

Campbellton - Cascade Corridors
Redevelopment Plan

Section 3.0
Cascade Avenue
Recommendations and Implementation



Organization of Report

Executive Summary – This summary identifies the plan’s role in the city’s New Century Economic Development Plan and highlights the plan’s redevelopment impact.

Section 1: “Big Picture” Overview – This section provides a review of the planning process, market and economic development strategy, and implementation approach.

Section 2: Existing Conditions and Analysis – This section provides a detailed description of the study area context analysis for each corridor looking at transportation, land use, urban design, planning initiatives, and market trends.

Sections 3, 4 & 5 are structured as stand alone sections for each corridor. They describe the public process and visioning and defining recommendations, projects and implementation.

Section 3: Cascade Avenue – Recommendations & Implementation

Section 4: Campbellton West – Recommendations & Implementation

Section 5: Campbellton East – Recommendations & Implementation

3.0 Cascade Avenue: Recommendations and Implementation

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Cascade Avenue: Recommendations & Implementation

3.1 Public Process and Visioning

A series of public workshops, open houses, one-on-one stakeholder meetings and presentations were conducted in early December 2005 as part of a design charrette for the study area. This charrette began with an interactive workshop on Saturday, December 3rd where residents and stakeholders worked together to describe their issues and vision for these corridors. These sessions were documented and used to formulate an overall vision and set of basic goals for each corridor.

What We Heard

- Need to better utilize John White Park.
- Drug and prostitution issues at Cascade/Beecher and Cascade Heights commercial areas.
- Housing/mortgage fraud destabilizing neighborhoods.
- Elderly population needs assistance.
- “Village” concept at Cascade Heights and Cascade/Beecher nodes (2 story max, restaurants, neighborhood services, similar to a “Virginia Highlands”).
- Underground utilities.
- Pedestrian lighting on Cascade Avenue.
- Traffic calm north-south streets (Beecher, Delowe, Centra Villa, Dodson, Harbin, Childress, etc.).
- Make Cascade Avenue safer for pedestrians.
- Provide sidewalks and connections to area parks such as Adams Park.
- Don’t let commercial spread into neighborhoods.

3.2 Corridor Vision Statement & Goals

Based on public input throughout the process including the design charrette, stakeholder interviews, advisory committee meetings, and public presentations, an overall vision statement for the corridor has been crafted in order to capture the desired character and vision. From this vision statement a focused set of goals have been outlined from which projects and recommendations have been derived.

A Cascade Avenue Vision Statement:

Strengthen Cascade Avenue as “a Neighborhood Avenue” that serves as the front door to the area’s homes, schools, churches, and parks. Revitalize Cascade Avenue’s neighborhood commercial nodes to better serve the community’s needs.

Goals:

- Strengthen and stabilize the surrounding neighborhoods
- Revitalize the neighborhood commercial centers (Cascade Heights, Cascade/Beecher, and Cascade/RD Abernathy) to better serve the community’s needs and enhance the visual quality of the corridor.
- Make Cascade Avenue more pedestrian friendly (sidewalks, lighting, etc.).
- Calm and slow traffic through our neighborhood streets.
- Provide better pedestrian connections to the areas schools and parks.

Cascade Avenue: Recommendations & Implementation

3.3 Recommendations

Based on the vision statement and goals, a set of projects and recommendations have been developed for the Cascade Avenue corridor and are described in the Projects & Recommendations section. These projects are organized into key areas of focus that include:

Corridor Cross Section – recommended improvements to Campbellton Road itself including, in some cases, redesigning segments of the corridor, and added streetscape improvements.

Streetscape/Sidewalks – recommended improvements to adjacent streets in the corridor specifically focused on adding sidewalk connections and improving the streetscape.

Intersections/Traffic Signals – specific recommendations at key intersections in the corridor which may include adding turn lanes, realignment, signalization, and/or pedestrian improvements.

New Street Network – recommended new street connections intended to support a better balance of traffic and structure development patterns in the catalyst sites.

Traffic Calming – locations/key streets that need traffic calming in the surrounding neighborhoods to improve pedestrian safety and neighborhood quality-of-life.

Transit – improvements/adjustments to transit service and amenities in the corridor intended to promote transit mobility.

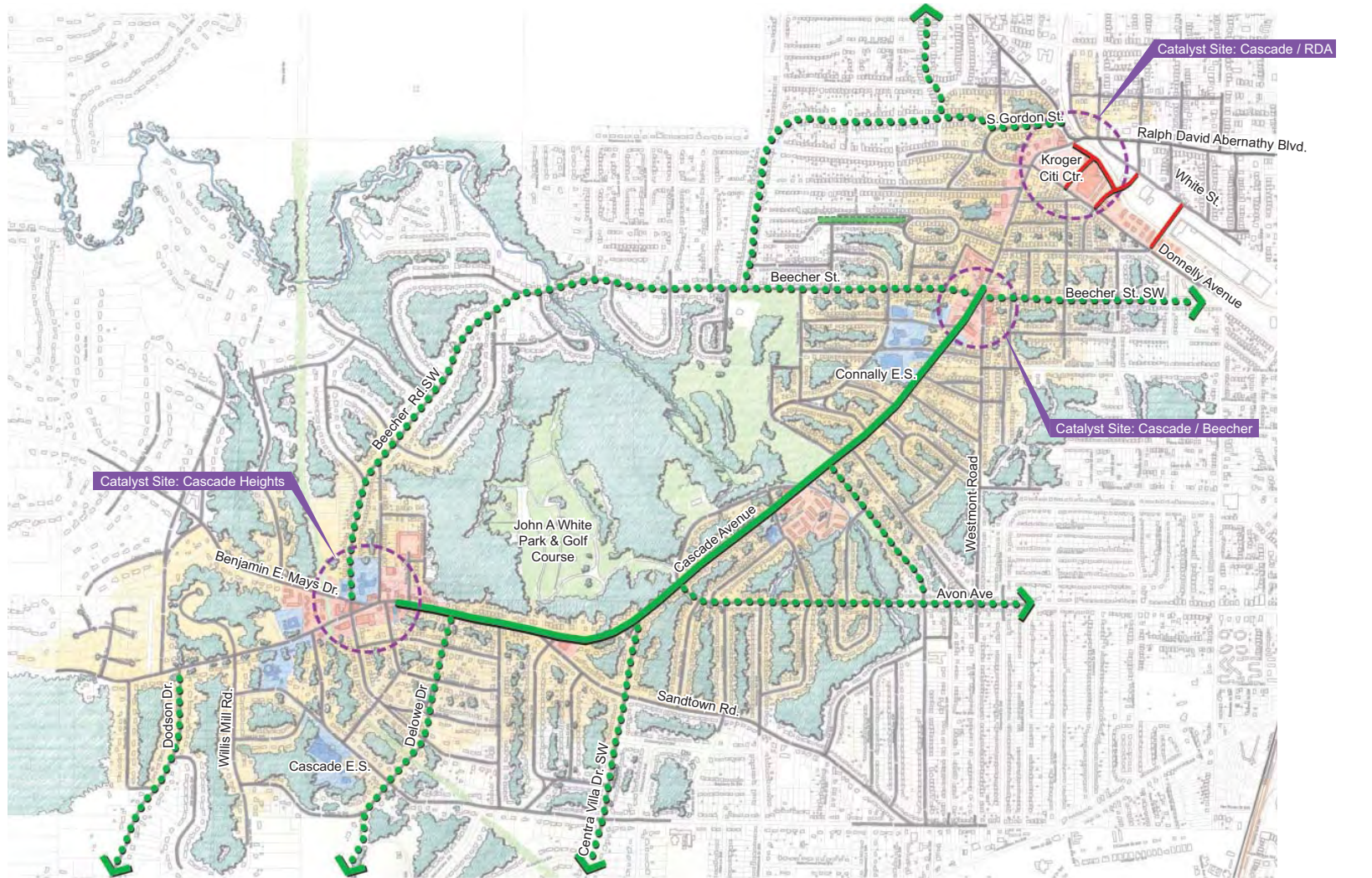
Catalyst Sites – key sites that have been identified based on: property ownership patterns, current land use and utilization,

market opportunity, and location within the corridor, for significant redevelopment and are intended to serve as “catalysts” for revitalization throughout the corridor.

Land Use & Zoning – changes/adjustments to land use and zoning at key sites in the corridor intended to support the redevelopment of the catalyst sites and implement the city’s Quality-of-Life zoning standards that promote mixed-use and pedestrian friendly private development.

Cascade Avenue: Recommendations & Implementation

Recommendations



Legend

- | | | | | |
|------------------------|-------------------------------|-------------------------------|---------------------------------------|--------------------|
| Intersection Projects | Planned Street | Traffic Calming | Commercial & Multi-Family Residential | Institutional |
| Corridor Cross Section | New Street | Streetscape / Sidewalk | Single Family Residential | Tree Cover |
| Catalyst Project | Greenway / Multipurpose Trail | Proposed Parks or Open Spaces | | Park or Open Space |

Cascade Avenue: Recommendations & Implementation

3.4 Cascade Avenue Road Diet

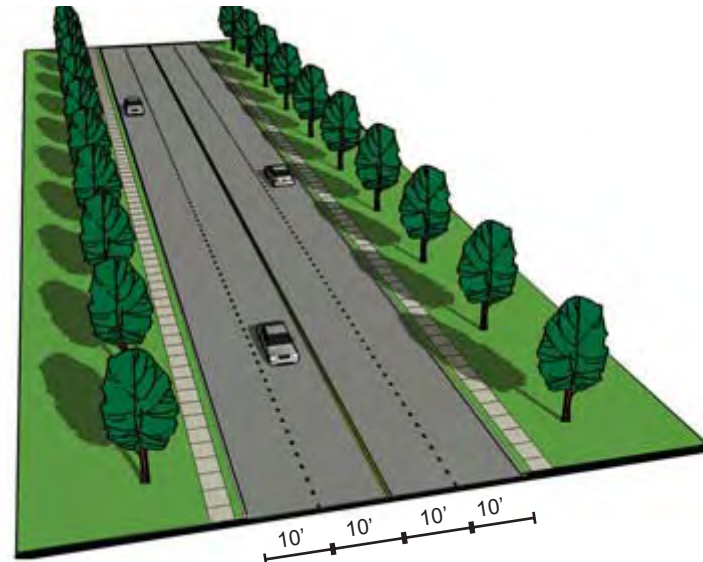
Cascade Avenue: Existing Condition

The Cascade corridor from I-285 to R.D. Abernathy Boulevard changes in width and lane configuration from a two-lane road west of Cascade Heights, to three-lanes through Cascade Heights (two westbound and one eastbound), to four-lanes from Cascade Heights to R.D. Abernathy Boulevard.

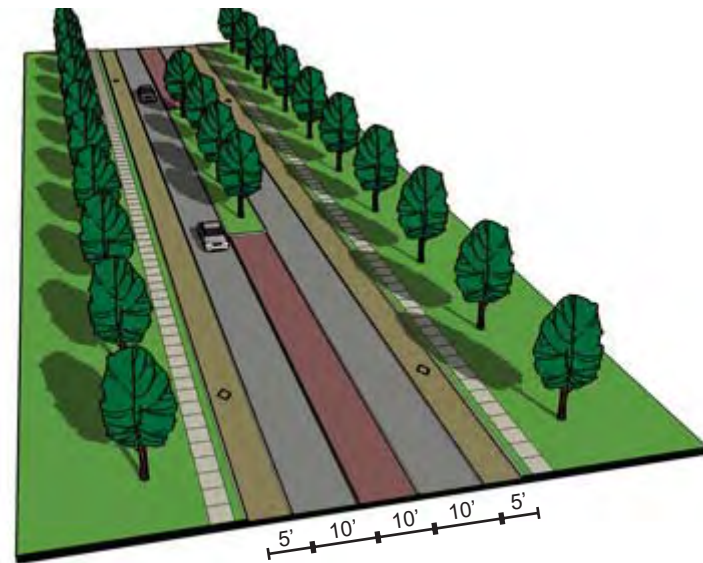
While the number of lanes change, the surrounding land use remains largely the same, with Cascade Avenue running through primarily residential neighborhoods with fronting single-family homes. The result in the four-lane sections of Cascade Avenue is a road that encourages speeding, increases accidents, and is pedestrian and neighborhood unfriendly. Participants in the public workshops and charrettes identified Cascade Avenue as a speeding and safety issue.

