

2018 MASTER PLAN UPDATE



The Virginia-Highland neighborhood is in a unique position to revisit its master planning process from 2014 and assess how it has served the community's interests as it relates to development pressure and traffic management.

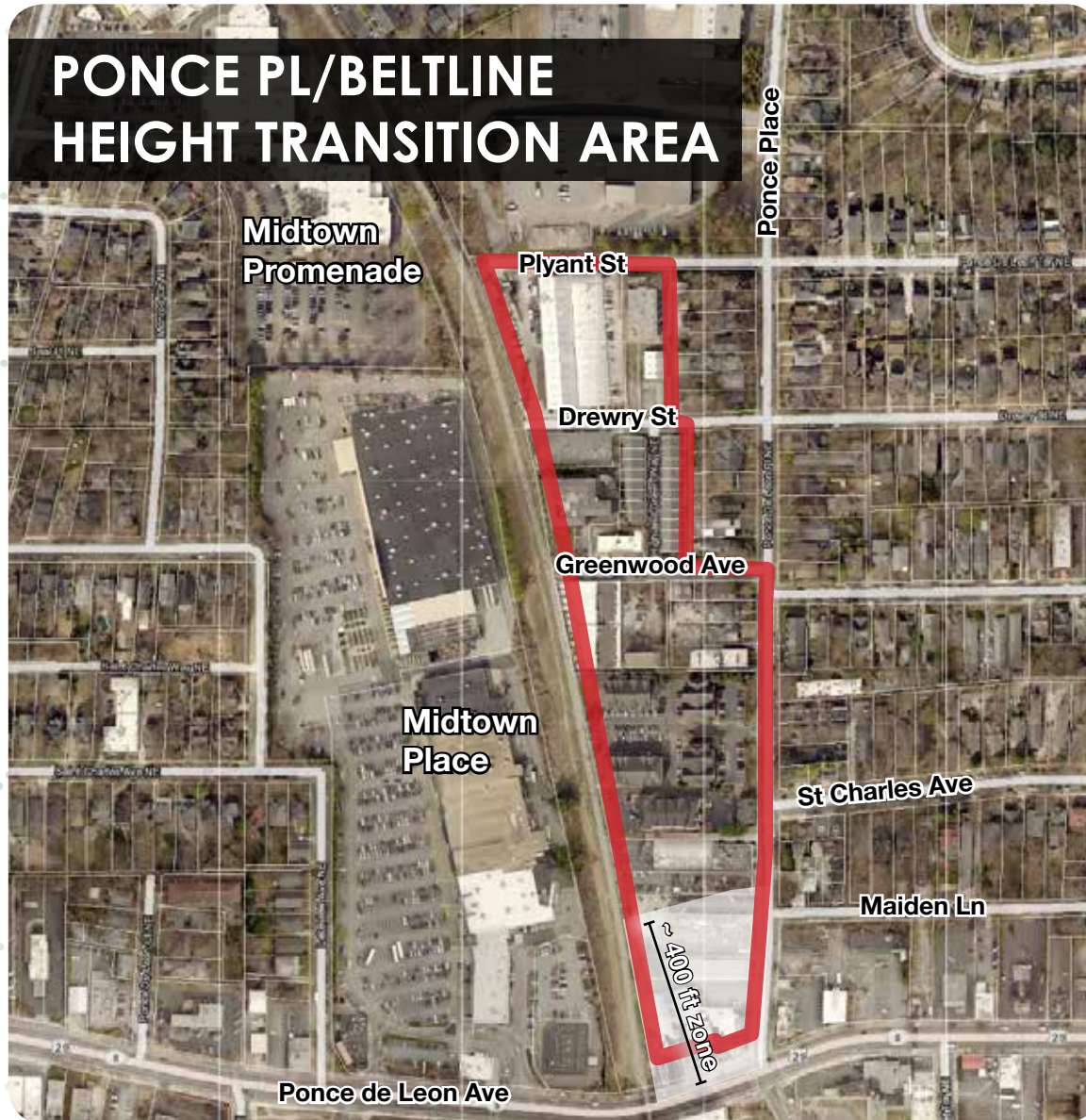
The purpose of this Master Plan Update is to integrate the lessons learned from the development proposals that have come forward over the last few years, specifically on the BeltLine-adjacent corridors of Ponce Place and Monroe Drive. This plan also serves to provide clarity and precision to the recommendations of the BeltLine Subarea 6 Master Plan.

It is not the intent of this process to negate or reverse any previously established public policy that exists for these areas as established through previous plans such as the BeltLine Subarea 6 Master Plan (2011) and the Virginia-Highland Master Plan. It is also important to note that this work is an update to the neighborhood Master Plan and is not a rezoning. Future developments wishing to realize the recommendations put forth in relevant master plans for the area will still need to pursue rezonings through the established City of Atlanta processes.



STEERING COMMITTEE MEETINGS

- Wednesday, August 22, 7:30a : Ponce Place and Monroe Drive
Density / Height / Massing; Land Uses
- Wednesday, September 12, 7:30a : Ponce Place
Traffic Calming; BeltLine connectivity
- Wednesday, October 17, 7:30a :
Draft presentation
- Wednesday, Nov 14, 7:30a :
Draft finalization



