



# WESTVIEW

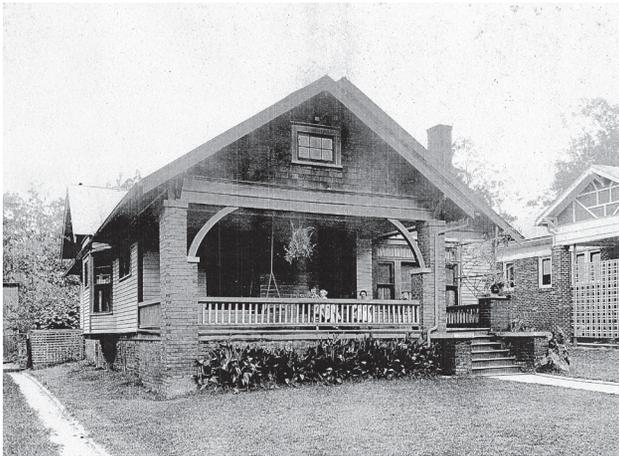
MASTER PLAN 2011 - ATLANTA, GA





# WESTVIEW MASTER PLAN 2011

Atlanta, GA



Prepared for: City of Atlanta Office of Planning  
Prepared by: Westview Community Organization

April 2011

# City of Atlanta, Georgia

## Mayor

The Honorable M. Kasim Reed

## City Council

Cesar C. Mitchell, Council President

Carla Smith  
Council District 1

Alex Wan  
Council District 6

Keisha Bottoms  
Council District 11

Kwanza Hall  
Council District 2

Howard Shook  
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Joyce Sheperd  
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Ivory Lee Young, Jr.  
Council District 3

Yolanda Adrean  
Council District 8

Michael Julian Bond  
Post 1 At Large

Cleta Winslow  
Council District 4

Felicia A. Moore  
Council District 9

Aaron Watson  
Post 2 At Large

Natalyn Mosby Archibong  
Council District 5

C.T. Martin  
Council District 10

H. Lamar Willis  
Post 3 At Large

## Department of Planning and Community Development

James E. Shelby, Commissioner

Charletta Wilson Jacks, Director, Office of Planning

### Office of Planning

55 Trinity Avenue SW, Suite 3350  
Atlanta GA 30303  
404-330-6145

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# Section 1: Overview and History

Westview Master Plan: 2011

Westview, originally called West End Park, is an early 20th century neighborhood located only two miles southwest of downtown Atlanta, GA. It was designed and built as a “residence park” neighborhood.

A streetcar allowed residents easy access to downtown via public transportation. The presence of the streetcar also helped create the traditional neighborhood structure that still exists today.

The Westview neighborhood is bordered by Interstate-20 to the north, Langhorn St to the east, Cascade Ave to the southeast, Beecher St to the south, and South Gordon St and the Westview Cemetery to the west.



The **Westview Streetcar** ran along Gordon St, now Ralph David Abernathy Blvd.  
Source: Bill Volkmer collection.

Westview consists of 40 residential streets with approximately 1,200 single-family homes, two historic neighborhood-oriented commercial districts, and a newer strip-development commercial corridor. A large portion of the housing stock in Westview consists of Craftsman Bungalows built between the years 1910 and 1930. The neighborhood also features a mixture of other architectural styles, including Four-Square, Tudor, Minimal Traditional, American Small House, and Ranch.

To the northwest of the neighborhood is the Westview Cemetery, which dates back to 1884 and is still the largest cemetery in the southeastern United States today. The cemetery is the final resting place for many famous Atlantans, such as Asa G. Candler, Henrietta Egleston, Henry Grady, Joel Chandler Harris, William B. Hartsfield, Donald Lee Hollowell, and Robert Woodruff.

Bordering the Ralph David Abernathy Blvd/Lucile Ave commercial district is the J.C. Harris School. It was constructed in 1915 as the Lucile Avenue Grammar School, but was later renamed for the author Joel Chandler Harris, who lived in West End. As of 2009 the school functions as a charter middle school, KIPP STRIVE Academy. The structure has undergone significant renovations.

Small landscaped green spaces dot the neighborhood and are maintained by the Westview Community Organization. The newly constructed BeltLine Trail runs along the eastern side of the neighborhood, and bordering the neighborhood on the southern edge is the John A. White Park Golf Course and Joseph E. McGhee Tennis Center.

## Neighborhood History

In April 1888, the Ontario Land Company purchased nearly 200 acres south of the Westview Cemetery from William M. Scott. Their goal was to convert the land into a residence park to be known as “Westwood Park.”

On April 8, 1888, the *Atlanta Constitution* explained, “Westwood Park will be made one of the most attractive spots about the city. The company intends beautifying the whole tract by laying out streets, planting shade trees where needed and doing everything that will add to the attractiveness of the property. The land is elevated, is in the edge of West End, and with no bad neighborhoods or anything of the kind to cause unpleasantness. It will doubtless be an attractive addition to Atlanta – a suburb with the advantages of both city and country.” In addition to the extensive park space the Westwood Park plan was to include tennis and croquet facilities.

Westwood Park never materialized, and William J. Davis purchased the property from the Ontario Land Company for \$100,000 on February 1, 1910. The deal was closed by William S. Ansley, a well known real estate agent. Davis immediately renamed the property “West End Park” and hired Solon Zachery Ruff, the civil engineer and landscape expert responsible for Ansley Park, to lay out the plans for his new residence park neighborhood.

On June 16, 1910, the *Atlanta Constitution* noted that Davis, at his own expense, "laid water mains, gas mains, cement sidewalks, etc., converting the property into a remarkably nice and desirable residence park."

Later that year the first portion of West End Park was annexed into the Atlanta city limits. The annexation extended west from Holderness St to the Westview Cemetery. The area included East and West Ontario Ave, the eastern portions of Stokes Ave and South Gordon St, and Lucile Ave, among others. West End Park was a part of Atlanta's seventh ward.



Miss Jean Harwell's second grade class at **J.C. Harris Elementary School** on February 10, 1938. Source: *The West Ender Newsletter*

The West End Park Improvement Club came together in September 1914. By this time there were about 600 homes in the neighborhood, and neighbors were demanding better streets, school facilities, and a fire engine house. Their demands were answered in 1915 when a new school was built on Lucile Ave. The cornerstone of the school was laid on August 10. The school, initially known as the Lucile Avenue

Grammar School and later renamed the J.C. Harris School, opened with only six classrooms.

As the neighborhood grew over the years the remaining streets were gradually annexed into the city limits. The final annexation in the neighborhood occurred in 1952 and included sections of Olympian Cir, South Gordon St, and Alvarado Ter.

In the early 1970s the neighborhood experienced a cultural shift from predominantly Caucasian to predominantly African-American. During the late 1970s and 1980s Westview experienced decline, and in the early 2000s many homes fell victim to mortgage fraud. Today, neighbors are working hard to once again turn Westview into a thriving intown community.

## WESTWOOD PARK LOTS.

46817

The above plat shows 42 lots in Westwood Park, which we now have consigned with us exclusively for sale. The lots offered are marked with a circle, thus O, and the price of each lot is shown on the plat. This land is level and heavily shaded; it can be reached by the Lucile Ave. car line, or the Gordon St. extension. Terms, one fifth cash, \$10 a month, 7 per cent interest on deferred payments.

**We Sell Lots FORREST & GEORGE ADAIR, We Sell Lots**

An early advertisement from 1905 shows **Westwood Park Lots** along Gordon St, Wellington St, Inman St, West Ontario Ave, and East Ontario Ave. Map: *Fulton County Superior Court, Plat Map.*



# Section 2: Executive Summary

Westview Master Plan: 2011

The Westview neighborhood has been included in a number of recent development plans and studies, including: the *BeltLine Master Plan* (2005), the *West Lake LCI Study* (2006), the *Campbellton-Cascade Corridors Redevelopment Plan* (2006), and the *BeltLine Abernathy-Cascade Master Plan* (2010). Westview community members played an active role in creating each of these plans, and because of this involvement, members of the Westview Community Organization (WCO) executive committee recognized the importance of planning to encourage future development of the neighborhood. As a result, it was decided to create a comprehensive plan specifically for the Westview neighborhood that would tie together all of the previous plans and would allow for more detailed input from community members.

The Westview Development Committee was formed under the Westview Community Organization to oversee the execution of planning-related matters in the neighborhood. The Westview Development Committee, among others, consists of community leaders, architects, a teacher, a graphic designer, and a photographer.

The Development Committee applied for, and received, a Neighborhood Fund grant through the Community Foundation in 2009 to help finance the public planning workshop. Members of the Development Committee met with Larry Silver from the Community Foundation to work out the details of the process, as outlined by the City of Atlanta.

Once the date for the workshop was scheduled for May 15, 2010, postcards were printed and mailed to property owners notifying them of the event. Additionally, announcements were made at community meetings, at NPU-T meetings, via email groups, and on the Westview website.

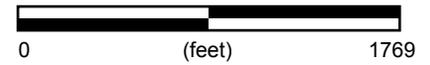
Attendees of the planning workshop included homeowners, renters, business owners, teachers, long term community members, new community members, investors, the NPU-T chair, and a BeltLine representative.

The planning workshop focused specifically on three main themes: commercial development, green spaces/BeltLine, and connectivity/walkability. Community members assessed the existing conditions and assets of the neighborhood, the various plans that include the neighborhood, and where they would like to see the neighborhood in the future.

The planning process began in the summer of 2008 and concluded in the spring of 2011.



# WESTVIEW EXISTING ASSETS





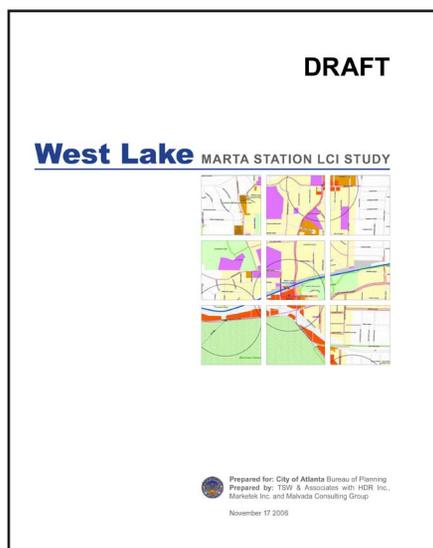
# **Section 3: Existing Plans and Studies**

Westview Master Plan: 2011

A number of existing development plans and studies include portions of the Westview neighborhood. These plans are an integral part of the Westview Development Plan.

## Section 3.1: West Lake MARTA Station LCI Study (2006)

The 2006 *West Lake MARTA Station LCI Study* was commissioned by the City of Atlanta and funded thanks to a \$70,000 grant from the Atlanta Regional Commission (ARC) and \$17,500 in funds matched by the City. The Study was completed by architecture firm Tunnell-Spangler-Walsh & Associates and featured a full analysis of the existing inventory in the area. The process also engaged the community by allowing them to participate in the planning process through a series of meetings.



The **West Lake MARTA Station LCI Study** was completed in 2006, but it was never adopted by City Council.