Road Diet Concept

A “Road Diet” is a term applied to the practice of converting four-lane roads into three-lane roads (one lane in each direction with a center lane dedicated to left turns). Many roads around the country, with similar land use characteristics and traffic volume to Cascade Avenue, have been converted to three-lanes with great success. Results include; slower/calmed traffic, safer vehicular left turns, inclusion of bike lanes or wider sidewalks, and safer pedestrian crossings.



Cascade Avenue Existing



Cascade Avenue Proposed

Cascade Avenue: Recommendations & Implementation

Cascase Avenue Road Diet



Cascade Avenue Before

Cascade Avenue - After Converting to a three-lane section

Cascade Avenue: Recommendations & Implementation

The Three-Lane Concept & Revitalization

Revitalization of the Cascade/Beecher and Cascade Heights commercial nodes is an important community goal. This sketch illustrates how the three-lane concept could support reinvestment and revitalization. The narrowed street provides more space for sidewalks and streetscape, slows traffic, and is easier and safer to cross as a pedestrian. This conversion of Cascade Avenue sends a clear message that this is a pedestrian-oriented corridor serving to support street fronting commercial revitalization.

The Cascade Avenue corridor is a strong candidate for conversion given the community's desire to revitalize the existing neighborhood commercial nodes, strengthen the area's pedestrian connectivity, and calm traffic. In addition, the planned streetscape improvements for the Cascade Heights area include converting Cascade Avenue to a three-lane street up to Herring Road. This plan would simply extend the concept through the corridor, east to the Cascade/Beecher neighborhood commercial node.

Benefits of the Three-Lane Conversion:

- Reduces speed
- Reduces accidents (left turns)
- Center lane provides a clear and safe left turn lane (which can be landscaped)
- Works on moderate volume streets (10-20,000 ADT)
- Allows for other modes (bike lanes, wider sidewalks, etc.)
- Consistent with planned streetscape project in Cascade Heights
- Numerous successful examples around the country

**Table 3-1:
Cascade Avenue Intersection LOS Analysis**

	Existing 4-Lane		3-Lane Concept	
	2005	2030	2030	(plus Catalyst Projects) 2030
Cascade Intersection	LOS	LOS	LOS	LOS
Boulevard Grande/Beecher Road	B	B	B	C
Herring Road/Fontaine Avenue	C	B	E	F
Avon Avenue	B	A	B	B
Beecher Street	B	A	A	A
Westwood Avenue/Donnelly Avenue	B	B	B	D
R. D. Abernathy Boulevard	B	B	B	C
R D Abernathy Blvd. & Langhorn St.	C	C	C	C

Preliminary Traffic Evaluation

A preliminary evaluation of the Cascade Avenue three-lane concept was conducted (a detailed description of this analysis is included in the Transportation Analysis Report). The above chart compares the Level of Service (delay) at the signalized intersections along the corridor for the existing four-lane configuration and proposed three-lane configuration in 2005 and 2030. This initial analysis illustrates that the three-lane concept has very little impact and supports the concept's further consideration (the Herring Road/Fontaine intersection is the only one exhibiting significant delay and this is mainly caused by its off-set configuration).

Cascade Avenue: Recommendations & Implementation

Four Lanes vs. Three Lanes

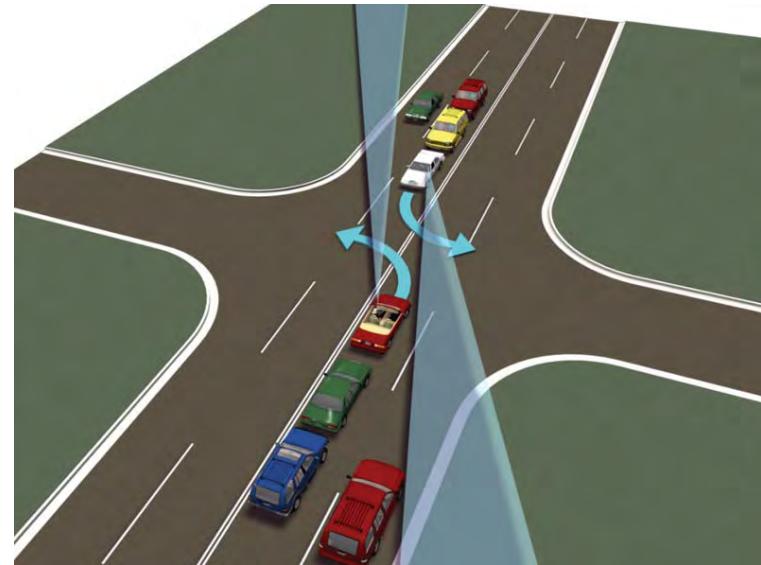
The significant drawback to four-lane roads is the lack of an exclusive center left turn lane. The result is the middle two lanes serve as left turn lanes, stopping traffic in that lane when a left turn is being attempted. This situation not only reduces the capacity of the road to one lane but is also an inherently unsafe left turn movement as the opposing left turn vehicles limit visibility to oncoming traffic and pedestrians.

The three-lane configuration resolves this left turn movement by creating a dedicated center left turn lane which pulls the left turning vehicles out of the flow of traffic and creates safer sight lines for the turning movement.

Cascade Avenue

The existing four-lane section of Cascade Avenue is 40 feet wide curb to curb (four, 10 foot lanes). The proposed reconfiguration converts the four lanes into three with the remaining pavement utilized for four-foot wide bicycle lanes.

An initial testing phase of this concept could include a restriping of the four lanes to three lanes. After this evaluation period additional design features could be considered including adding landscape islands and/or alternative paving materials for the center turn lane in order to further traffic calm the road.



Limited sight distance for turning movement on 4-Lane Roads



Increased sight distance with 3-Lane Roads

3.5 Neighborhood Traffic Calming

Throughout the planning process, neighborhood participants expressed concerns with the speed of traffic running through their neighborhoods and the resulting impact of pedestrian safety and general neighborhood quality-of-life. A number of key streets were identified including:

- Cascade Avenue
- Beecher Road/Street
- Dodson Drive
- Delowe Drive
- Avon Avenue
- Kenmore Street
- Centra Villa Drive
- South Gordon Road
- Ontario Avenue

This plan recommends developing specific traffic calming plans for these streets to address these issues. A specific plan for each of these streets will require more detailed analysis of the size and character of the street, as well as, direct involvement with neighborhood residents and property owners. The following information provides a starting point for neighborhood consideration.

What is Traffic Calming?

Traffic calming is the combination of mainly physical features that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for pedestrians and cyclists. It is a concept that involves changing the look and feel of streets using design features to narrow travel lanes or alter the path of vehicles. These measures are intended to slow traffic to a speed more in keeping with the character of the street.

Types of Traffic Calming Measures

A sample of measures that may be appropriate for neighborhood locations include:

Speed Humps

Speed humps are rounded raised areas placed across streets. They are generally 10 to 14 feet long and 3 to 4 inches high. Speed humps are good for locations where very low speeds are desired and reasonable and have been used throughout neighborhoods in Atlanta.

Cost: \$2,000-\$3,000

Raised Crosswalks

Raised crosswalks are speed tables outfitted with crosswalk markings and signage, providing pedestrians with a level street crossing. This raised crossing makes pedestrians more visible to approaching traffic. Raised crossings are good for non-intersection pedestrian crossings and vehicle speeds are excessive.

Cost:\$2,000-\$5,000

Cascade Avenue: Recommendations & Implementation

Center Island Narrowing

A center island narrowing is a raised island located along the centerline of a street that narrow the travel lanes at that location. Center islands are often landscaped to provide an attractive amenity and are often used at the entrances of neighborhoods as gateways. Center islands are good for wide streets and can also serve as pedestrian refuges.

Cost: \$5,000-\$15,000

Traffic Circles

Traffic circles are raised islands, placed in intersections, around which traffic circulates. They are good for calming intersections, especially in neighborhoods, where large vehicle traffic is not a major concern but speeds, volumes, and safety are problems.

Cost: \$10,000 +



Center Island narrowing on a street



Traffic Circle at an intersection in a neighborhood



Roundabout at an intersection in a neighborhood

Cascade Avenue: Recommendations & Implementation

3.6 Catalyst Site: Cascade & R.D. Abernathy

Existing Condition

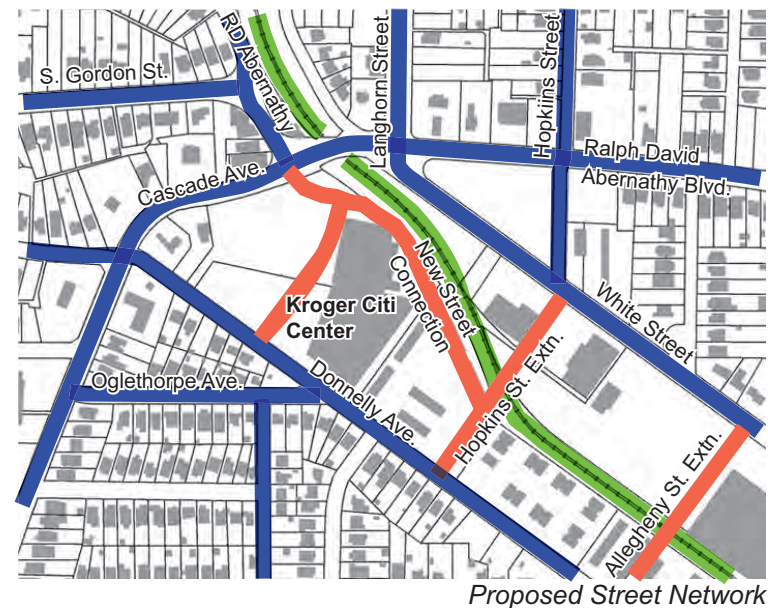
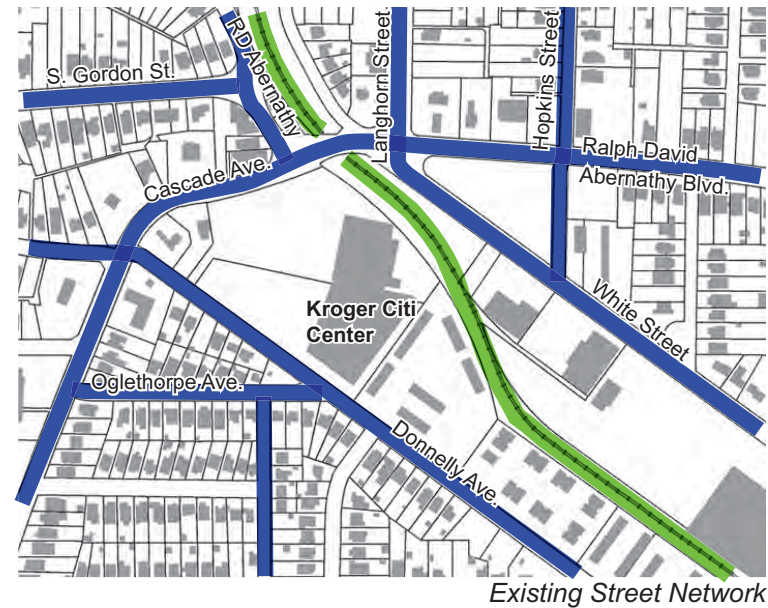
The BeltLine Redevelopment Plan has identified this area as a major development node with access to a future BeltLine transit station and greenway. This crossroads of Cascade Avenue, R.D. Abernathy Boulevard and Langhorn Street is a strategic location for mixed-use redevelopment. Langhorn Street provides a connection to I-20 and therefore makes Cascade Avenue an important commuter route. This “confluence” of major streets places significant traffic pressure on the intersections of R.D. Abernathy/Cascade Avenue and R.D. Abernathy/Langhorn, making them pedestrian unfriendly.

