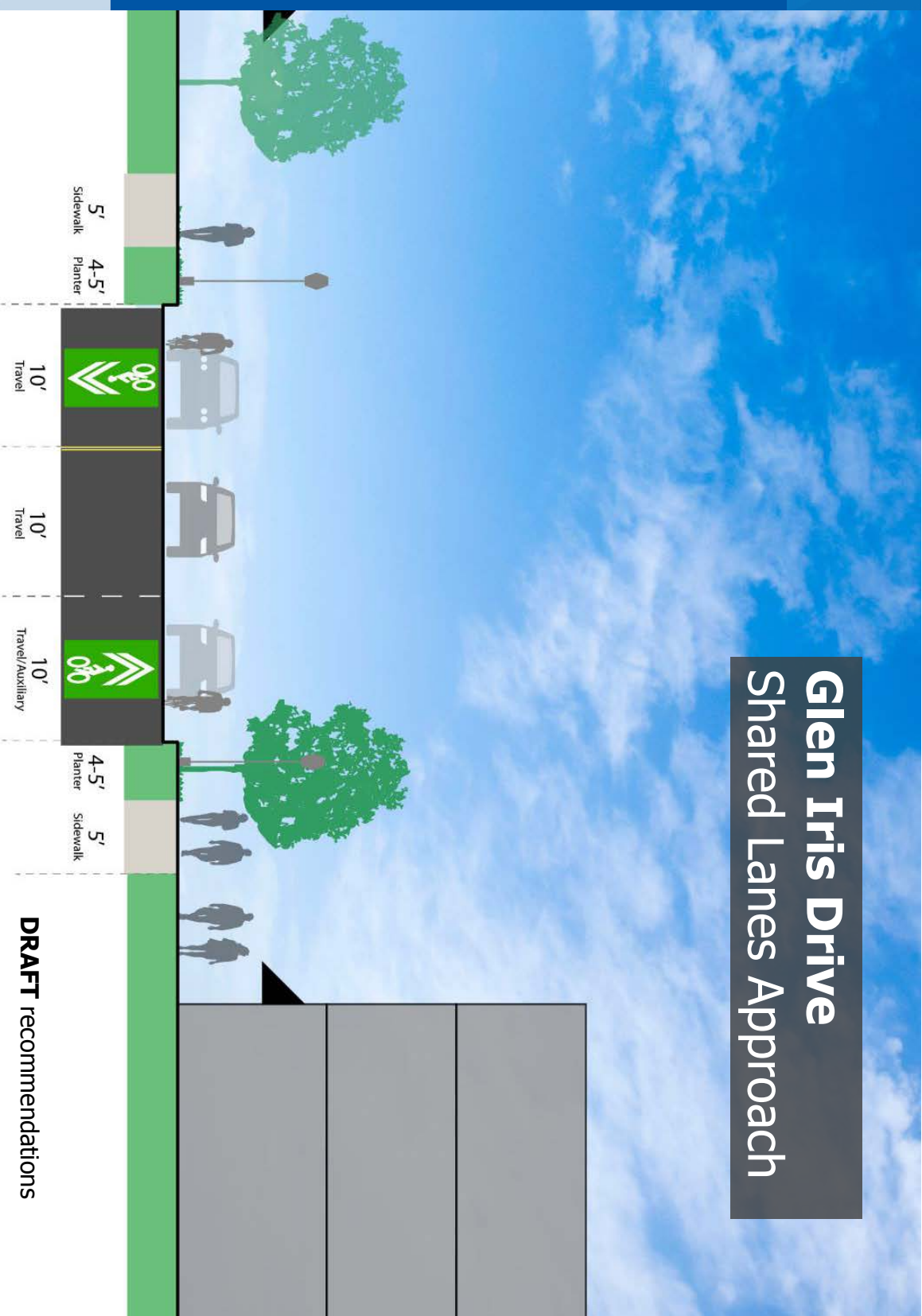


Glen Iris Drive Shared Lanes Approach

Draft Recommendations: Mobility

Network Faces Constraints

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented



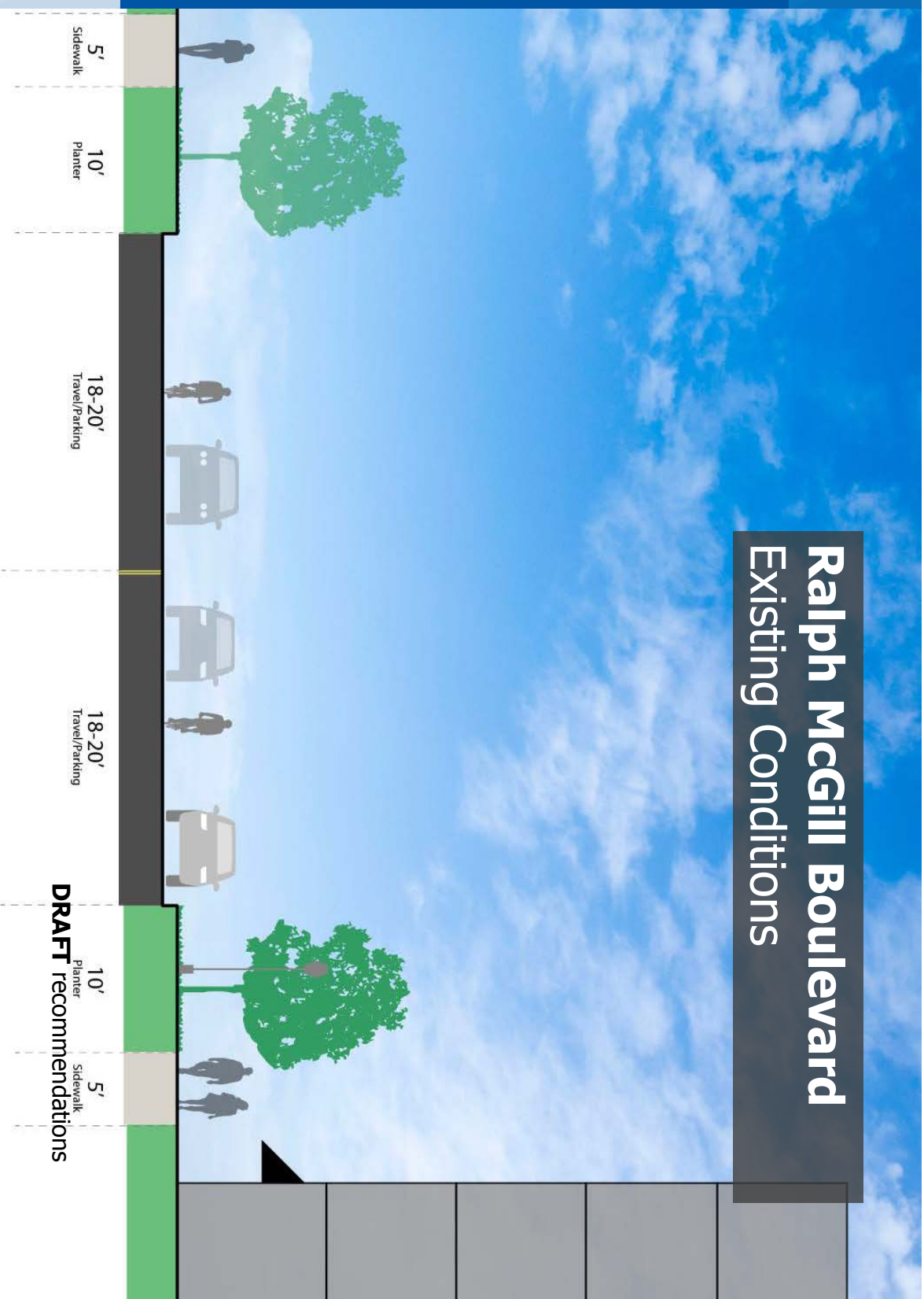
Ralph McGill Boulevard

Existing Conditions

Draft Recommendations: **Mobility**

Network Faces Constraints