The LCI plan “is intended to promote greater livability, mobility and development alternatives in existing corridors, employment centers, and town centers.” By embracing the existing neighborhood structure the City of Atlanta will help reduce suburban sprawl, cut automobile emissions, and improve the overall quality of life of the residents.

The *West Lake MARTA Station LCI Study* identified the Ralph David

Abernathy Blvd/Lucile Ave commercial district in Westview as a critical node for the area. A large portion of the study focuses on the node and its wealth of development opportunities. Additionally, the study outlines specific recommendations for the Ralph David Abernathy Blvd/Lucile Ave commercial district.

The study also encourages basic civic ideas for strengthening the community: install street sign toppers to identify the neighborhood, create a business association for the Westview Commercial District, organize a business development team, prepare a business recruitment package, and conduct an aggressive public relations campaign.

The *West Lake MARTA Station LCI Study* has not been officially adopted by the City of Atlanta; however, some aspects of the plan, such as installing street sign-toppers and repaving sidewalks along Lucile Ave, have been implemented.

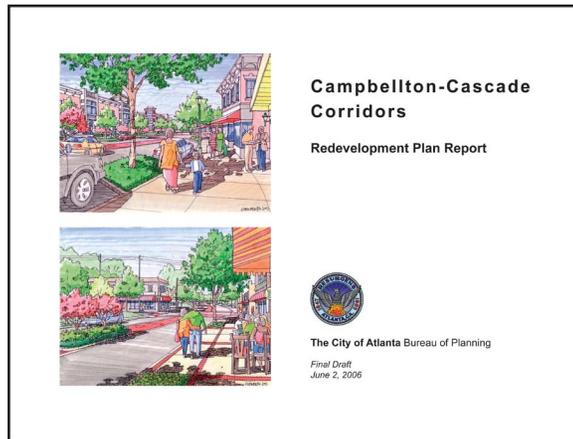
### Westview projects identified in the West Lake MARTA Station LCI Study

- Upgrade crosswalks to GDOT standards along Ralph David Abernathy Blvd: 21 crossings
- Install pedestrian lighting
- Construct bulbouts/pedestrian refuges
- Ralph David Abernathy Blvd/Lucile Ave bike route - Install shared-lane pavement markings and share the road signage
- Sidewalk repairs on Lucile Ave between Ralph David Abernathy Blvd and BeltLine
- Historic walking tours in Westview Cemetery

- Gateway elements: BeltLine at Lucile Ave, Ralph David Abernathy Blvd and Cascade Ave
- Westview neighborhood historic district (National Register Nomination)
- Establish a “Development Review Committee” for the Westview neighborhood
- Establish a full-service Zone 4 police precinct in the Westview neighborhood
- Install neighborhood “sign-toppers”
- Create a business association for the Westview Commercial District
- Prepare a business recruitment package
- Conduct an aggressive public relation campaign
- Rezone the Westview Commercial District to NC (Neighborhood Commercial)

## Section 3.2: Campbellton-Cascade Corridors Redevelopment Plan (2006)

The *Campbellton-Cascade Corridors Redevelopment Plan*, which was adopted by City Council and Mayor Shirley Franklin in September 2006, includes a number of recommended redevelopment projects for the Westview neighborhood. This study, like the *West Lake MARTA Station LCI Study*, engaged the community to identify existing problems and created solutions based on community input. The result was a twenty-five year plan for the area that has been integrated into the city's *Comprehensive Development Plan*.



The **Campbellton-Cascade Corridors Redevelopment Plan** was completed and adopted by City Council in 2006.

The *Campbellton-Cascade Corridors Redevelopment Plan* lays out a variety of projects in key areas: streetscape/sidewalk improvements, intersections/traffic signal upgrades, building a new street network, traffic calming, transit, commercial catalyst sites, and land use and zoning changes. A number of these projects directly impact the Westview neighborhood.

Two of the three catalyst sites identified in the *Campbellton-Cascade Corridors Redevelopment Plan* include areas that define the eastern and southeastern corners of the Westview neighborhood.

The first catalyst site is located at the intersection of Cascade Ave and Ralph David Abernathy Blvd and incorporates the redevelopment of the

existing Kroger CitiCenter shopping complex. Because of the proposed BeltLine transit stop, this site has been identified as a location for a higher density mixed-use development that would combine multi-family housing, office space, and retail.

The second catalyst site is located at the intersection of Cascade Ave and Beecher St and focuses on the revitalization of the traditional neighborhood commercial district. Improvements include a road-diet along Cascade Ave, pedestrian enhancements, and streetscape improvements.

### Westview projects identified in the Campbellton-Cascade Corridors Redevelopment Plan

- Complete gaps in sidewalks and install pedestrian street lighting along Cascade Ave
- Donnelly Ave/Cascade Ave intersection: Install channelized islands in NW & NE corners
- Un-signalized pedestrian crosswalks: Upgrade signing and pavement markings
- New street at Kroger CitiCenter: Provide connection from Ralph David Abernathy Blvd/Cascade Ave to Donnelly Ave
- Beecher St: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts
- South Gordon St: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts
- Ontario Ave: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts
- Cascade Ave/Ralph David Abernathy Blvd: Redevelop the existing

commercial node into a major mixed-use center based in part on future connection to the BeltLine

- Road diet for Cascade Ave: Reduce to three lanes and add bicycle lanes
- Beecher St/Cascade Ave Neighborhood Commercial District: Revitalize small commercial node to serve surrounding neighborhoods
- Future land use change from Low Density Commercial to Mixed Use: Supports the mixed-use redevelopment of the Cascade Ave/Ralph David Abernathy Blvd catalyst site and is consistent with supporting redevelopment along this BeltLine node
- Beecher St/Cascade Ave Neighborhood Commercial District: Rezone from C1 to NC. Controls the scale & character of neighborhood commercial development & implements Quality of Life Zoning Code urban design standards
- Westview Neighborhood Park: Potential park/open space opportunity on undeveloped parcels along North Olympian Way



An artist rendering shows how the redeveloped commercial district at Cascade Ave and Beecher St may look. *Source: Campbellton-Cascade Corridors Redevelopment Plan*

## Section 3.3: Atlanta BeltLine Redevelopment Plan (2005/2010)

In 2005 the *Atlanta BeltLine Redevelopment Plan* laid out guidelines for a \$2.8 billion project that would redevelop 22 miles of underutilized railroad corridors, creating a ring around the City of Atlanta. The *Atlanta BeltLine Redevelopment Plan*, which consists of a network of parks, transit, and trails, includes over 40 intown neighborhoods.

In 2010 the Atlanta BeltLine conducted a second round of planning meetings that allowed for a more detailed analysis of the project and extensive public input. The Westview neighborhood was included in the *Subarea 1: Abernathy-Cascade Master Plan*. The plan calls for the redevelopment of the Kroger CitiCenter Cascade complex, the expansion of Enota Park, modifications to Langhorn St, and zoning and land use changes.



Residents participated in the **Atlanta BeltLine master planning process** for Subarea 1: Abernathy-Cascade.

### Westview projects identified in the 2010 BeltLine Abernathy-Cascade Master Plan

- Expand Enota Park to 10-acre green space
- Change Enota Park adjacent redevelopment land from low-density residential to high-density residential
- Implement the Langhorn St “road diet”
- Build Greenwich St bridge across the BeltLine corridor

- Redevelop Kroger CitiCenter to create a higher density mixed residential commercial (MRC) node
- Close the southern entrance to Muse St and convert it into a public space with access for emergency vehicles
- Create Westview Neighborhood Trail connecting Ralph David Abernathy Blvd and Cascade Ave via the Westview Cemetery and John A. White Park
- BeltLine transit stops identified at Enota Park and Kroger CitiCenter on Cascade Ave

### Completed BeltLine Project: Westview Trail

The Westview neighborhood is at the forefront of the BeltLine project. One of the first BeltLine trails that was constructed runs through the Westview neighborhood. The project also featured enhancements to Gordon White Park at the intersection of Ralph David Abernathy Blvd and White St.

Construction of the trail was completed in 2010 by the PATH Foundation. The BeltLine Trail in Westview starts at Ralph David Abernathy Blvd and follows the BeltLine transit corridor north along Muse St to Lucile Ave. The trail crosses Lucile Ave and continues north along the BeltLine right-of-way before turning east towards Langhorn St. At Langhorn St the trail turns north and follows the road under Interstate-20. From there the trail heads west along Westview Dr and ends at the entrance to the Westview Cemetery. The BeltLine Trail connects Westview with the West End and Mozley Park neighborhoods.



The **BeltLine Groundbreaking Ceremony** for the Westview BeltLine Trail with Mayor-Elect Kasim Reed on December 12, 2009.



An artist rendering shows how the proposed mixed-use redevelopment at Cascade Ave and Ralph David Abernathy Blvd may look. Looking southeast.  
Source: Atlanta BeltLine SA1: Abernathy-Cascade Master Plan



# Section 4: Public Process

Westview Master Plan: 2011

Under the leadership of the Westview Development Committee, the Westview Community Organization conducted a public master planning workshop at KIPP STRIVE Academy on May 15, 2010.



To encourage participation, over **1,300 postcards** were mailed and handed out to property owners and community members.

familiarize themselves with the residential streets, the commercial nodes, and the BeltLine corridor.

Thereafter, community members regrouped at KIPP STRIVE Academy where Kenny Ellsworth, Westview Development Committee Chair, lead an orientation that covered the history of the neighborhood and existing conditions. Greg Ramsey then conducted a brainstorming session to determine overall objectives.

In the afternoon, community members divided into three break-out groups: commercial development, green spaces/BeltLine, and connectivity/walkability. The groups discussed in detail various topics that related to the three themes, and group leaders asked strategic questions about what community members would like to see in their neighborhood. At the conclusion, each break-out group reported their ideas to the larger group for input and discussion.

Thanks to a grant from the Community Foundation, property owners and community members were notified of the meeting via postcards and Greg Ramsey of Village Habitat was hired to assist with the facilitation of the planning meeting.

In the morning, community members walked the neighborhood to

## What We Heard

- Overall streetscape improvements are desired throughout the neighborhood: these include, but are not limited to, sidewalks, pedestrian lighting, road lighting, trash cans, and landscaping
- Create pedestrian-friendly commercial districts
- Increase green space, such as parks and community gardens
- Better connect the neighborhood to public transit
- Limit access to through-traffic in the neighborhood
- Construct neighborhood gateways
- Create more neighborhood destinations
- Encourage economic development of commercial districts: restaurants, bars/pubs, and boutiques
- Promote and preserve the historic integrity of the neighborhood
- Create designated parking along streets in the commercial districts and develop a comprehensive parking plan for businesses
- Designate bike lanes on main throughfares and residential streets
- Improve neighborhood services
- Attract more homeowners



Community members and Greg Ramsey from Village Habitat explored the neighborhood by foot to familiarize themselves with the residential streets, the commercial nodes, and the BeltLine Corridor.



Community member Leslie Gage led the break-out group about commercial development in the neighborhood.



Community member Patrick Berry explains the greenspace and BeltLine concepts his group came up with.