The major shopping center in the area is Kroger Citi-Center Cascade, a 107,000 square foot shopping center anchored by Kroger, Hollywood Video and Washington Mutual. Across the street from the Kroger Citi-Center, on the north side of the corridor, is historic street-front commercial. Multi-family apartment complexes and industrial uses extend along Donnelly Avenue and White Street.

Proposed Development Plan

The linkage with the BeltLine greenway and eventual transit line make this area a logical catalyst site to attract higher density mixed-use development in the Cascade Avenue corridor. The plan builds upon the concepts developed for the BeltLine and organizes redevelopment around the existing shopping center and adjacent multi-family properties into a major mixed-use project that could combine new loft housing, office, and retail uses. Existing industrial uses along White Street would be evaluated for potential reuse as live/work units.

This increased intensity of development would need to be supported by both structured parking and key new street connections. Critical components of the development plan are



Cascade Avenue: Recommendations & Implementation

several new street connections including the extension of Hopkins Street from White Street across the BeltLine to Donnelly Avenue. This new crossing of the BeltLine, along with the adjacent street connections, creates a set of blocks from which to organize and provide access to the redevelopment area. In addition, the new crossing of the BeltLine provides a critical alternative to Cascade Avenue and R.D. Abernathy Boulevard, helping to take pressure off of those important intersections.

The resulting plan is organized around the new open space of the BeltLine and existing Gordon White Park, facing new development on this valuable amenity to create a signature “BeltLine address”.

Cascade Avenue

The development along Cascade Avenue west from R.D. Abernathy Boulevard is envisioned as smaller scale, one to two story commercial and residential redevelopment based on the close relationship to the adjacent neighborhoods and smaller parcel size. With the implementation of Quality-of-Life zoning standards through rezoning, this new redevelopment will, over time, be built to the street and employ stronger streetscape standards.



Key Parcels: Cascade / R.D.Abernathy Catalyst site

	Parcel Index Number
1	14 0139 LL016
2	14 0139 LL021
3	14 0139 LL023
4	14 0139 LL025
5	14 0139 LL026
6	14 0139 LL027

	Parcel Index Number
7	14 0139 LL028
8	14 0139 LL029
9	14 0139 LL035
10	14 01390002095
11	14 01390002100

Cascade Avenue: Recommendations & Implementation

**Table 3-2:
Cascade and R.D.Abernathy Development Summary**

Development Type	Units/ Sq.ft.	Cost/unit	Development Value
<i>Residential</i>			
MF/ Condo	1,000 units	\$110,000	\$110,000,000
Townhomes	300 units	\$170,000	\$51,000,000
<i>Office/Medical</i>			
	50,000 s. f.	\$65	\$3,250,000
<i>Retail</i>			
	80,000 s. f.	\$65	\$5,200,000
Total			\$169,450,000

Key Action Steps:

1. Define a long range vision for the area which maximizes the benefits of its unique location on the BeltLine and orients future development and infrastructure improvements to take full advantage of this opportunity.
2. Work with owners of key parcels to assemble sites for redevelopment—determine the willingness of the existing ownership of the Kroger Citi-Center and surrounding multi-family housing to combine their properties into a larger land holding for redevelopment.
3. Have ADA offer the assembled site through an RFP process to attract private development to the area.
4. Working with local hospitals and HMO's identify potential candidates to locate a major satellite medical facility/clinic in the area to provide a central location to serve the health needs of the area.
5. Develop zoning and land use policies under the Quality of Life zoning which would permit the mixed-use/high density development envisioned for the area.
6. Develop a retail marketing package which would promote the unique aspects of this critical nexus of Cascade Avenue and the BeltLine as commercial heart of this portion of the city.
7. Seek joint funding from the BeltLine TAD and the Atlanta Regional Commission's LCI program for the streetscape and park enhancement efforts.

Cascade Avenue: Recommendations & Implementation



Cascade Avenue: Recommendations & Implementation

3.7 Catalyst Site: Cascade/Beecher

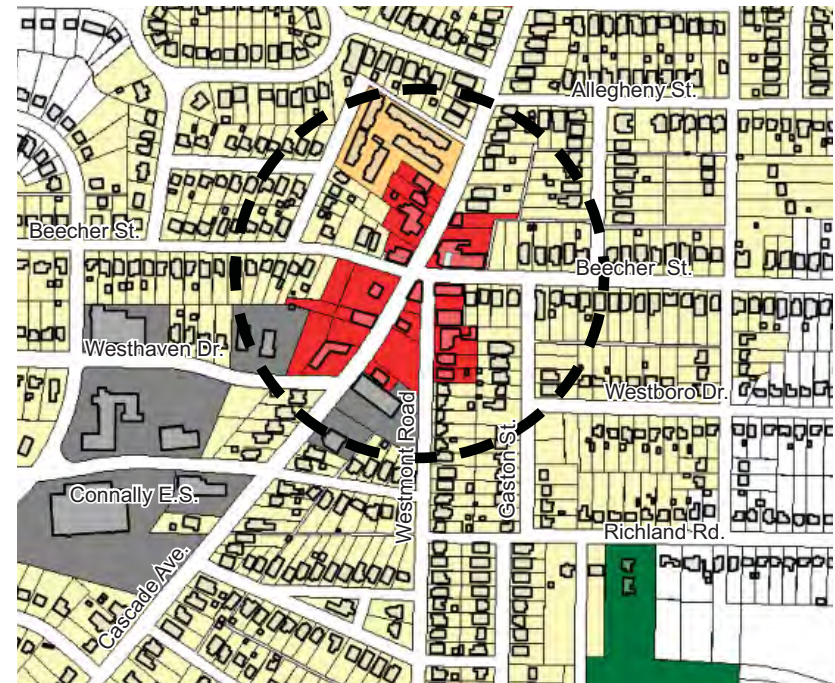
Existing Condition

The intersection of Cascade Avenue, Beecher Road and Westmont Road includes an existing traditional neighborhood commercial node with a small collection of street fronting, one and two story commercial development. Most of this existing development is vacant or underutilized and has been identified by neighborhood residents as a location of drug and prostitution activity.

This commercial area is tightly knit into the surrounding neighborhoods making it an ideal location for small scale neighborhood oriented retail and/or residential revitalization.

Proposed Development Plan:

The plan identifies this node as a key catalyst site due to its importance as an identified area of vacancy and criminal activity and therefore; its ability, as a revitalized commercial node, to stabilize and strengthen the surrounding neighborhoods. The development plan anticipates small-scale, one to two story mixed-use development with ground floor commercial uses and potential residential uses above.



Cascade / Beecher Catalyst Site (Existing Land Use)

Table 3-3 Cascade / Beecher Development Summary

Development Type	Units/ Sq.ft.	Cost/unit	Development Value
<i>Residential</i>			
MF/ Condo	30 units	\$110,000	\$3,300,000
<i>Retail</i>			
	20,000 s. f.	\$65	\$1,300,000
Total			\$4,600,000

Cascade Avenue: Recommendations & Implementation



Key Parcels: Cascade / Beecher Node

	Parcel Index Number
1	14 01390005057
2	14 01390005089
3	14 01390005090
4	14 01390005147
5	14 01500011045
6	14 01500011047

Note: These parcels represent vacant or underutilized sites that are candidates for short-term redevelopment.



Proposed Rezoning: Cascade / Beecher Node

Legend - Rezoning

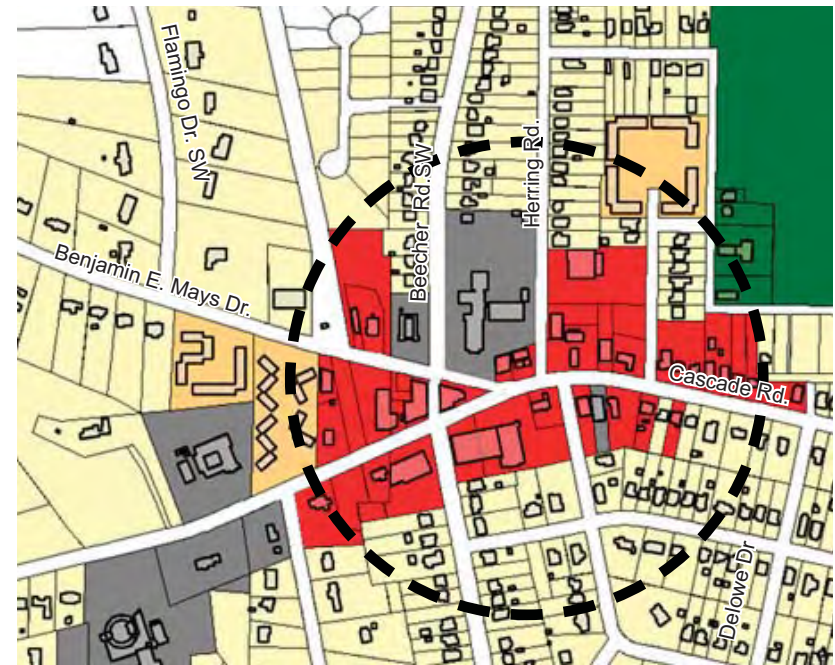
- MR-4A (diagonal line pattern)
- MR-4-B (dotted pattern)
- MRC-2 (diagonal line pattern)
- NC (cross-hatched pattern)
- MRC-1 (grey hatched pattern)

3.8 Catalyst Site: Cascade Heights

Existing Condition

Cascade Heights, the commercial area at the intersection of Benjamin E. Mays Boulevard and Cascade Avenue, is a prominent location of both neighborhood serving commercial and civic uses. At the heart of the node are street-front retail shops, barbershops, and boutiques. Noteworthy retail tenants include CVS drug store and The Beautiful Restaurant. Major civic uses include the Providence Missionary Baptist Church and a local post office.

This area has been consistently identified as a desired location for revitalization, to make it a more attractive, pedestrian friendly, and neighborhood serving commercial node. Some revitalization is already occurring as evidenced by the reinvestment in the Cascade Heights Center and planned streetscape improvements under design by the city.

