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Beltline

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ABI Data Collection

In order to meet our promise of a Beltline for all, we are working to collect demographic and geographic information from our participants. This information is strictly for internal reference and research purposes only to guide us in outreach and public engagement efforts and will not be distributed to other organizations.



August 11, 2025





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Virtual Meeting Format

- Your line is muted, and you won't be able to share your video on screen during the meeting.
- A recording of this meeting, the presentation, a copy of tonight's Q&A and all other supporting materials will be made available at beltline.org.
- If you are having technical difficulties during the meeting, please email engage@atlbeltline.org.



Our Vision

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

22

MILES

of pedestrian-friendly rail transit

1,100

ACRES

of environmental cleanup

33

MILES

of multi-use urban trails

1,300

ACRES

of new greenspace

\$10B

in economic development

50K

PERMANENT JOBS

5,600

UNITS

of affordable workforce housing

48K

CONSTRUCTION JOBS



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CONSTRUCTION

Northwest Trail – Segment 1

Schedule: June 2026 expected completion

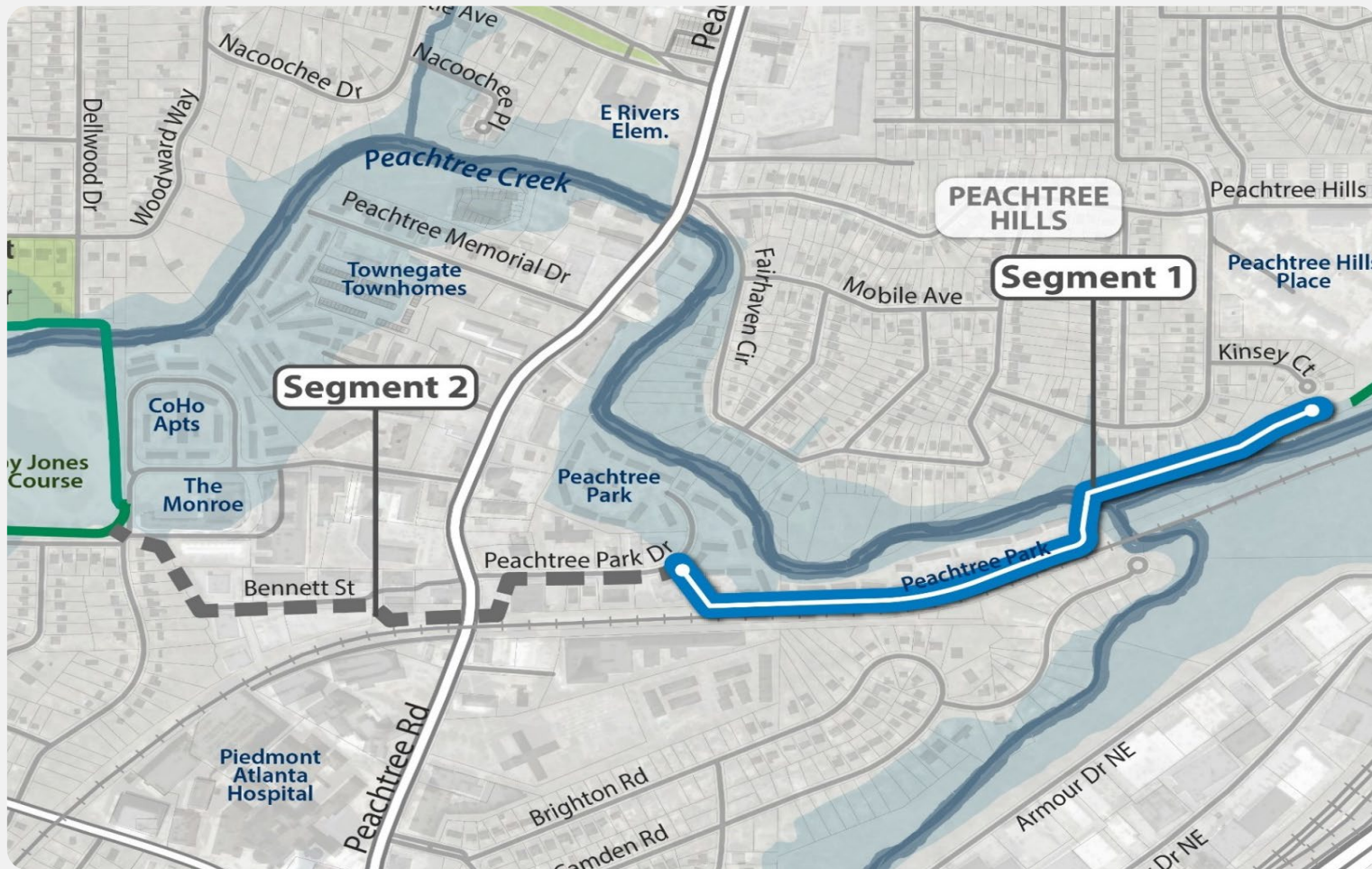
Construction Team: Reeves Young

Design Team: Kaizen



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Northwest Trail – Segment 1





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Zone 1: Peachtree Park Drive to Peachtree Creek



Work Scope

Ongoing/Completed:

- Bridge work
- Wall work
- Trail work
- Reconfiguring driveway and sidewalks in the apartment complex
- 50% of trail is poured on southside of the creek

Remaining Work:

- Trail grading work
- Handrails
- Trail paving
- Lighting + cameras
- Final grading + planting

Zone to be completed in Q2 of 2026



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Peachtree Park Apartment Trail and Enab. Work





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Bridge at Peachtree Creek



Work Scope

Ongoing/Completed:

- Superstructure
- Completed

Remaining Work:

- Metal Decking
- Rebar
- Deck Pour

**Zone to be completed in
Q2 of 2026**



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Zone 2: Peachtree Creek to Kinsey Court



Work Scope Ongoing/Completed:

- Elevated Trail Foundations
- Elevated Trail Columns and Beams
- Elevated Trail Deck Pours

