

PROPOSED PUBLIC AND PRIVATE PROJECTS

3.1 Development Potential

The TAD Feasibility study area, as currently defined, represents an incredibly large and complex geographic area ringing the entire downtown area. In the effort to assess the feasibility and desirability of creating a Tax Allocation District (TAD) for the area, one important factor is a determination of the quantity and character of new development that could occur - i.e., what is the physical development potential? This analysis is described by area on the pages that follow and is derived from three discrete sources:

1. Inventory of Currently Planned Projects:

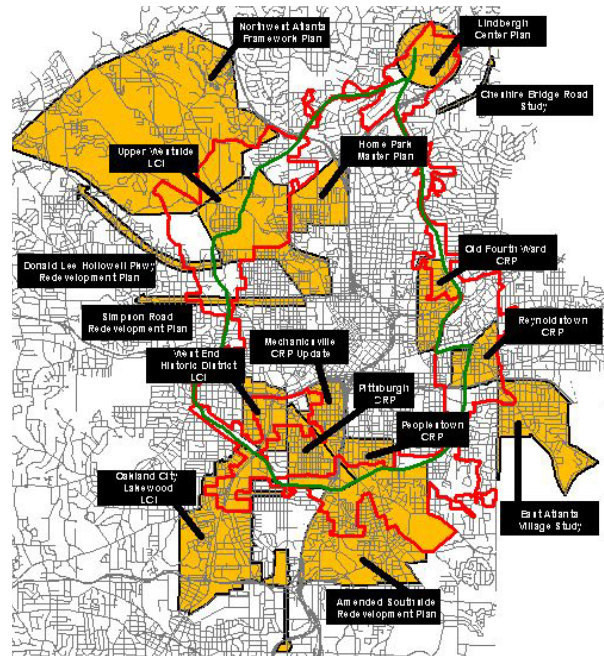
Members of the consulting team have interviewed a host of local developers to generate a list of projects that are already “on the books.” While these projects are all at various stages of planning/feasibility, they do represent a realistic picture of potential development on specific parcels.

2. Existing Community-Based Plans:

The study area, as currently defined, includes several areas that already have a consensual plan that is accepted by the City of Atlanta and its constituent neighborhoods. Most of these plans are fairly recent and reflect a “BeltLine” concept. In some cases, detailed development projections are taken directly from the plans; where detailed quantities are not available or did not fully anticipate the BeltLine, the general land use concepts are extrapolated into appropriate development quantities.

3. Filling In The Gaps:

For the remainder of the study area (i.e., areas without any community-based or developer-based plans in place), site-by-site assumptions were made based on sound planning principles, a general understanding of land values and their corresponding required densities, and likely community concerns.



Existing Plans along the BeltLine

While collectively, these sources add up to a comprehensive picture of the type and magnitude of the full development potential of the study area, there are several cautionary notes that are important to recognize:

- First, the physical development potential - as presented on the pages that follow - should be distinguished from the market potential for new development that can be realistically absorbed within a 25-year time period (as presented later in section 4.2 of this report). In other words, “development potential” represents what could eventually and fully develop under optimum conditions whereas “market potential” represents what is actually likely to develop in a fixed time period under market constraints. Not surprisingly, market potential is somewhat less than what the area can ultimately physically bear, even with the inducement provided by a new trail and transit system.
- Second, as described above, the development potential calculated herein does not, in all cases, yet reflect a community-based consensus of desired development. In other words, the “development potential” does not represent a “policy” or “plan” for new development; at this point, it is merely a tool used for estimating purposes. Ultimately, actual development/land use policy will have to be confirmed and refined through an involved community-based process. Similarly, the calculated development potential does not necessarily correspond with current zoning designations on a parcel-by-parcel basis. In many cases, assumed development types and densities do not match existing zoning allowances (e.g., new housing in industrial areas).
- Third, as mentioned several times throughout this report, the “study area” does not necessarily reflect the final form of a TAD boundary. Undoubtedly, the TAD area will be changed and refined in future phases of work and will have a corresponding impact on the magnitude of development created.
- Fourth, as demonstrated in section 2.6 of this report, there are almost 3,000 acres of land within the study area that can be considered as “development opportunities.” However, some of this property has been allocated towards the construction of new/expanded open space (see Section 3.2) and, therefore, does not factor into the calculation of development potential.

Taking all of these factors into account, the tables below provide a grand total of the estimated build-out potential within the study area.