Community members walked the newly constructed BeltLine Trail to survey the new greenspace built by the PATH Foundation in 2010.



# **Section 5: Community Vision**

Westview Master Plan: 2011

The primary goal for Westview is to function as a livable community by improving existing infrastructure and promoting sustainability.

By leveraging the existing conditions found in the Westview neighborhood, residents can strengthen the overall livability of the community. Existing design elements include multiple neighborhood commercial districts with human scale buildings, various transportation options, historical architecture, a mixed variety of housing options, sidewalks, and a distinct sense of place. All of these elements combined make Westview an ideal example of a livable community.

This can be accomplished by focusing on a series of themes.

## Plan Themes

- Preserve historic and cultural resources and a unique sense of place
- Enhance the pedestrian environment by making walking safe and convenient
- Improve vehicular safety, while respecting the neighborhood's urban context and the impact on other modes of travel
- Make bicycling in the neighborhood pleasant and safe
- Promote a variety of transit choices
- Provide a balanced mix of compatible land uses
- Establish community-supported development strategies
- Ensure a mix of quality housing options

- Encourage economic development
- Create a safe environment for residents and visitors
- Ensure adequate infrastructure to support future development
- Provide a range of parks and open spaces



The vacant land between North Olympian Way and South Olympian Way is an ideal opportunity to expand on Westview's park space.



Preserve the historical character and resources of the neighborhood to retain the unique sense of place found in Westview.



Economic development is important for the future sustainability of the neighborhood.



Planting trees and landscaping enhances the pedestrian environment by making streets more aesthetically pleasing and providing shade for hot summer days.



# **Section 6: Existing Conditions and Recommendations**

Westview Master Plan: 2011

The close proximity of two traditional neighborhood commercial districts, a large-scale commercial shopping corridor, a concentration of historic single-family homes, a thriving charter middle school, and the Atlanta BeltLine transit corridor presents a unique redevelopment opportunity unlike any other in the City of Atlanta.

Various infrastructure improvements are needed to strengthen the existing character of the neighborhood. Projects include streetscape improvements, green space expansion, historic preservation, and economic development.

## Section 6.1: Ralph David Abernathy Blvd and Lucile Ave Commercial District

The Ralph David Abernathy Blvd and Lucile Ave commercial district consists of a collection of human-scale buildings, a fire station, a historic school building, apartment buildings, and a few single-family homes. While some redevelopment has already occurred in this node, many of the buildings remain vacant, underutilized, and in need of repair.



**Historic storefronts** along Ralph David Abernathy Blvd are currently underutilized.

Additionally, in order for businesses to sustain themselves in this neighborhood-oriented fashion, the pedestrian infrastructure must be improved upon. Currently, many of the sidewalks are cracked or missing, the crosswalks have faded, and the roads encourage high-speed vehicular

traffic. The node also lacks any refuge for pedestrians due to the absence of benches to provide rest areas and trees to provide shade.

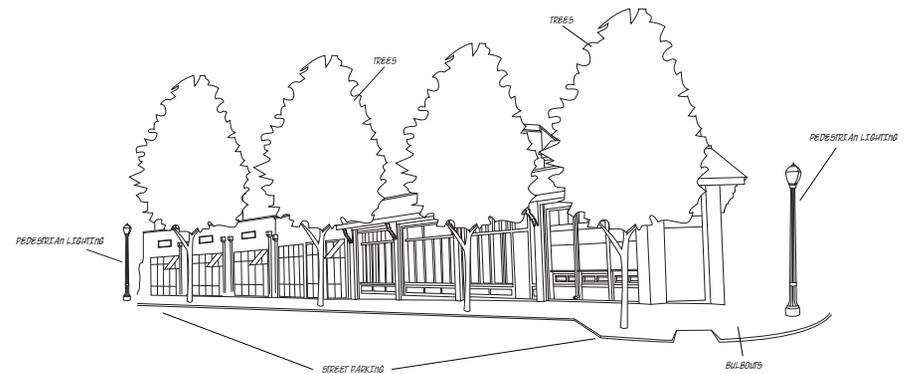
Recommended projects to the Ralph David Abernathy Blvd and Lucile Ave commercial district cover a range of topics, including: transportation, streetscape enhancement, economic development, and zoning improvements. A number of these recommendations were previously outlined in the *West Lake MARTA Station LCI Study* in 2006. By improving on the existing conditions, the Ralph David Abernathy Blvd and Lucile Ave commercial district can become a thriving neighborhood destination.

### Recommended Projects

- Rezone node to Neighborhood Commercial (NC)
  - Desired uses include:
    - Restaurants, cafes, pubs, ice cream parlor
    - Boutiques
    - Art galleries
    - Grocery store
    - Services, such as tailor, shoe repair, cleaners
  - Outline minimum parking requirements for businesses
  - Limit the number of automobile-related shops along Ralph David Abernathy Blvd
- Economic development
  - Create a Westview Business Association
  - Develop a business recruitment package to attract local businesses
- Preservation/restoration/rehabilitation of historic storefronts
- Redevelopment of two large underutilized parcels on the north side of Ralph David Abernathy Blvd as mixed-use with stores on the first floor and residential above

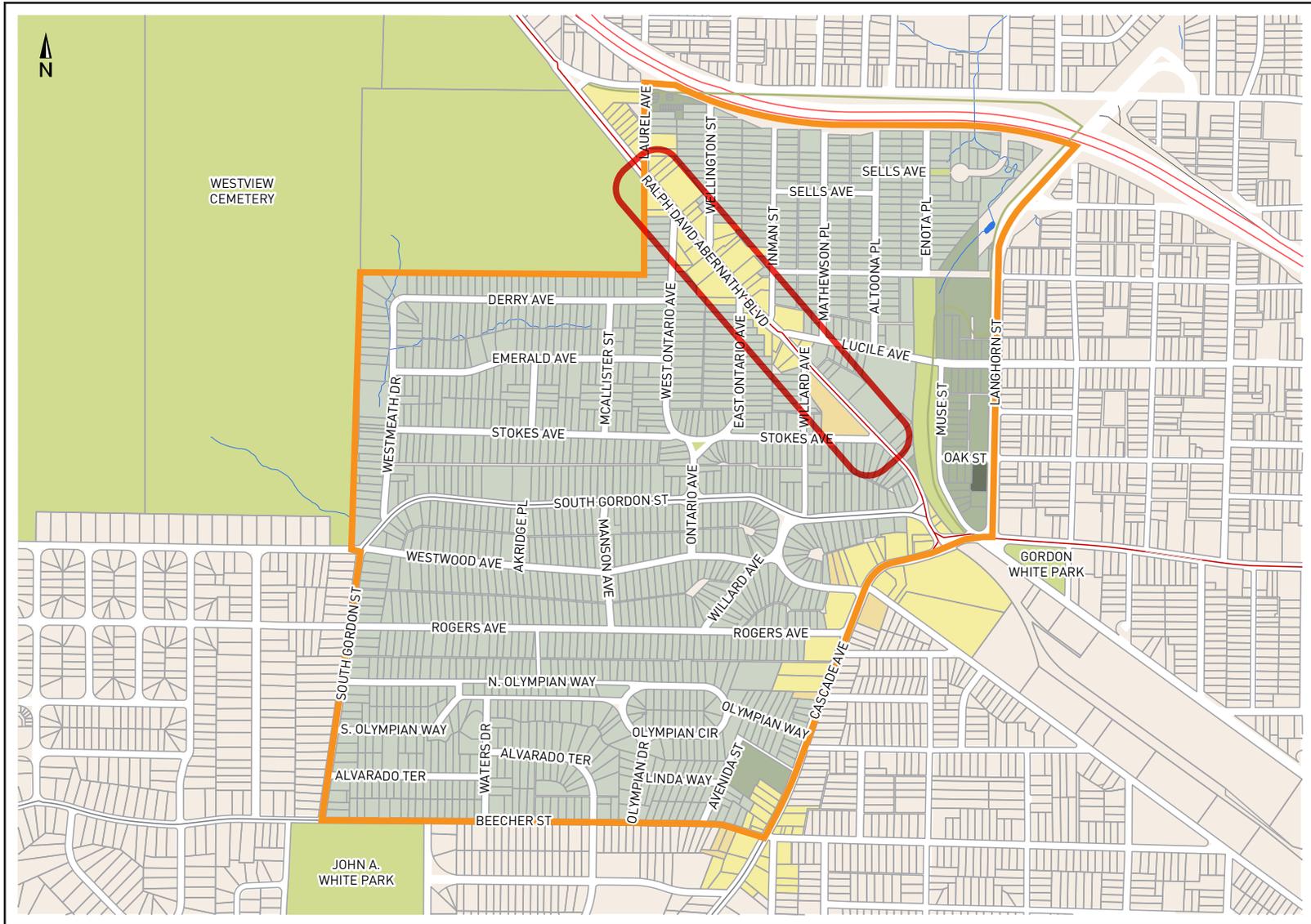
- Pedestrian and bicycle improvements
  - Upgrade all crosswalks to GDOT standards and install pedestrian crossing signs along Ralph David Abernathy Blvd
  - Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks
  - Install pedestrian lighting (Type “C”, color black) along Ralph David Abernathy Blvd and Lucile Ave
  - Widen sidewalks to a minimum of twelve feet
  - Install landscaped bulb-outs at crosswalks
  - Install granite curbs
  - Install bicycle racks
  - Identify bicycle accommodations and facilities along Ralph David Abernathy Blvd, which is identified as a Secondary Bicycle Connection in the adopted *Connect Atlanta Plan*
  - Plant Princeton Elm trees (30 feet apart) and landscaping to create a buffer between automobile traffic and pedestrians
  - Install benches to create pedestrian rest areas (Victor-Stanley style C-96, eight feet long, center armrest, color black)
  - Install trash receptacles (Victor-Stanley style SD-42, color black)
  - Connect the BeltLine Trail with the Ralph David Abernathy Blvd and Lucile Ave commercial district via a bike route along Lucile Ave
  - Replace or repair the sidewalks along Lucile Ave to connect the BeltLine Trail with the Ralph David Abernathy Blvd and Lucile Ave commercial district
- Signage and gateway elements
  - Redevelop small triangle lot at the corner of Ralph David Abernathy Blvd and Lucile Ave as a landscaped plaza with a gateway element
- Public transit improvements
  - Relocate existing MARTA bus stops to the far side of intersections to improve pedestrian safety, reduce unnecessary traffic congestion, and maximize on-street parking opportunities

- Install bus shelters with seating at bus stops where appropriate
- Place trash receptacles at bus stops
- Automobile improvements
  - Improve street lighting (Cobrahead, color black) along Ralph David Abernathy Blvd
  - Improve on-street parking
  - Create an off-street parking plan for the Ralph David Abernathy Blvd and Lucile Ave commercial district
- Building heights
  - Buildings shall have a maximum of three stories and a height of 42 feet
  - Mezzanines and lofts shall be considered a story

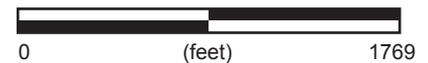


Above: A diagram shows how buildings along Ralph David Abernathy Blvd may look after streetscape improvements.