Zone to be completed in Q2 of 2026



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Zone 2: Peachtree Creek to Kinsey Court





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CONSTRUCTION

Northwest Trail – Segment 5

Schedule: October 2025 expected completion

Construction Team: Astra Group

Design Team: Kaizen



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Northwest Trail – Segment 5





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Zone 1: Fairmont to Ellsworth



Work Scope Completed:

- Stormwater structure installation
- Bridge poured
- Soil remediation
- Tree and debris removals
- Ductbank installation
- Raised crossing at Fairmont

Remaining Work:

- Handrails on bridge + walls
- Complete trail paving to road crossings
- Lighting + cameras
- Planting



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Ellsworth & Elaine Intersection Improvements





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Ellsworth & Elaine Intersection Improvements





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Zone 2: Elaine Ave



Work Scope Completed:

- Ductbank installation
- Milling/grading of roadway
- Curb installation
- Stormwater and drainage work ongoing

Remaining Work:

- Intersection and roadway paint
- Trail connections to intersection and sidewalks
- Lighting + cameras
- Planting



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Zone 3: Marietta Blvd.



Work Scope Ongoing/Completed:

- Right of Way grading
- Wall installation
- Utility Work

Remaining Work:

- Handrail installation
- Trail installation
- Duct bank installation
- Drainage work
- Lighting + cameras
- Planting



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Zone 4: Fairmont to English Ave.



Work Scope Completed/ Ongoing :

- Trail grading
- Wall installation
- Duct bank drainage work
- Paving of roadway and crossing

Remaining Work:

- Lighting + cameras
- Roadway paint
- Trail pour
- Site furnishing installation
- Planting



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Phone Attendees

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Subarea 8 Master Plan Update

Community Engagement Summary &
Draft Recommendations



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Atlanta Beltline Team



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Nathan Soldat,
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the COLLABORATIVE



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Kyle Talente,
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Jason Masurovsky,
Market Analyst