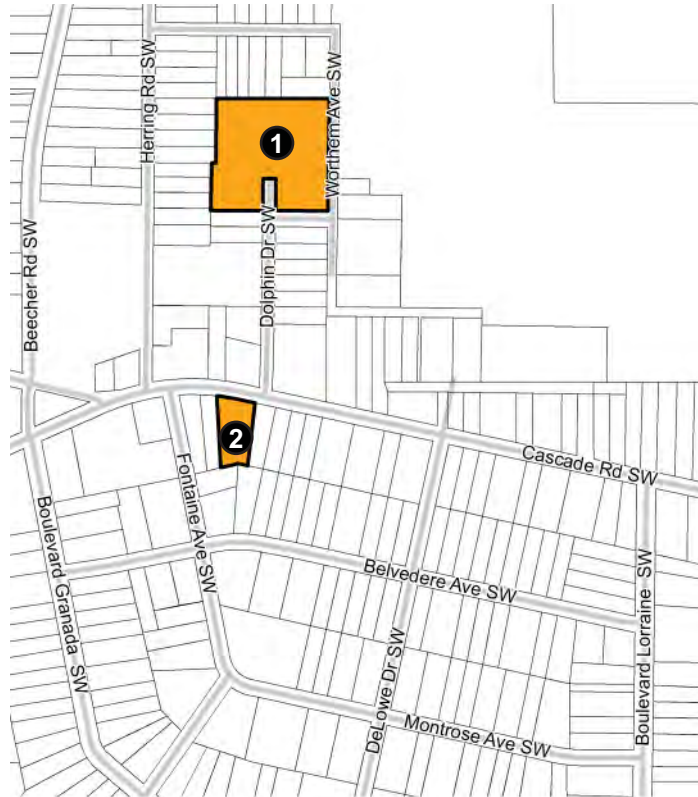


Cascade Heights Catalyst Site (Existing Land Use)



Cascade Ave at the intersection of Ben E Mays Drive

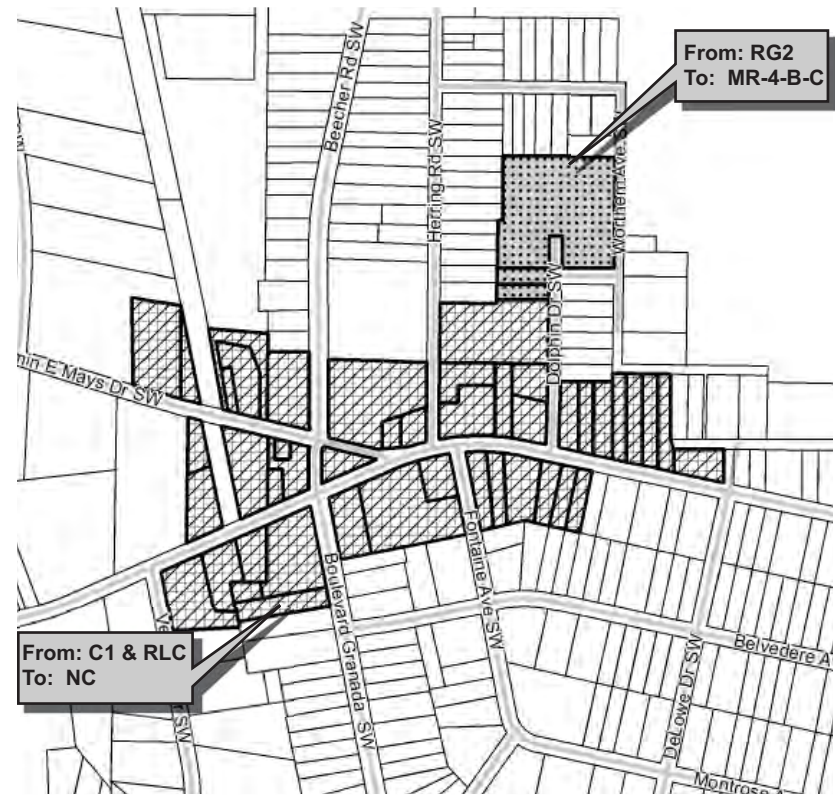
Cascade Avenue: Recommendations & Implementation



Key Parcels: Cascade Heights Node



	Parcel Index Number
1	14 01830005051
2	14 01840014003

Note: These parcels represent vacant or underutilized sites that are candidates for short-term redevelopment.



Proposed Rezoning: Cascade Heights Node

Legend - Rezoning

-  NC
-  MR-4-B-C

Cascade Avenue: Recommendations & Implementation

Proposed Development Plan:

The revitalization goal of Cascade Heights is to transition the area from its past role as an auto-dependent collection of retail centers into a more pedestrian and shopper friendly neighborhood center serving the well-established residential areas that surround it. This will be accomplished by a strategy of upgrading a portion of the existing retail space and attracting new retail development to replace the vacant anchor stores with new retail offerings.

The mix of uses should include more convenience goods, restaurants and eating establishments, and services which appeal to surrounding residents. Off-street parking may be needed to provide the required parking to support the new retail development at a later phase. Small scale renovations, which are already occurring in the area, should be encouraged.

In order to create a more vibrant atmosphere, a modest level of residential development is planned as part of the mix for the area. This could consist of loft apartments over retail, townhouse and small lot single-family housing at strategic locations buffering the surrounding single-family neighborhoods.

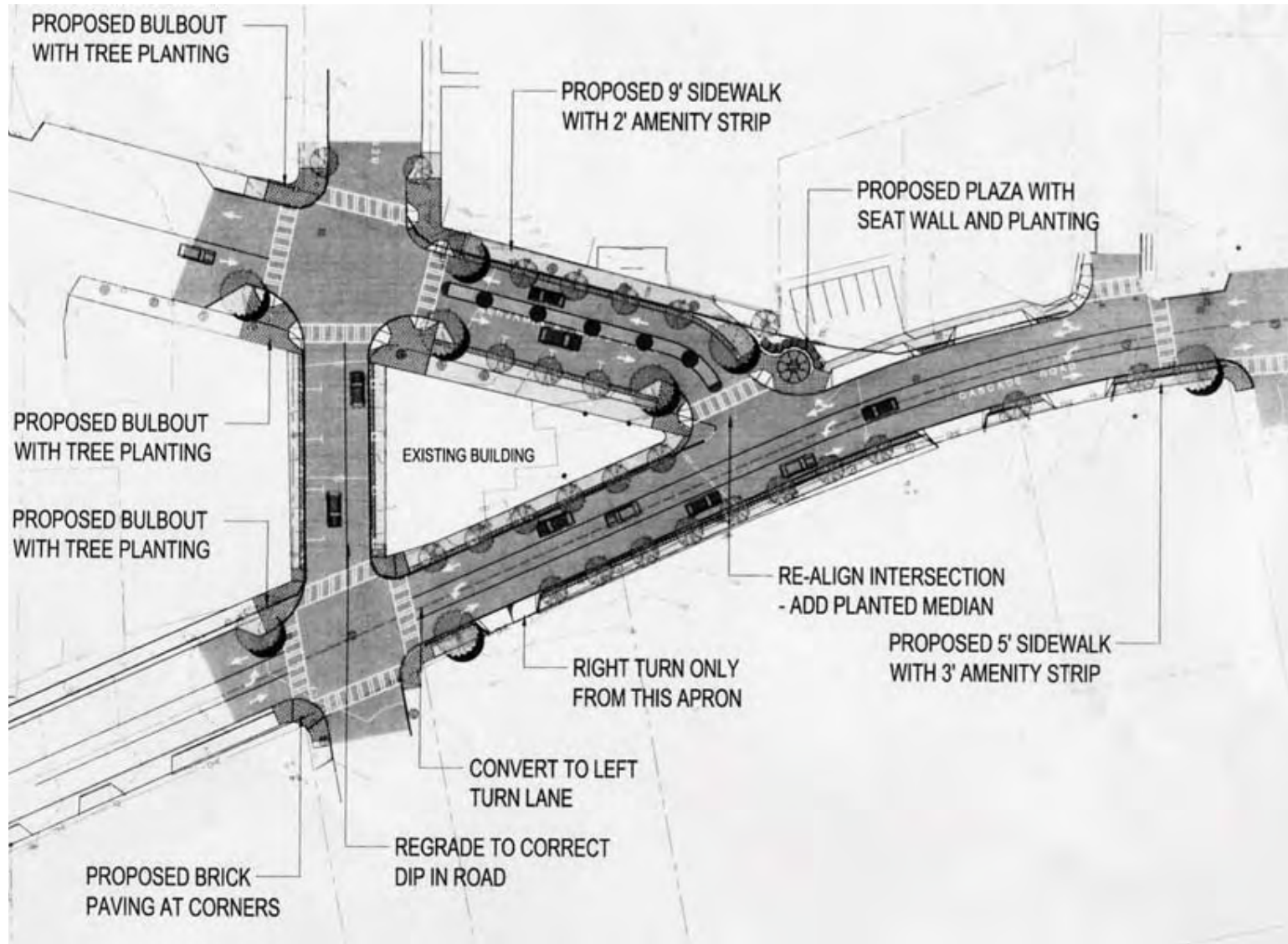
Table 3-4 Cascade Heights Development Summary

Development Type	Units/ Sq.ft.	Cost/unit	Development Value
<i>Residential</i>			
MF/ Condo	100	\$180,000	\$18,000,000
Townhome	100	\$200,000	\$20,000,000
<i>Retail</i>	45,000	\$65	\$2,925,000
Total			\$40,925,000

Key Action Steps: For the Cascade Heights and the Cascade / Beecher Catalyst Sites

1. Designate the area as an eligible Urban Enterprise Zone (UEZ), which would provide a key economic incentive to attract more small developers to invest in the rehabilitation of existing structures or development of new in-fill projects in the area. The loss of revenue to the city from the abatement of property taxes from new development would be more than off-set by the increase in local sales taxes collected from new development.
2. Identify a site suitable for residential development and offer residential developers the opportunity to create the mixed-use character of the area.
3. Have ADA identify one or more key parcels in the area for redevelopment and option the property for sale to for-profit developers.
4. Issue an RFP to developers for the parcels and have the developers close on the parcels with the existing owner.
5. Extend the provisions of Quality of Life zoning to the area to support the neighborhood commercial character of the area.
6. Complete the streetscape program currently being implemented by the Department of Public Works.
7. Prepare a retail market study that addresses the potential retail opportunity of the area and share it with prospective retail tenants.

Cascade Avenue: Recommendations & Implementation



Proposed plan for intersection improvements and streetscape at the Ben E Mays & Cascade Avenue intersection (City of Atlanta Department of Public Works)

Cascade Avenue: Recommendations & Implementation

3.9 Projects

This section outlines the complete list of projects and recommendations for the corridor. The corridor plan map identifies the project location and keys out the project identification number which corresponds to the project descriptions.

Corridor/Cross-section

C-1 Cascade Ave. Four-Lane to Three-Lane Conversion: Study conversion of Cascade Ave from a mixed 3-lane and 4-lane street to a consistent 3-lane cross section (1 lane in each direction with center turn lane) with bicycle lanes. This would extend the planned streetscape project at Ben E. Mays.

Streetscape/Sidewalks

S-1 Cascade Avenue - complete gaps in sidewalks, install pedestrian street lighting consistent with streetscape plans for Ben E. Mays/Cascade area.

S-2 Delowe Dr. - install sidewalks on at least on side.

S-3 Centra Villa Dr. - install sidewalks on at least one side.

S-4 Dodson Dr. - install sidewalks on at least one side.

Intersections/Traffic Signals

I-1 Donnelly Ave./Cascade Intersection: Install channelized islands in NW & NE corners of intersection for pedestrian refuge. Potential left turn lanes on Donnelly and Westwood.

I-2 Ralph Abernathy Blvd./Cascade Intersection: Enhance pedestrian safety and comfort by evaluating the elimination of right turn lanes between Longhorn and Ralph Abernathy (based in part on proposed network connections) and upgrading pedestrian crosswalk markings.

I-3 Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection & pedestrian enhancements.