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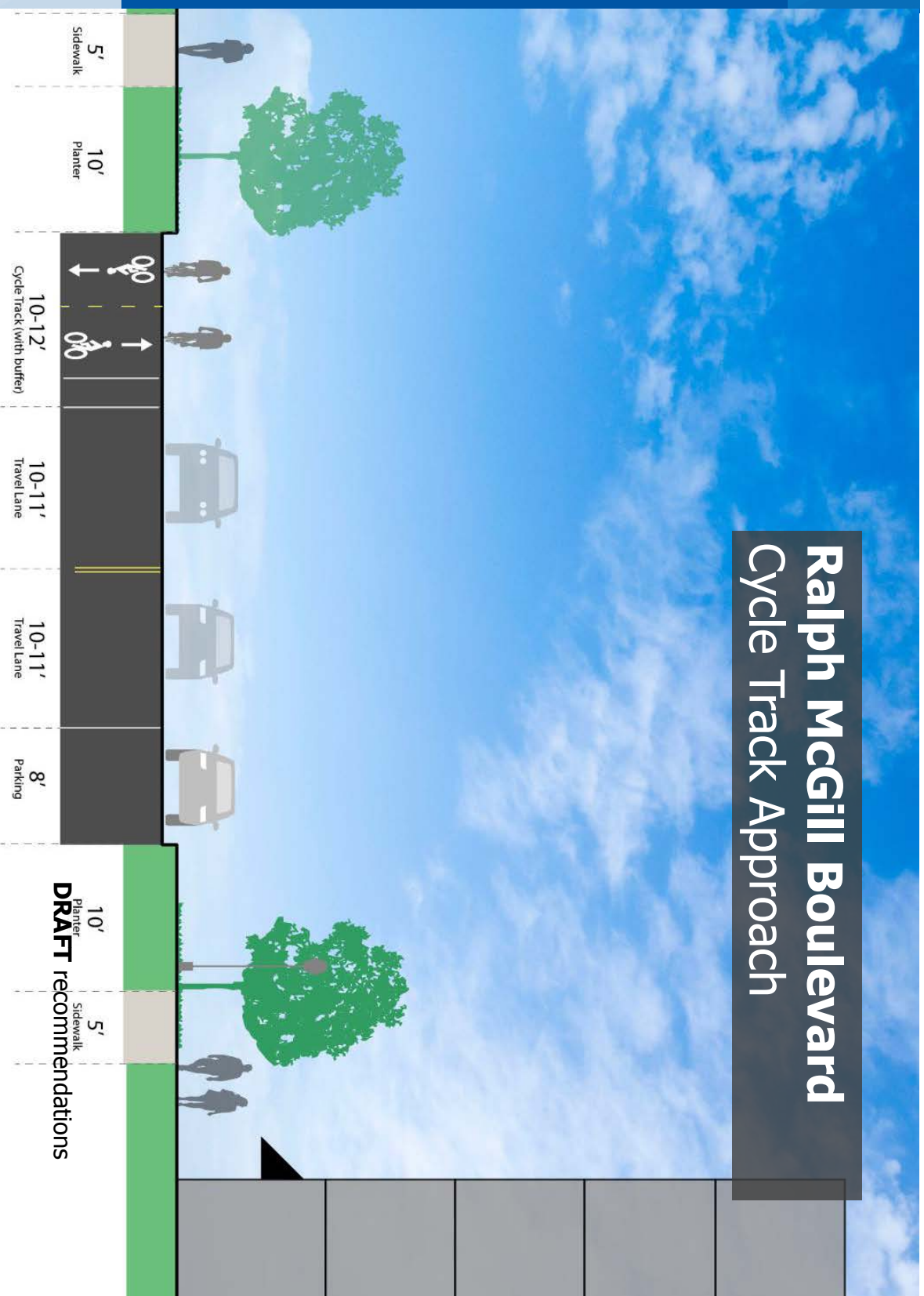


Ralph McGill Boulevard Cycle Track Approach

Draft Recommendations: **Mobility**

Network Faces Constraints

- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented



Ralph McGill Boulevard

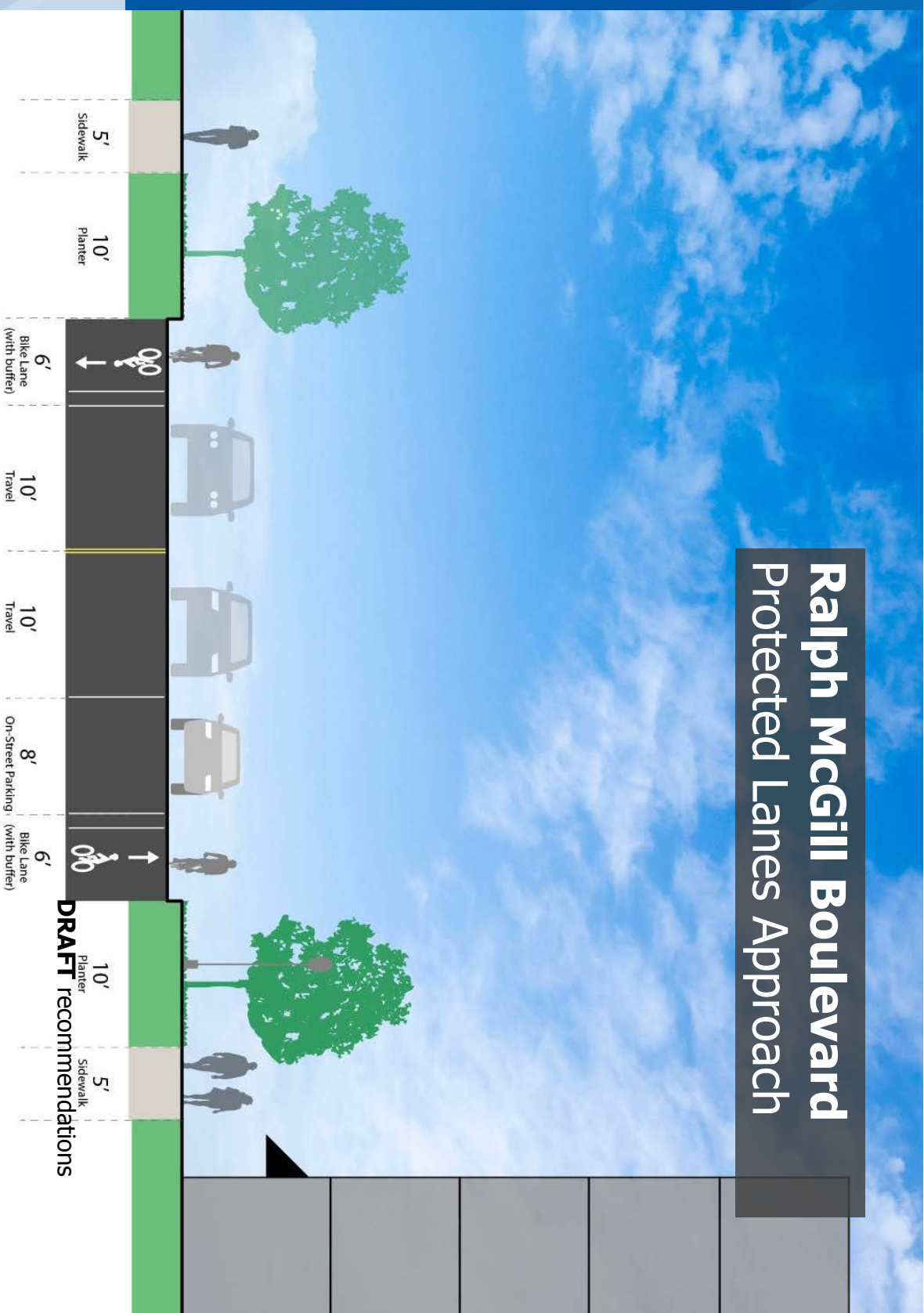
Protected Lanes Approach

Draft Recommendations:

Mobility

Network Faces Constraints

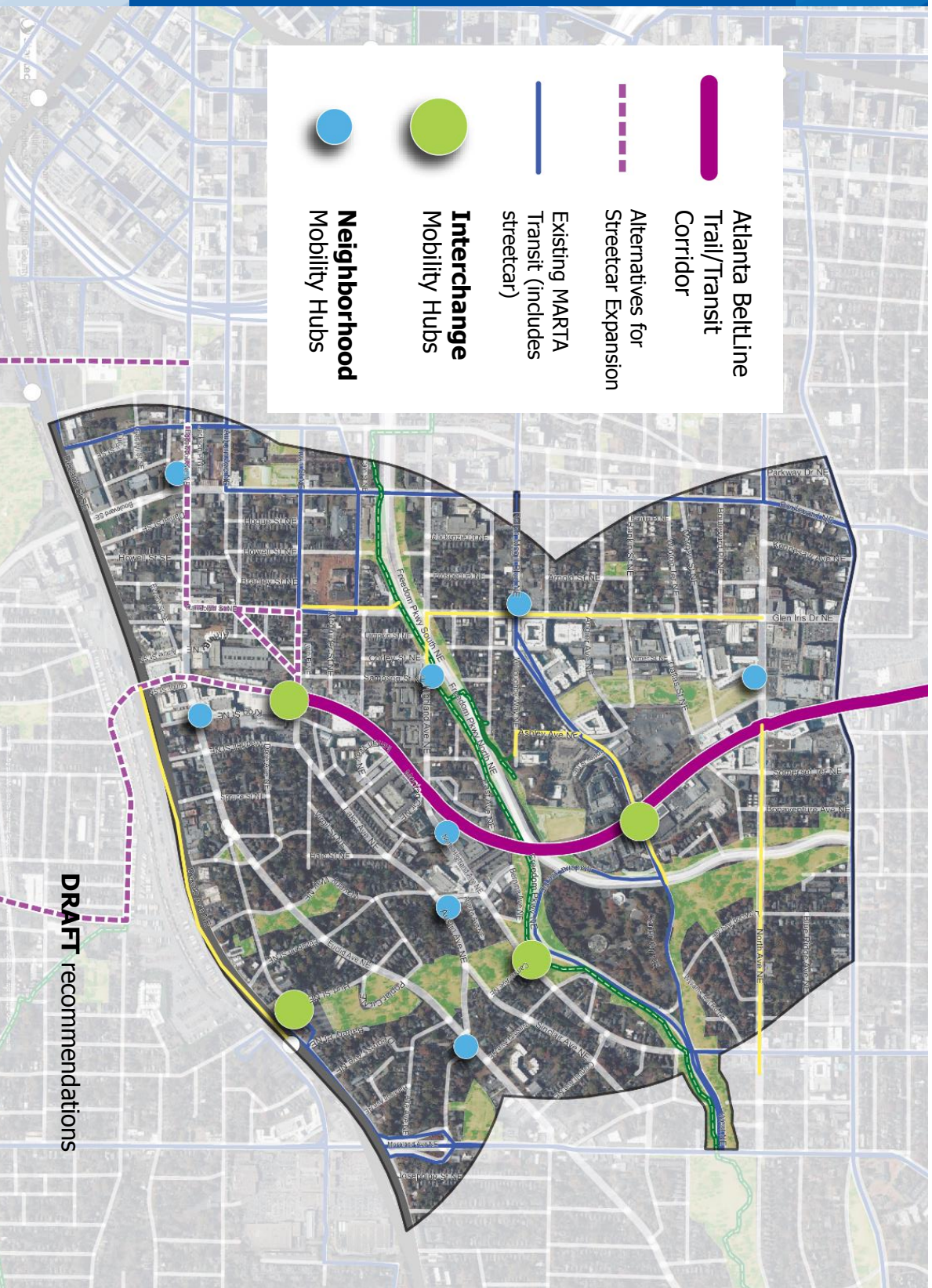
- Master Plan to recommend options that will identify tradeoffs; City to continue discussions with neighborhoods as projects are implemented



Draft Recommendations: **Mobility**

Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints



Draft Recommendations: **Mobility**

Mobility Hubs

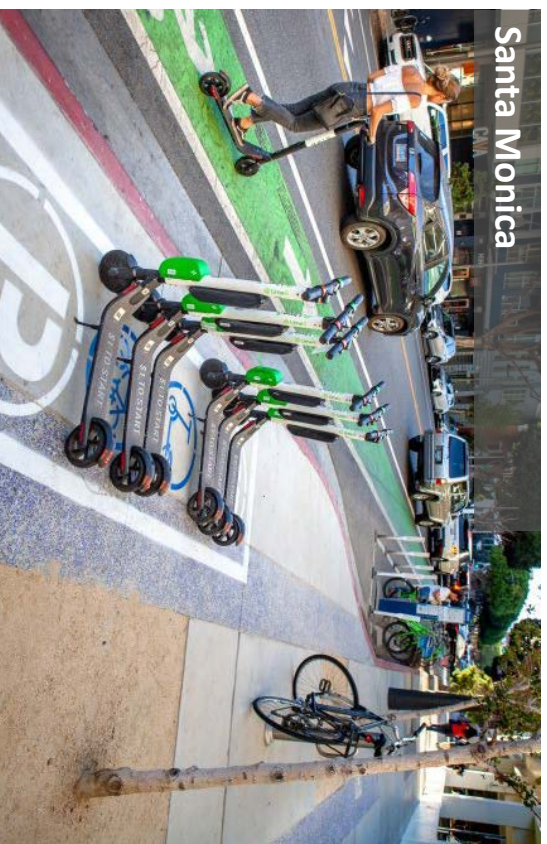
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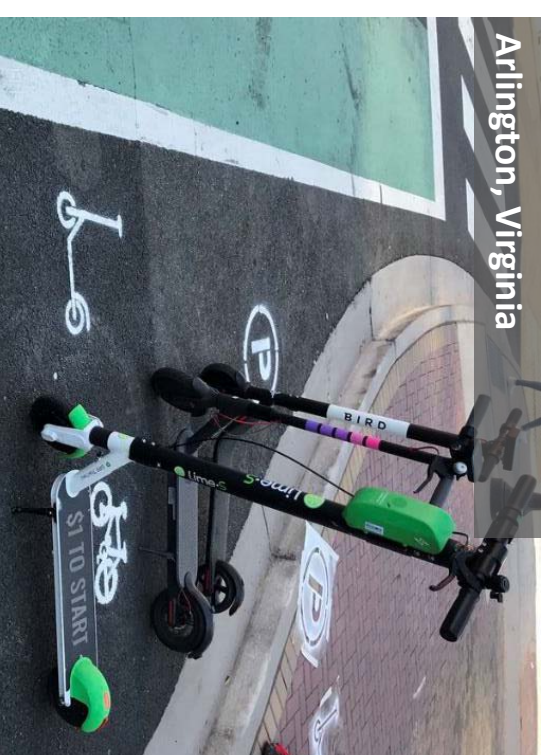
Oonee Hub - Manhattan



Oonee Hub - Manhattan



Santa Monica



Arlington, Virginia

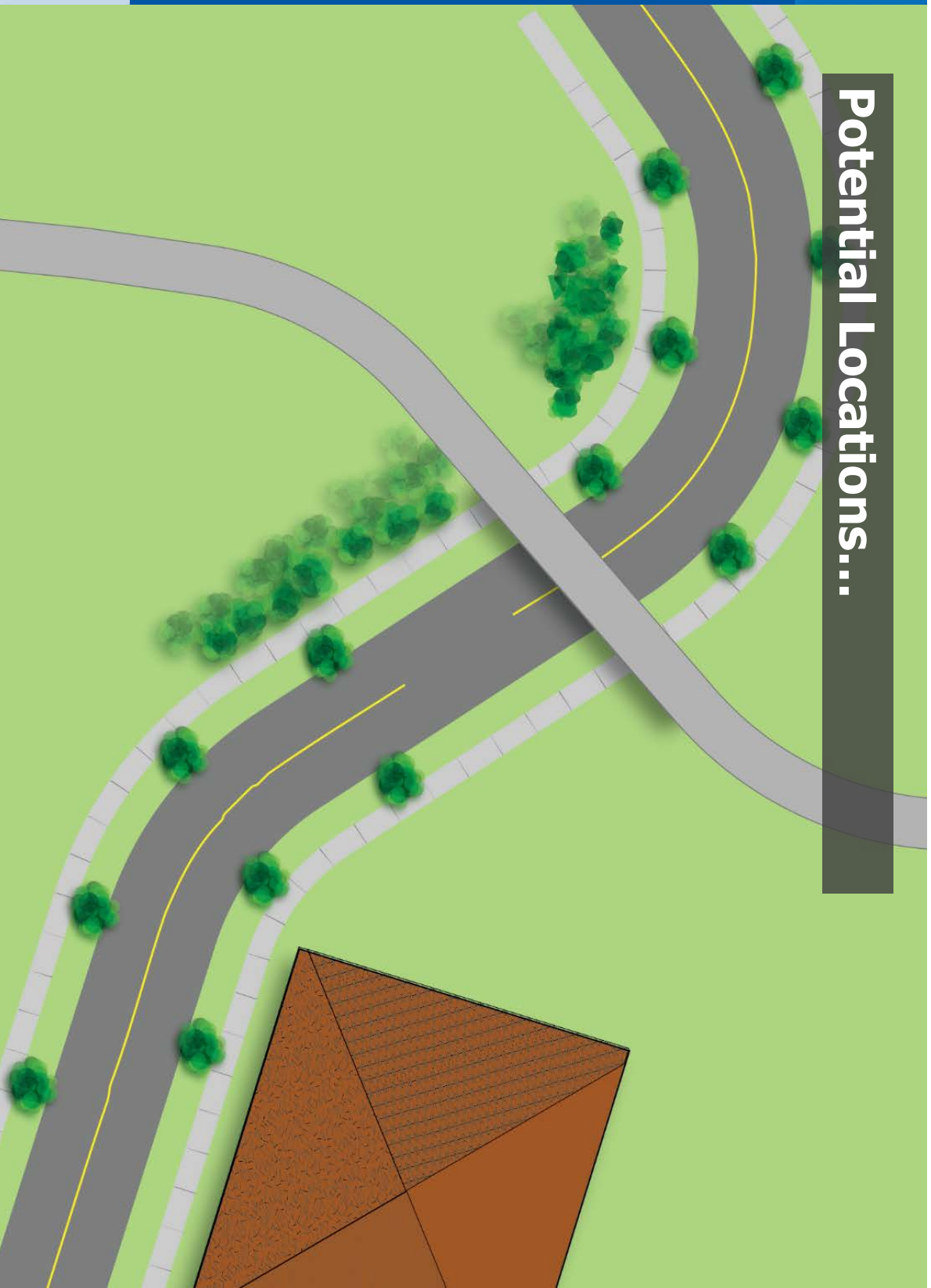
Draft
Recommendations:
Mobility

Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints



Potential Locations...