**Laura Emerick
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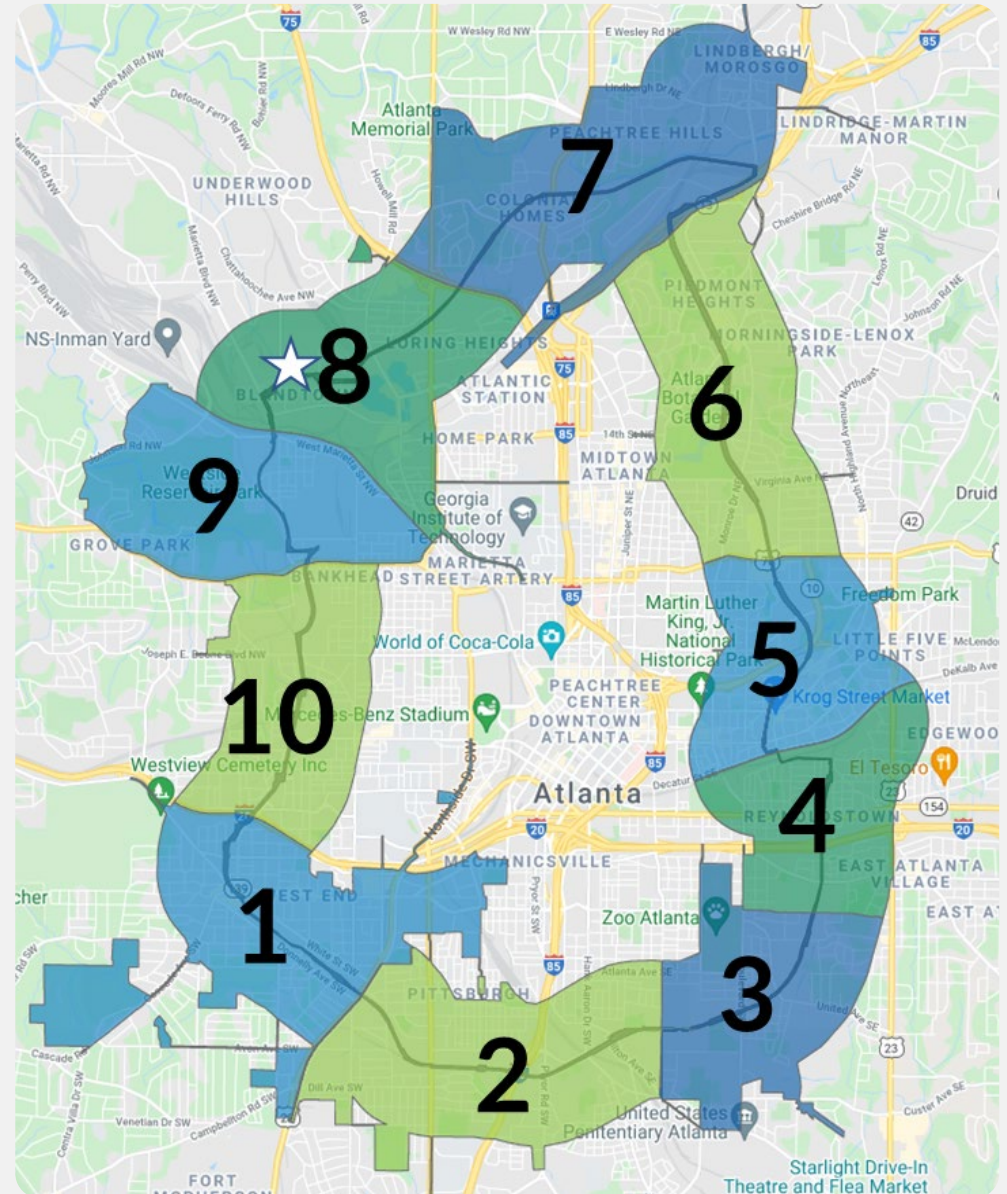


Ian MacRae,
Project Director



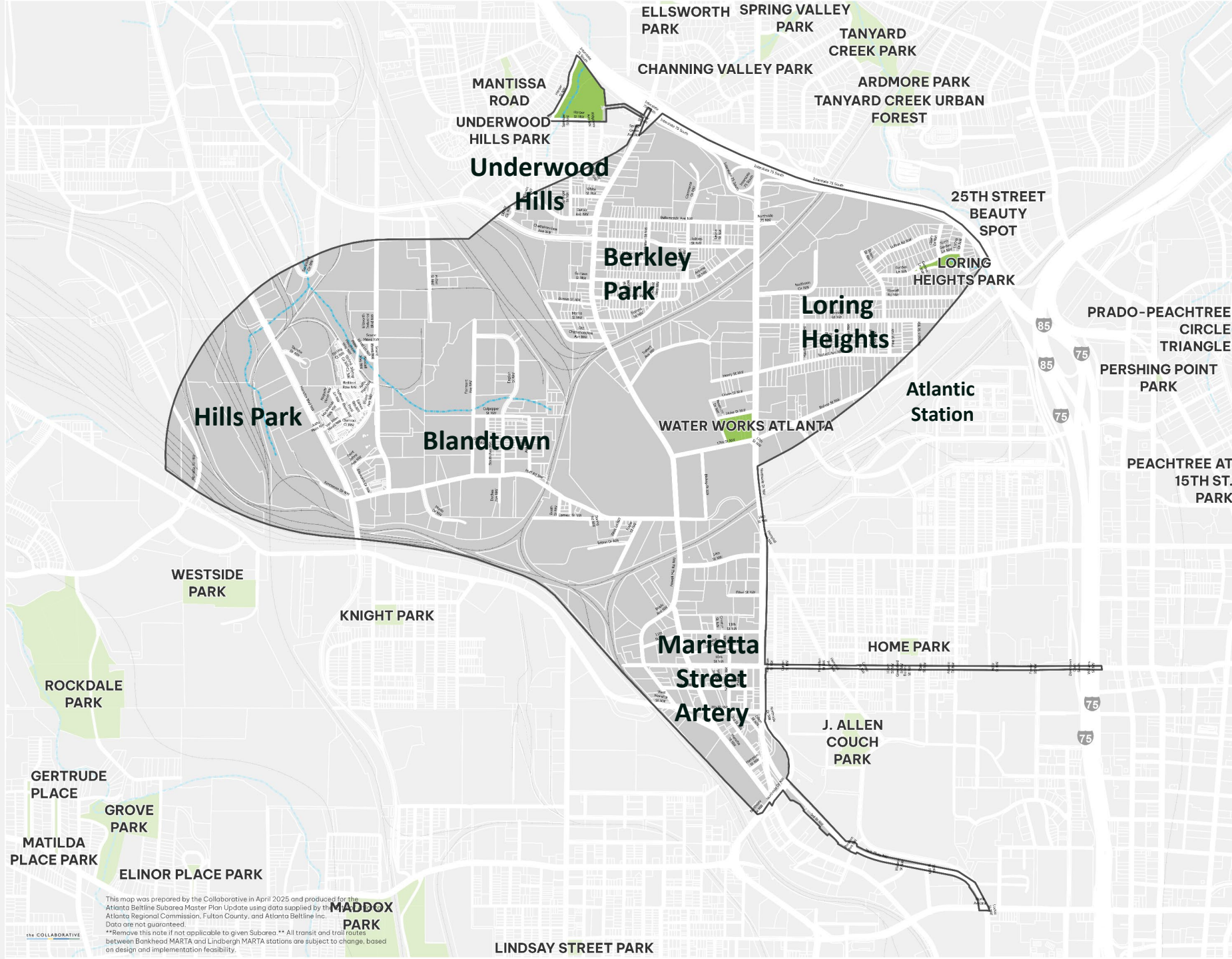
- Land Use (TODs)
- Mobility
- Open Space
- Affordable Housing Policy

Neighborhoods: Berkeley Park, Blandtown, Hills Park, Underwood Hills, Marietta Street Artery, Loring Heights





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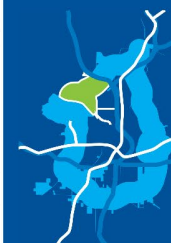


This map was prepared by the Collaborative in April 2025 and produced for the Atlanta Beltline Subarea Master Plan Update using data supplied by the Atlanta Regional Commission, Fulton County, and Atlanta Beltline Inc. Data are not guaranteed.
**Remove this note if not applicable to given Subarea ** All transit and trail routes between Bankhead MARTA and Lindbergh MARTA stations are subject to change, based on design and implementation feasibility.

THE COLLABORATIVE

Overview

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Subarea 8



Scale: 1 inch = 600 feet
0 600 1,200 Feet





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Subarea 8 Community Engagement Process

- Kickoff SA8 Northside Study Group: Feb 24
- Northside Study Virtual Group: May 5
- SA8 In-Person Open House: May 5 – May 10
- Online Social Pinpoint Feedback: May 5 – June 14
- Loring Heights Neighborhood Pop-Up: May 9
- Blandtown Neighborhood Pop-Up: June 5
- Howell Mill Business Walk: July 9
- Subarea 8 Technical Advisory Committee: July 28
- Subarea 8 Stakeholders: July 28
- **Northside Study Group Hybrid Meeting: August 11**

Open House: 80+ attendees; Loring Heights Neighborhood: 25+ participants; Blandtown Neighborhood: 15+ participants; Business Walk: 40+ businesses contacted; Social Pinpoint 473 visitors & 313 contributions





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Community Engagement Summary

Attendees felt that the Subarea promotes **connectivity and walkability**, is **conveniently located**, and has **ample service delivery options** and **great neighborhoods**.