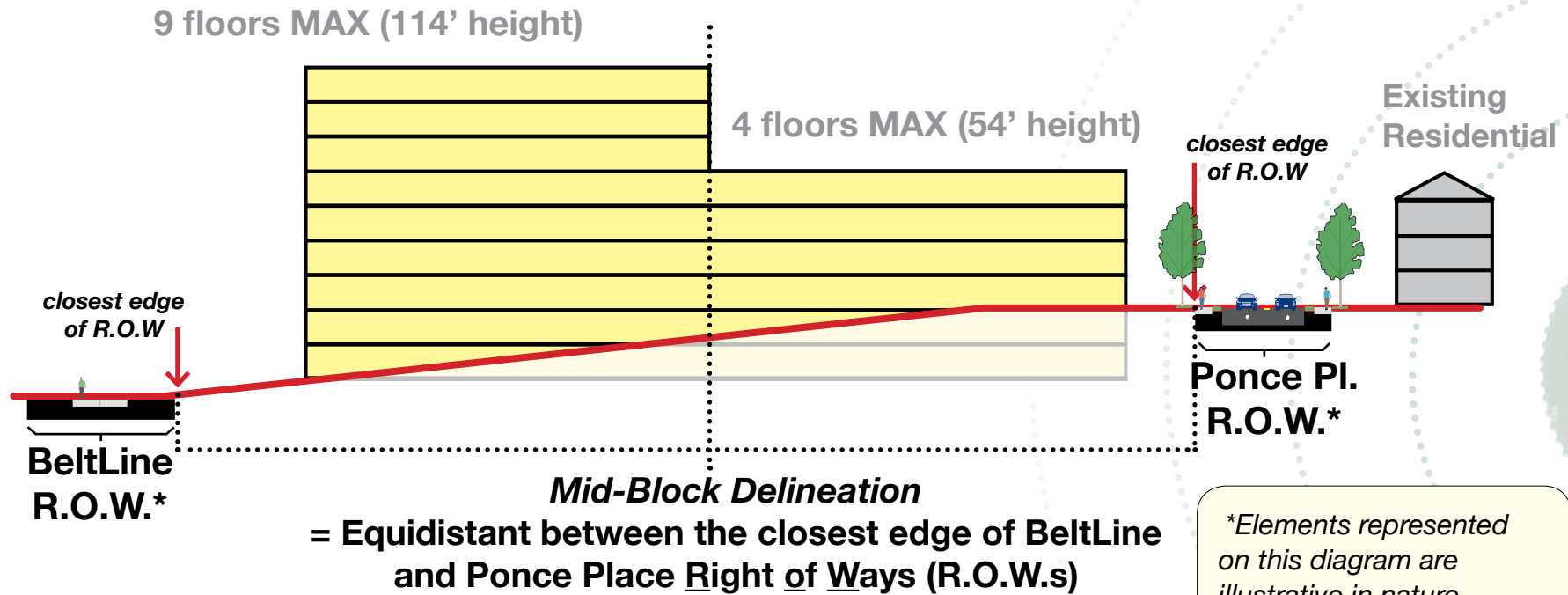
The Atlanta BeltLine Eastside Trail runs along the western boundary of the Virginia-Highland neighborhood. The portion of the BeltLine that is north of Ponce de Leon Avenue has been designated in the BeltLine Subarea 6 Plan as a future higher density mixed use and multi-family residential area.

Within this area there is a subsection of the BeltLine Subarea 6 Plan that established a more nuanced set of recommendations related to future building heights for new development.

The map to the left delineates this area, and the following pages provide detailed recommendations for how the heights in this area are to be implemented.

PONCE PLACE HEIGHT TRANSITION FROM BELTLINE SUBAREA 6 PLAN (2011)

DIAGRAM 1



**Elements represented on this diagram are illustrative in nature and not intended to represent precise characteristics of features. Exact measurements of topography, front yards, and right of way (R.O.W.) vary based on location in this area.*

The above diagram shows the recommended maximum height transition for the area between Ponce Place and the BeltLine. The height transition takes into consideration the topography change but also the need for increased density along the BeltLine corridor that will carry future population in the area and future transit users.

This diagram illustrates a common condition along Ponce Place in Virginia-Highland. The red line serves to show the transect starting at the BeltLine, cutting through the long parcel, cutting across Ponce Place, and then meeting a residential parcel across the street.

PONCE PLACE RECOMMENDATIONS

The BeltLine Subarea 6 Plan recommends future development between Ponce Place and the BeltLine. This future development is to be predominantly residential with mixed and commercial uses allowed at the base of residential buildings or in proximity to Ponce de Leon Avenue. The following policies reflect the Virginia-Highland neighborhood perspective on how the BeltLine Subarea 6 Plan recommendations will be implemented within the Ponce Place and BeltLine Subarea.

- 1.1 The BeltLine Subarea 6 Plan lists RG5 as an acceptable future zoning district in this area. The neighborhood does not support this zoning district due to its correlation to a Land Use designation of Very High Density Residential. The neighborhood does support the vision of maximum 9 story (114' height) residential development fronting the BeltLine transitioning to maximum 4 story (54' height) residential development fronting on Ponce Place. For parcels that are small enough to necessitate a higher FAR to realize the prescribed heights, MRC or PD zoning districts with zoning conditions placed on heights are the appropriate zoning strategy.
- 1.2 The 9 floor max height zone and the 4 floor max height zone shall be delineated by a line that is equidistant between the respective BeltLine and Ponce Place right-of-ways, as shown in Diagram 1.
- 1.3 For portions of properties in the 9 floor max height zone, building height must be measured from the BeltLine path grade level. Buildings in this zone may be up to 9 stories provided they do not exceed a maximum height of 114'.
- 1.4 For portions of properties in the 4 floor max height zone, building height must be measured from the Ponce Place sidewalk grade level. Buildings in this zone may be up to 4 stories provided they do not exceed a maximum height of 54'.
- 1.5 New structures built whose massing spans across the mid-block delineation will reflect the proper height allowance for each subarea that the structure is in. See depiction in Diagram 1.
- 1.6 As with all City plans and policies, the height, massing, and density envisioned in this plan are subject to the regulations of the City Zoning Ordinance related to such elements. In areas where the zoning regulations prohibit an area from being built to the potential shown in this or any other plan, the zoning regulations will prevail.
- 1.7 The following uses should be prohibited along Ponce Place within the area delineated in the Ponce Place/BeltLine Transition Area Map on page 3: drive-thrus, individual retail uses greater than 15,000 square feet*, self-storage, and gas stations. * Individual retail use size limitations would not apply to such uses when located within 400 feet of Ponce de Leon Ave.

See page 24 for the Ponce Place Implementation Table for these recommendations.

CRESTHILL + MONROE

There is perhaps no part of Virginia-Highland that has been analyzed and planned more than the area at the southwest corner of the Monroe and Cresthill intersection. The neighborhood has focused on this area for the majority of the last 20 years as this section emerged as an area of interest for developers due to the awareness of the BeltLine as an emerging concept at this location. In this time, the neighborhood and the broader NPU F neighborhoods have consistently maintained their support for the retention of all existing single-family zoning in this area of the neighborhood.

More recent development proposals have further prompted the neighborhood to re-establish and refine its position on the future of this area. Through a combination of internal neighborhood-led and developer-led processes during the summer of 2018, the following “position statements” were presented to the developer and the City of Atlanta, reflecting the consensus of neighborhood residents.