Left: Example of sidewalk landscaping.



# RALPH DAVID ABERNATHY BLVD & LUCILE AVE COMMERCIAL DISTRICT





An abandoned food stand and the adjacent orange building are located at the corner of Lucile Ave and Ralph David Abernathy Blvd.



The parcel could be redeveloped to create a centrally located gateway park or plaza. Example shows Findley Plaza in Little Five Points.



Historic storefronts along Ralph David Abernathy have been restored and benefit from streetscape improvements.



Continued commercial development is critical to the success of the redeveloped storefronts. Example of a vibrant commercial node in Little Five Points.



Redevelopment opportunity of two large underutilized parcels on the north side of Ralph David Abernathy Blvd.



The parcels could be redeveloped as mixed-use with stores on the first floor and residential dwellings above. Example from Serenbe in Palmetto, GA.



Vacant historic storefronts are located along Ralph David Abernathy Blvd.



Restored historic storefronts offer an ideal opportunity for local eateries and shopping. Example of similar storefronts in the East Atlanta Village.



A historic gas station on Ralph David Abernathy Blvd is currently used as an automobile repair facility.



The gas station could be converted into a market or sidewalk cafe. Example from Madison, GA.

## Section 6.2: Ralph David Abernathy Blvd and Cascade Ave Commercial Corridor

The Ralph David Abernathy Blvd and Cascade Ave commercial corridor consists of a mixture of suburban-style strip mall developments, fast food restaurants, and a small number of human-scale buildings. A few buildings are vacant and underutilized and the majority are in need of repairs.

This node is an important economic hub for the neighborhood and surrounding area, and it currently includes Kroger, Marshalls, Checkers, Popeyes, Athlete's Foot, AutoZone, BP, American Deli, Deal\$, and various local businesses.

The Ralph David Abernathy Blvd and Cascade Ave commercial corridor is automobile-oriented and often heavily congested with traffic. Despite a large presence of pedestrians, the corridor and Kroger shopping complex are not very pedestrian-friendly. The intersection of Ralph David Abernathy Blvd and Cascade Ave has only one crosswalk to connect the neighborhood with the Kroger shopping complex, and the Kroger shopping complex is fronted by a large parking lot with no pedestrian walkways.



The **Kroger CitiCenter** at Cascade Ave and Ralph David Abernathy Blvd is currently not very pedestrian-friendly.

The BeltLine Trail and transit corridor pass through the Ralph David Abernathy Blvd and Cascade Ave commercial corridor, making it a perfect candidate for redevelopment.

*The BeltLine Master Plan (2005), the Campbellton-Cascade Corridors Redevelopment Plan (2006), and the BeltLine Abernathy-Cascade Master Plan (2010)* address recommendations for this node.

## Recommended Projects

- Preservation/restoration/rehabilitation of historic buildings at the intersection of Cascade Ave and Ralph David Abernathy Blvd
  - Old pharmacy
  - Old fire station 17
  - Diner/soda shop
  - Storefronts at Ralph David Abernathy Blvd and South Gordon St
- Keep building scale in mind to maintain historic scale of commercial districts in Westview: maximum of three stories and a height of 42 feet along the street, and step-up to six to nine stories
- Change land use and zoning on the Kroger CitiCenter site to higher density mixed residential commercial (MRC) as recommended in the *BeltLine Abernathy-Cascade Master Plan* and the *Campbellton-Cascade Corridors Redevelopment Plan*
- Pedestrian and bicycle improvements
  - Make Kroger CitiCenter shopping complex more pedestrian-friendly
  - Plant trees (30 feet apart) and landscaping to create a buffer between automobile traffic and pedestrians
  - Landscaping at Muse St and Ralph David Abernathy Blvd
  - Install pedestrian lighting (Type "C", color black) along Cascade Ave and Ralph David Abernathy Blvd
  - Install granite curbs
  - Install bicycle racks
  - Identify bicycle accommodations and facilities along the Cascade Ave and Ralph David Abernathy Blvd corridor, which is identified as a Core Bicycle Connection in the adopted *Connect Atlanta Plan*
  - Upgrade all crosswalks to GDOT standards along Cascade Ave and Ralph David Abernathy Blvd
  - Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks

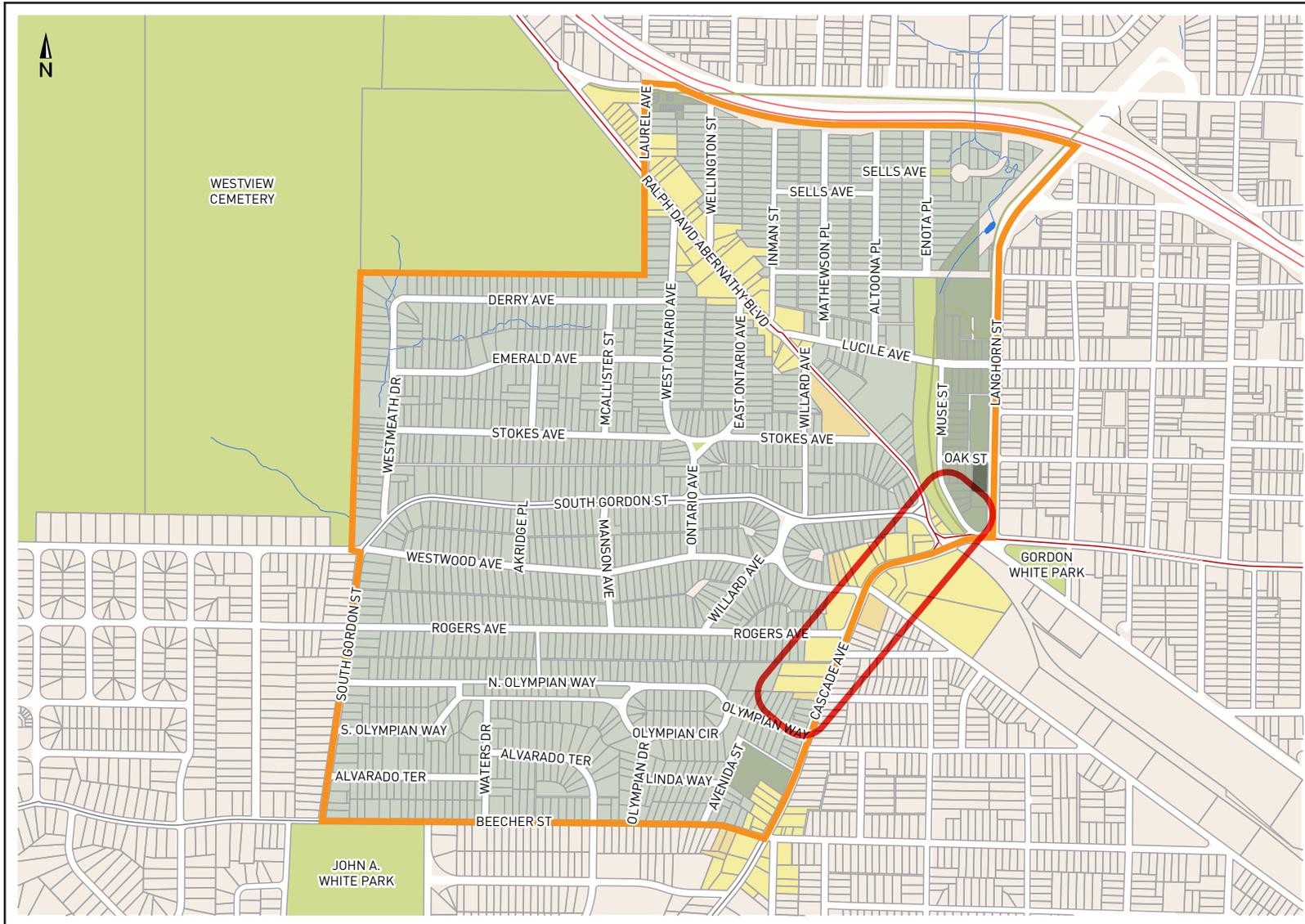
- Install benches to create pedestrian rest areas (Victor-Stanley style C-96, eight feet long, center armrest, color black)
- Install channelized pedestrian islands in NW & NE corners of Westwood Ave/Donnelly Ave/Cascade Ave intersection
- Install trash receptacles (Victor-Stanley style SD-42, color black)
- Signage and gateway elements
  - Construct a neighborhood gateway element near the intersection of Cascade Ave and Ralph David Abernathy Blvd
- Public transit improvements
  - Develop BeltLine transit corridor with light rail as outlined in the *BeltLine Abernathy-Cascade Master Plan*
  - Placement of a BeltLine stop at Kroger CitiCenter, as recommended in the *BeltLine Abernathy-Cascade Master Plan*
  - Construct a neighborhood transit center at Kroger CitiCenter to provide seamless transfers between the BeltLine transit and MARTA bus service
  - Relocate existing MARTA bus stops to the far side of intersections to improve pedestrian safety and reduce unnecessary traffic congestion
- Automobile improvements
  - Improve street lighting (Cobrahead, color black) along Cascade Ave and Ralph David Abernathy Blvd
  - To prevent congestion and through-traffic in the neighborhood, a left-turn signal is needed from Cascade Ave onto Ralph David Abernathy Blvd
  - New street at Kroger CitiCenter: Extend Ralph David Abernathy Blvd south across Cascade Ave to connect with Donnelly Ave, as recommended in the *BeltLine Abernathy-Cascade Master Plan* and the *Campbellton-Cascade Corridors Redevelopment Plan*



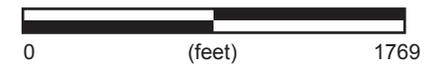
The old Callaway's Cascade Pharmacy located at the intersection of Cascade Ave and Ralph David Abernathy Blvd connects the neighborhood with the past.



The community would like to see the vacant restaurant building at the corner of Cascade Ave and Ralph David Abernathy Blvd restored as a diner.



# RALPH DAVID ABERNATHY BLVD & CASCADE AVE COMMERCIAL DISTRICT





The historic buildings at the corner of Cascade Ave and Ralph David Abernathy Blvd give the intersection a distinct sense of place.



Fast food restaurants with drive-thrus along Cascade Ave are automobile-oriented.



A strip mall with a large parking lot at the intersection of Cascade Ave and Rogers Ave is geared towards automobiles.



The Kroger CitiCenter shopping complex is a vital economic hub for the neighborhood and surrounding area.

## Section 6.3: Langhorn St and Atlanta BeltLine Corridor



**Langhorn St** is a large six-lane road with low traffic volume.

Langhorn St is an unwelcoming six-lane road, whose main purpose serves as a thoroughfare to and from Interstate-20. The road is the physical border between the Westview and West End neighborhoods and, due to its excessive size, acts as a barrier for pedestrians. The eastern side of the street is currently lined with single-family homes. The western side of

the street comprises a variety of land uses, including the BeltLine Trail, a government building, multi-family residential, a church, a parking lot, and vacant land. The road abruptly ends at the northern end of Langhorn St, leaving an awkward connection to Westview Dr and the Mozley Park neighborhood.