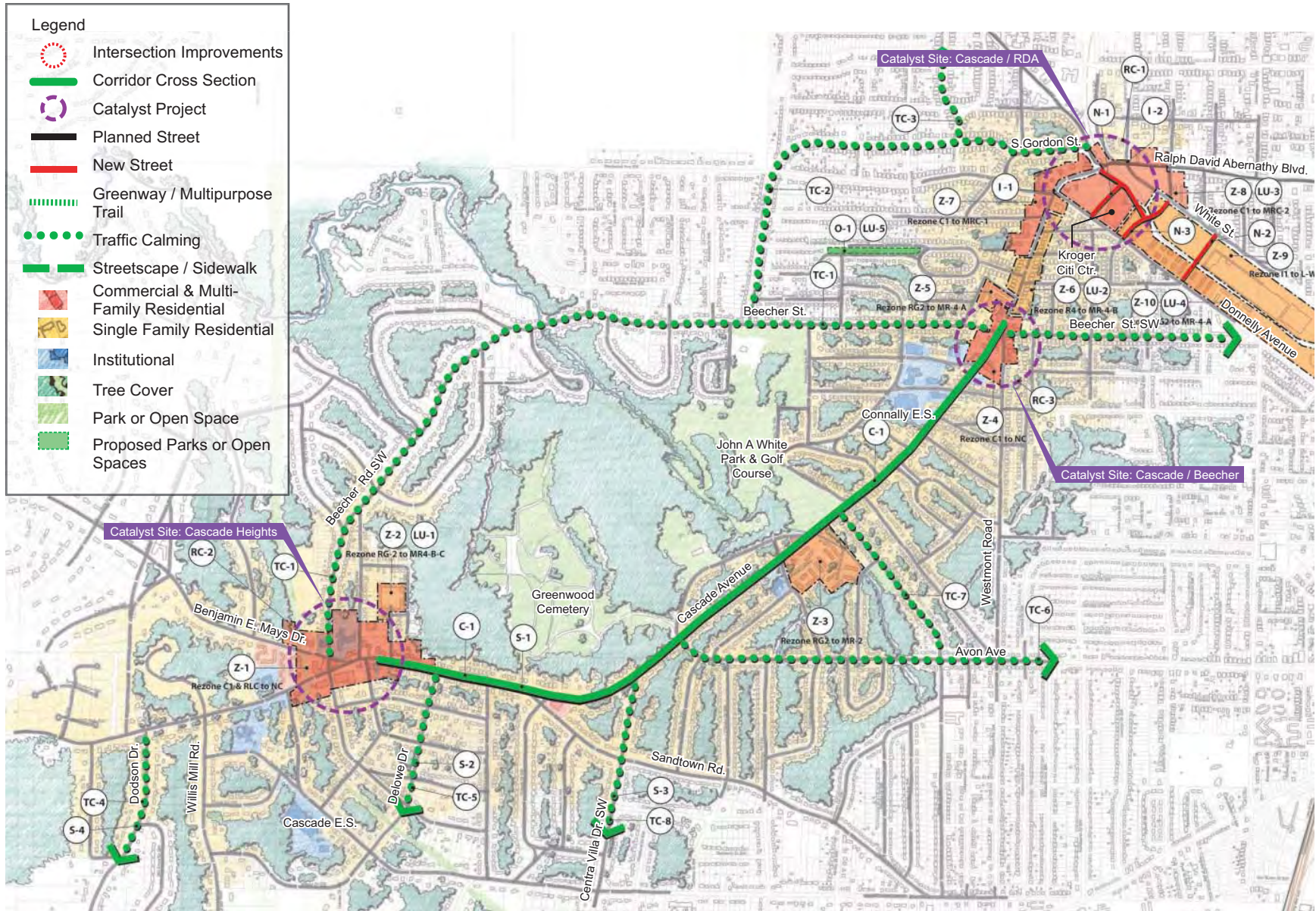
I-4 Traffic Signal Interconnection: interconnect signals & provide communications to City of Atlanta TCC.

I-5 Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks.

I-6 Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings & provide ADA access.

Cascade Avenue: Recommendations & Implementation

Projects



Cascade Avenue: Recommendations & Implementation

New Street Network

N-1 New Street at Kroger Citi-Center: provides connection from RDA/Cascade to Donnelly Ave. (Identified in BeltLine Re-development Plan).

N-2 Connection Across BeltLine at Allegheny St.: provides needed additional connection across future BeltLine as an alternative to the RDA/Cascade intersection and services new redevelopment.

N-3 Extension of Hopkins Street to Donnelly Ave: provides needed additional connection across future BeltLine as an alternative to the RDA/Cascade intersection and services new redevelopment.

Traffic Calming

Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, traffic circles, roundabouts.

TC-1 Beecher Rd (Westview Neighborhood)

TC-2 S. Gordon St (Westview Neighborhood)

TC-3 Ontario Ave (Westview Neighborhood)

TC-4 Dodson Dr (Adams Park Neighborhood)

TC-5 Delowe Dr (Adams Park Neighborhood)

TC-6 Avon Ave (Adams Park Neighborhood)

TC-7 Kenmore St (Adams Park Neighborhood)

TC-8 Centra Villa Dr. (Adams Park Neighborhood)

Transit

T-1 Bus Route # 71: Enhance transit service to Downtown Atlanta by eliminating underutilized bus stops and extending route from West End Station to Downtown Atlanta.

T-2 Signal Priority: Implement ITS transit signal priority along corridor to improve travel time to West End Station.

T-3 Bus Stop Enhancements: Eliminate underutilized stops & enhance remaining bus stops to include shelters, benches, trash receptacles & route information.

Redevelopment Catalyst Projects

RC-1 Cascade - Ralph David Abernathy (BeltLine): Redevelopment of the existing commercial node into a major mixed-use center based in part on future connection to the BeltLine.

RC-2 Benjamin E. Mays - Cascade (Cascade Heights): Revitalize existing commercial center into a more pedestrian-friendly neighborhood commercial district.

RC-3 Beecher - Cascade Neighborhood Shopping District: Revitalization of small commercial node to serve surrounding neighborhoods.

Cascade Avenue: Recommendations & Implementation

Land Use/Zoning

Land use and zoning changes are an important part of implementing the plan, allowing the types of mixed-use envisioned and urban design standards that support pedestrian friendly development. The recommendations of this plan are focused on parcels located directly on or in close proximity to the corridor and have been developed comprehensively to ensure that all properties have been treated similarly.

Quality of Life Districts

The zoning recommendations are based on implementing the City of Atlanta Quality of Life (QOL) Zoning Districts. These districts have been developed specifically to encourage:

- Pedestrian oriented development.
- Mixed-use development.
- Intensification of underutilized commercial corridors.
- Concentration of development in activity centers.

The basic Quality Of Life Districts include:

Neighborhood Commercial – which is intended to maintain and support pedestrian oriented and neighborhood scaled commercial areas.

Multi-Family Residential – which is intended to support a variety of multi-family housing types with a limited amount of neighborhood serving commercial.

Mixed Residential Commercial – which is intended to support mixed-use development in historically single use commercial areas with strong design standards that require open space, street network and quality street design.

Live Work – which is intended to support the redevelopment of underutilized industrial areas with residential uses.

Recommendations

In general the land use and zoning recommendations for the corridor are organized into two types.

1. Implementing the QOL urban design standards: Multi-family and commercially zoned parcels along the corridor have been recommended for rezoning to the equivalent QOL District, maintaining the same level of density and use but implementing the pedestrian oriented design standards (example: a C-1 district is rezoned to a MRC-1 QOL district).
2. Intensifying key catalyst sites and activity centers: Based on the identification of catalyst sites in the corridor, key parcels in those areas have been recommended for rezoning to supportive QOL Districts that encourage the intended mixed-use and density illustrated in the proposed development plans. In many cases involving rezoning a C-1 district to a higher intensity MRC QOL District.

Z-1 Rezone from C1 & RLC to NC: Controls the scale and character of neighborhood commercial development and implements Quality of Life Zoning Code urban design standards.

Z-2 Rezone from RG2 to MR-4-B-C: Encourages redevelopment into townhome type intensity and implements Quality of Life Zoning Code urban design standards, with conditions restricting commercial. Future Land Use change from Single Family Residential to Medium Density Residential.

Z-3 Rezone from RG2 to MR-2: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-4 Rezone from C1 to NC: Controls the scale and character of neighborhood commercial development and implements Quality of Life Zoning Code urban design standards.

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Z-5 Rezone from RG2 to MR-4-B: Encourages redevelopment into townhome type intensity and implements Quality of Life Zoning Code urban design standards.

Z-6 Rezone from R4 to MR-4-B: Encourages redevelopment into townhome type intensity and implements Quality of Life Zoning Code urban design standards. Future Land Use change from Single Family Residential to Medium Density Residential.

Z-7 Rezone from C1 to MRC-1: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-8 Rezone from C1 to MRC-2: Increases land use intensity & implements Quality of Life Zoning Code urban design standards. Future Land Use change from Low Density Commercial to Mixed Use.

Z-9 Rezone from I1 to L-W: Encourages redevelopment of industrial use and implements Quality of Life Zoning Code urban design standards.

Z-10 Rezone from RG2 to MR-4-A: Increases land use intensity, encourages redevelopment and implements Quality of Life Zoning Code urban design standards. Future Land Use change from Low Density Residential to High Density Residential.

Other

O-1 Westview Neighborhood Park: potential park/open space opportunity on undeveloped parcels along N. Olympian Way. Future Land Use designation as open space.

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3.10 Cascade Avenue Corridor: Implementation Strategy

This section outlines the broad implementation strategy for the Cascade Avenue corridor. This outline establishes a working priority/phasing strategy, a general approach to grouping related projects, and key issues facing their implementation. A detailed list of projects is included in Section 3.10.2 which outlines anticipated costs, phase and key agency.

Priority 1: (1st Year)

15 Year Future Land Use and Zoning Changes

The identified Future Land Use and Zoning changes are an important part of codifying the pattern and use of development in the corridor. The Bureau of Planning can implement these changes relatively quickly with the support and participation of area's NPU's. The key zoning changes in the Cascade Avenue corridor include employing the Neighborhood Commercial (NC) designation in both the Cascade Heights and Cascade/Beecher commercial nodes and the Mixed Residential Commercial (MRC) designation in the Cascade and Ralph David Abernathy commercial node, supporting the intended redevelopment identified in the catalyst sites.

Priority 2: (1-5 Years)

Cascade Avenue Road Diet/Re-striping

The re-striping of Cascade Avenue from a four-lane to a three-lane street section is a physically inexpensive project to implement as it requires no reconstruction of the road. However, it certainly represents a dramatic modification of driver behavior requiring both neighborhood and City acceptance. The implementation of this project will require the active involvement of the Bureau of Planning to facilitate further neighborhood input and coordination with the Department of Public Works (DPW) who will ultimately implement the project. A valuable approach would be to test the concept "on the ground" by proposing a temporary re-striping. This testing would allow both the neigh-

borhood residents and the DPW to evaluate the real impacts over a specified period of time and determine whether to continue its implementation. This testing approach has been used in other "road diets" around the country very successfully and can be viewed as an acceptable way to avoid the potentially endless technical discussions that could delay the project.

Other additional projects along Cascade Avenue, including completing gaps in sidewalks and extending the pedestrian street lighting established in the Cascade Heights streetscape project, should be included as part of the re-striping in order to reinforce the intent of the road diet in strengthening the pedestrian environment while taming vehicular behavior.

Priority 3: (On-Going)

Catalyst Redevelopment Sites

For Cascade Avenue the catalyst sites represent opportunities to strengthen and support the existing neighborhood character of this corridor. The redevelopment and revitalization of these sites will require active and on-going participation by the Bureau of Planning and the Atlanta Development Authority. The land use and zoning changes along with the streetscape/road re-striping are intended to support and encourage the redevelopment of these catalyst sites.

Cascade & Ralph David Abernathy – This site is part of the Beltline TAD and is identified as an important development node along the Beltline. The resources and momentum behind the Beltline TAD make this an attractive and likely site for redevelopment. The market analysis suggests a strong opportunity for new housing with a mix of office and retail. The proposed plan calls for adding new connections across the Beltline corridor to provide needed access for new development and critical new street network to take traffic pressure off of the Cascade

Cascade Avenue: Recommendations & Implementation

Avenue and R. D. Abernathy intersection. In order to spur this new development, the Atlanta Development Authority should work with the identified key properties to market these sites to potential developers. The new bridge connections across the Beltline represent infrastructure projects that should be funded by the TAD as an incentive to new development.

Cascade & Beecher – This existing commercial node is also within the Beltline TAD. The scale of redevelopment here will be small one and two story commercial projects with opportunities for retail and office on the ground floor and residential units above consistent with the existing pattern of development. An appropriate role for the ADA would be to target and market one or two specific underutilized or vacant parcels for small-scale redevelopment. These small redevelopment projects would then serve as catalysts for further private reinvestment. The conversion of Cascade Avenue from a 4-lane to a 3-lane road is an important first step that supports the type of pedestrian oriented environment consistent with the neighborhood’s vision for this area as a neighborhood serving commercial node.