1. Virginia-Highland is FOR... the preservation of single-family homes in the National Register Historic District.

The Virginia-Highland neighborhood has consistently advocated for the preservation of single-family homes and properties within the established **National Register Historic District**. This position has been strongly supported by previous **City plans and policies** for the neighborhood including the Virginia-Highland Master Plan, the City of Atlanta Comprehensive Development Plan, the BeltLine Subarea 6 Master Plan, and the City of Atlanta Zoning Map.



Source: Google Streetview

2. Virginia-Highland is FOR... **the BeltLine.**

Virginia-Highland has **1 mile** of the BeltLine corridor that runs along the western edge of the neighborhood. The corridor has provided a safe and accessible biking and walking link to area parks, schools, restaurants, retail, jobs, and neighborhood **quality of life has improved** because of it. For these reasons, the neighborhood is for the continued expansion of the BeltLine's trails, transit, and open spaces.

3. Virginia-Highland is FOR... **development along the BeltLine.**

Through previous master planning processes, the neighborhood has embraced the future development of parcels along the BeltLine. Much of the BeltLine area in Virginia-Highland has historically been utilized as industrial, commercial, office, or multi-family residential areas. The community supports the future development of over **1.2M square feet of land**. Development needs to match the context of the area/neighborhood.

- Development should always have its orientation to the transit and trails along the BeltLine. Development should plan for and encourage all modes of traveling, recognizing that there are many ways to get around and through the neighborhood.



Source: Transportation for America



Source: Atlanta Business Chronicle

4. Virginia-Highland is FOR... affordable housing.

The Virginia-Highland neighborhood has a rich historic precedent for integrating denser, smaller, and more affordable housing options within the community. Affordable apartment buildings, duplexes, and garden style apartment complexes are scattered throughout the neighborhood. These multi-family properties in the neighborhood represent a total of **4,669,651 square feet of land area** and **15%** of all of the land within the neighborhood. The neighborhood further supported the rezoning of the North Highland **neighborhood commercial districts to triple the multi-family density** that could be built in these nodes. Virginia-Highland also supports the adoption of the **Inclusionary Zoning** Ordinance by the City of Atlanta which will ensure a minimum level of new affordable housing inventory as part of future multi-family residential developed along the BeltLine.



Source: Google Street View



Source: Google Street View

5. Virginia-Highland is FOR... a safer and slower Monroe Drive.

Previous planning initiatives for the area have engaged the community to envision the future of the Monroe Drive corridor. Each of the 3 previous planning processes that have produced recommendations for Monroe Drive have resulted in recommendations for a “road diet” for the corridor as a means for ensuring slower and safer traffic for the street. The neighborhood believes that a **reconfigured Monroe Drive** is the best approach for preserving the predominantly historic single-family character of the street and for providing the safest street possible for the many residents who use the roadway as drivers, cyclists, and pedestrians.

6. Virginia-Highland is FOR... extensive community planning processes and adherence to previously adopted plans for the area.

The Virginia-Highland neighborhood has an extensive history of actively participating in community planning processes. The neighborhood values the process of engaging broad spectrum of the community to obtain input and ideas. Further, the community appreciates the complexity of city planning and embraces the need for exhaustive analysis and data gathering related to land use, urban design, transportation, open space, affordability, and sustainability issues. In addition to engaging in previous ABI and City of Atlanta planning processes, the neighborhood has further self-funded extensive planning initiatives in the **North Highland Neighborhood Commercial Zoning Analysis and the Virginia-Highland Master Plan.**



MONROE/CRESTHILL MAP

**See pages 11-13 for recommendations for this site.*



As development pressure increases in the Cresthill + Monroe area, it is important to continue to be proactive about the neighborhood's position. It also is critical to recognize that these "fringe areas" of this residential neighborhood are particularly vulnerable to inappropriate development pressure, making strict zoning line demarcations highly appropriate.

The following recommendations seek to bring together what has been said in the previous years of planning (and associated policies and designations) in this area. The following recommendations also take into consideration the community vision and positions that have been galvanized during the past year in response to recent development pressure.

CRESTHILL + MONROE RECOMMENDATIONS

- 2.1** All neighborhood parcels zoned R-4 as of 01/2019 will remain zoned R-4 and will retain their historic platting pattern.
- 2.2** All transitional height planes and transitional yards for R-4 parcels will apply. No re-plats, rezonings, or other actions will be used to intercept, reduce or negate these requirements.
- 2.3** Continue to monitor property owner and neighborhood support for pursuing official Historic zoning protection as a way of establishing even stronger zoning protections for this area.
- 2.4** The current C-1 parcels on Monroe (only) will remain zoned to a classification that is consistent with Low Density Commercial (area denoted in red on the Monroe/Cresthill Map). The C-1 zoning along Monroe Dr should not be expanded or extended to any other R-4 parcels.
- 2.5** Motorized vehicular access for any potential future developments in this area should be prohibited from utilizing Cresthill for ingress or egress for such developments.
- 2.6** Cresthill should remain a signature pedestrian gateway to/from Piedmont Park with bike/ped access, as it always has.
- 2.7** Meeting or exceeding Atlanta BeltLine and City of Atlanta requirements for affordability is encouraged.

See page 25 for the Monroe/Cresthill Implementation Table for these recommendations.



BELTLINE (CRESTHILL TO AMSTERDAM)

The BeltLine corridor that runs along the western edge of the Virginia-Highland neighborhood contains more land area than is needed for the future BeltLine transit and trail infrastructure improvements. In 2018, Invest Atlanta released an RFP to sell the excess right-of-way from Cresthill to Monroe to interested developers. The RFP was eventually withdrawn, but the process revealed that there is more land along this portion of the BeltLine than will be needed for the future transit and trail improvements.