Major themes that emerged from previous engagement efforts include a need for:

- More parks with sports amenities and different trail options
- More housing options (affordable housing, missing middle & transitional housing, etc.)
- Better connections to the Waterworks from surrounding neighborhoods
- Development of an industrial retention program
- Development of a commercial retention/expansion program for local/small businesses
- Expanded locally-owned commercial services
- Protected and continuous bike lanes, bike pumps and maintenance stands
- Expanded and continuous sidewalk network
- More parking options



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Community Engagement

- Ranked Land Use Guiding Principles
- Ranked Mobility Guiding Principles
- Ranked Natural Feature and Open Space Guiding Principles
- Comment Forms – What do you want change? What do you want to see? What is missing? What do you love?
- Noted Additional Studies
- Provided Map comments



Guiding Principles

The land use and mobility guiding principles were expressed in the public's desire to form new connections throughout the subarea, develop different housing options, expand development while retaining small businesses and promote safe, alternative forms of bicycle and pedestrian transportation.

Land Use and Design

1. Reconnect transforming industrial areas to surrounding assets.
2. Support redevelopment around future transit stations and in targeted areas of change.
3. Establish the character and scale of redevelopment based on context, access & neighborhood adjacency.
4. Promote development densities sufficient to support future transit.
5. Include diversity of employment by integrating new light industrial and other job-generating. activities.

Mobility

1. Enhance key streets to promote walkability
2. Maximize connectivity to the Beltline trail & transit.
3. Structure redevelopment to promote connectivity.
4. Increase east-west connectivity.
5. Implement traffic calming on busy neighborhood streets.
6. Transform elements of the community that are in decline.
7. Minimize the impacts of truck activity on residential areas.

Guiding Principles

Natural Features and Open Space

1. Maximize accessibility to parks, trails and open spaces.
2. Provide adequate open space through new plazas, parks, greenways, and existing parks and open space.
3. Capitalize on area's unique open space opportunities.
4. Enliven and reinforce area's identity through public art and culture, signage and unifying themes.
5. Protect history, character, scale and intimacy of neighborhoods.
6. *Celebrate unique historic character and role in Atlanta's rail and Civil War history.*
7. *Recognize industrial roots of area by promoting industrial materials, scale and character.*

The natural features and open space guiding principles relate to the public's desire to build new parks and trails and capitalize on the proximity to the Waterworks.



**Note: The italicized items represent principles that were less important to the public at previous engagement meetings.*



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Draft Land Use and Economic Development Recommendations

WHAT WOULD YOU LIKE TO SEE FURTHER?

USE. There has been substantial development activity since the
result, potential conflicts exist or can occur. Please place a

Commercial
Affordability



Affordable Housing



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Draft Land Use, Zoning, & Design Recommendations

Land Use (Development Patterns)

- SA8 land use aligns with the City of Atlanta Comp Plan-A, adopted in July 2025. No further changes are proposed in this update.

Zoning

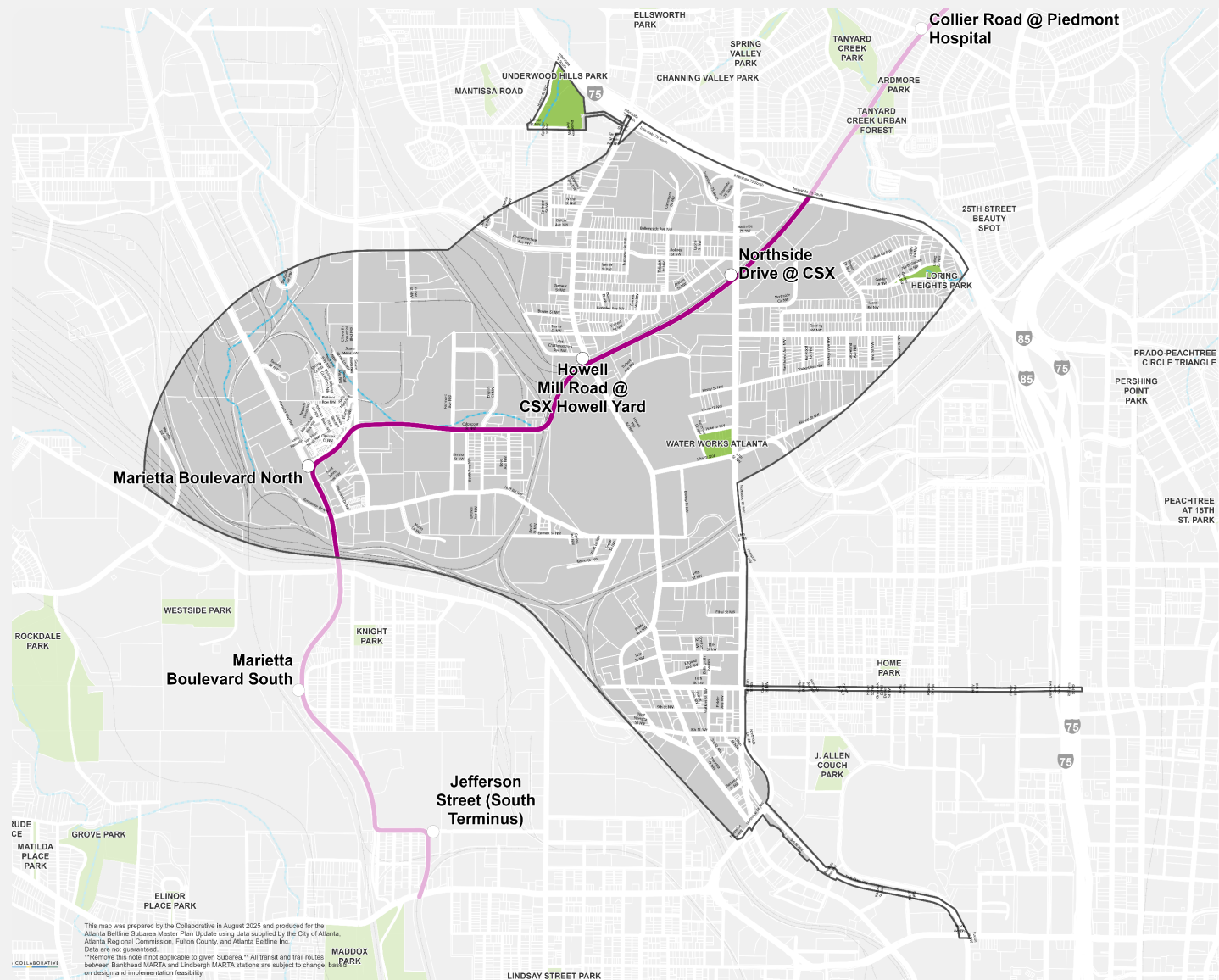
- The proposed zoning recommendations are intended to help inform zoning decisions for projects that may occur in the future. This update doesn't involve proactive rezoning.