Draft
Recommendations:
Mobility

Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints



Streetside/Curbside Locations

- Adequate hardscape for bike/scooter storage
- Geofence this immediate area
- Enhance pedestrian access



Draft
Recommendations:

Mobility

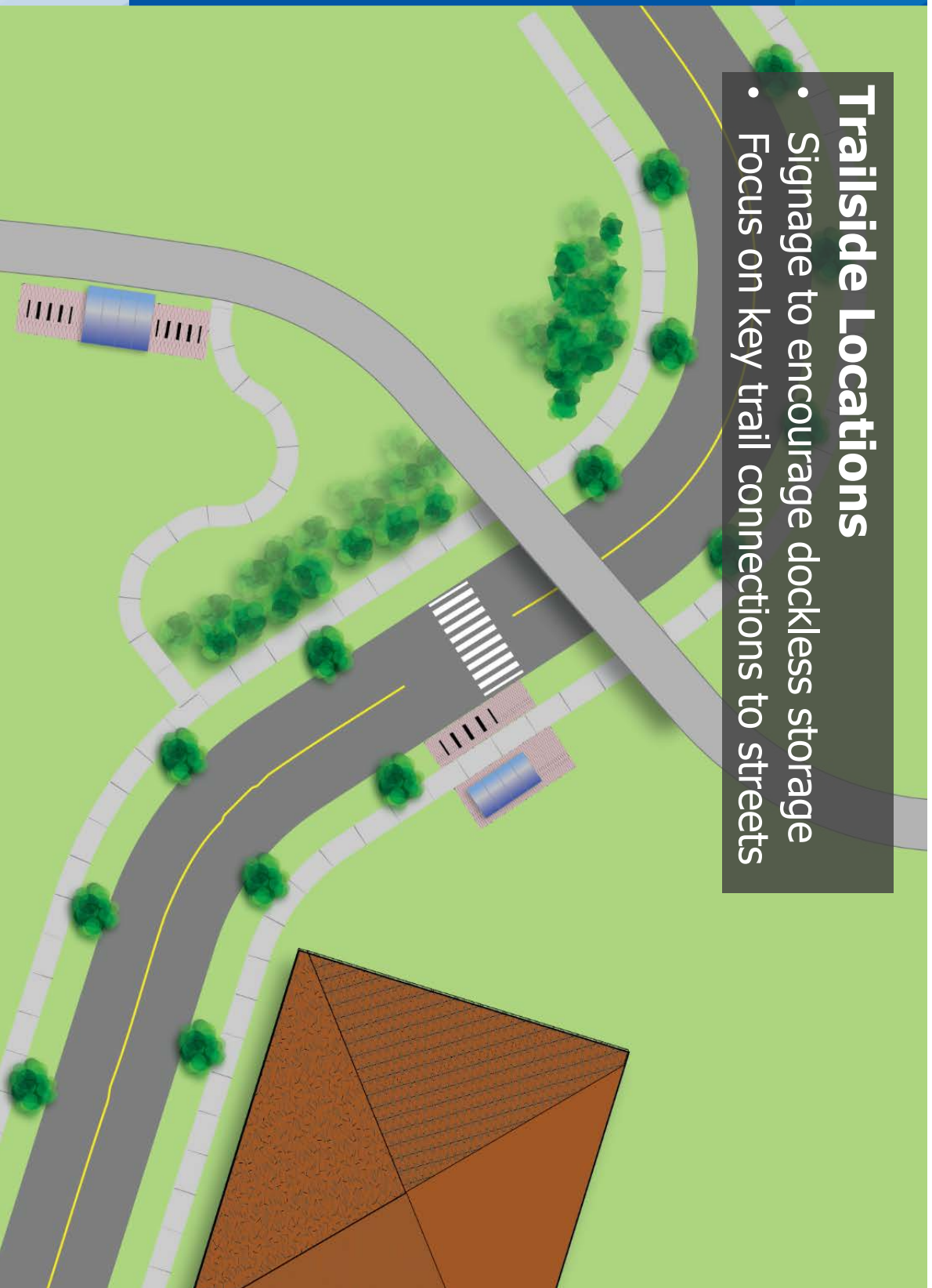
Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints



Trailside Locations

- Signage to encourage dockless storage
- Focus on key trail connections to streets



Draft Recommendations: **Mobility**

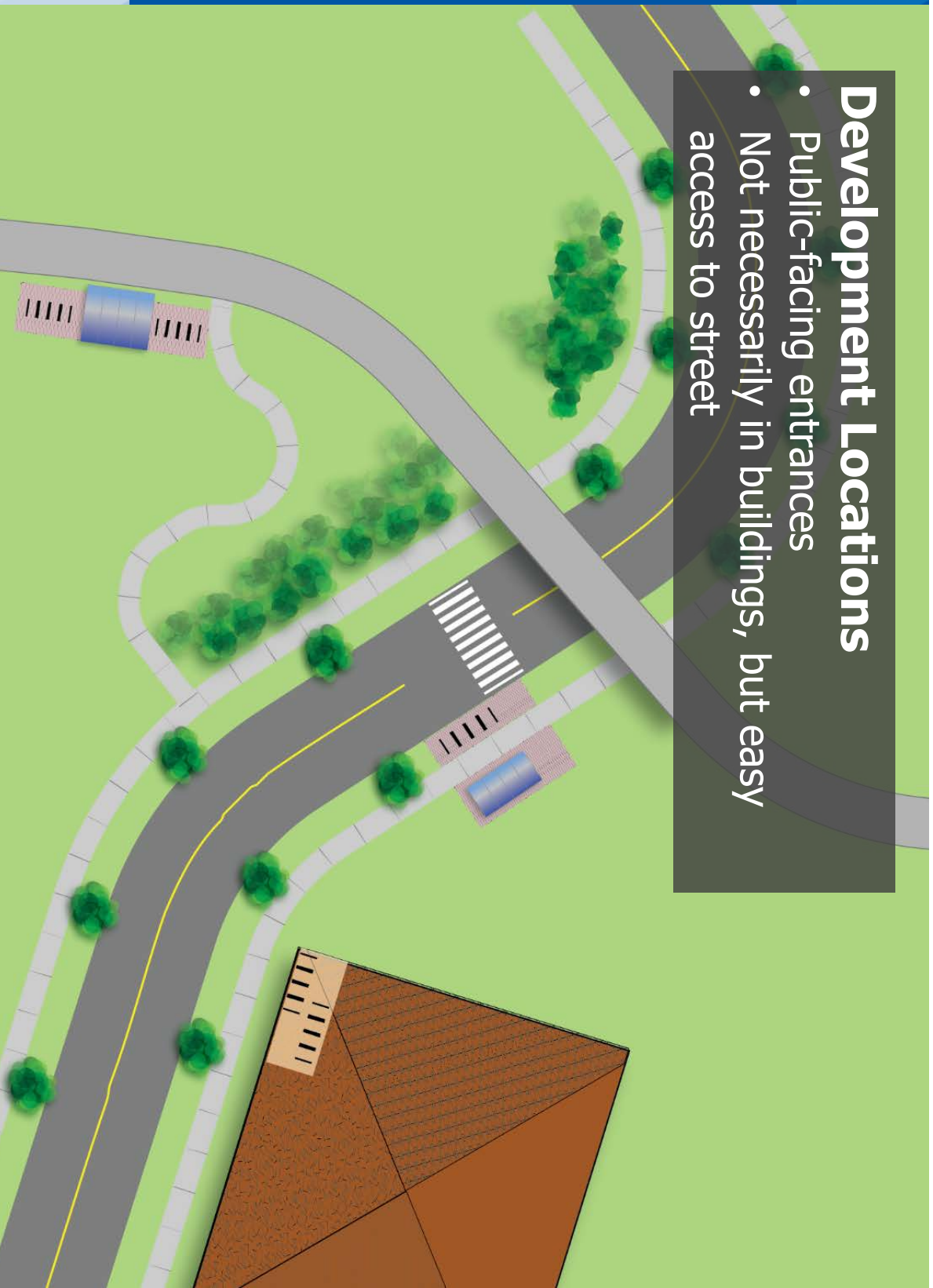
Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints



Development Locations

- Public-facing entrances
- Not necessarily in buildings, but easy access to street



Draft
Recommendations:

Mobility

Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints



Why is SA5 an appropriate testing ground?