The *BeltLine Abernathy-Cascade Master Plan* (2010) identified Langhorn St as a potential redevelopment opportunity. The road's proximity to the proposed expansion of Enota Park and the proposed BeltLine transit stop provides an excellent opportunity to create a more vibrant area. Additionally, Langhorn St functions as the main gateway to the Westview neighborhood and the Cascade Ave corridor from Interstate-20. Redevelopment of the road would help to better welcome people to the area.

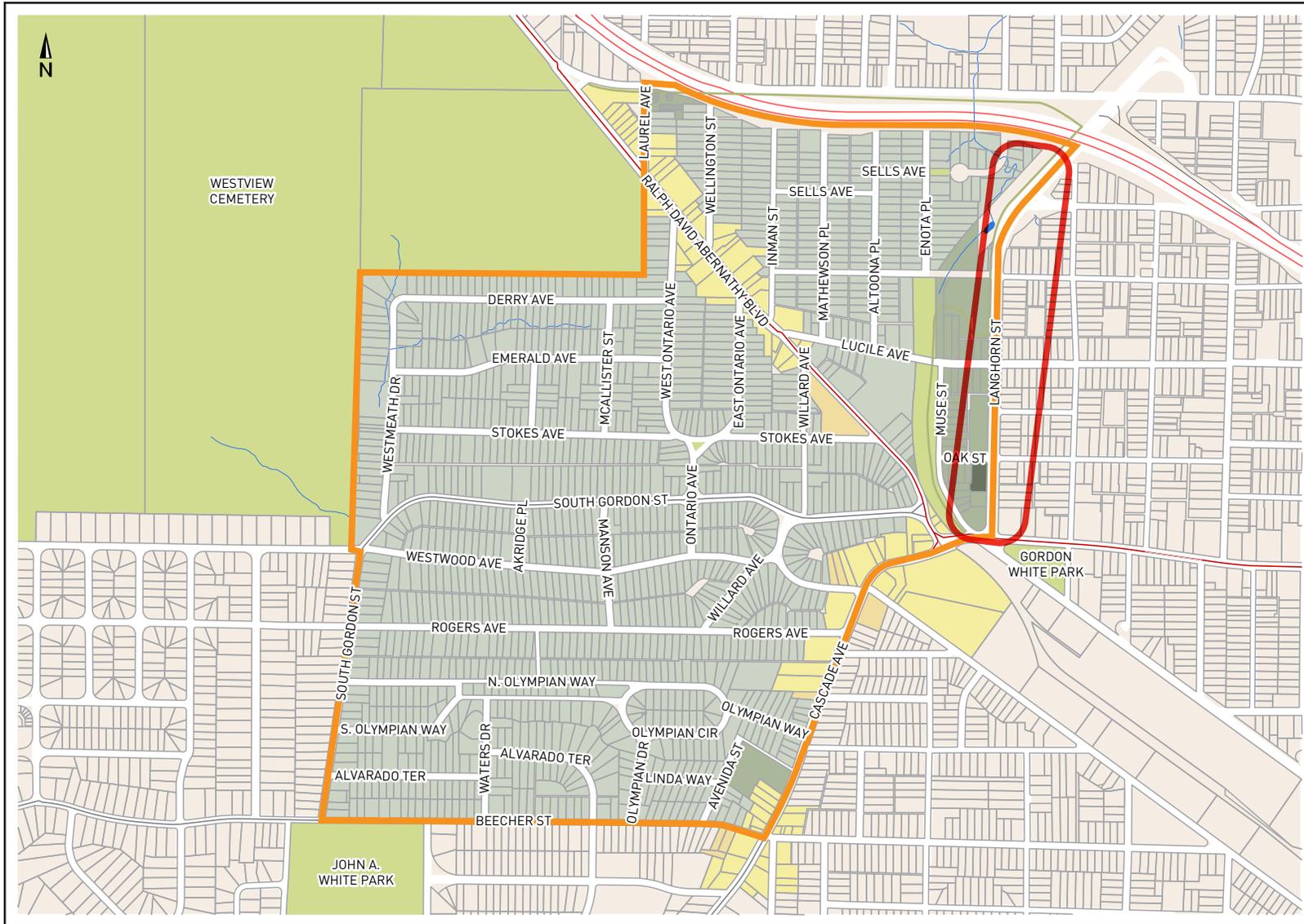
The *BeltLine Abernathy-Cascade Master Plan* also proposed a road-diet for Langhorn St. The road-diet would create on-street parking near Enota Park and the Atlanta BeltLine transit stop, allow for streetscaping improvements, reconnect the Westview and West End neighborhoods, and reduce the speed of vehicular traffic.

### Recommended Projects

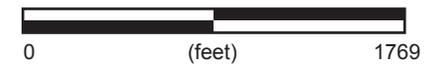
- Allow higher density residential and mixed-use developments along Langhorn St adjacent to the proposed Enota Park expansion
- Pedestrian and bicycle improvements
  - Install marked on-road bicycle lanes and associated signage along Langhorn Street, as part of road-diet project
  - Install pedestrian lighting (Type "C", color black)
  - Widen sidewalks to a minimum of twelve feet
  - Install bulb-outs at crosswalks
  - Install granite curbs
  - Install bicycle racks
  - Plant trees (30 feet apart) and landscaping to create a buffer between automobile traffic and pedestrians
  - Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks
- Signage and gateway elements
  - Gateway sign and landscaping at Langhorn St and Lucile Ave
  - Signage at I-20 off-ramp directing drivers to the neighborhood
- Public transit improvements
  - Develop BeltLine transit corridor with light rail as outlined in the *BeltLine Abernathy-Cascade Master Plan*
  - Placement of Westview BeltLine transit stop at Enota Park, as recommended in the *BeltLine Abernathy-Cascade Master Plan*
- Automobile improvements
  - Road-diet for Langhorn St: Reduce to a two-lane road
  - Improve street lighting (Cobrahead, color black)
  - Reconnect Greenwich St across the BeltLine corridor, as recommended in the *BeltLine Abernathy-Cascade Master Plan*
  - Create designated on-street parking
  - Redesign the connection to Westview Dr



An artist rendering shows how the proposed redevelopment of Langhorn St and the expansion of Enota Park may look. Looking north.  
Source: Atlanta BeltLine SA1: Abernathy-Cascade Master Plan



# LANGHORN STREET & ATLANTA BELTLINE CORRIDOR





Langhorn St is an unwelcoming six-lane road that separates the Westview and West End neighborhoods. A road-diet would create a safer environment for both pedestrians and automobiles.



A vacant parcel of land between Langhorn St and the BeltLine transit corridor is a potential redevelopment opportunity for high-density residential/mixed-use.



The newly constructed BeltLine multi-use trail parallels a portion of Langhorn St. The trail would benefit from a green buffer to shield it from the road.



When developed, the BeltLine light-rail will provide service to the community via a stop along Langhorn St.

## Section 6.4: Cascade Ave and Beecher St Commercial District

The Cascade Ave and Beecher St commercial district is located at the southwestern corner of the Westview neighborhood. The district is made up of a small collection of underutilized human-scale buildings that could be redeveloped to create a vibrant neighborhood destination.



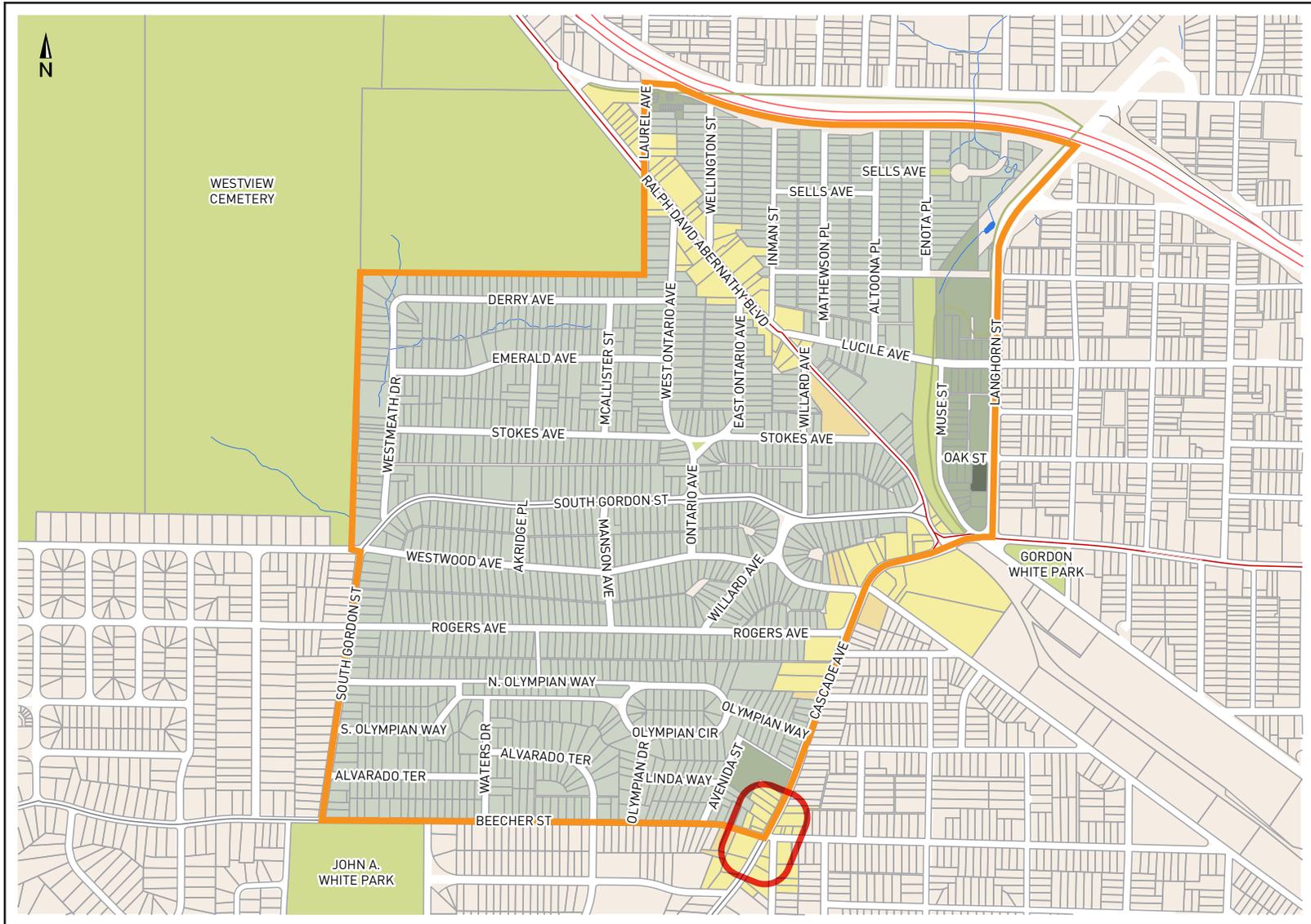
**Historic human-scale buildings** at the intersection of Cascade Ave and Beecher St.