Table 20. Build-Out Development Potential and Market Demand (25 Year)

	Housing Units	Retail Square Feet	Office Square Feet	Industrial Square Feet
Announced Projects	+/- 6,700	+/- 1,360,000	+/- 430,000	+/- 0
Community Plans	+/- 3,100	+/- 280,000	+/- 270,000	+/- 710,000
Filling in the Gaps	+/- 30,350	+/- 1,280,000	+/- 1,560,000	+/- 1,260,000
TOTAL DEVELOPMENT POTENTIAL	+/- 40,150	+/- 2,920,000	+/- 2,260,000	+/- 1,970,000
TOTAL MARKET DEMAND	+/- 28,300	+/- 2,471,000	+/- 5,300,000	+/- 1,300,000

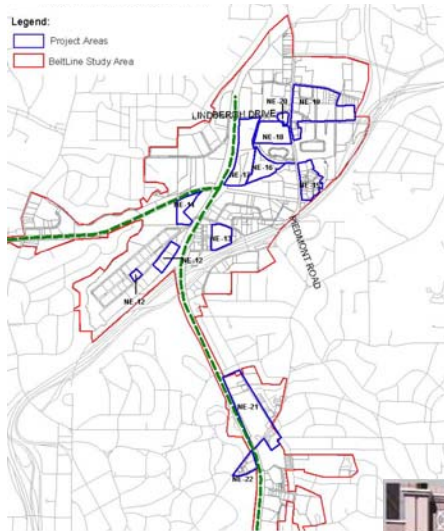
Lindbergh/Ansley Mall Area

As demonstrated by the recent construction of Lindbergh Center, this area of the BeltLine is already experiencing significant change. In addition to several projects already under construction or on the books, there are additional opportunities for redevelopment in this area that could be encouraged by the construction of the BeltLine. Given the area's location between Ga. 400 and Interstate 85, the opportunity for higher density housing and office uses is particularly strong. Most of the property east of Piedmont could be redeveloped at significantly higher densities (particularly given the escalating land values in this area). Primarily, this would include new for-sale and rental housing with retail/office uses concentrated close to Lindbergh Center (i.e., within walking distance of the Lindbergh MARTA Station). Farther south, the area around Armour Yards is a difficult challenge. There are many viable and active industrial/commercial uses that are unlikely to change in the near term. Furthermore, this area lacks the type of access and visibility that would justify converting the area to housing and/or destination retail uses. Therefore, the most likely development potential for this area is continued infill



Development Potential Concept

matching current industrial/commercial patterns. Another prime redevelopment opportunity on this part of the BeltLine is Ansley Mall and its environs. This strip mall and surrounding low-density commercial uses provide an excellent opportunity to create a new village center with a central green and surrounding mixed-use development. Given the high land values, housing densities will have to be fairly high. To the extent possible, highest densities should be located close to the BeltLine Stations and away from nearby single-family neighborhoods.



Potential Project Areas



Existing Conditions

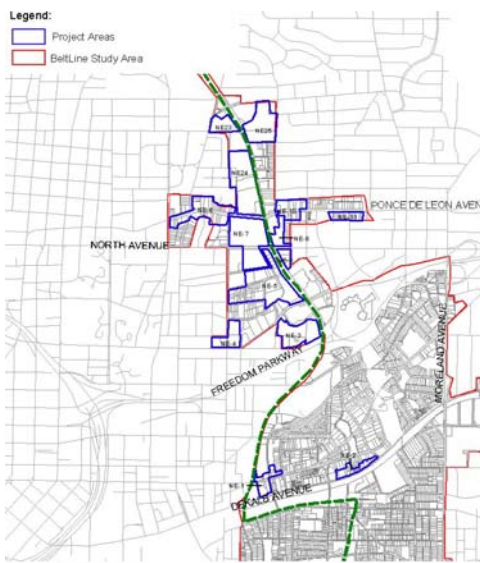


Lindbergh Center Concept

Ponce De Leon/Freedom Park Area

Perhaps the highest profile development project is the redevelopment of City Hall East. The City has selected a team of developers that is pursuing large-scale, mixed-use development including adaptive reuse of the existing City Hall East structure (primarily residential). Furthermore, the area surrounding the original building is planned to be a mix of housing, office and storefront retail arranged around a central open space.

In addition to City Hall East, the areas up and down Ponce De Leon near the BeltLine represent numerous site-by-site mixed-use redevelopment opportunities. However, given the shallow depth of the parcels and their relatively small size, these sites will pose somewhat of a challenge in providing enough density to support the high land values. To the south of City Hall East lie portions of the Old Fourth Ward neighborhood. Building upon the momentum generated by numerous loft developments nearby, there are many opportunities to convert underutilized industrial property for new housing and open space. Given its proximity to Downtown, Virginia Highland, Freedom Park and the BeltLine, this area could become one of the most coveted housing locations intown. As with Ansley Mall, densities will likely be high and will have to be carefully designed and located so as not to negatively affect surrounding historic single-family areas. To the north of City Hall East are three longer-term development opportunities. First is the potential to eventually build-out the vast parking lots around Home Depot with new housing and deck parking. Second, the Georgia Power property across from Inman Middle School is another prime medium to high-density housing site that could offer fantastic views of the Downtown and Midtown skylines. Third, the large surface parking lots around the Midtown Art Cinema on Monroe represent an opportunity to expand this entertainment and retail node.