- Constrained rights-of-way and increasing pedestrian use of local neighborhood streets
- High-activity pedestrian zones adjacent to Beltline trail with competition for curbside space
- Busiest and most dense overall land use patterns on constructed Beltline
- Beltline transit still in development (several years out); MARTA rail at subarea's edge and not typical walking distance

Draft

Recommendations:

Mobility

Mobility Hubs

- Low-cost, low-footprint infrastructure at the meeting point of transit, dockless/micro-mobility, and public space constraints



Interchange

- Direct connection to transit routes
- Off-board transit ticketing/fare vending
- Bicycle storage
- Designated scooter/dockless zone

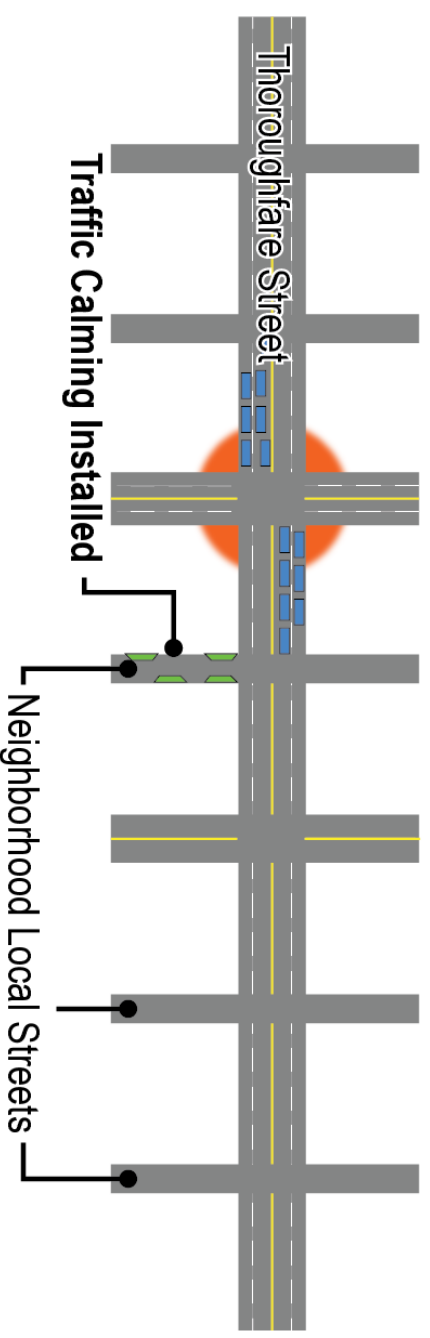
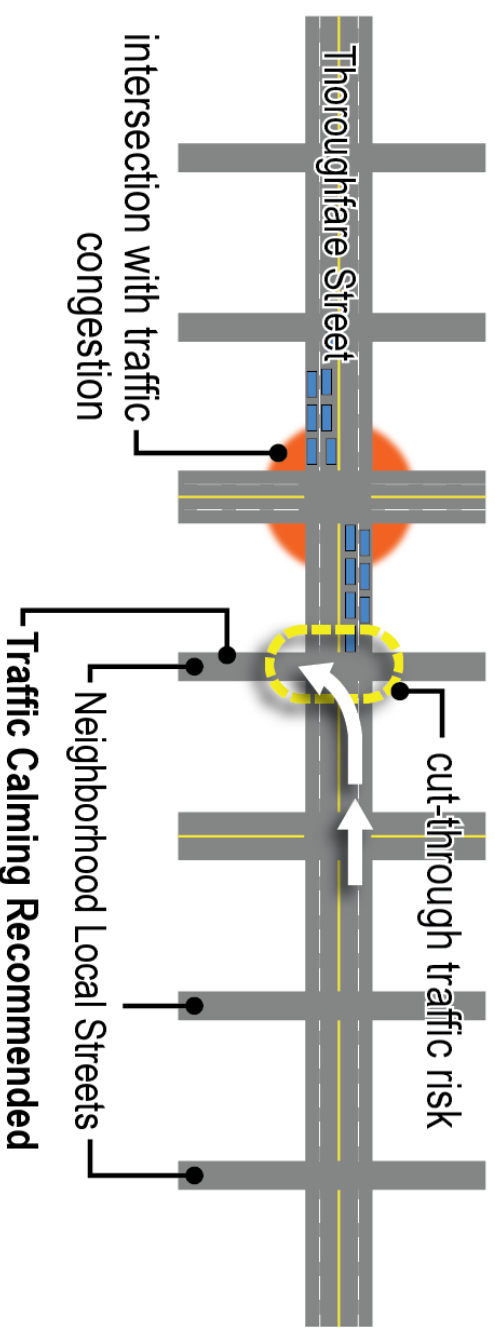
Neighborhood

- Outside of (but close to) high-activity pedestrian areas
- Bicycle storage
- Designated scooter/dockless zone

Draft Recommendations: **Mobility**

Traffic Calming

- Focus a more advanced policy on areas of safety concern
- Combine on-street parking, green infrastructure, and bicycle facilities with traffic calming approaches

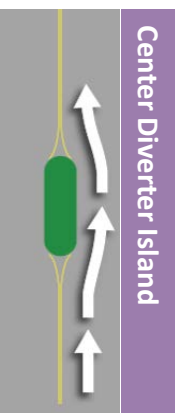


Draft Recommendations: **Mobility**

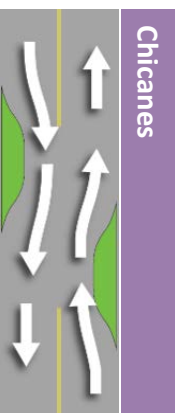
Traffic Calming

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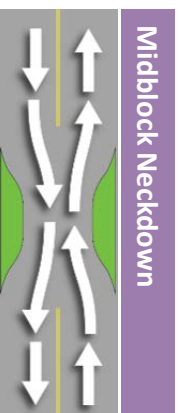
Center Diverter Island



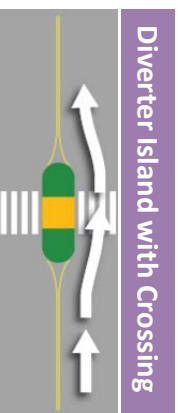
Chicanes



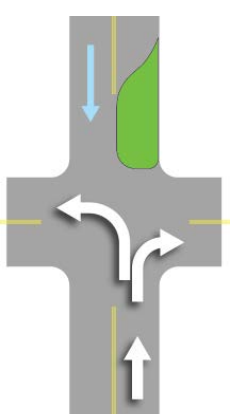
Midblock Neckdown



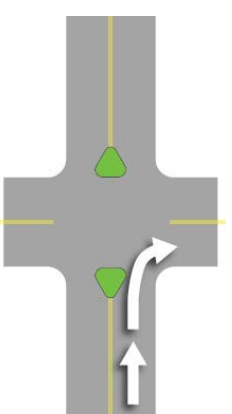
Diverter Island with Crossing



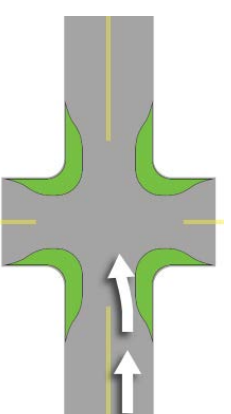
Intersection
Neckdown (for
entry control)