This area of the BeltLine between Cresthill and Amsterdam does not lend itself to development in the same way that the excess right-of-way south of Cresthill does. The BeltLine land north of Cresthill is directly abutted by the rear yards of single-family houses in the National Register District of the neighborhood and is unsuitable to be “assembled” into a larger and more developable parcel by combining the right-of-way with other land. This linear area forms a “hard edge” that should enhance and protect the residential homes that adjoin it. Future inappropriate development pressure into this residential area to the east that adjoins this linear band is inevitable if this important strip is developed. Further, this BeltLine area is difficult to access due to its drastic topographical drop (especially near Park Dr) and because it would require the utilization of single family neighborhood streets Cresthill or Park to access the development. The recommendations for the area of excess BeltLine right-of-way between Cresthill and Amsterdam are as follows:

BELTLINE (CRESTHILL TO AMSTERDAM) RECOMMENDATIONS

- 3.1 The Department of Parks and Recreation and the Department of City Planning should be engaged to plan for the BeltLine land between Cresthill and Amsterdam as a future greenspace or open space. This area should not be utilized for development of residential, office, retail, or commercial uses.
- 3.2 Any proposal for the sale of the excess BeltLine land between Cresthill and Amsterdam should be preceded by direct engagement of the Virginia-Highland neighborhood and the City of Atlanta to ensure community goals and concerns are integrated into any such process.

See page 26 for the BeltLine Zoning Implementation Table for these recommendations.

PONCE PLACE TRAFFIC CALMING

The area of the Virginia-Highland neighborhood that will experience the greatest degree of change due to future development is the Ponce Place (also known as Ponce de Leon Place) corridor. Ponce Place currently operates as a low-volume neighborhood street running parallel to the BeltLine corridor along the southwestern portion of the neighborhood. It is likely that future development along Ponce Place and development to the south that will feed into Ponce Place will increase the amount of traffic on the street during peak hours, or could increase the amount of speeding traffic cutting through the neighborhood at off-peak hours.

This section of the Master Plan presents a series of strategies that are available to the neighborhood should they be needed to mitigate future changes in traffic patterns along Ponce Place. The goal of these strategies is to reduce the negative effects of vehicle use, to alter driver behavior, and to improve non-motorized street user experience.

VIRGINIA AVENUE INTERSECTION

The Ponce Place and Virginia Avenue intersection is a critical intersection due to its large volumes of traffic and the location of Inman Middle School at the northeast corner of the intersection. School children walk across the streets of this intersection throughout the day - walking to school in the morning, walking home from school in the afternoon, and walking back and forth between the school and the Field of Dreams playground and recreation field throughout the day. The recommendations for traffic calming at this intersection are as follows.

VIRGINIA/PONCE PL TRAFFIC CALMING RECOMMENDATIONS

OPTION 4.1: Make the intersection a Pedestrian Scramble intersection. Pedestrian Scramble intersections provide for an all-vehicular stop cycle at all sides of the intersection to give pedestrians the opportunity to cross at the intersection without any vehicles moving through the intersection. Pedestrian Scramble intersections also enable pedestrians to cross the street diagonally across the intersection - avoiding the need to cross one street at a time.*

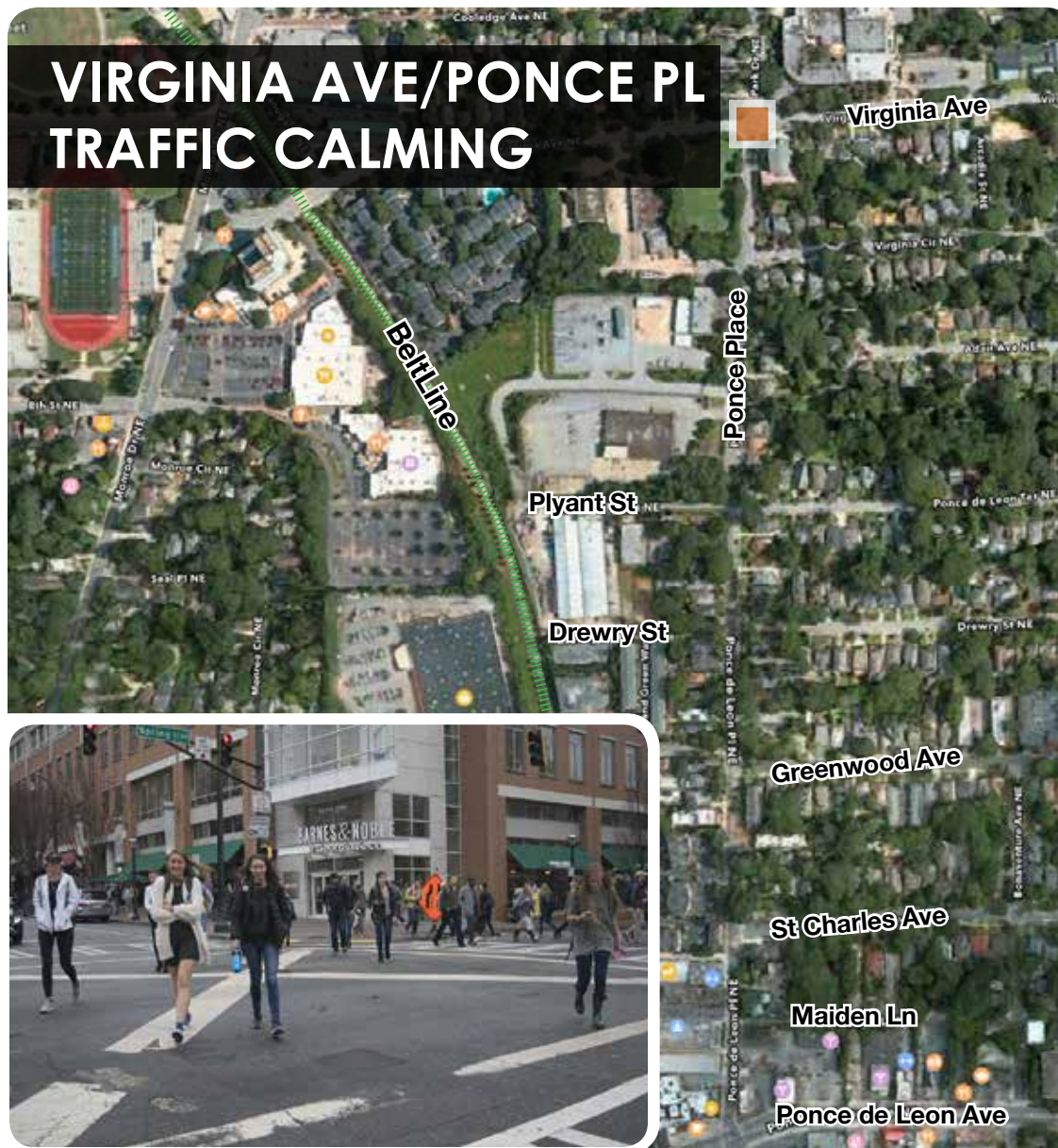
VIRGINIA/PONCE PL TRAFFIC CALMING RECOMMENDATIONS