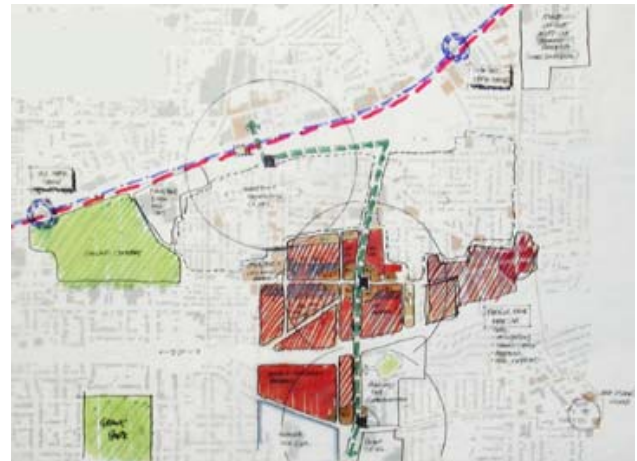
Potential Project Areas



City Hall East Concept

Memorial Drive/Glenwood Area

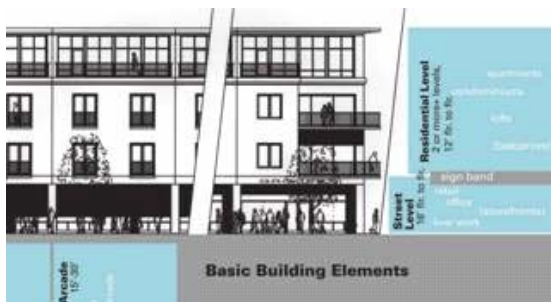
Memorial Drive is a highly visible commuter corridor into Downtown from the eastside. Demonstrating the emergence of the intown housing market, this aging and underutilized commercial corridor has recently been witness to several mixed-use and loft conversion projects. As demonstrated in the Memorial Drive Revitalization Plan and the Reynoldstown Master Plan, there are significant additional opportunities to continue the momentum. In particular, there are two potential mixed-use nodes in the study area: one at Moreland Avenue and one at the intersection of the BeltLine (a proposed station location). Both of these nodes provide the opportunity for a limited amount of storefront retail and mixed-office uses within a loft setting. Significant quantities of new or adaptive reuse loft housing (particularly south of Memorial Drive) abound. In the blocks to the north of Memorial (i.e., Reynoldstown and Cabbagetown), there are opportunities for lower density infill housing as a transition and buffer to the historic single-family neighborhoods. South of Interstate 20 represents additional intown development opportunities of a more neighborhood-oriented character. Glenwood Park demonstrates the viability of new, walkable mixed-use neighborhoods that are likely to continue developing in this area (particularly, just west of Glenwood Park).



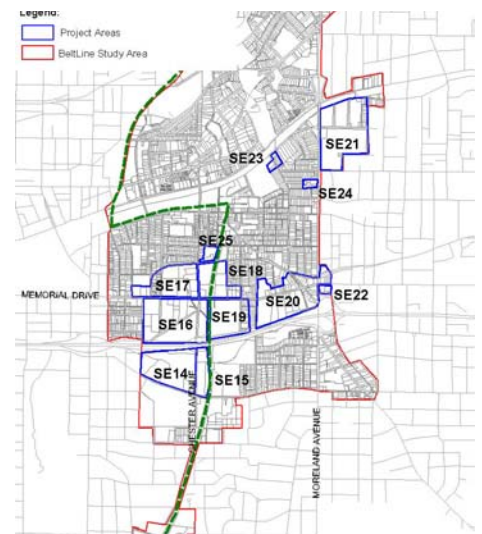
Development Potential Concept



Glenwood Park Concept



Memorial Drive Concept



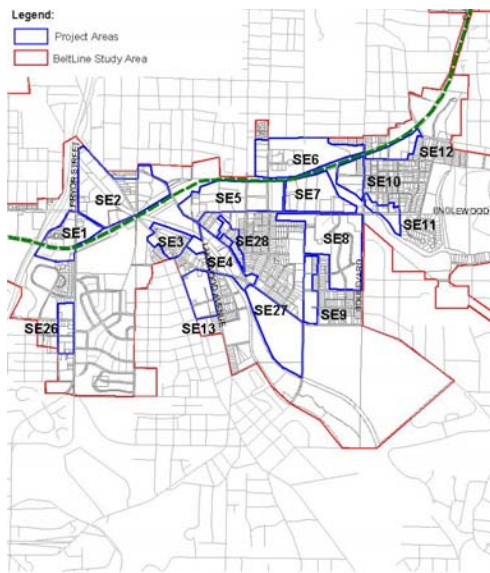
Potential Project Areas

Southside Atlanta Area

The south side of the BeltLine represents perhaps the greatest opportunity to develop large quantities of new housing in “village center” settings. In particular, the intersection of Boulevard and the BeltLine provides a unique opportunity for a new mixed-use village center with storefront retail and loft housing (“Boulevard Crossing”). This type of development would bring neighborhood retail services to an area of town where it is currently lacking, but in high demand as well as linking visitors to Grant Park. As outlined in the City’s Southside Atlanta Redevelopment Plan (2000), other “village center” developments are anticipated in South Atlanta (along Jonesboro Road), Chosewood Park (along McDonough Boulevard), Peoplestown (near University and Hank Aaron Drive) and in two locations along Pryor Road (Joyland Center on the south end and at University on the north end). Significant housing opportunities include the redevelopment of Englewood Manor apartments (Atlanta Housing Authority) and in numerous, underutilized industrial sites along the railroad, some of which are owned by the City of Atlanta and would require relocation of City services. In addition to these village centers and housing opportunities, there is an excellent opportunity to develop a new employment base near the intersection of University Avenue and Interstate 75/85. Despite a weak office market in the area, this area’s prime access to both the BeltLine and the interstate give it a unique advantage in the long run.