The *Campbellton-Cascade Corridors Redevelopment Plan* (2006) identified this node as a catalyst site for redevelopment. The plan calls for the redevelopment of vacant and underutilized properties to create “small-scale neighborhood oriented retail and/or residential.” The plan also addresses streetscape improvements and traffic calming measures along Cascade Ave.

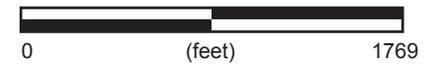
### Recommended Projects

- Rezone from C1 to Neighborhood Commercial (NC) as recommended in the *Campbellton-Cascade Corridors Redevelopment Plan*
- Economic development
  - Develop a business recruitment package to attract local businesses
  - Desired uses include:
    - Restaurants, cafes, bars, pubs, ice cream parlor
    - Boutiques
    - Corner grocery store
    - Services, such as tailor, shoe repair, cleaners

- Preservation/restoration/rehabilitation of historic store fronts at the intersection of Cascade Ave and Beecher St
- Pedestrian and bicycle improvements
  - Upgrade all crosswalks to GDOT standards along Cascade Ave
  - Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks
  - Install pedestrian lighting (Type “C”, color black)
  - Widen sidewalks to a minimum of twelve feet along Cascade Ave
  - Install granite curbs
  - Install bicycle racks
  - Plant trees (30 feet apart) and landscaping to create a buffer between automobile traffic and pedestrians
  - Install benches to create pedestrian rest areas (Victor-Stanley style C-96, eight feet long, center armrest, color black)
  - Install trash receptacles (Victor-Stanley style SD-42, color black)
  - Continue bicycle accommodations and facilities along Cascade Ave, which is identified as a Core Bicycle Connection in the adopted *Connect Atlanta Plan*
- Public transit improvements
  - Install bus shelters with seating at bus stops
  - Place trash receptacles at bus stops
  - Relocate existing MARTA bus stops to the far side of intersections to improve pedestrian safety, reduce unnecessary traffic congestion, and maximize on-street parking opportunities
- Automobile improvements
  - Improve street lighting (Cobrahead, color black) along Cascade Ave
  - Improve on-street parking
  - Formulate an off-street parking plan
  - Cascade Ave road-diet with bicycle lanes, a center turn lane, and landscaped pedestrian refuge islands as recommended in the *Campbellton-Cascade Corridors Redevelopment Plan*



# CASCADE AVE & BEECHER ST COMMERCIAL DISTRICT



## Section 6.5: Residential



**Altoona Place** showcases the typical housing stock found in Westview. The improved sidewalks are an example of what neighbors would like to see throughout the entire Westview neighborhood.

The Westview neighborhood consists of a relatively intact collection of single-family homes varying in architectural style, including Craftsman Bungalows, Four-Square, Tudor, Minimal Traditional, American Small House, and Ranch. There is limited in-fill housing and a few vacant lots. The housing stock defines the character and historic context of the neighborhood.

The current state of housing varies from severely dilapidated to newly restored, with the majority of the homes maintained but in need of some repairs. Most homes are over 50 years old and have not been upgraded to modern standards.

The neighborhood contains a large number of rental properties, but the number of owner-occupied homes is on the rise. The increase of homeowners has helped to strengthen the long-term stability of the neighborhood, reduce crime, and improve the overall quality of life of the residents.

Many of the residential streets are wide enough to easily provide on-street parking on either side of the road. The width allows vehicular traffic to easily navigate the neighborhood, but it also allows for excessive speeding. Traffic studies conducted by the Department of Public Works along various streets have shown that traffic calming measures are greatly needed to combat this issue. Traffic calming would also help reduce the amount of through-traffic from Cascade Ave to Ralph David Abernathy Blvd.

## Recommended Projects

- Install traffic calming throughout the neighborhood to reduce speeding and through-traffic as recommended in the *Campbellton-Cascade Corridors Redevelopment Plan*
  - Mid-block elevated crosswalks that serve as speed humps
  - Elevated intersections at four-way stops
  - Landscaped bulb-outs at intersections
- Maintain the historic character of the neighborhood
  - Promote the preservation/restoration/rehabilitation of historic single-family homes
  - Apply for National Register of Historic Places designation
- Preserve and restore single-family use
  - Reduce the use of single-family homes as multi-family properties
  - Increase owner-occupied homes to create a stable balance between renters and homeowners
- Develop higher density residential and mixed-use
  - Around the BeltLine transit stops: Proposed Enota Park and Kroger CitiCenter shopping complex
  - In neighborhood commercial districts
- Sidewalk and curb improvements
  - Install granite curbs on all streets
  - Support the walkability of the neighborhood by repairing and installing standard six-foot concrete sidewalks with four foot landscape strips on all streets
- Landscape improvements
  - Maintain the hardwood tree canopy
  - Maintain and create new planted traffic triangles
  - Plant a diversity of under-canopy trees along all residential streets

- Make long blocks shorter by creating new street connections based on opportunity afforded with the current state of underutilized, vacant and/or foreclosed properties: Stokes Ave to South Gordon St, Westwood Ave to Rogers Ave, and Rogers Ave to Olympian Way
- South Gordon St improvements
  - Six foot landscape strips
  - Canopy trees planted along the street where possible
  - Benches (Victor-Stanley style C-96, eight feet long, center armrest, color black)
  - Install bicycle lanes

- Multi-family building heights
  - Buildings within 150 feet of an R-1 through R-5 shall have a maximum of three stories and a height of 42 feet
  - Buildings between 150 feet and 300 feet from an R-1 through R-5 shall have a maximum of five stories and a height of 66 feet
  - Mezzanines and lofts shall be considered a story
- Develop an outreach program to encourage/attract realtors and buyers



Westview has a variety of housing options, including Craftsman Bungalow, Four-Square, Cottage, American Small House, Tudor, Ranch, multi-family apartments, and limited modern infill.



Current intersections are dangerous for pedestrians because of speeding and through-traffic. Vehicles often run the stop sign at South Gordon St and Ontario Ave.



Raised crosswalks made of stone act as speed humps, and landscaped bulbouts help narrow the street width. Example from Serenbe in Palmetto, GA.



South Gordon St is a wide road that runs east to west through the middle of the neighborhood.



South Gordon St could become a defining street in the Westview neighborhood by expanding the landscape strips and planting canopy trees. Example from St. Augustine, FL.



A historic home on East Ontario Ave was rundown and in need of major repairs.



A historic renovation saved the home and maintained its original character.



The sidewalks along East Ontario Ave were cracked and there were no curbs.



Councilmember CT Martin helped the community find funding to replace the sidewalks and install new curbs. This helped spur growth along the street.

## Section 6.6: Parks and Green Spaces

Westview currently has limited access to green spaces in the neighborhood, but various plans and opportunities exist to develop parks, community gardens, urban farms, and outdoor activity centers.



The *BeltLine Abernathy-Cascade Master Plan* calls to expand **Enota Playlot** on Enota Pl into a 10-acre park with an event lawn, multipurpose field, playground, and more.

The Enota Playlot on Enota Place has extensive playground equipment, but due to its location on a dead-end street, the access is very limited. As a result, neighborhood children are underserved. The *BeltLine Abernathy-Cascade Master Plan* outlines the expansion of Enota Park to a 10-acre green space. The proposed expansion would also dramatically increase access to the park for the Westview and West End neighborhoods.

The newly constructed BeltLine Trail meanders through the eastern side of the neighborhood. The construction of the multi-use trail in 2010 added a significant amount of green space to the neighborhood by redeveloping an underutilized parcel of land paralleling the BeltLine transit corridor and Muse St.

Ontario Park, located at the intersection of Ontario Ave and Stokes Ave, is a small-scale green space with landscaping and benches. It is maintained by the Westview Community Organization's Beautification Committee.

At the intersection of South Gordon St and Ralph David Abernathy Blvd are two landscaped traffic triangles that welcome visitors and residents to the neighborhood. Seasonal plantings are done by the Westview Community Organization's Beautification Committee. Additionally, at the intersection of Willard Ave and South Gordon St is an un-landscaped traffic triangle. The

Beautification Committee is working to improve this green space.

In 2010 the Westview Community Organization created a community garden on South Gordon St. The garden allows the community to come together to grow food, promote healthy eating, and learn about gardening. The land is leased to the Westview Community Organization for a minimal fee.

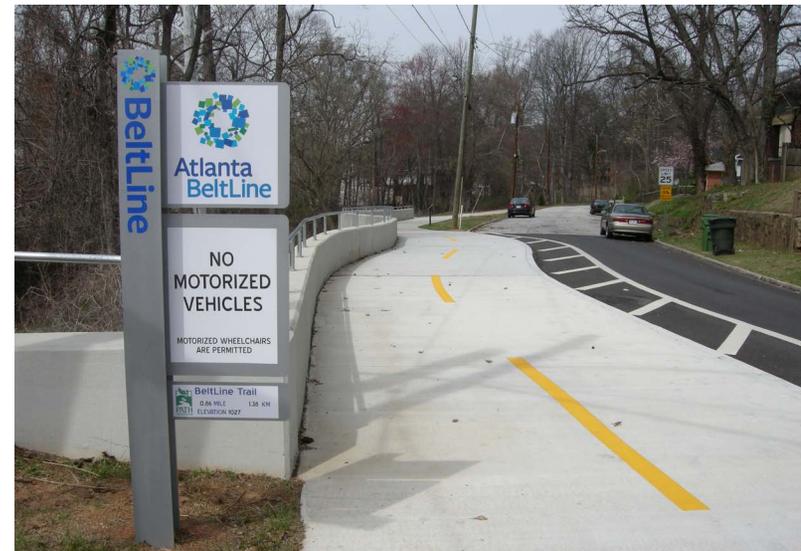
There are multiple opportunities to create more green space in the neighborhood. The *Campbellton-Cascade Corridors Redevelopment Plan* recommended the creation of Olympian Park on vacant parcels between North and South Olympian Way. A neglected property on Stokes Ave was donated to the community to create a pocket park. Additional vacant land throughout the neighborhood could be used to create further green spaces.