OPTION 4.2: Transform the intersection into a raised intersection. Raised intersections are an effective vertical measure that elevates pedestrians - thus providing better visibility for all users. The increased visibility decreases conflicts between vehicles and pedestrians and serves to slow drivers entering the intersection, going through the intersection, and leaving the intersection. This traffic calming technique is often used in conjunction with bulbouts to decrease the crossing distance for pedestrians. *

**See page 27 for the Ponce Pl Traffic Calming Implementation Table for these recommendations.*



Krog Street Scramble; Image via Darin Givens



Tech Square Scramble; Image via Casey Gomez

TRAFFIC CALMING / VIRGINIA AVE

GATEWAYS AND STREET ART

It is important to have low-impact and low-cost solutions in the traffic calming toolkit to enable work to be done simply and quickly when needed. Two such ideas are Gateway signage and Street Art installations.

A neighborhood Gateway sign could be installed on Ponce Place at the southern entrance to the neighborhood as a way to communicate to drivers that they are entering into a single-family neighborhood and are not simply on a cut-through collector road.

Similarly, Street Art can be utilized at key intersections along Ponce Place as a mechanism to provide visual cues to drivers that the street is a neighborhood street. The Street Art can further serve to communicate the creative spirit of the neighborhood and could perhaps engage neighborhood children or local school art classes to create the Street Art installations.

GATEWAYS AND STREET ART RECOMMENDATIONS

- 4.3** A neighborhood Gateway sign could be installed at the entrance into the neighborhood on the southern end of Ponce Place.
- 4.4** Street Art installations can be utilized at all key intersections and could be designed and painted by neighborhood children or local school art groups.

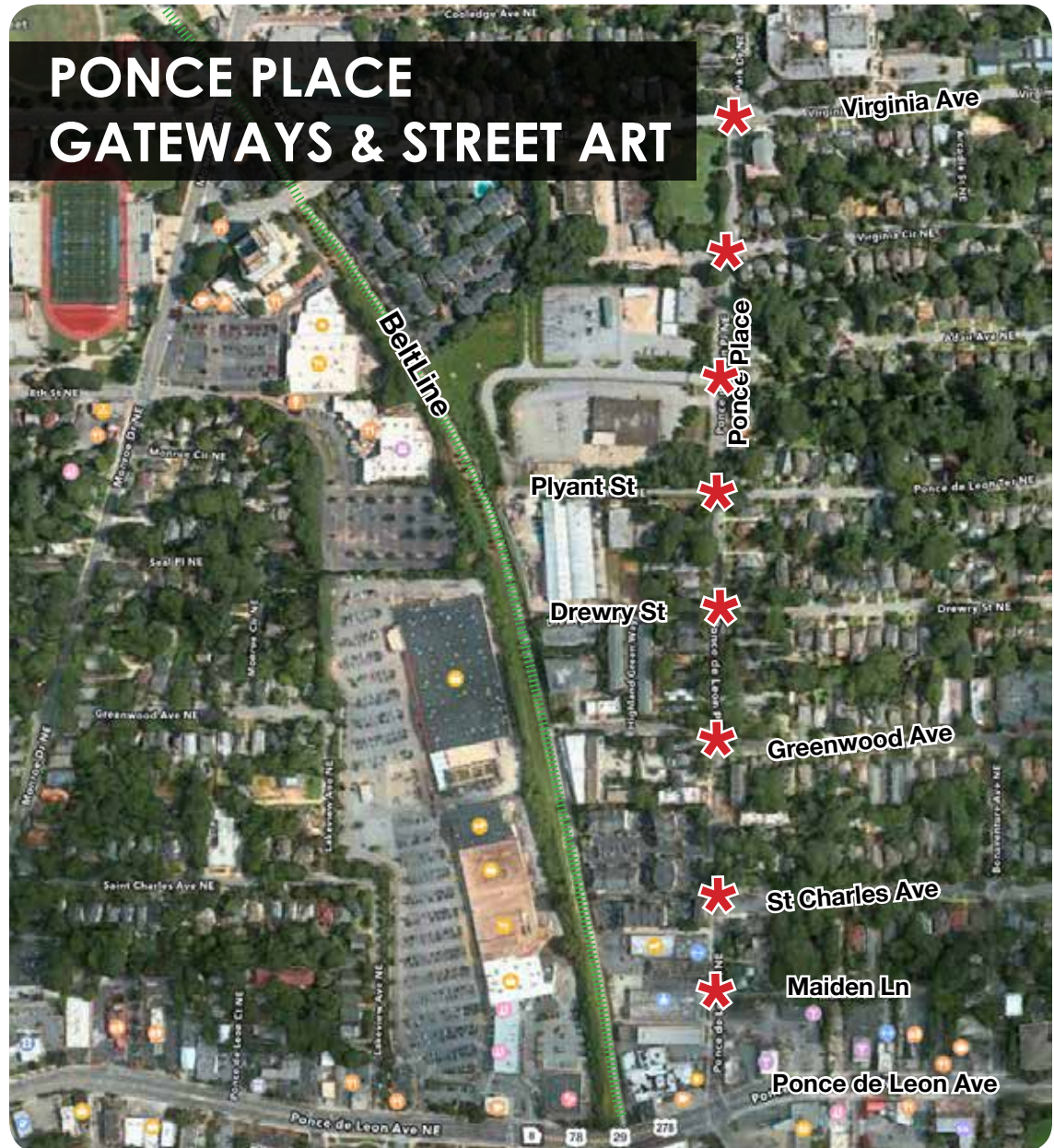
See page 27 for the Ponce PI Traffic Calming Implementation Table for these recommendations.