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Atlanta Beltline Preferred Transit Alignment

All proposed land use recommendations will support development in the vicinity of the future Beltline transit areas.



Overview

Atlanta Beltline Subarea 8

- Parks
- Beltline Transit Preferred Alignment
- Beltline Transit Stops

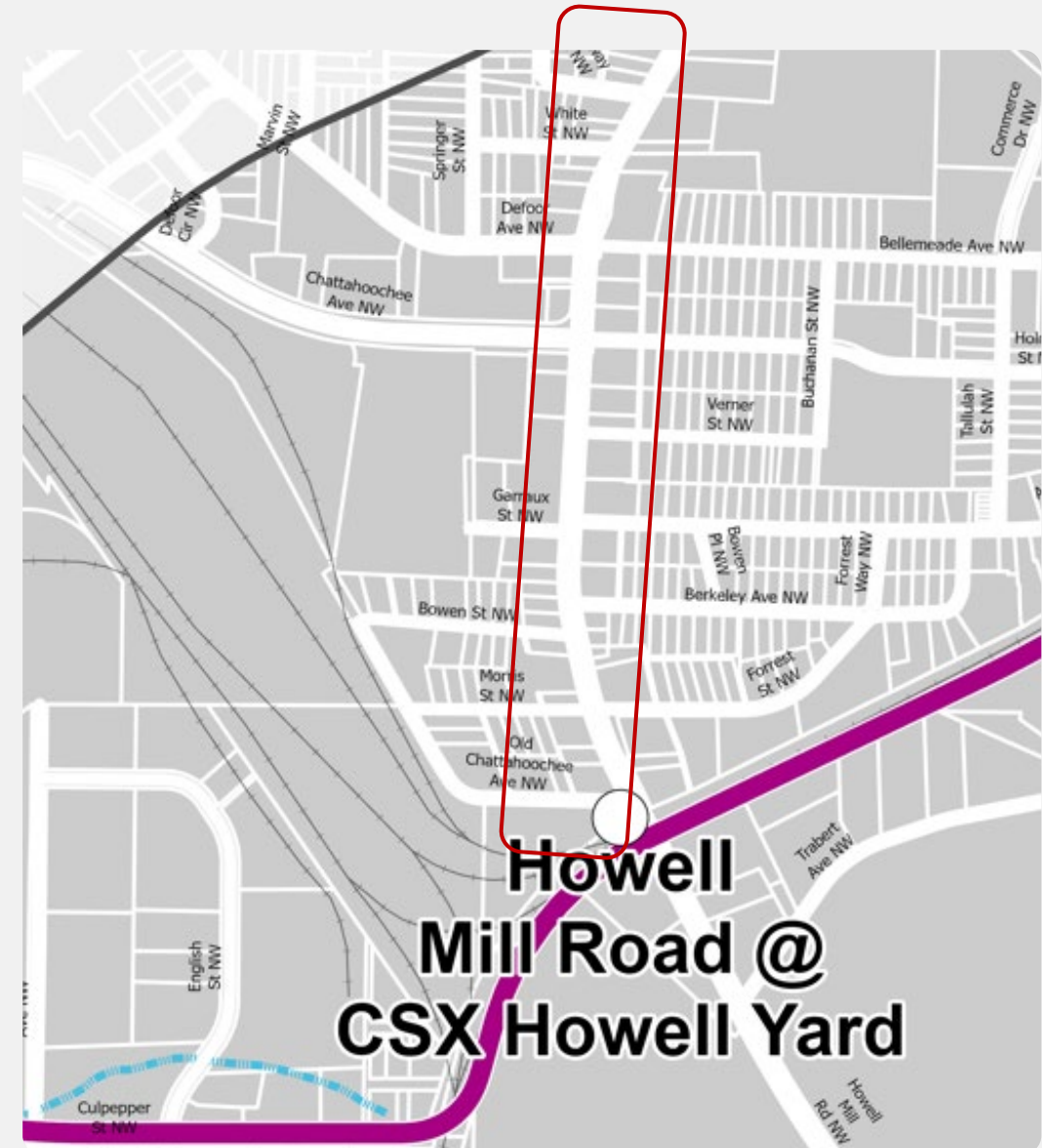




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Draft Land Use, Zoning, & Design Recommendations

Encourage transition of the single-story strip retail properties along Howell Mill Road, north of the Beltline, currently zoned for mixed-use, to denser, pedestrian-oriented development that supports the community's vision of multimodal redevelopment.