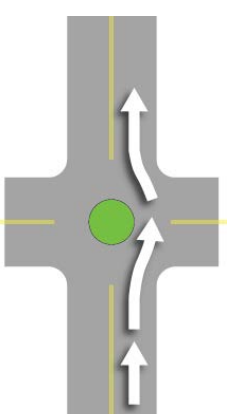
Mini-Diverter



Corner Bulb-Outs



Mini
Roundabouts

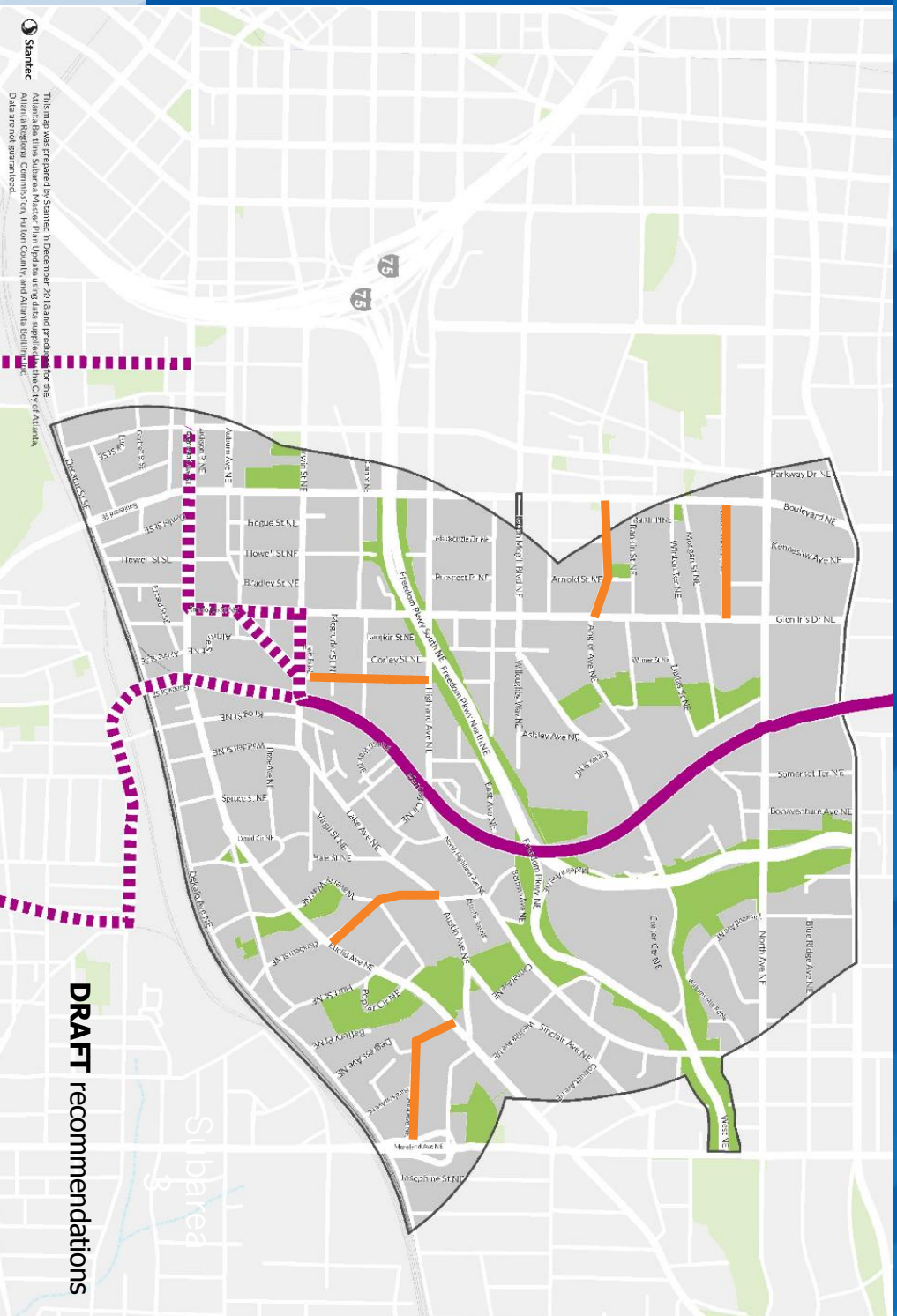


Draft Recommendations: Mobility

Traffic Calming

- Focus a more advanced policy on areas of safety concern
- Combine on-street parking, green infrastructure, and bicycle facilities with traffic calming approaches

— Traffic calming streets



This map was prepared by Stantec in December 2013 and produced for the Atlanta BeltLine Subarea Plan Update using data supplied by the City of Atlanta, Atlanta Region's Commission, Fulton County, and Atlanta BeltLine. Data not guaranteed.

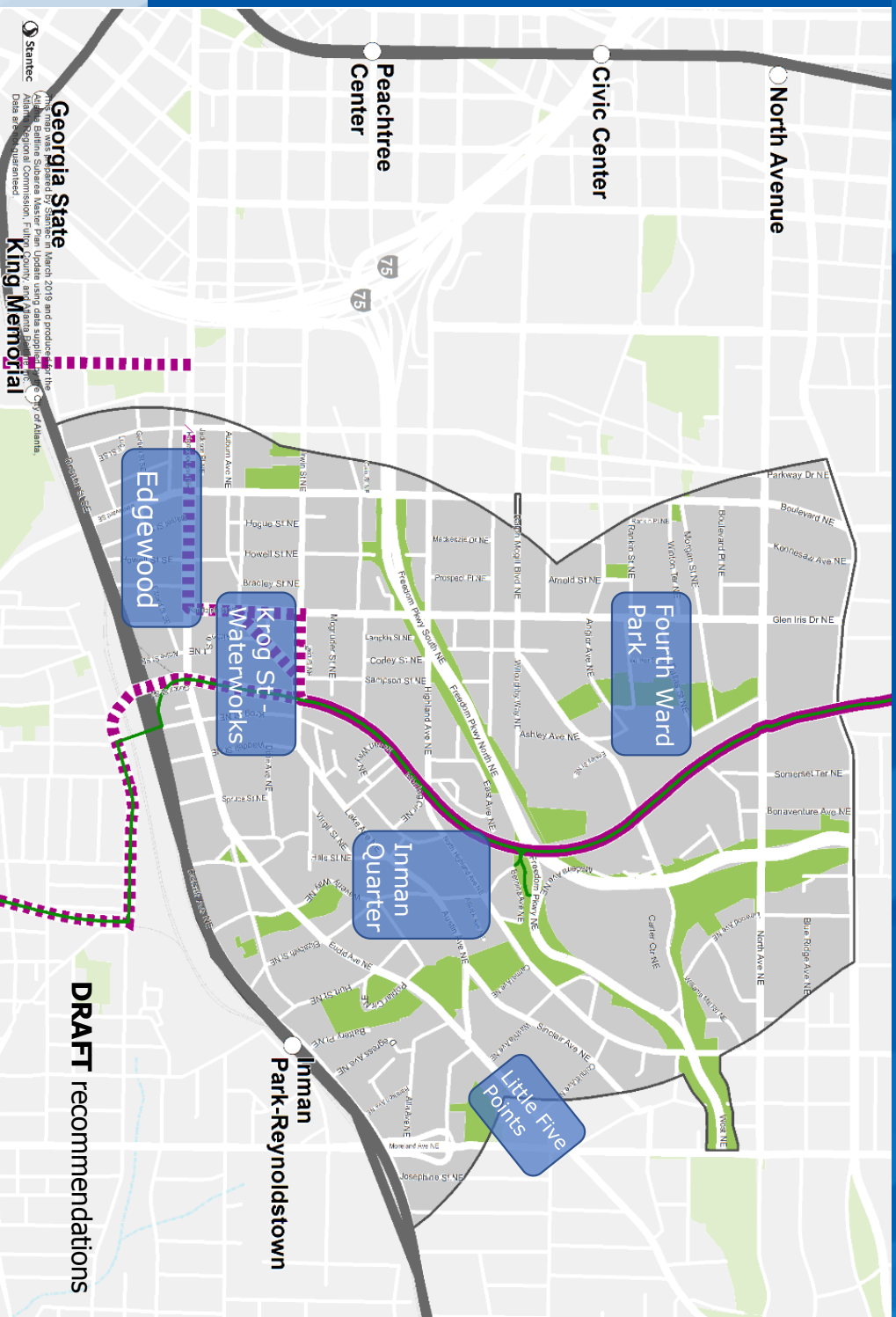


Atlanta
BeltLine
Subarea 5
Atlanta BeltLine
Transportation
Corridor
Transit Alignment
Transit Alignment
Options

Draft Recommendations: Mobility

Curbside Management

- Designate pilot zones and corridors for shared-use curbside
- Integrate micro-mobility options into standard curb allocations



Curbside Management

- 
- Atlanta
Beltline®

TNC Passenger Loading

Permit Required

Residential Streets Near Activity Centers

12-6 am	6-8 am	8-10 am	10 am -12 pm	12-2 pm	2-4 pm	4-8 pm	8 pm - 12 am
P	P					P	P