Development Potential Concept



Potential Project Areas



Joyland/ Pryor Road Village Center

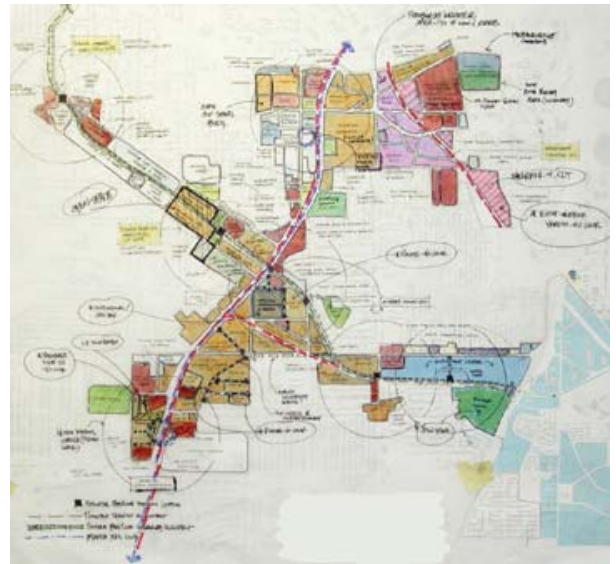


Existing Conditions

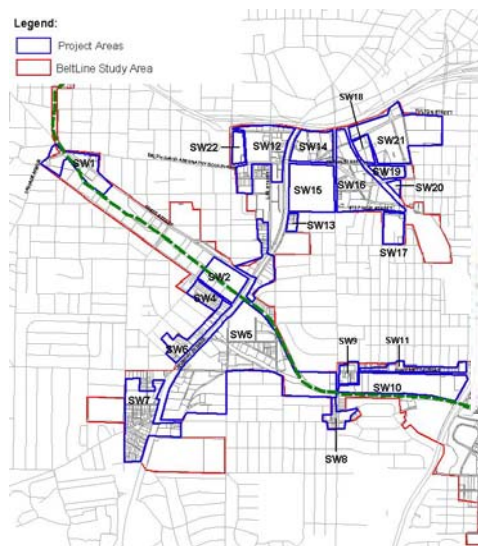
Oakland City, West End, and McDaniel Glenn Areas

The recently completed Oakland City/Lakewood Livable Centers Initiative (LCI) Plan (summer of 2004) provides an excellent snapshot of the type and magnitude of development that is desired around this stretch of the BeltLine. In particular, the area around the Oakland City MARTA station is envisioned as a new Transit-Oriented-Development (TOD) with significant quantities of new mid-rise housing (3-5 stories). Also in the Oakland City LCI, the area called “Murphy Crossing” anticipates the creation of a new arts district utilizing a combination of adaptive reuse and infill mixed-use development. White Street,

(running parallel to the BeltLine and west of the MARTA line) includes opportunities for loft conversions and new mixed-use development (particularly around potential BeltLine stops near Lee Street and the Kroger City Center.) In addition to the Oakland City area, the City’s West End LCI Plan (2001) also calls for a TOD around the West End MARTA Station and the West End Mall with new office, retail and loft housing. East of West End, the area around the McDaniel Glenn public housing complex is incorporated into the study area and takes into account the recent successful HOPE VI grant (\$20 million from HUD). The area between the West End and McDaniel Glenn includes numerous outdated industrial sites that present prime intown loft conversion opportunities as well as the possibility of modernized warehousing and distribution facilities (as envisioned in the Pittsburgh and Mechanicsville Community Redevelopment Plans).



Development Potential Concept



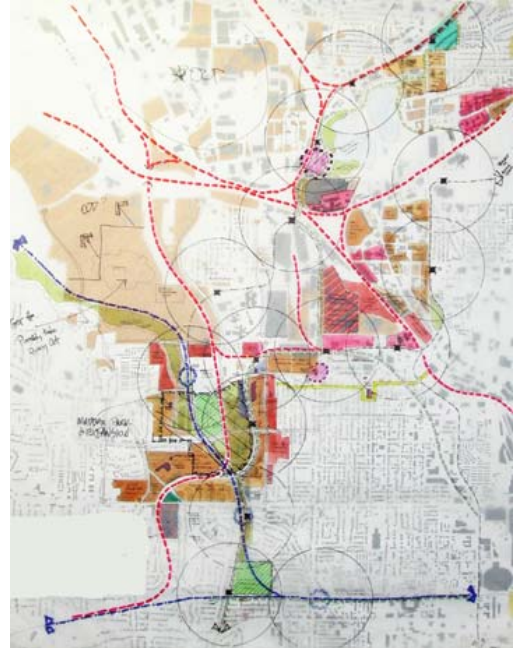
Potential Project Areas



West End Mall and Ralph David Abernathy Blvd. Concept

Northwestern Area

This area of the BeltLine is very different than other sections in that many of its industrial/warehousing/distribution uses are still very active and viable. While there are limited opportunities for adaptive reuse lofts and infill lofts/condos, the prime development potential for this area continues to be focused on active railroad access and proximity to other industrial uses, particularly at the northernmost and westernmost sections of the study area. In fact, in the City's Northwest Framework Plan, the City outlined a strong desire to maintain a robust industrial tax base in this portion of town, i.e., rather than mass conversion of industrial property for residential uses. However, the plan does call for targeted new mixed-use infill development in key locations, such as along the Marietta Street and Huff Road corridors.