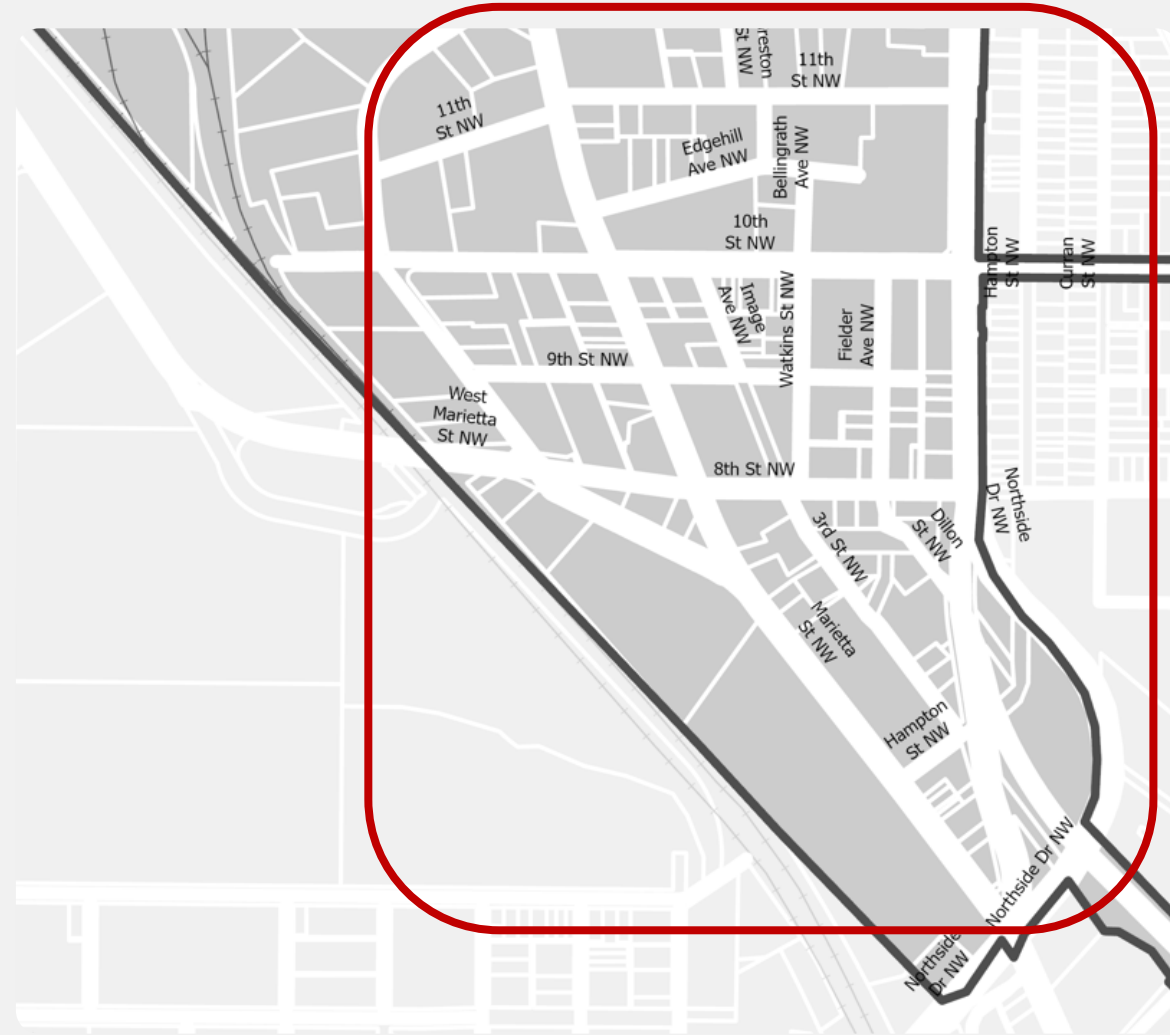




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Draft Land Use, Zoning, & Design Recommendations

Rezone remaining Light Industrial (I-1) and Heavy Industrial (I-2) properties to Mixed Residential Commercial (MRC) at Marietta Street Artery Overlay between Northside Drive NW and the western Subarea boundary south of 14th Street NW).





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Draft Land Use, Zoning, & Design Recommendations

1. Rezone from Heavy Industrial (I-2) to Higher Density Residential (MRC-3)

1540 Northside Drive NW: Conversion of city-owned property to affordable housing, park and recreation facilities, or continued municipal use.

2. Rezone from Light Industrial (I-1) to Higher Density Residential (MRC-3)

1456-1500 Northside DR. NW: Potential uses include affordable housing, market-rate housing and service commercial uses.

3. Rezone from Light Industrial (I-1) to Mixed Residential Commercial (MRC-3)

1390 and 1400 Northside Dr. NW

629-653 and 652 Green St. NW

612-622 Hoke St. NW

Potential uses include affordable housing and market rate housing.

*Note: The above recommendations are the results of feedback received via Social Pinpoint and discussions with the Upper Westside CID.





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Draft Land Use, Zoning, & Design Recommendations

Encourage the preservation of the remaining industrial parcels north and west of the Beltline and Water Works.

Rezone to I-Mix:

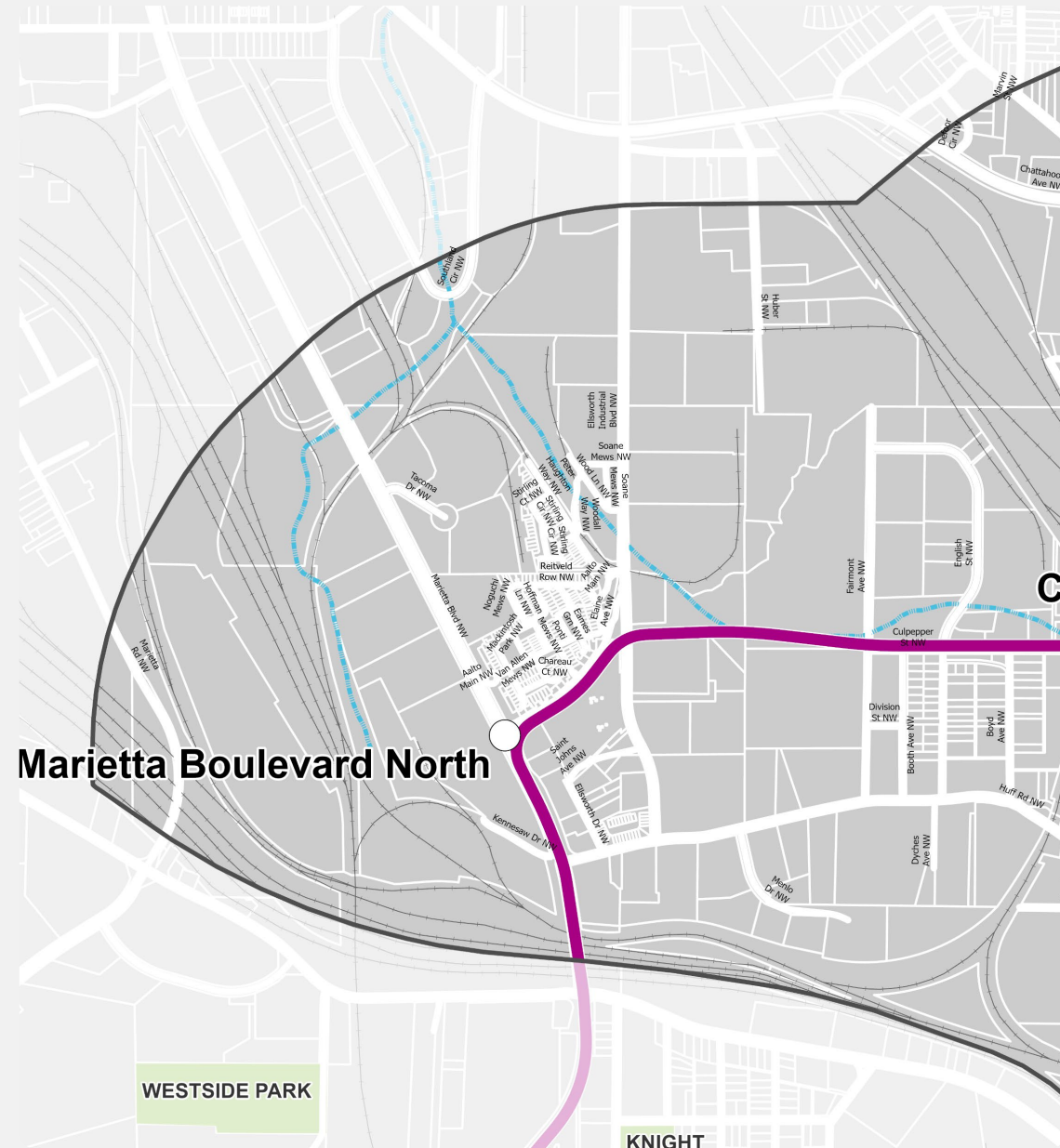
- Property on Huff Road NW, Menlo Drive NW, East side of Boyd Ave NW

Rezone to MRC-2

- Properties on Boyd Ave NW, Culpepper and English Ave NW

Rezone to MRC-3

- Properties on Marietta Blvd NW, Ellsworth Drive NW, and Ellsworth Industrial NW





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Draft Land Use Recommendations: Economic Development

Affordable Housing:

- Increase inclusionary zoning requirements (15% and 20%) and include a 30% option. Expand current policies to require inclusionary zoning for for-sale developments. Increase in-lieu fees and increase the affordability period to be greater than the current 20-year period. *Included in the City's ordinance, which is not controlled by the Beltline.
- Increase funding for Atlanta's Down Payment Assistance program with larger grants and higher income limits to boost homeownership for moderate-income renters in Subarea 8.
- Consider use of TAD Increment fund as an option for gap financing. Focus on land acquisition as it relates to deeper affordability, long-term commitments, smaller-scale mixed-income projects, and live/work housing
- Adopt a 3 market rate units for 1 workforce unit density bonus policy, allowing more market-rate units in exchange for additional affordable units above zoning limits, piloted on key Subarea 8 redevelopment sites, especially Howell Mill corridor. *Requires implementation by the City.
- Encourage infill housing on aging surface lots and underutilized commercial sites to increase density, support mixed-income communities, and optimize land use.



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Draft Land Use Recommendations: Economic Development

Commercial Affordability:

- In concert with the City of Atlanta Department of City Planning Office of Housing and Community Development, offer bonus density for commercial affordability, granting extra FAR, height, or units when developments lease at least 20% of space at reduced rents to small/local or legacy businesses.
- In concert with the City of Atlanta Department of City Planning Office of Housing and Community Development, expand the Urban Enterprise Zone and Workforce Housing tax abatements to include subsidies for developments with affordable commercial leasing as well as mixed-income housing.
- Create a commercial affordability fund to support the creation or preservation of affordable commercial spaces to reduce displacement impact.