Student-led Intersection Street Art in Opelika, AL



Low-cost Gateway signage
image via www.milwaukeeindependent.com



TRAFFIC CALMING / GATEWAYS & STREET ART

MINI-TRAFFIC CIRCLES AND STOP SIGNS

Mini-Traffic Circles are extremely helpful in established neighborhoods utilizing existing right-of-ways. This traffic calming device can be used at intersections and can be used in conjunction with stop signs. Mini-Traffic Circles are most effective when used in a series as drivers can expect them and adjust their speeds slower in the process. Because Mini-Traffic Circles often utilize existing right-of-way their sizes can vary and their cost is minimal.

PONCE PLACE MINI-TRAFFIC CIRCLES RECOMMENDATIONS

- 4.5 Mini-Traffic Circles would be well-suited for Ponce Place at key intersections in a series to condition drivers that this is a slow neighborhood street.
- 4.6 Change the Drewry/Ponce Place intersection from a 2-way stop intersection into a 4-way stop intersection. Add new crosswalks across Ponce Place as part of this newly signed intersection.

See page 27 for the Ponce PI Traffic Calming Implementation Table for these recommendations.



Well-landscaped Mini-Traffic Circle with vertical sign



Mini-Traffic Circle with integrated bulbouts



TRAFFIC CALMING / CIRCLES & STOP SIGNS

BULBOUTS

Bulbouts are simple and effective narrowing adjustments to streetscape that can be used at intersections or midblock to better define on-street parking. Often, at intersections, Bulbouts facilitate shorter pedestrian crossings. Bulbouts are often used in concert with Mini-Traffic Circles and raised intersections to create a series of cues for street users.

PONCE PLACE BULBOUTS RECOMMENDATIONS

- 4.7** Bulbouts can be utilized for the east side of Ponce Place at key intersections and to better define key on-street parking opportunities. Bulbouts should be landscaped and utilized as beautification enhancements along the corridor.

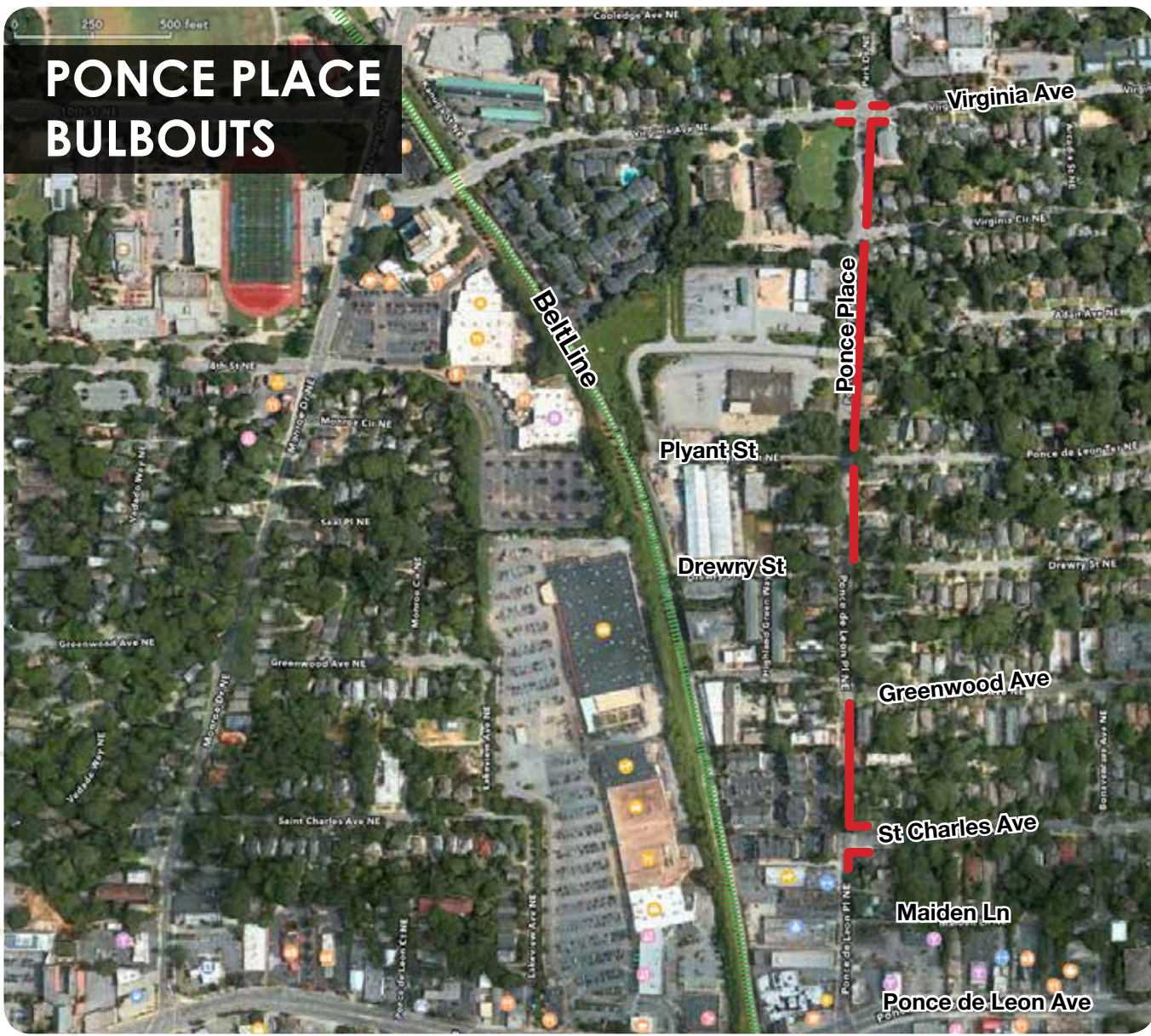
See page 27 for the Ponce PI Traffic Calming Implementation Table for these recommendations.



Landscaped Bulbouts at intersection



Bulbouts used in conjunction with Mini-Traffic Circle



TRAFFIC CALMING / BULBOUTS

GREENWOOD & ST. CHARLES INTERSECTIONS

Greenwood and Ponce Place represent a mis-aligned intersection along the corridor. This intersection can be confusing to drivers and pedestrians leading to a potentially dangerous situation as traffic volumes increase over time. In these situations, Half Traffic-Circles can be used at T-intersections such as at Ponce Place and Greenwood. St. Charles possesses a very large right of way that makes it difficult for pedestrians to cross. Intersection crosswalks can be used as an opportunity to achieve traffic calming by elevating the crosswalks. Raised crosswalks serve as a type of speed hump in the street and provide a safer opportunity for pedestrians to cross streets.