Development Potential Concept

In terms of residential development, the best opportunities for infill housing will likely occur along the edges of established single-family neighborhoods such as Blandtown. The lower land values in this area (as compared to the east side of the BeltLine) will allow for lower densities of housing to be constructed in key locations as a buffer to advancing commercial development. Another great housing opportunity in the northwest will be associated with the improvement and expansion of Maddox Park (see Section 3.2 of this report). New housing at the edge of a larger park, along with the recent redevelopment of the former Perry Homes public housing site nearby, will help to transform this side of town into a more desirable intown residential option.

Sample Industrial Revitalization Concept



3.2 Open Space Projects

Introduction

The BeltLine TAD principles establish the foundation for all three components of the study area; transit, development, and open space. Numerous open space opportunities have been identified as part of this TAD feasibility analysis through the review of existing City park inventory, open space recommendations made in existing plans and studies, and close coordination with the Trust for Public Land's (TPL) recent *BeltLine Emerald Necklace* open space plan. For the most part, the TAD Feasibility Study and TPL's planning effort present parallel open space recommendations. There are some TPL recommendations regarding open space that extend beyond the planning horizon for the TAD and as such, they are viewed as long-range recommendations. Nevertheless, the ideas, creativity, possibilities, and short-term tangible opportunities incorporated into the plan are only a few indications of the potential of the entire BeltLine project. The open space recommendations follow the guiding principle to provide balanced and equitable development of park land and greenways throughout the City, and along a continuous BeltLine.

City of Atlanta Economic Development Plan

The City's Economic Development Plan recognizes the importance of maintaining healthy neighborhoods and quality of life as a major goal for ensuring economic sustainability. The plan notes that recreational and cultural resources can significantly affect quality of life. Also, in the plan's list of prioritized issues for the City of Atlanta, improving parks and green space is viewed as an essential component for continued economic growth in the City. Mayor Franklin's goal of adding 1,900 acres of dedicated parks and green space to the City, an increase of approximately 56 percent has been identified as one of the seven goals that will reinforce economic development.

Economic development initiatives have been identified that would help achieve the seven goals by 2009. Firstly, there is an initiative devoted to growing dedicated parks and green space. This is supported by the especially significant initiative to champion the BeltLine and Downtown as major development projects. One of this initiative's action items is to finalize a plan for a continuous park, green space, and trail system. An important step in this effort includes development of land acquisition efforts for BeltLine parks and trails, along with devising demonstration parks and trails.

Demonstration Projects

Several open space and greenway opportunities have been identified throughout the BeltLine study area. A number of these opportunities have been identified in the Trust for Public Land's recent "The BeltLine Emerald Necklace" study that

was released in December 2004. Some are expansion or extension projects that have the potential to be realized in the near future. Most of these projects require little or no acquisition funding, or can otherwise be fairly easily and expeditiously acquired. Many of these goals can be achieved within a 10-year period by 2010. However, others will require planning of acquisition strategies, identification of funding sources, and phasing to include possible clean up and eventually development. Nevertheless, it is foreseeable that most of the proposed open space projects can be completed by 2020.

Open space and greenway projects have also been identified as parts of development opportunities in the BeltLine study area. One of the BeltLine TAD principles states that transit, development, and park land are interrelated. Currently planned projects and existing community-based plans along the BeltLine reflect the trend towards mixed-use development. Existing Transit-Oriented Development (TOD) plans, such as the Lindbergh City Center and the Oakland City/Lakewood Livable Cities Initiative study, also emphasize mixed-used development with open space and pedestrian-friendly greenways and streetscapes. Including open space in these plans has become as a priority for the City.

The Mayor's vision of with a well connected and accessible open space and greenway system can be realized not only through the development of new parks, but also through the incorporation of open space in other development projects. The analysis of open space now takes into account existing development plans where opportunities for mixed-use development can include a significant percentage of open space acreage. These mixed-use/open space proposals can fill in the gaps in areas of the City where revitalization is needed thus contributing to a more equally distributed redevelopment strategy. Also, such projects can give rise to the creation of additional park land that connects to existing parks and to other areas of the City.

Park Expansions

Piedmont Park Expansion

At present the Piedmont Park Conservancy's expansion project includes opening 25 acres in the park's North Woods, as well as expanding across the BeltLine onto 25 acres of City-owned property. The inclusion of the BeltLine right-of-way will expand Piedmont Park by 32 acres; from 185 acres to 217 acres. The Conservancy is currently engaged in the community planning process for this endeavor. Currently, 130 of the park's 185 acres open to the public include active recreational facilities, walking trails, and a dog park. Piedmont Park is close to the part of the BeltLine in the Ansley Mall area. The study has identified this area as a redevelopment opportunity for the creation of a new village center with a central open space and mixed-use.