Cascade Heights – This existing commercial node is not within the Beltline TAD. Some revitalization is already occurring and should be encouraged to continue by designating this area as a UEZ to provide a tax incentive for both commercial and residential redevelopment. ADA’s Comparative Analysis of Redevelopment Tools study recommends designating this area as a UEZ and this study supports that recommendation with several additions, see Section 3.10.1 (Economic Development Map). Rezoning the commercial area to the Quality of Life Zoning District: Neighborhood Commercial (NC) will protect the neighborhood-scaled character of the district as redevelopment occurs. The City’s planned streetscape improvements will strengthen the pedestrian environment and further support private revital-

ization. As with the Cascade & Beecher node, an appropriate role for ADA would be to target and market one or several specific underutilized or vacant parcels for redevelopment. The apartment complex at the end of Dolphin Drive was identified by the community as a center of crime and drug activity and is a candidate “target” site for redevelopment.

Priority 4: (1-10 years)

Neighborhood Sidewalks & Traffic Calming

Sidewalks and traffic calming issues were among the neighborhood’s top concerns. A number of neighborhood streets were identified as needing traffic calming measures to reduce vehicle speeds and increase pedestrian safety and comfort. In addition, many of the same streets were identified as needing sidewalks to provide safe connections to important neighborhood destinations such as Adams Park.

This study has documented the key streets needing sidewalks and traffic calming. The sidewalk projects can be implemented incrementally through the use of various City funding sources including the Quality of Life Bond funds that are paying for the Cascade Avenue streetscape projects. Further study and neighborhood planning will be necessary to define a comprehensive approach to neighborhood traffic calming. This study has outlined a menu of potential traffic calming measures that may be appropriate for neighborhood streets. These measures go beyond simple speed humps, requiring a site specific approach to each identified street. It is recommended that the City’s future Transportation Planning Department initiate these traffic calming studies, working with the neighborhoods, Department of Public Works, and the Bureau of Planning to implement. Some likely sources of funding for the traffic calming measures include Quality of Life Bonds, LCI implementation funds, and Traffic Impact Fees (particularly related to development along

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the corridor).

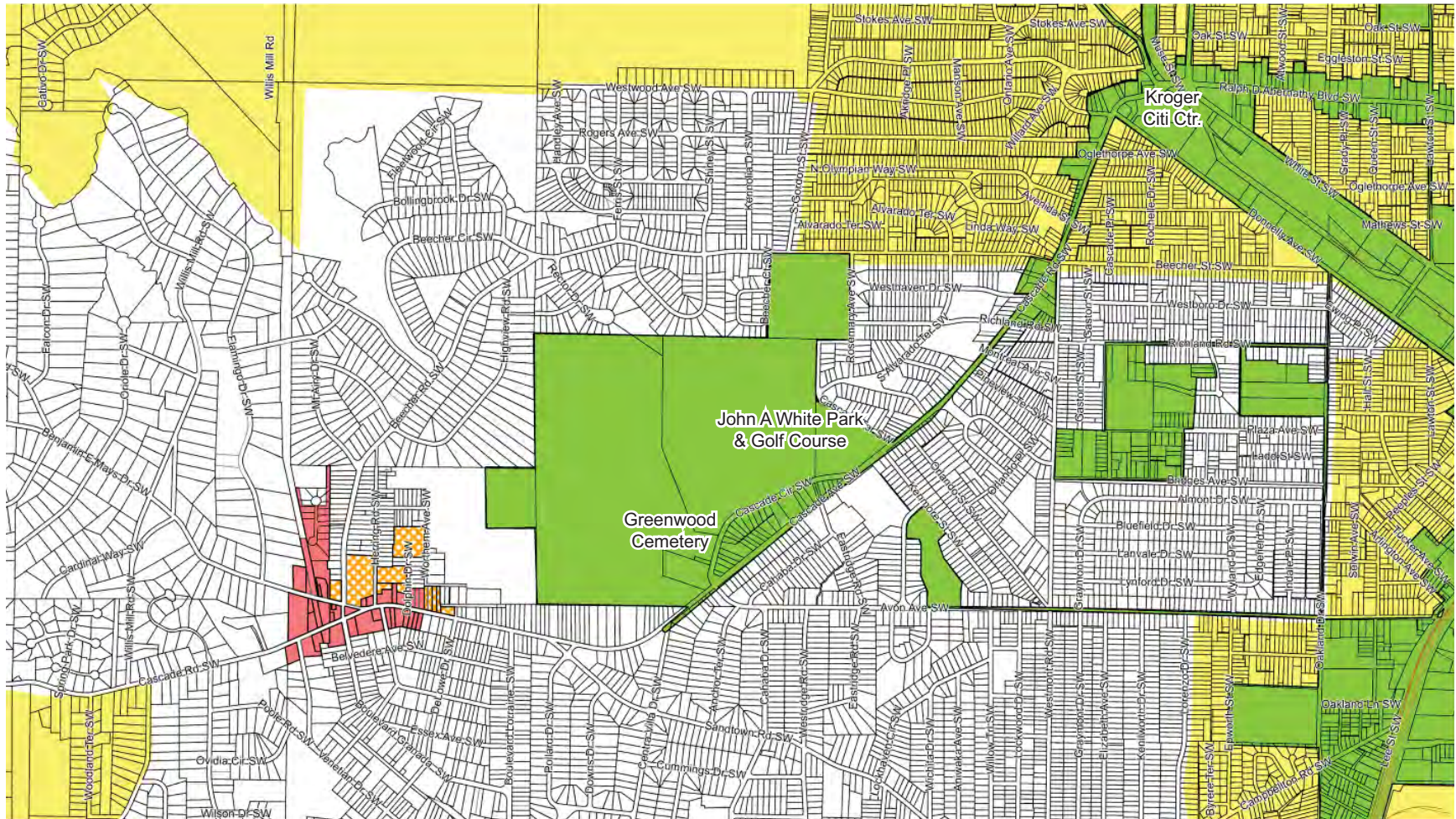
Priority 5: (1-10 years)

Transit

Recommendations for improving transit service involve adjustments to the existing service including eliminating underutilized and/or redundant stops, enhancing the shelter amenities at high boarding stops and development nodes, implementing ITS transit signal priority, and potentially extending the corridor's route from the West End Station directly to downtown Atlanta for more direct service to downtown. All of these projects will need to be implemented by MARTA through the initiation of the Bureau of Planning. LCI implementation funds are an ideal source of funding and the plan should be submitted to ARC for LCI eligibility.

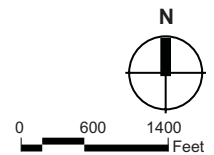
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3.10.1 Economic Development Map: Existing and Proposed TADs and UEZs



Legend - Economic Development

- Beltline TAD
- Urban Enterprise Zone per "Bay Area Economics Study"
- Proposed Additions to UEZ per "Bay Area Economics Study"
- Renewal Communities



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3.10.2 Project Matrix

This section organizes all the recommended projects into a chart that outlines project type, phase, NPU, Council District, estimated costs, funding sources and agencies involved.

Cost Assumptions

As with any macro-level planning process, it is difficult to perfectly assign costs to future projects. However, it is possible to estimate based on standard cost assumptions. The following assumptions have been used have been used for the projects outlined.

- 5-foot wide sidewalk including curb and gutter = \$7.00 per square foot
- Required drainage associated with new curb and gutter = \$35 per linear foot
- The different roadway typical sections proposed in this cost estimate was:
 - o One lane roadway with sidewalk \$185 / Linear Foot (was used for turn lane estimates)
 - o Two lane roadway with sidewalk \$295 / Linear Foot
 - o Three lane roadway with sidewalk \$385 / Linear Foot
 - o Four lane roadway with sidewalk \$450 / Linear Foot
- Bridge = \$65 / Linear Foot
- Atlanta Light Type “C” pedestrian lights = \$3,000 each at 80 foot spacing
- Street Trees = \$300 Each at 40 foot spacing
- Milling and Resurfacing \$4 / Square Yard
- Road Signs = \$ 300 each
- Thermoplastic Crosswalks = \$3000 / leg
- Signal priority for transit = \$125,000 / mile, \$25,000 / unit
- Bus stop shelter = \$5,000-\$8,000 each

It was also assumed that engineering cost would be at 10-15 percent of the construction cost. Right of way cost was as-

sumed to be at an average rate \$2.50 per square foot. The right of way cost assumes an average rate of both residential and commercial.

Agency Abbreviations

BOP = Bureau of Planning

DPW = Department of Public Works

DPRCA = Department of Parks, Recreation and Cultural Affairs

GDOT = Georgia Department of Transportation

ADA = Atlanta Development Authority

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ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	Corridor/Crosssection										
C-1	Cascade Ave.: Restriping Cascade Ave from a mixed 3-lane and 4-lane street to a consistent 3-lane cross section (1 lane in each direction with center turn lane) with bicycle lanes. This would extend the planned streetscape project at Ben E. Mays.	Cascade Avenue from Fontaine Ave. to Beecher St.	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$30,000	\$220,000	\$250,000	CIP/QOL Bonds/LCI	BOP/DPW
	Streetscape/Sidewalks										
S-1	Cascade Avenue - complete gaps in sidewalks, install pedestrian street lighting consistent with streetscape plans for Ben E. Mays/Cascade area.	From Hering Rd. to Langhorn St.	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	\$160,000	\$95,000	\$470,000	\$725,000	Beltline TAD/LCI/QOL Bonds	BOP/DPW
S-2	DeLowe Dr. - install sidewalks	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 1 (1-5 years)	\$90,000	\$77,000	\$770,000	\$937,000	CIP/QOL Bonds/LCI	BOP/DPW
S-3	Centra Villa Dr. - install sidewalks	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	\$70,000	\$61,000	\$610,000	\$741,000	CIP/QOL Bonds/LCI	BOP/DPW
S-4	Dodson Dr. - install sidewalks	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 1 (1-5 years)	\$90,000	\$87,000	\$870,000	\$1,047,000	CIP/QOL Bonds/LCI	BOP/DPW
	Intersections/Traffic Signals										
I-1	Donnelly Ave./Cascade Intersection: Install channelized islands in NW & NE corners of intersection for pedestrian refuge. Potential left turn lanes on Donnelly and Westwood	Intersection of Cascade Ave. & Donnelly Ave.	T	10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$10,000	\$20,000	\$30,000	Beltline TAD	BOP/DPW
I-2	Ralph Abernathy Blvd./Cascade Intersection: Study the potential for pedestrian enhancement by eliminating right turn lanes between Langhorn and RDA (based in part on proposed network connections)	Intersection of Cascade Ave. & Langhorn/RDA	T	10th (Martin) 4th (Winslow)	Study only existing volumes indicate that these lanes are needed	N/A	\$30,000	YES	TBD	Beltline TAD	BOP/DPW
I-3	Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection & pedestrian enhancements	All signalized intersections in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Upgraded by City of Atlanta since Oct 05	N/A				Beltline TAD/LCI/QOL Bonds	BOP/DPW
I-4	Traffic Signal Interconnection: interconnect signals & provide communications to City of Atlanta TCC	All signalized intersections in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$15,000	\$138,000	\$153,000	Beltline TAD/LCI/QOL Bonds	BOP/DPW
I-5	Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks	All unsignalized crosswalks in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A		\$133,000	\$133,000	Beltline TAD/LCI/QOL Bonds	BOP/DPW
I-6	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings & provide ADA access.	All signalized intersections in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Upgraded by City of Atlanta since Oct 05	N/A				Beltline TAD/LCI/QOL Bonds	BOP/DPW
	New Streets/Network										
N-1	New Street at Kroger Citi-Center: provides connection from RDA/Cascade to Donnelly Ave. (Identified in Beltline Redevelopment Plan)	Cascade Ave. & RDA intersection to Donnelly	T	4th (Winslow)	Phase 1 (1-5 years)	\$200,000	\$35,000	\$335,000	\$570,000	Beltline TAD	ADA