Business District Main Streets

12-6 am	6-8 am	8-10 am	10 am -12 pm	12-2 pm	2-4 pm	4-8 pm	8 pm - 12 am

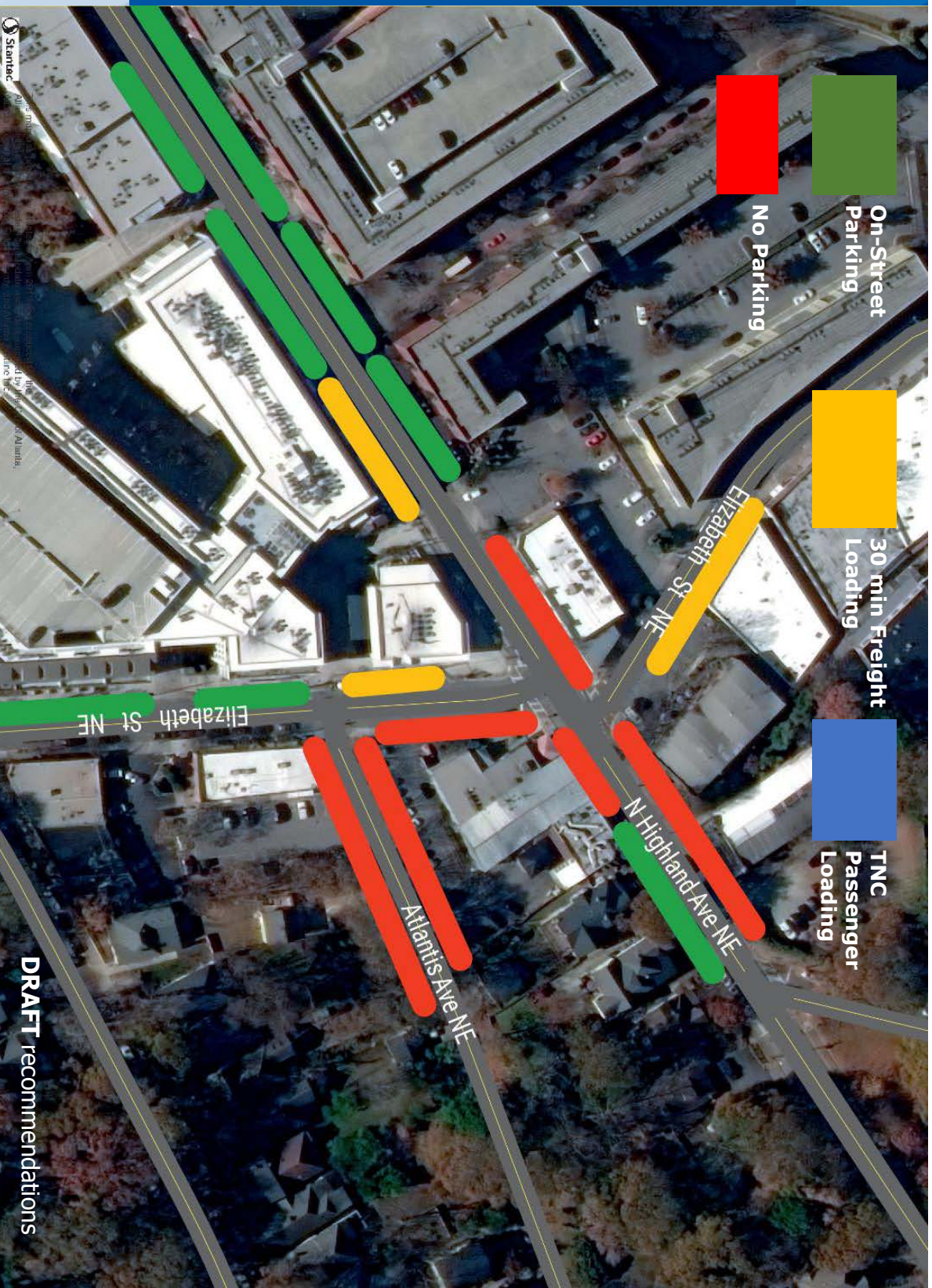
Business District 'B' Streets

12-6 am	6-8 am	8-10 am	10 am -12 pm	12-2 pm	2-4 pm	4-8 pm	8 pm - 12 am

Draft Recommendations: Mobility

**Curbside
Management**
Example: Inman
Quarter Business
District

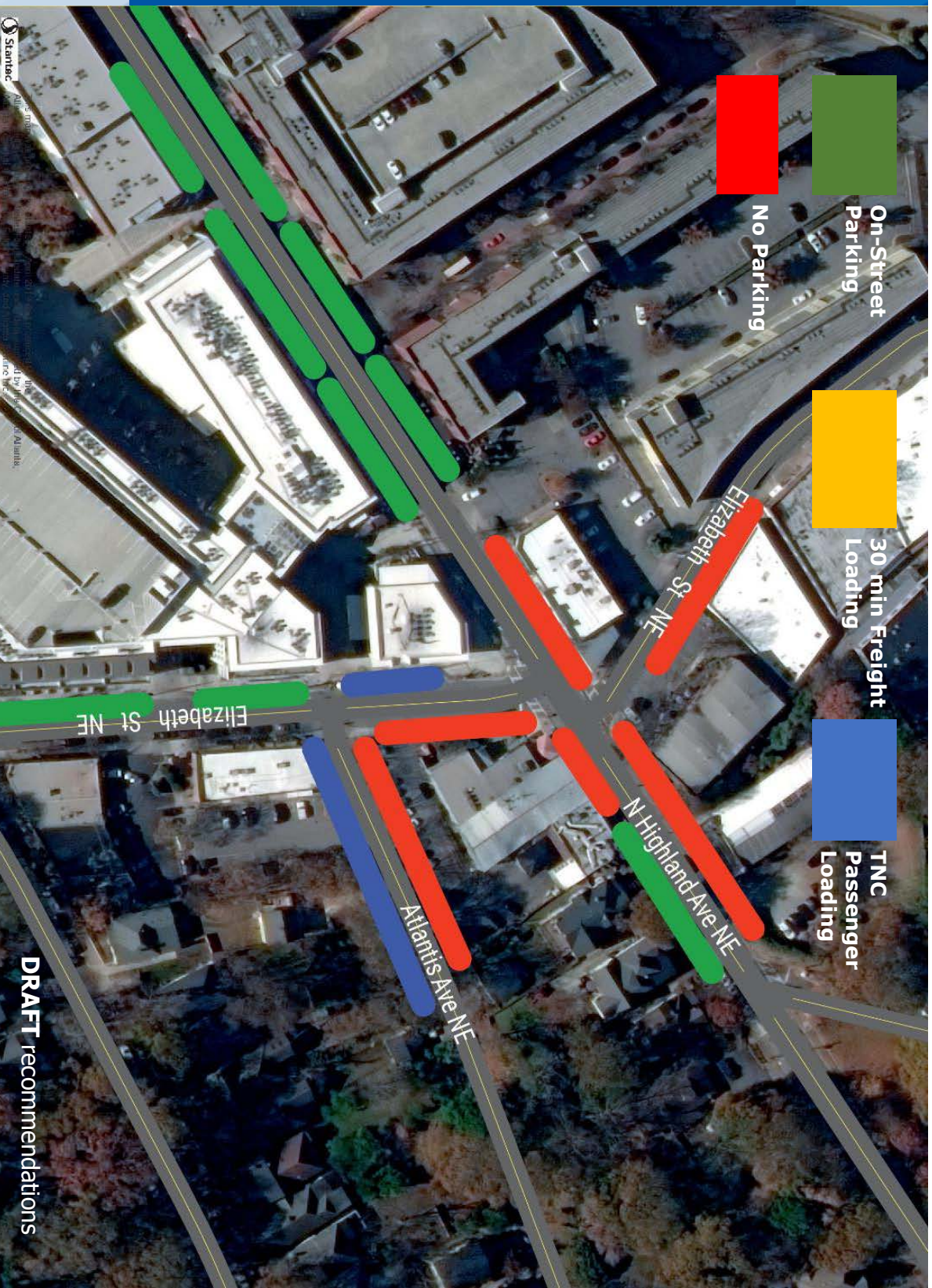
8 AM – 11 AM



Draft Recommendations: **Mobility**

**Curbside
Management**
Example: Inman
Quarter Business
District

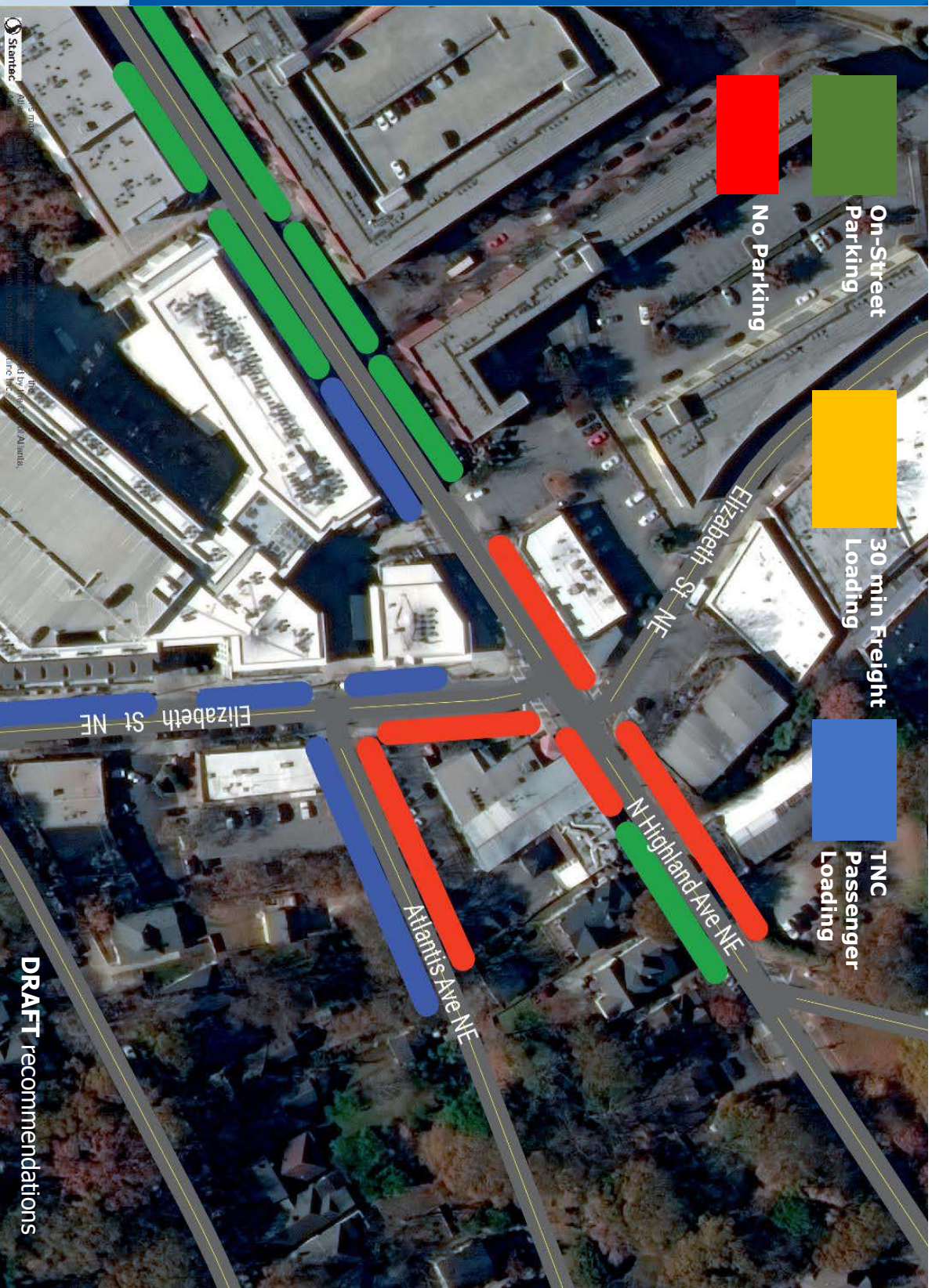
**11 AM-
3 PM**



Draft Recommendations: **Mobility**

**Curbside
Management**
Example: Inman
Quarter Business
District

6 PM - 12 AM



Parks and Greenspace



Parks and Greenspace

Recommendations

- **Limited opportunities for additional park space** on publicly controlled land*
- Support **programming** that activates public spaces and encourages personal interactions
- Leverage **local public art** to tell the stories of residents
- Develop **multi-functional green infrastructure solutions** that improve stormwater management and quality of life
- Continue **resident-led park improvements**

* Note: HDDC owns two parcels in Sweet Auburn that function as open space: Old Water Tower and Marie Cowser Memorial Park

Bass Park

- Improve accessibility, visibility, and active use in Bass Park
- *Note:* Moreland Corridor LCI 10-Year Update recommends redeveloping Bass Park to address needs of Little Five Points commercial area and visibility/safety concerns



Next Steps



- Prepare final draft document
- Begin master plan adoption process (3rd Quarter 2019)
 - NPU and Council approval
- Implement strategic re-zonings after plan adoption
 - NPU and Council approval
- Use subarea master plan as neighborhood reference to advocate for projects, policies, and design principles

Questions?

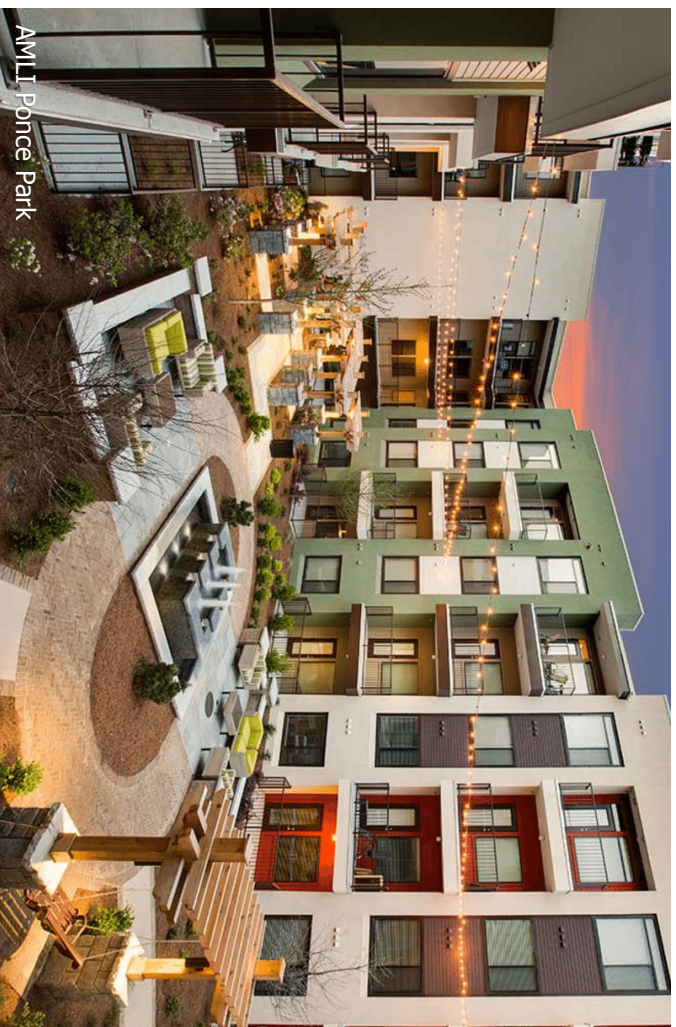


Thank you!

Housing Progress: BeltLine