### Recommended Projects

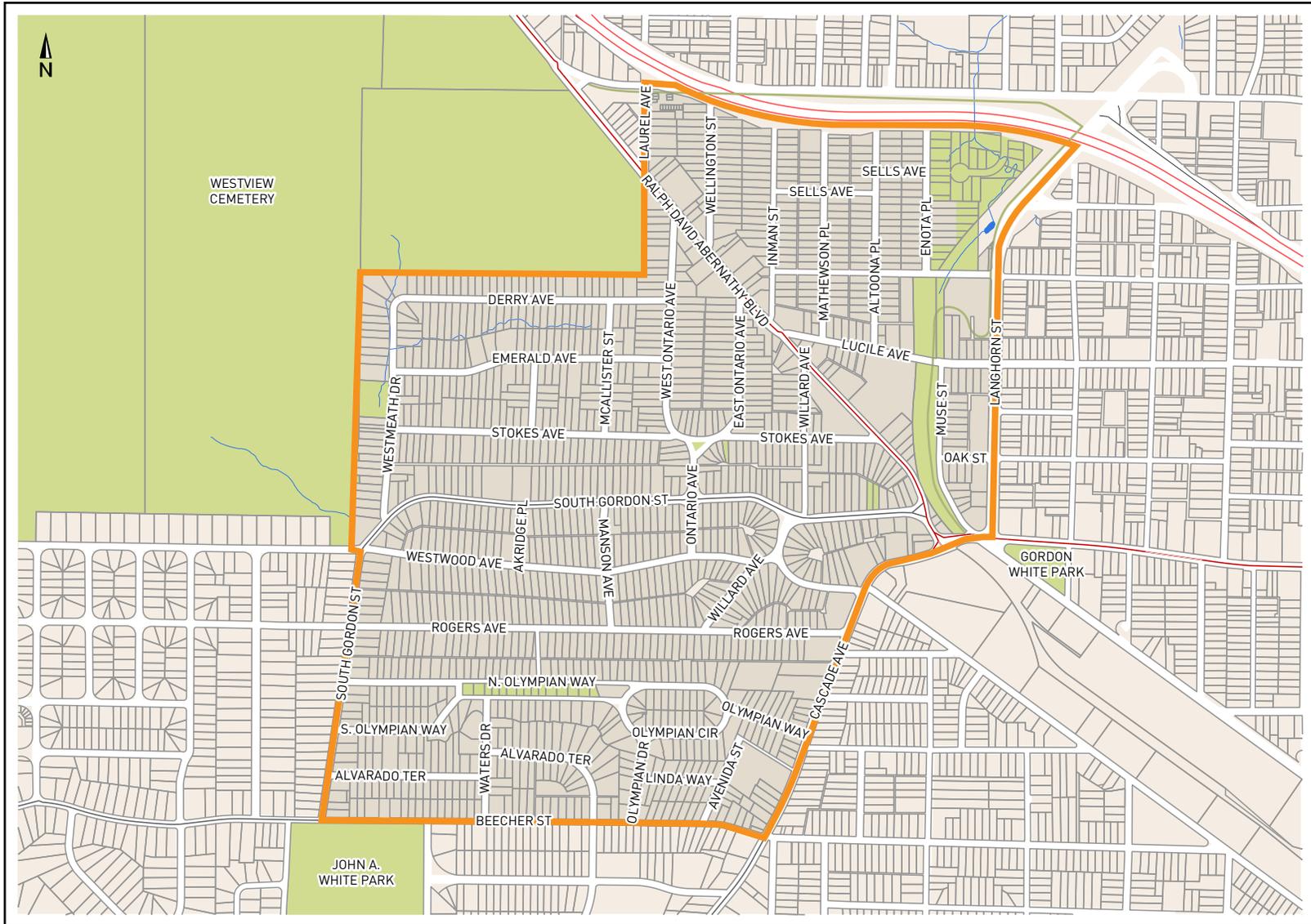
- Expand Enota Park into a 10-acre green space adjacent to the BeltLine
  - Event lawn with performance stage
  - Dog park
  - Basketball court
  - Playground
  - Multi-purpose field
  - Woodland preserve, preserving as many trees as possible
  - Stream restoration
  - Trails
  - Community garden
  - Restrooms
  - Lighting
  - Bicycle racks
  - Benches/seating areas
  - Picnic area
  - Buffer to I-20

- Create Olympian Park between North Olympian Way and South Olympian Way (City of Atlanta has acquired some lots in accordance with the *Campbellton-Cascade Corridors Redevelopment Plan*)
  - Basketball court
  - Community garden
  - Playground
  - Benches/seating areas
  - Water element
  - Walking paths
- Construct gateway elements:
  - Langhorn St and Lucile Ave
  - Ralph David Abernathy Blvd and Cascade Ave
  - Ralph David Abernathy Blvd and Laurel Ave
  - South Gordon St and Beecher St
  - Beecher St and Cascade Ave
- Redevelop small triangle lot at the corner of Ralph David Abernathy Blvd and Lucile Ave as a landscaped plaza with a gateway element
- Identify vacant land for new community gardens, pocket parks, and urban farms (e.g. 1501 South Gordon St and 452 West Ontario Ave)
- Construct a pocket park at 1556 Stokes Ave, owned by University Community Development Corporation on behalf of the neighborhood
- Appropriate uses for pocket parks would include:
  - Ponds
  - Picnic tables
  - Benches
  - Sandboxes
  - Meditation spaces
  - Small play lots/swing sets
  - Vegetable gardens/edible landscaping
  - Mulch paths or recycled tire paths

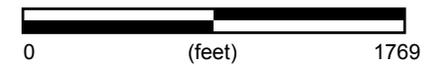
- Install landscaping along the BeltLine Trail at the I-20 overpass on Westview Dr
- Westview Neighborhood Trail connecting Ralph David Abernathy Blvd and Cascade Ave via the Westview Cemetery and John A. White Park as recommended in the *BeltLine Abernathy-Cascade Master Plan*
- Repurpose large vacant lot on Westmeath Dr into a pocket park/nature preserve



The Westview segment of the BeltLine multi-use trail was constructed in 2010 by the PATH Foundation.



## PARKS AND GREEN SPACES





Atlanta BeltLine

BeltLine Subarea 1

Enota Park Master Plan

Prepared by

**T S W**  
 TRANSPORTATION STRATEGISTS WITH GRICE & ASSOCIATES, INC. and SIMAN DENZ ARCHITECTS

August 26, 2010

SCALE IN FEET 1" = 50'

0 25 50 75 100

The *BeltLine Abernathy-Cascade Master Plan* calls for the expansion of Enota Park and the redevelopment of Langhorn St.  
 Source: Atlanta BeltLine SA1: Abernathy-Cascade Master Plan



Vacant land at the intersection of Langhorn St and Lucile Ave.



The land is perfectly situated for a landscaped gateway element to welcome residents and visitors to the neighborhood. Example from Loyola Park, Chicago, IL.



A dilapidated property at 1556 Stokes Ave was donated to the community via UCDC to create a pocket park.



The community hopes to demolish the property and turn it into a small pocket park with landscaping, benches, and paths. Example from Neumarkt, Germany.



A large parcel of undeveloped land on Westmeath Dr could be turned into a nature preserve with woodchip paths and benches.



Ontario Park is a small landscaped green space maintained by the Westview Community Organization's Beautification Committee.



The Westview Community Garden on South Gordon St allows neighbors to grow their own food and provides a positive use of vacant land.

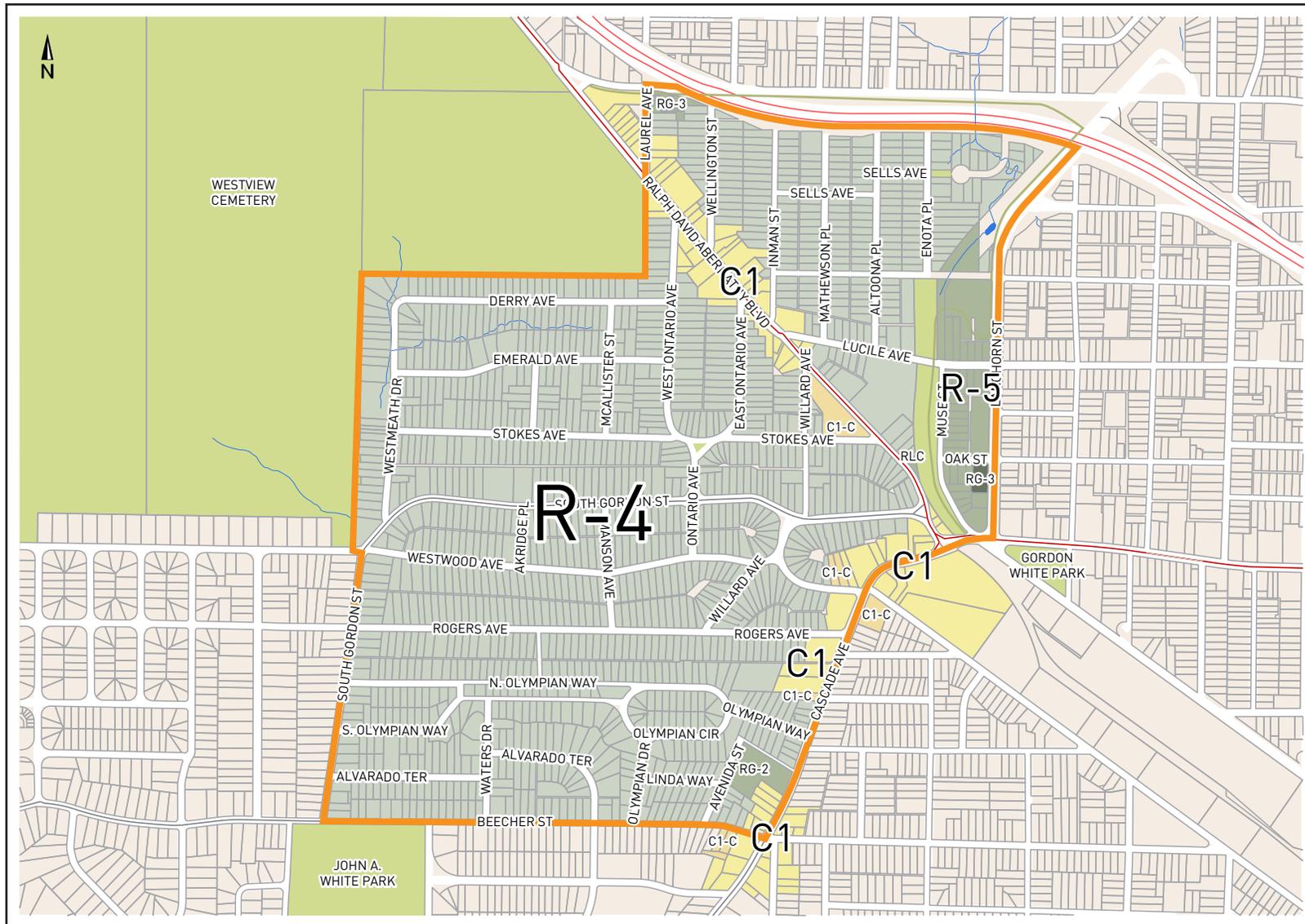


Vacant parcels between North and South Olympian Way were identified as a possible green space in the *Campbellton-Cascade Corridors Redevelopment Plan*. Neighbors already use the land as a make-shift park.