RAISED CROSSINGS AND HALF CIRCLES RECOMMENDATIONS

- 4.8** Half Traffic-Circles are recommended for the Ponce Place and Greenwood intersections in a series to condition drivers that this is a slow neighborhood street.
- 4.9** A Raised Crossing is recommended for the Ponce Place and St. Charles intersection to create a safer crossing for pedestrians across St. Charles' large right of way.

See page 27 for the Ponce PI Traffic Calming Implementation Table for these recommendations.

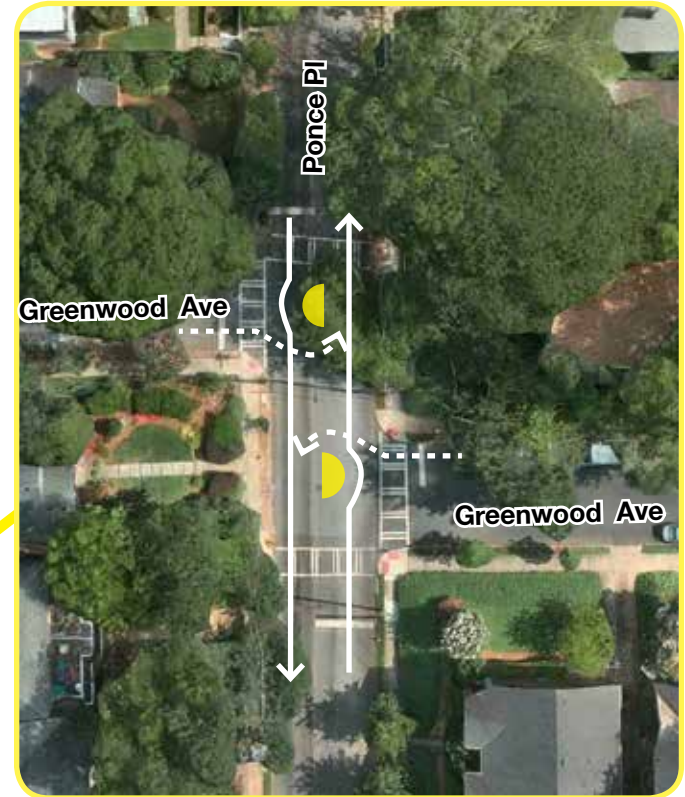
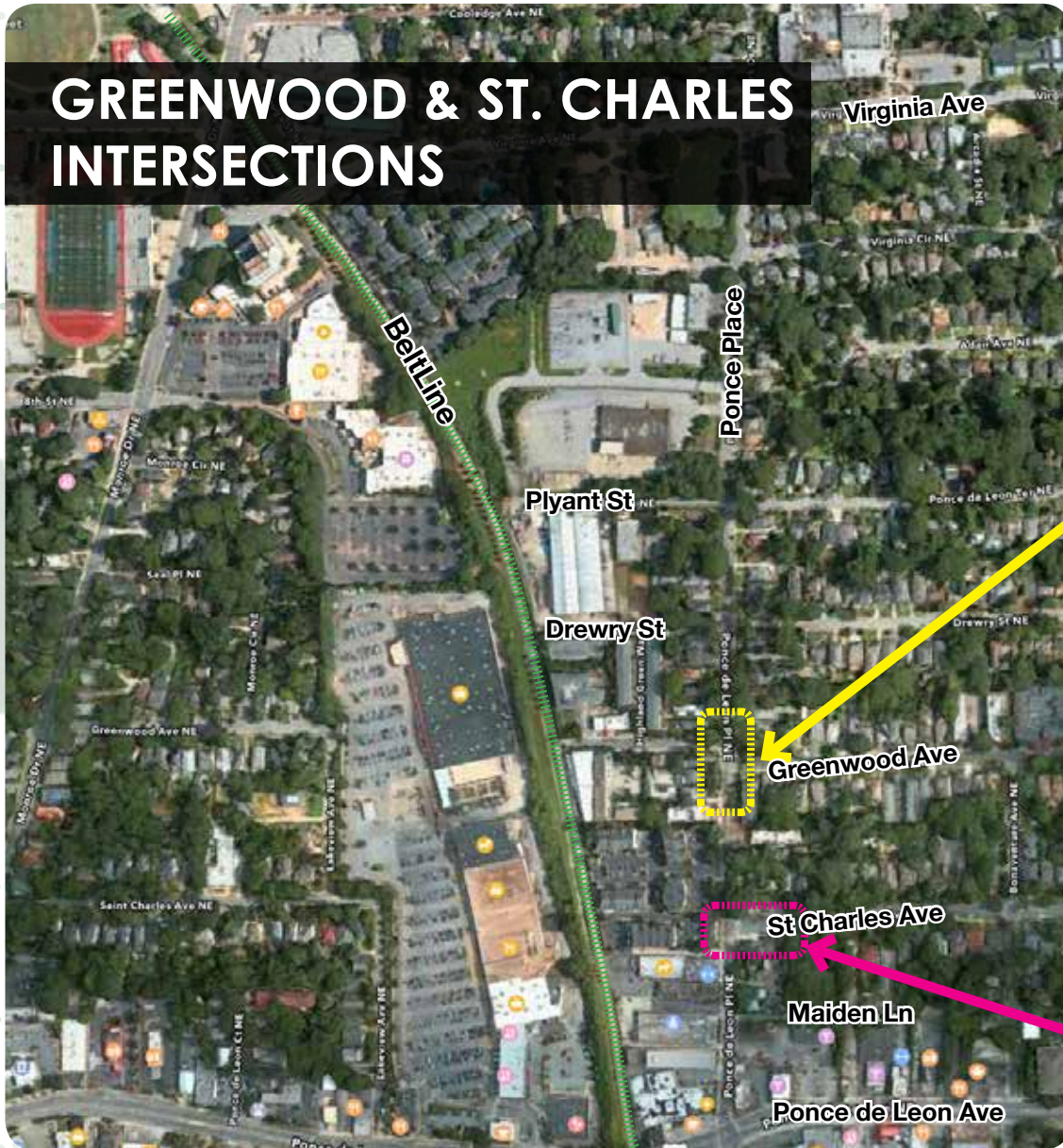