- **\$11.9M** allocated for affordable housing in BeltLine's FY2020 budget
- Largest affordable housing allocation yet
- \$9M earmarked for land acquisition and pre-development



Source: Atlanta BeltLine (May 2019)

Housing Progress: Public agency partnerships

More robust collaboration by five public agencies under City's new Chief Housing Officer, Terri Lee*

Mayor recently announced **\$60M** in funding for affordable housing citywide

- Projected to create/preserve 2,000+ affordable units throughout City
 - **Multifamily Gap Financing**: new construction/acquisition/rehab
 - **Small Urban Infill Financing**: <100 units, or single-family infill
 - **Heritage Owner-Occupied Rehab Program**: help lower income residents remain in their homes and avoid displacement

* Department of City Planning, Atlanta Housing, Atlanta Beltline Inc., Invest Atlanta, Fulton County/City of Atlanta Land Bank Authority

Source: City of Atlanta (April 2019)



- Reduced Speed Zone** for dockless mobility along Eastside Trail starting 6/21
 - In effect weekday evenings and weekends

Mobility Progress

MoreMARTA plan approved:

- **North Avenue BRT** Phase 1
- **Streetcar East Extension** to Ponce de Leon
- **Northeast BeltLine** streetcar from Ponce to Lindbergh Center

Renew Atlanta / TSPLOST re-baselining complete



Housing Strategies Recommendations

- Work with City to **monitor housing production** to balance development requirements and affordable housing goals
- **Explore increasing affordability period** for units that receive public subsidy
 - Currently only 20 years
- **Encourage larger affordable unit sizes** for families
 - Market-rate units tend to be mostly studios and 1BR
- **Incentivize greater levels of affordability**
 - Encourage 60% AMI and below
 - Encourage income-averaging for some mixed-income communities
 - Currently: 15% of units affordable at no more than 80% AMI, or 10% of units affordable at no more than 60% AMI

Zoning Code Sec. 16-36A: Affordable Workforce Housing