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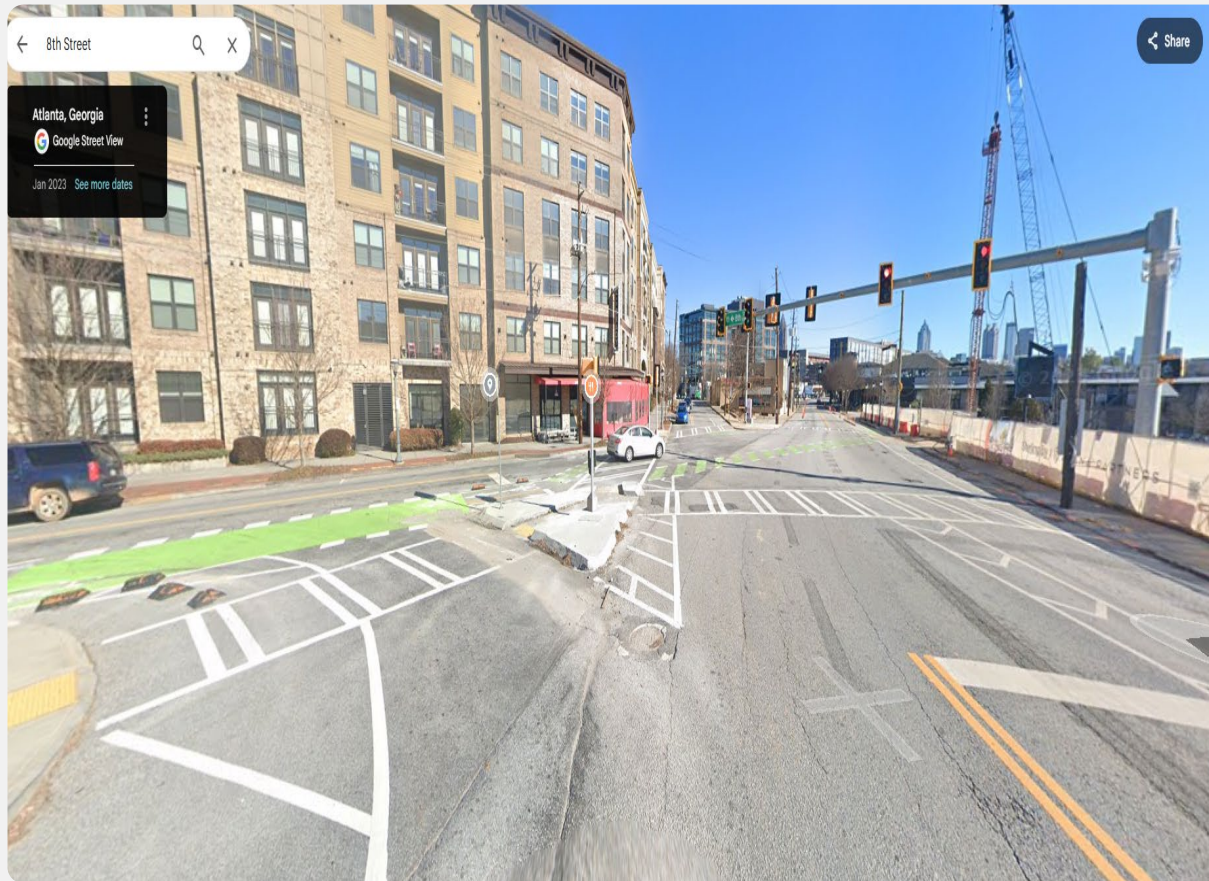
Draft Transportation and Mobility Recommendations





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Draft Transportation & Mobility Recommendations: Overview



The original recommendations also align with the community's desire for new neighborhood connections to subarea amenities, a safe and continuous sidewalk network, and improved pedestrian crossings at intersections.

- The original 2012 Master Plan included nearly 100 mobility recommendations including:
 - New roads (largely linked to new development)
 - Intersection improvements – Signals, turn lanes, lane restrictions (no turns), ped x-ing
 - Sidewalks, bike lanes, and trails
 - Adding or reducing road capacity
 - Beltline light rail
- Several of the original recommendations have occurred in concert with private development.
- Several more are **in progress** or in the planning stage.



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Draft Transportation and Mobility Recommendations

The proposed transportation and mobility recommendations primarily focus on promoting connectivity and walkability.

The recommendations involve consolidating project features such as sidewalks and intersection improvements to provide a more comprehensive evaluation of the major connectors.

These include:

- 2012 master plan projects, to be expanded and updated with additional features
- Northside Drive improvements
- Huff Road multimodal improvements
- Howell Mill Road Complete Streets



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Draft Transportation and Mobility Recommendations

The following **Safe Street projects** are recommended to be added to the Subarea 8 Master Plan update. All but the last two are in progress.

- Marietta Boulevard
- Chattahoochee Road
- 17th Street
- 14th Street
- *Bellemeade Avenue / Defoor Avenue
- *Ellsworth Industrial Boulevard



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Draft Transportation and Mobility Recommendations

New Multi-Modal Recommendations include:

- **Bicycle Parking:** Evaluate bicycle parking at or near transit locations in high transit trip frequency areas. Add pump stations and mechanics stands.
- **Bus Stop Improvements:** Provide amenities at MARTA bus stops that improve the bus ridership experience including seating, lighting, shade, greenery, art, colling stations, WI-FI, and real time bus information.
- **Micromobility Station:** Provide dedicated drop zones for shared dockless micromobility vehicles, including bikes and scooters, at popular transit stops to facilitate flexible, multimodal trips.
- **15 Minute Parking/Loading:** Designate parking spots for immediate loading/ unloading only to minimize the effects of taxis, rideshares, deliveries, and food delivery.
- **Sidewalks:** Continue to add to and improve sidewalks through on-going public works priorities and in concert with private development.
- **Trails:** Construct planned trails and identify new connections.



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Draft Transportation and Mobility Recommendations

Encourage collaborative parking assessment with ATL DOT, the Upper Westside CID and/or local business associations such as the Marietta Street Artery to evaluate:

- Quantity and distribution of existing parking
- Current utilization patterns
- Whether current demand exceeds available supply—particularly during peak hours



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Draft Natural Features and Open Space Recommendations



Natural Features and Open Space Recommendations

Background

- In 2012, Subarea 8 had only 12 acres of designated park space.
- None of the original Subarea 8 Master Plan open space recommendations are complete.
- Many of the open space recommendations were linked with new private development.
- During the public engagement process, there was significant community interest in the development and construction of more parks, basketball courts, dog parks and other associated recreational facilities.



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Natural Features and Open Space Recommendations

- Work with the City of Atlanta Department of City Planning to ensure that new development results in the formation of open space.
- Focus on parcels that are publicly-owned, or on those that are difficult to develop because of topographic challenges, proximity to watershed areas, those that are small or irregular shaped, and parcels strategically located near trails.
- Where appropriate, encourage rezoning to help address the deficiency, as both the MRC and I-Mix zoning classifications require the provision of open space for new development.



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Natural Features and Open Space Recommendations



Encourage the City of Atlanta to review the safety of the Water Works site and consider opening recreational facilities in and around the Water Works site for public use.



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Natural Features and Open Space Recommendations

- Expand the Beltline's pilot Smart Cities program to increase and improve wayfinding along the completed portions of trail.
- Encourage partner organizations to coordinate with each other on wayfinding programs and projects.

Natural Features and Open Space Recommendations

- Support the Upper Westside Improvement District's vision to bring public art to this area such as murals and painting of utility boxes.
- Utilize new spaces on the trail to facilitate public art.





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