Enota Park Expansion

Enota Park currently is comprised of a small playground along the BeltLine, less than one acre, in the Westview neighborhood near Enota Place in southwest Atlanta. The one-acre lot is in good condition and lies within a tract of land with steep topography. According to TPL's BeltLine report, the land diagonal to the park is a large, flat wooded area with a fairly steep grade leads to a creek at the bottom of a small ravine. This opportunity would expand the park to approximately 10 acres. The City's West End LCI Plan currently recommends a TOD around the West End MARTA Station and the redevelopment of the West End Mall into mixed use with retail, office and loft housing. The West End neighborhood is within walking distance of Enota Place. Traffic improvements in the area could carry residents in the nearby West End neighborhood across to the BeltLine and Enota Park. This is another example of the BeltLine's potential to increase/provide accessibility between Atlanta's neighborhoods and existing/planned development.

Maddox Park Expansion

Maddox Park has the potential to grow from its current 52 acres to more than 114 acres and was identified by TPL as one of the significant "jewels." Currently ten of the existing acres are used as maintenance storage facilities. The relocation of these City facilities would be the first step towards revitalizing the park. Attractive recreational facilities in the park including swimming pools, ball fields, and picnic areas are underutilized because of poor access and visibility. The BeltLine would run directly through Maddox Park. It is proposed that a new street connect North Avenue across the park to its extension on the east side, thus framing the park's southern and eastern edges and improving accessibility and visibility. The TAD feasibility study identifies an opportunity for housing in the northwest along the eastern edge of the newly expanded park as an attractive intown housing alternative. The Trust's study envisions the accelerated conversion of former factories and warehouses in the area coinciding with the successful expansion of Maddox Park.

Ardmore Park Expansion

The expansion of Ardmore Park entails the connecting of three existing passive parks. With the exception of Ardmore Park's playground, none of the parks has been developed for active recreation. However, Tanyard Creek Park has open fields that are sometimes used for pick-up ballgames and smaller spaces that are used for picnics. Tanyard Creek Urban Forest is a small wooded tract of land. Tanyard Creek Park is located in the Collier Hills neighborhood, while Ardmore is a smaller park in a neighborhood by the same name. These parks are located on opposite sides of the northwest part of the proposed BeltLine. Tanyard Creek Urban Forest, south of Ardmore Park, is connected to the park, and eventually to Tanyard Creek Park via an existing foot path along Tanyard Creek. The stream

runs through all three parks. The PATH Foundation has plans to construct a trail through this area that could become part of the BeltLine trail. This project would increase park accessibility and increase park acreage from two to eight continuous acres. It would also improve the connections of the two neighborhoods to the BeltLine transit.

New Parks

Peachtree Creek Park

In northeast Atlanta, there is land located between the Peachtree Hills and Brookwood Hills neighborhoods, and the Armour Industrial Drive. There exists 65 acres of undeveloped, floodplain land that is suitable for scenic trails along Peachtree and Clear Creeks. Along Peachtree Creek, the BeltLine trail will connect to Lindbergh Center, a Transit-Oriented Development (TOD). Recently constructed, Lindbergh Center is likely to spur significant change in this area of the BeltLine; redevelopment efforts are presently underway, with additional construction projects ready to begin. The study identifies considerable opportunities for high density housing and office uses. Moving south along Clear Creek, the trail will lead back to the right-of-way. The main challenges facing the establishment of this passive park opportunity are topography and difficulty of access.

North Avenue Park

In the Ponce de Leon and Freedom Park areas, the redevelopment of City Hall East has become the most prominent development project in this part of the BeltLine study area. South of City Hall East, bound by North Avenue to the north, and the BeltLine to the east, is an opportunity to create a new approximately 63-acre active park. Property surrounding City Hall East consists mainly of surface parking lots and property with commercial and industrial uses. Originally slated for redevelopment, City officials and developers have agreed to preserve a portion of the six acre City Hall East parking lot as open space. The Trust for Public Land is researching the role of this opportunity in helping to create an even larger park centered at this location. Finalized boundaries and park size have not been determined. However, it is undeniable that the potential exists for North Avenue Park to become a major destination for the adjacent properties. The City Hall East redevelopment project will have direct access to the BeltLine.

Holtzclaw Park

This project is the smallest of the park opportunities to sit directly adjacent to the BeltLine. The City-owned parcel, just shy of two acres, is located in the heart of the Reynoldstown neighborhood, directly between the BeltLine and Holtzclaw Street. The location atop a hill offers splendid views of downtown Atlanta and is

ideally suited to serve as a neighborhood park. Incorporating this vacant City-owned land into the City's park system could become a reality in the near future at limited cost. Opportunities have been identified in the area for lower density infill housing as a transition and buffer to historic single-family neighborhoods.