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ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
N-2	Connection across Beltline at Allegheny St.: provides needed additional connection across future Beltline as an alternative to the RDA/Cascade intersection and services new redevelopment.	From Donnelly Ave. to White St. over Beltline (at Allegheny St.)	T	4th (Winslow)	Phase 1 (1-5 years)	\$180,000	\$30,000	\$301,000	\$511,000	Beltline TAD	ADA
N-3	Extension of Hopkins Street to Donnelly Ave: provides needed additional connection across future Beltline as an alternative to the RDA/Cascade intersection and services new redevelopment.	From Donnelly Ave. to White St. over Beltline (at Hopkins St.)	T	4th (Winslow)	Phase 1 (1-5 years)	\$368,000	\$62,000	\$615,000	\$1,045,000	Beltline TAD	ADA
	Traffic Calming										
TC-1	Beecher Rd (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Ben Mays to Cascade Avenue (east)	I, S, T	11th (Maddox) 10th (Martin)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-2	S. Gordon St (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Beecher Rd. to RDA	T	10th (Martin)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-3	Ontario Ave (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From S. Gordon St. to RDA	T	10th (Martin)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-4	Dodson Dr (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-5	DeLowe Dr (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-6	Avon Ave (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Lee St.	R, S	4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-7	Kenmore St (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Avon Ave.	R, S	4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-8	Centra Villa Dr. (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	Transit										
T-1	Bus Route # 71: Enhance transit service to Downtown Atlanta by eliminating underutilized bus stops and extending route from West End Station Downtown Atlanta	Extra 2 miles one-way along Lee St, Whitehall, and Peachtree, Alabama, Forsth, Marietta (12-25 minute headways, no additional extra buses required)	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 2 (5-10 years)	N/A	N/A	need extra 8 buses on weekdays	operation cost \$1.36 per mile X (4 miles round trip) X (24 buses per day) X 260 days per year = \$33,945	MARTA operating funds (staffing) and capital funds (buses)	MARTA

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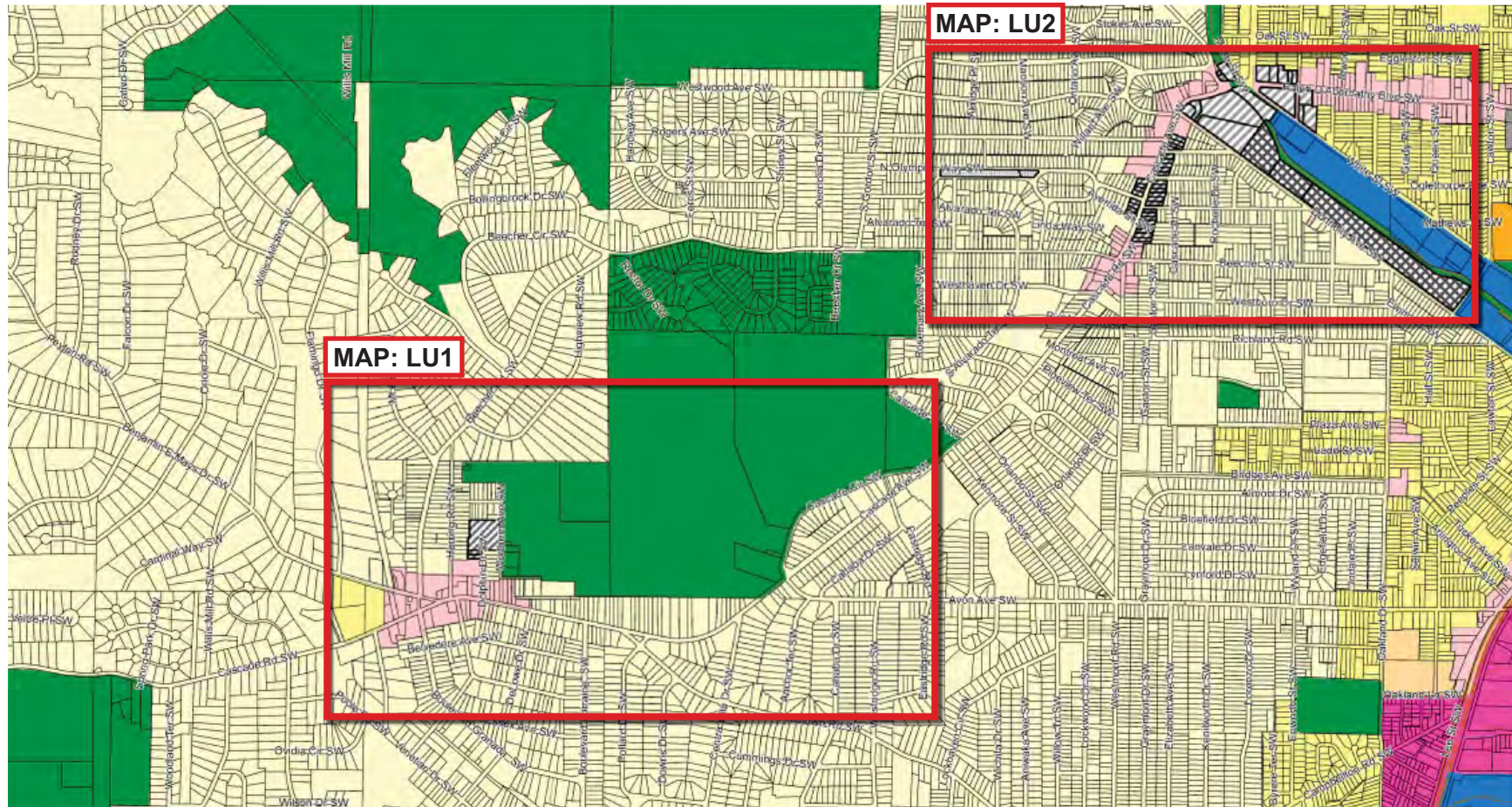
ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
T-2	Signal Priority: Implement ITS transit signal priority along corridor to improve travel time to West End Station	9 locations on Cascade Avenue	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 2 (5-10 years)	N/A		\$25,000 per unit \$125,000 per mile	(\$25,000 X 9 units = \$225,000) or for whole corridor (2 miles X \$125,000 = \$250,000)		MARTA/DPW
T-3	Bus Stop Enhancements: Eliminate underutilized stops & enhance remaining bus stops to include shelters, benches, trash receptacles & route information		I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	Minimal/Cost can be born by advertising agency (VIACOM)	\$5,000-\$8,000 per shelter	Cost could be born by advertising	MARTA capital funds/VIACOM	MARTA with advertising agency (VIACOM)
Redevelopment Catalyst Projects											
RC-1	Cascade - Ralph David Abernathy (Beltline): Redevelopment of the existing commercial node into a major mixed-use center based in part on future connection to the Beltline		T	4th (Winslow)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Beltline TAD/Private Developers	BOP/ADA
RC-2	Benjamin E. Mays - Cascade (Cascade Heights): Revitalize existing commercial center into a more pedestrian-friendly neighborhood commercial district		I, R, S	11th (Maddox)	On-Going	TBD	TBD	TBD	TBD	UEZ incentives/Private Developers	BOP/ADA
RC-3	Beecher - Cascade Neighborhood Shopping District: Revitalization of small commercial node to serve surrounding neighborhoods		S, T	10th (Martin) 4th (Winslow)	On-Going	TBD	TBD	TBD	TBD	Beltline TAD/Private Developers	BOP/ADA
15-Year Future Land Use											
LU-1	Future Land Use change from Single Family Residential to Medium Density Residential. Consistent with existing zoning (RG-2) and supports future redevelopment and proposed rezoning to (MR-4-B-C).		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
LU-2	Future Land Use change from Single Family Residential to Medium Density Residential. Supports the redevelopment of deteriorating residential uses between the Cascade/Beecher and R.D. Abernathy Blvd. commercial nodes.		T	10th (Martin) 4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
LU-3	Future Land Use change from Low Density Commercial to Mixed Use. Supports the mixed-use redevelopment of the Cascade/RDA catalyst site and is consistent with supporting redevelopment along this BeltLine node.		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
LU-4	Future Land Use change from Low Density Residential to High Density Residential. Supports the redevelopment of this area along the future BeltLine as higher intensity residential use.		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
LU-5	Future Land Use change from Single Family Residential to Open Space. Supports the purchase and reuse of this underutilized residential property to a neighborhood park.		T	10th (Martin)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP

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ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	Zoning										
Z-1	Rezone from C1 & RLC to NC: Controls the scale & character of neighborhood commercial development & implements Quality of Life Zoning Code urban design standards		I, R, S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-2	Rezone from RG2 to MR-4-B-C: Encourages redevelopment into townhome type intensity & implements Quality of Life Zoning Code urban design standards, with conditions restricting commercial		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-3	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-4	Rezone from C1 to NC: Controls the scale & character of neighborhood commercial development & implements Quality of Life Zoning Code urban design standards		S, T	10th (Martin) 4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-5	Rezone from RG2 to MR-4-B: Encourages redevelopment into townhome type intensity & implements Quality of Life Zoning Code urban design standards		T	10th (Martin)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-6	Rezone from R4 to MR-4-B: Encourages redevelopment into townhome type intensity & implements Quality of Life Zoning Code urban design standards		T	10th (Martin) 4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-7	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		T	10th (Martin)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-8	Rezone from C1 to MRC-2: Increases land use intensity & implements Quality of Life Zoning Code urban design standards		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-9	Rezone from I1 to L-W: Encourages redevelopment of industrial use & implements Quality of Life Zoning Code urban design standards		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-10	Rezone from RG2 to MR-4-A: Increases land use intensity, encourages redevelopment & implements Quality of Life Zoning Code urban design standards		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Park & Open Space										
O-1	Westview Neighborhood Park: potential park/open space opportunity on undeveloped parcels along N. Olympian Way	Parcels between N. Olympian Way & S. Olympian Way	T	10th (Martin)	Phase 2 (5-10 years)	TBD	TBD	TBD	TBD	TPL, Blank Foundation	BOP/DPRCA

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3.10.3 Proposed 15 Year Future Land Use Changes: Key Map





Legend - Land Use Changes

-  Medium Density Residential
-  High Density Residential
-  Mixed Use
-  Open Space

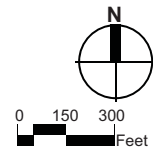
Cascade Avenue: Recommendations & Implementation