Raised crossing with landscaped median



Half Traffic-Circle used at T intersection in Winter Park, FL

GREENWOOD & ST. CHARLES INTERSECTIONS



TRAFFIC CALMING / GREENWOOD AVE

PONCE PLACE: IMPLEMENTATION

TABLE 1. PONCE PLACE IMPLEMENTATION (from page 5)

PROJECT NUMBER	PROJECT NAME	TIME FRAME	COST	AGENCY
1.1	Support zoning designations that enable up to a 9 story development in the appropriate areas. Utilization of the Very High Density Residential Land Use designation is not supported.	Ongoing	N/A	VHCA, DCP
1.2	The 9 floor max height zone and the 4 floor max height zone shall be delineated by a line that is equidistant between the respective BeltLine and Ponce Place right-of-ways.	Ongoing	N/A	VHCA, DCP
1.3	For properties in the 9 floor max height zone, building height must be measured from the BeltLine path grade level. Buildings in this zone may be up to 9 stories provided they do not exceed a maximum height of 114'.	Ongoing	N/A	VHCA, DCP
1.4	For properties in the 4 floor max height zone, building height must be measured from the Ponce Place sidewalk grade level. Buildings in this zone may be up to 4 stories provided they do not exceed a maximum height of of 54'.	Ongoing	N/A	VHCA, DCP
1.5	Buildings whose massing spans across the mid-block delineation will reflect the proper height allowance for each subarea that the structure is in.	Ongoing	N/A	VHCA, DCP
1.6	Height, massing, and density envisioned in this plan are subject to the regulations of the City Zoning Ordinance.	Ongoing	N/A	VHCA, DCP
1.7	The following uses should be prohibited along Ponce Place: drive-thrus, individual retail uses greater than 15,000 square feet*, self-storage, and gas stations. * <i>Individual retail use size limitations would not apply to such uses when located within 400 feet of Ponce de Leon Ave.</i>	Ongoing	N/A	VHCA, DCP

CRESTHILL+MONROE ZONING: IMPLEMENTATION

TABLE 2. CRESTHILL+MONROE ZONING IMPLEMENTATION (from page 11)

PROJECT NUMBER	PROJECT NAME	TIME FRAME	COST	AGENCY
2.1	All neighborhood parcels zoned R-4 as of 01/2019 will remain zoned R-4 and will retain their historic platting pattern.	Ongoing	N/A	VHCA, DCP
2.2	All transitional height planes and transitional yards against all R-4 parcels will apply.	Ongoing	N/A	VHCA, DCP
2.3	Continue to monitor property owner and neighborhood support for pursuing official Historic zoning protection as a way of establishing even stronger zoning protections for this area.	Ongoing	N/A	VHCA, DCP
2.4	The current C-1 parcels on Monroe (only) will remain zoned to a classification that is consistent with Low Density Commercial. The C-1 zoning along Monroe Dr should not be expanded or extended to any other R-4 parcels.	Ongoing	N/A	VHCA, DCP
2.5	Motorized vehicular access for any potential future developments in this area should be prohibited from utilizing Cresthill for ingress or egress for such developments.	Ongoing	N/A	VHCA, DCP
2.6	Cresthill should remain a signature pedestrian gateway to/from Piedmont Park with bike/ped access.	Ongoing	N/A	VHCA, DCP
2.7	Meeting or exceeding Atlanta BeltLine and City of Atlanta requirements for affordability is encouraged.	Ongoing	N/A	VHCA, DCP

Abbreviations:

ABI - Atlanta BeltLine Incorporated APS - Atlanta Public Schools DCP - Department of City Planning
 DPW - Department of Public Works DPR - Department of Parks and Recreation VHBA - Virginia-Highland Business Association
 VHCA - Virginia-Highland Civic Association IA - Invest Atlanta



BELTLINE ZONING: IMPLEMENTATION

TABLE 3. BELTLINE ZONING IMPLEMENTATION (from page 13)

PROJECT NUMBER	PROJECT NAME	TIME FRAME	COST	AGENCY
3.1	The Department of Parks and Recreation and the Department of City Planning should be engaged to plan for the BeltLine land between Cresthill and Amsterdam as a future greenspace or open space.	Ongoing	N/A	VHCA, DCP, DPR
3.2	Any proposal for the sale of the excess BeltLine land between Cresthill and Amsterdam should be preceded by direct engagement of the Virginia-Highland neighborhood and the City of Atlanta DCP.	Ongoing	N/A	VHCA, IA

ABI - Atlanta BeltLine Incorporated APS - Atlanta Public Schools DCP - Department of City Planning DPW - Department of Public Works IA - Invest Atlanta
 DPR - Department of Parks and Recreation VHBA - Virginia-Highland Business Association VHCA - Virginia-Highland Civic Association TA - Trees Atlanta

PONCE PLACE TRAFFIC CALMING: IMPLEMENTATION

TABLE 4. PONCE PLACE TRAFFIC CALMING IMPLEMENTATION (from page 14-23)

PROJECT NUMBER	PROJECT NAME	TIME FRAME	COST	AGENCY
4.1	Virginia Ave intersection option A : Pedestrian Scramble	Short	\$10K	VHCA, DCP, DPW, OMP
4.2	Virginia Ave intersection option B : Raised Intersection	Short	\$50K	VHCA, DCP, DPW, OMP
4.3	Neighborhood Gateway Marker	Short	\$150 per sign	VHCA, DPW
4.4	Street Art	Short	\$1K per intersection	VHCA, DCP, DPW, OMP
4.5	Mini-Traffic Circles	Short	\$5K - \$15K per Circle	VHCA, DCP, DPW, OMP
4.6	Stop Sign	Short	\$150	VHCA, DCP, DPW, OMP
4.7	Bulbouts	Short	\$10K per Bulbout	VHCA, DCP, DPW, OMP
4.8	Half Traffic Circles	Short	\$5K-10K per Circle	VHCA, DCP, DPW, OMP
4.9	Raised Crossing	Medium	\$10-20K	VHCA, DCP, DPW, OMP

ABI - Atlanta BeltLine Incorporated APS - Atlanta Public Schools DCP - Department of City Planning DPW - Department of Public Works
 OMP - Office of Mobility Planning VHBA - Virginia-Highland Business Association VHCA - Virginia-Highland Civic Association

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