Boulevard Crossing/Entrenchment Creek Park

The TAD feasibility study also recognizes the southeast side of the Beltline as the greatest opportunity to develop new housing in mixed-use "village center" settings. South of Interstate 20, where the BeltLine intersects Boulevard, there is an opportunity for such a development. At present, the landscape is primarily industrial and post-industrial. The entire Boulevard crossing mixed-use development covers 215 acres, coupled with 108 new acres of open space. The City's Southside Redevelopment Plan also anticipates similar developments in the communities of Chosewood Park along McDonough Boulevard, South Atlanta along Jonesboro Road, and Peoplestown near University and Hank Aaron Drive.

With regard to open space, TPL believes that the area can be reclaimed as a park with minimal expense and can be developed into a tremendous open space and recreation opportunity. Entrenchment Creek and a Georgia Power right-of-way are the two primary open space opportunities that converge at the development located where Boulevard crosses the BeltLine. The PATH Foundation has proposed a trail along these arteries. The possibilities for these options are still being explored. Following the Georgia Power easement, PATH's trail would run from Grant Park, to Entrenchment Creek, to the South River and eventually into DeKalb County terminating at Arabia Mountain Park. The BeltLine would be connected to Grant Park via these greenway trails.

West End Park

The West End LCI Plan also calls for the creation of West End Park. The park would serve more as a public plaza with open space, located near the transit station and mall redevelopment.

Murphy Crossing

Murphy Crossing has been identified as an opportunity for mixed-use redevelopment combined with open space. The Oakland City LCI, envisioned as a TOD in the area around Oakland City transit station, calls for the many underutilized warehouses on White Street to be converted to loft housing and an arts district. White Street runs parallel to the BeltLine. The study also identifies the need for a new BeltLine/MARTA station at Murphy Crossing and the widening of University Avenue which ends at the BeltLine. If regional connections to Murphy Crossing are increased and access to the interstate system improved

upon, then the project may become a reality. There exists the potential to create 189 acres of open space in a proposed 378-acre redevelopment project.

Waterworks Park

Constructed in 1892, the Atlanta Waterworks on Howell Mill Road is an ideal setting for a public park. The primary challenge facing changing the Waterworks Reservoir into a lakeside park on a hilltop is the security of Atlanta's water supply. As a result a high fence has been installed to restrict access. However, removal of the fence and recovery of the surrounding land would potentially add 204 new park acres to the City. Like New York's Central Park, an attractive wrought iron fence could be installed along the lakes' periphery. This new park amenity would launch redevelopment of adjacent buildings.

Simpson Park/Simpson Rd Mixed Use

There are many redevelopment opportunities in the Simpson Road area. Much of the housing is substandard and/or abandoned. There are several factors that would contribute to the revitalization of this section of the northwestern part of the study area. First, the expansion of Maddox Park would assist in facilitating the reestablishment of a community along Simpson Road. In addition, it is critical that vacant parcels be developed. TPL recommends building a new BeltLine Transit/MARTA rail station below Simpson Road and creating a new open space square above the station. The next significant measure to pursue would be the development of a new community around the station and the park. This recommended mixed-use and open space project is an estimated 49 acres that includes seven acres of open space.

Hulsey Park Mixed Use

This site is currently in use as an intermodal freight yard. Its transformation may be more long-term than other green space opportunities identified due to necessary coordination among affected ownership and business interests. TPL, however, envisions Hulsey Yard as a BeltLine Transit/MARTA station, surrounded by a 40-acre park.

Bellwood Lake

TPL views the Bellwood Quarry as one of the possible icons of the Emerald Necklace concept and one of Atlanta's next great parks. The vision calls for conversion of the quarry into a lake and new park that would anchor a new community on adjacent land. As with Hulsey Yard, transformation of the quarry into green space will require complex coordination among affected ownership and business interests.

Table 21. Potential Greenway and Green Space Projects

	Active/Passive	Existing Acres of Green Space	New Acres of Green Space	Total Acres of Green Space	Comment
Expansion of Existing Parks					
Enota Park	Active	.3	9	10	
Maddox Park	Active	52	67	119	
Ardmore Park	Passive	2	6	8	
Piedmont Park	Active	185	32	217	
New Parks					
Peachtree Creek	Passive	-	65	65	
Holtzclaw Park	Passive	-	2	2	
North Avenue	Active	-	63	63	
Waterworks	Passive	-	204	204	
Hulsey Park	Active	-	40	40	Site includes additional 47 acres of mixed use
Boulevard Crossing	Active	-	108	108	Site includes additional 107 acres of mixed use
Murphy Crossing	Active	-	189	189	Site includes additional 189 acres of mixed use
Simpson Road	Active	-	7	7	Site includes additional 42 acres of mixed use
Bellwood Lake (Quarry)	Active	-	434	434	Site includes additional 145 acres of mixed use
Right-of-Way					
Greenway		-	179	179	
Total		239	1,406	1,645	

3.3 Access and other Transportation Improvements

Introduction

The Atlanta BeltLine introduces another element to an existing transportation system, thereby affecting both vehicular and pedestrian roadway users. Analyses and studies throughout the BeltLine planning exercise must address auto, bicycle, and pedestrian access to the BeltLine stations, as well as transportation requirements related to new developments. It will be crucial to develop a list of performance measures that can link to the goals and objectives of the Atlanta Beltline project, and more importantly to the mobility goals of the Atlanta region.