Proposed 15 Year Future Land Use Changes: Map LU1



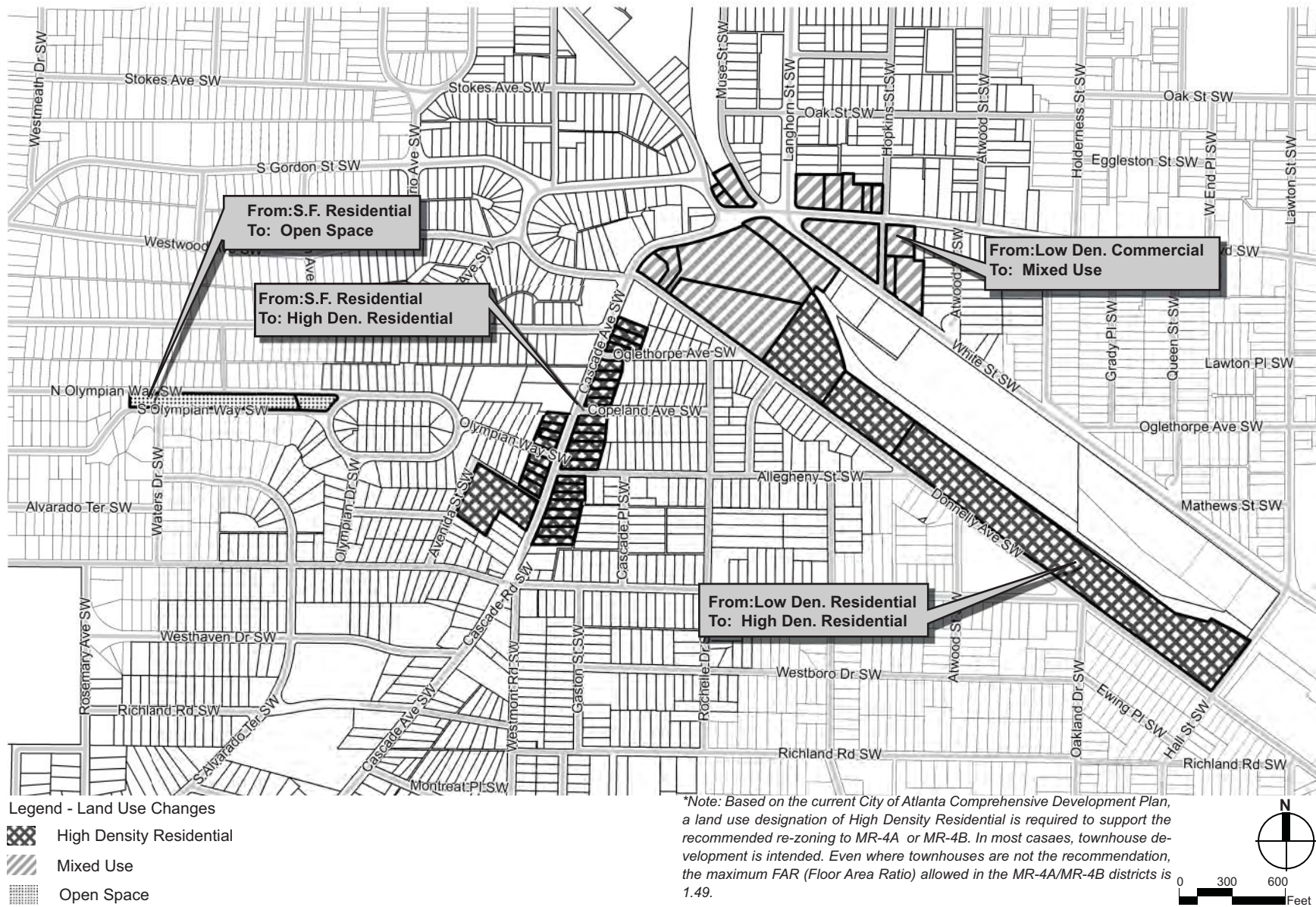
- Legend - Land Use Changes
-  High Density Residential
 -  Low Density Commercial

**Note: Based on the current City of Atlanta Comprehensive Development Plan, a land use designation of High Density Residential is required to support the recommended re-zoning to MR-4A or MR-4B. In most cases, townhouse development is intended. Even where townhouses are not the recommendation, the maximum FAR (Floor Area Ratio) allowed in the MR-4A/MR-4B districts is 1.49.*



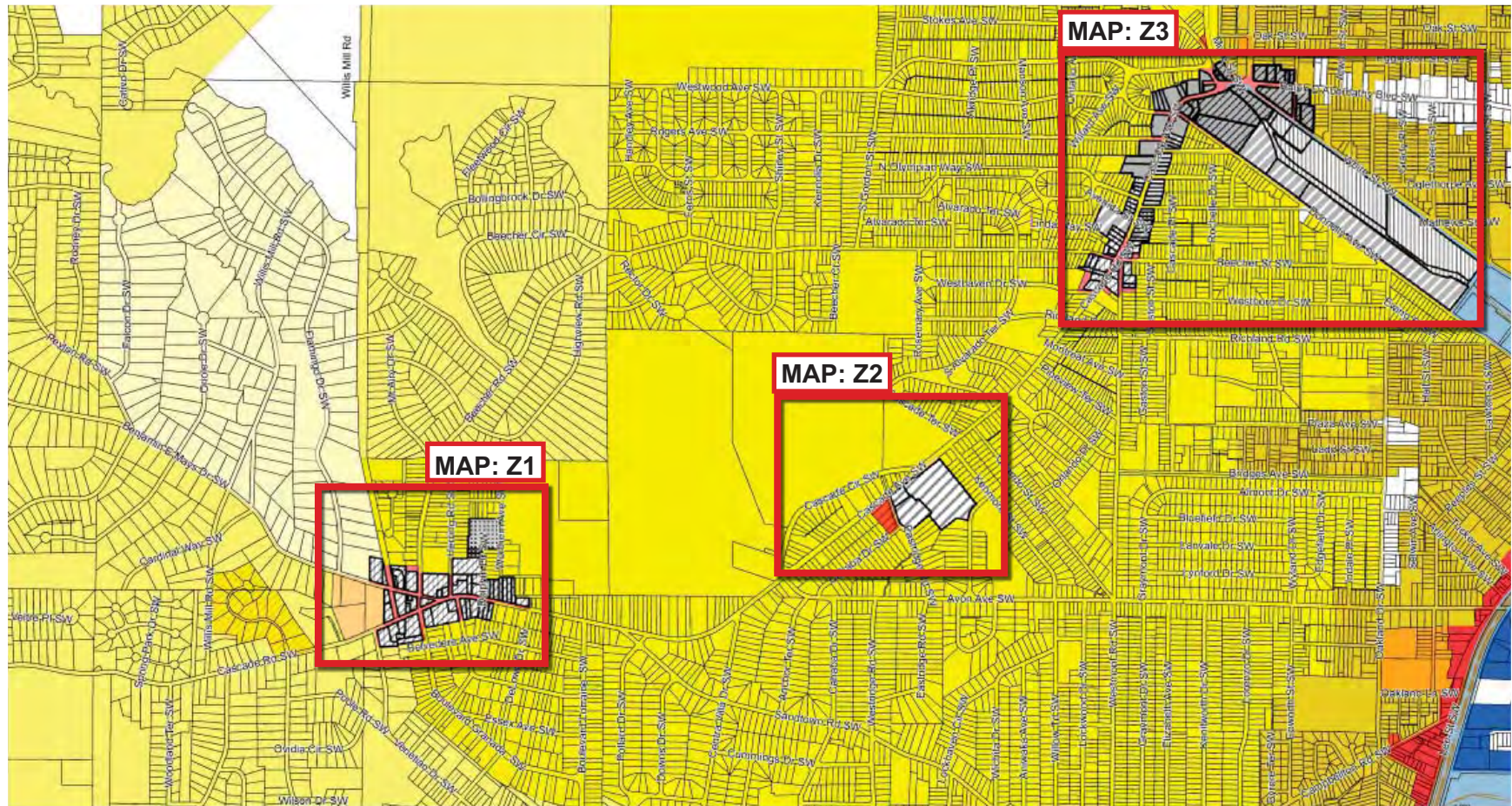
Cascade Avenue: Recommendations & Implementation

Proposed 15 Year Future Land Use Changes: Map LU2

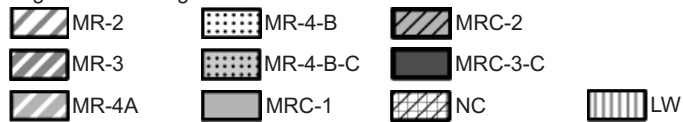


Cascade Avenue: Recommendations & Implementation

3.10.4 Proposed Rezoning: Key Map

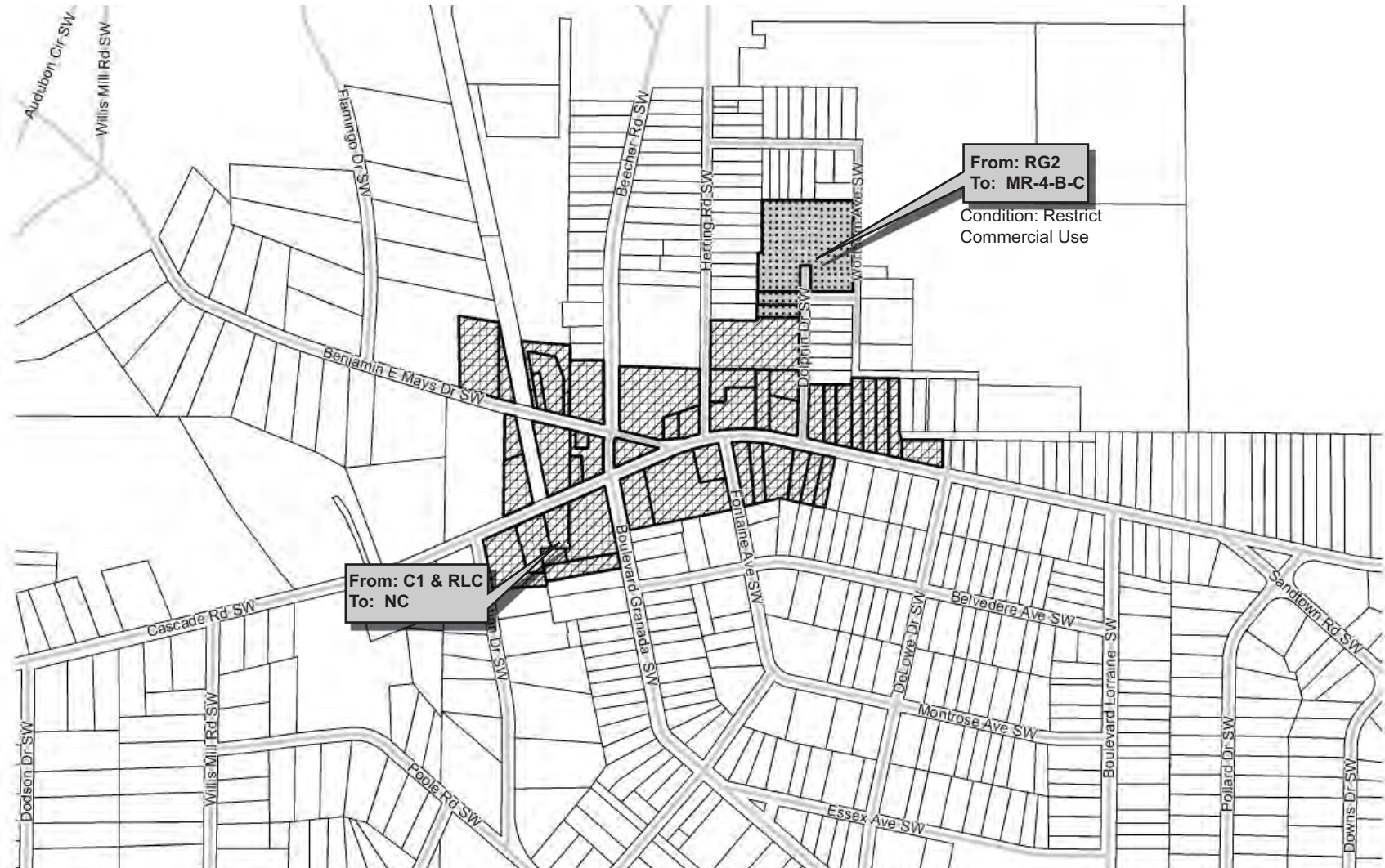


Legend - Rezoning



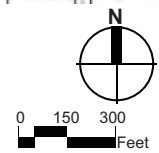
Cascade Avenue: Recommendations & Implementation

Proposed Rezoning: Map Z1



Legend - Rezoning

- NC
- MR-4-B-C



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Proposed Rezoning: Map Z2



Cascade Avenue: Recommendations & Implementation

Proposed Rezoning: Map Z3