Traffic Circulation

Within the Beltline study area as identified, there are numerous roadway segments that allow for unique circulations patterns to support the overall framework of a Atlanta Beltline traffic circulation plan. This plan will identify circulation opportunities that currently exist that require minimal construction, and opportunities requiring major construction projects in conjunction with the Beltline construction. In conjunction with Atlanta's tremendous regional growth, traffic volumes have sharply increased. This drastic increase of traffic volumes has added more volume to our existing street network. Travel demand, increasing with population, will exacerbate current air quality problems. Certain streets within the Beltline study area have the capacity to accommodate this increased volume, while other streets are near or have exceeded capacity. The concept of the BeltLine project will reduce the amount of short-haul and long-haul trips, thereby reducing the overall traffic volume, which ultimately improves the operational and circulation concerns within the Beltline study area.

Existing Traffic Analysis

The study team should use traffic engineering model programs to evaluate all existing transportation facilities within the Beltline system network. The existing analysis will provide a quantifiable process to effectively address transportation system deficiencies that may develop following implementation of the Atlanta BeltLine. The study of the existing transportation facilities for the BeltLine project will include:

- Intersection and Roadway Capacity analysis
- Intersection and Roadway Level of Service (LOS)
- Intersection Operations
- Crash/Safety Analysis
- Travel time delay
- Excess delay index and delay ratio
- Deficiencies of the existing transportation system

Pedestrian Analysis

From reviewing the proposed alignment, there is a high amount of pedestrian activity within close proximity of the proposed routing. The high pedestrian volume and vehicular traffic tends to produce a concern. The planning component of the Beltline study should address all transportation modes, including pedestrian access to the Beltline system. The study team should review the existing facilities to evaluate the need for pedestrian facilities (pedestrian bridges, pedestrian signals, etc.) within the study area. In addition, pedestrian crossings and parking facilities should also be reviewed for any potential safety concerns.

Traffic Safety Analysis

The identification and examination of potential traffic safety issues within the Beltline study area are important for consideration along with traffic operational issues in determining what improvements are warranted. The examination of safety conditions within the study area should be determined by reviewing accident/crash data for all intersection and roadway segments within the study area. The study team should perform these safety analyses to recommend improvements that will reduce safety concerns.

Identify Planned Transportation Improvements

The study team has reviewed traffic and pedestrian studies and design projects that set priorities within the study limits of the Beltline project. It is critical to coordinate efforts that are ongoing or being planned with the following public or private agencies:

- City of Atlanta
- Georgia Department of Transportation
- Central Atlanta Progress (CAP)
- Midtown Alliance
- Fulton County
- DeKalb County
- Buckhead CID

The study team should gather pertinent project data from these organizations that have planned and/or adopted transportation plans for the study area. All planned projects that are within the study limits or those that will affect the transportation network surrounding the Beltline study limits should be incorporated into the planning process to determine its impact.

Analysis of the Future Traffic and Pedestrian Opportunities

The study team for this planning effort should incorporate the following tasks in this strategic process. The traffic model will be used to effectively evaluate the design concepts for the build and future years. To effectively address future year needs, a planning analysis should include periods covering 5, 10 and 20 year projections. This should be conducted as an assessment of the transportation system based on future conditions and forecasted traffic volumes for the Beltline study area. The existing traffic will be adjusted with a growth factor to estimate the future traffic for evaluation purposes. Based on a review of the deficiencies resulting from the existing conditions and future year assessments, the study team should identify and evaluate potential alternative improvements to alleviate deficient conditions. Potential improvements may include, but not limited to:

- Roadway extensions
- Connector Roadways
- Synchronization of traffic signals
- Intelligent Transportation Systems
- Intersections Geometry Modifications
- Reconfiguration of Roadway lanes
- Add or improve transit access
- Pedestrian Facilities
- Access Management
- Safety Improvement

Connection of a transportation system to over 49 Atlanta neighborhoods supports the goals and objectives of the Atlanta Regional Commission (ARC), the recognized metropolitan planning organization (MPO). ARC strongly supports projects that reduce air pollutants, improve safety, improve pedestrian accessibility and contribute to overall transportation efficiency. Introduction of the BeltLine expands the transit service with an identified market and with convenient service, laying the critical elements of a successful transit system. It is concluded that the Beltline project will contribute to the overall transportation system within the Atlanta region.

Along with the implementation of the Beltline project, there are a variety of transportation infrastructure projects that must be planned, studied and implemented to realize the maximum return from this Beltline initiative. Estimated cost for a variety of projects has been identified to support the implementation of the Beltline project. During further planning activities for the Beltline, these costs should be revisited and validated based upon planning findings.

Two cost scenarios for infrastructure improvements were developed. The first reflects a moderate investment, in which 50 percent of the corridors and intersections are improved and pedestrian access is improved up to $\frac{1}{4}$ mile from the BeltLine. The second scenario reflects a major investment, in which 70 percent of the corridors and intersections are improved and pedestrian access is improved up to $\frac{1}{2}$ mile from the BeltLine.

- Moderate Improvement Scenario: \$ 98,960,000
- Major Improvement Scenario: \$ 145,650,000