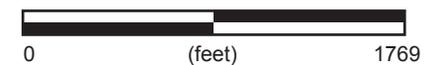


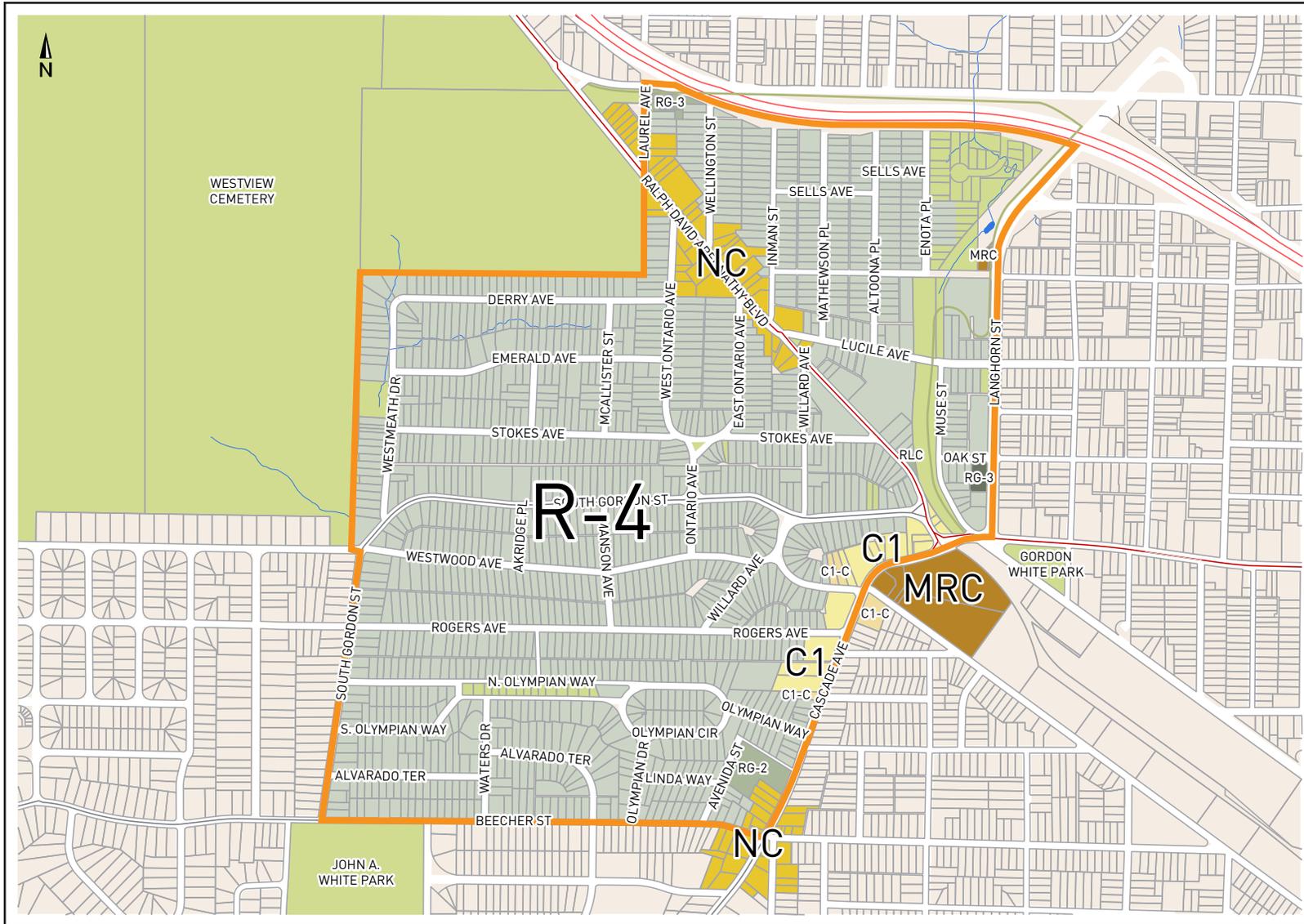
# **Section 7: Zoning and Land Use Maps**

Westview Master Plan: 2011

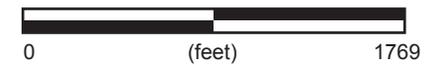


# WESTVIEW CURRENT ZONING MAP: 2011





# WESTVIEW FUTURE ZONING MAP





# **Section 8: Implementation**

Westview Master Plan: 2011

## Section 8.1: Ralph David Abernathy Blvd and Lucile Ave Commercial District

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
RDA-001	Rezone to Neighborhood Commercial (NC)	Create legislation to rezone the commercial district along Ralph David Abernathy Blvd between Westview Dr and Willard Ave to Neighborhood Commercial (NC)	Department of Planning and Community Development	Zoning/Land Use		10 and 4	T	1-5 years
RDA-002	Rezone C-1 to R-4	Rezone Parcel ID 14 -0149-0008-005-4 (433 East Ontario Ave) to R-4 (Single-family home)	Department of Planning and Community Development	Zoning/Land Use		10	T	1-5 years
RDA-003	Rezone C-1-C to R4	Rezone Parcel ID 14 -0140-0007-070-8 (1450 Ralph David Abernathy Blvd) to R-4 (Church)	Department of Planning and Community Development	Zoning/Land Use		10	T	1-5 years
RDA-004	Create a Westview Business Association	Create a Business Association to support and encourage economic development	Neighborhood	Other	Economic Development	10 and 4	T	1-5 years
RDA-005	Develop a business recruitment package to attract local businesses	Develop a business recruitment package to support and encourage economic development	Neighborhood	Other	Economic Development	10 and 4	T	1-5 years
RDA-006	Preservation, restoration, rehabilitation of historic storefronts	Presere, restore and rehabilitate historic storefronts to maintain the character of the neighborhood	Private/City of Atlanta	Other	Preservation	10 and 4	T	On-going
RDA-007	Redevelopment of two large underutilized parcels on the north side of Ralph David Abernathy Blvd	Redevelop Parcel ID 14 -0149-0002-031-6 (1549 Ralph David Abernathy Blvd) and Parcel ID 14 -0149-0002-063-9 (1533 Ralph David Abernathy Blvd) as mixed-use with stores on the first floor and residential above	Private	Other	Redevelopment	4	T	5-10 years
RDA-008	General Crosswalk Upgrades	Upgrade all crosswalks to GDOT standards and install pedestrian crossing signs along Ralph David Abernathy Blvd	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
RDA-009	Unsignalized Crosswalk Upgrades	Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
RDA-010	Bulbouts	Install landscaped bulb-outs at crosswalks	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
RDA-011	Sidewalk Widening	Widen sidewalks to a minimum of twelve feet	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
RDA-012	Sidewalk Repair	Replace or repair the sidewalks along Lucile Ave between Ralph David Abernathy Blvd and Langhorn St	Department of Public Works	Transportation	Pedestrian Facility	4	T	1-5 years

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
RDA-013	Curb Upgrades	Install granite curbs along Ralph David Abernathy Blvd between Westview Dr and Cascade Ave; and along Lucile Ave between Ralph David Abernathy Blvd and Langhorn St	Department of Public Works	Transportation	Streetscape	10 and 4	T	1-5 years
RDA-014	Pedestrian Lighting Ralph David Abernathy Blvd	Install pedestrian lighting (Type "C", color black) along Ralph David Abernathy Blvd between Westview Dr and Stokes Ave	Department of Public Works	Transportation	Streetscape	10 and 4	T	1-5 years
RDA-015	Pedestrian Lighting Lucile Ave	Install pedestrian lighting (Type "C", color black) along Lucile Ave between Ralph David Abernathy Blvd and Mathewson Pl	Department of Public Works	Transportation	Streetscape	4	T	1-5 years
RDA-016	Street Trees	Plant Princeton Elm trees (30 feet apart) to create a buffer between automobile traffic and pedestrians along Ralph David Abernathy Blvd between Westview Dr and Stokes Ave	Department of Public Works and Trees Atlanta	Transportation	Streetscape	10 and 4	T	1-5 years
RDA-017	Street Furniture	Install benches (Victor-Stanley style C-96, eight feet long, center armrest, color black) and trash receptacles (Victor-Stanley style SD-42, color black) along Ralph David Abernathy Blvd between Westview Dr and Stokes Ave	Department of Public Works	Transportation	Streetscape	10 and 4	T	1-5 years
RDA-018	Bicycle Accommodations and Facilities	Identify bicycle accommodations and facilities along Ralph David Abernathy Blvd	Department of Public Works	Transportation	Bicycle Facility	10 and 4	T	1-5 years
RDA-019	Bicycle Racks	Install bicycle racks near the intersection of Ralph David Abernathy Blvd and Lucile Ave	Department of Public Works	Transportation	Bicycle Facility	10 and 4	T	1-5 years
RDA-020	BeltLine Bicycle Connection	Connect the BeltLine Trail with the Ralph David Abernathy Blvd and Lucile Ave commercial district via a bike route along Lucile Ave	Department of Public Works	Transportation	Bicycle Facility	4	T	1-5 years
RDA-021	Relocate Existing Bus Stops	Relocate existing MARTA bus stops to the far side of intersections to improve pedestrian safety, reduce unnecessary traffic congestion, and maximize on-street parking opportunities	MARTA	Transportation	Transit	10 and 4	T	1-5 years
RDA-022	Bus Shelters	Install bus shelters with seating at bus stops where appropriate	MARTA	Transportation	Transit	10 and 4	T	1-5 years
RDA-023	Bus Stop Trash Receptacles	Place trash receptacles at bus stops	MARTA/ Department of Public Works	Transportation	Transit	10 and 4	T	1-5 years
RDA-024	Street Lighting	Improve street lighting (Cobrahead, color black) along Ralph David Abernathy Blvd between Westview Dr and Cascade Ave	Department of Public Works	Transportation	Street Lighting	10 and 4	T	1-5 years
RDA-025	Improve On-Street Parking	Create designated on-street parking along Ralph David Abernathy Blvd	Department of Public Works	Transportation	Parking	10 and 4	T	1-5 years

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
RDA-026	Off-Street Parking Plan	Create an off-street parking plan that allows businesses to share parking lots	Private/ Department of Planning and Community Development/ Neighborhood	Transportation	Parking	10 and 4	T	1-5 years
RDA-027	New Park/Plaza	Redevelop small triangle lot (Parcel ID 14 -0140-0007-001-3) at the corner of Ralph David Abernathy Blvd and Lucile Ave as a landscaped plaza/park with a gateway element	Department of Parks, Recreation, and Cultural Affairs	Parks	Land Acquisition	4	T	1-5 years

## Section 8.2: Ralph David Abernathy Blvd and Cascade Ave Commercial Corridor

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
CAS-001	Kroger CitiCenter Rezoning	Change land use and zoning on the Kroger CitiCenter site to higher density mixed residential commercial (MRC)	Department of Planning and Community Development	Zoning/Land Use		4	T	5-10 years
CAS-002	Kroger CitiCenter Redevelopment	Redevelop the Kroger CitiCenter shopping complex into a mixed-use residential-commercial district with a maximum of three stories and a height of 42 feet along the street, and step-up to six to nine stories	Private	Other	Redevelopment	4	T	5-10 years
CAS-003	Preservation, restoration, rehabilitation of historic storefronts	Preservation/restoration/rehabilitation of historic buildings at the intersection of Cascade Ave and Ralph David Abernathy Blvd: Old pharmacy, old fire station 17, diner/soda shop, and storefronts at Ralph David Abernathy Blvd and South Gordon St	Private and City of Atlanta	Other	Preservation	10 and 4	T	On-going
CAS-004	General Crosswalk Upgrades	Upgrade all crosswalks to GDOT standards and install pedestrian crossing signs along Cascade Ave and Ralph David Abernathy Blvd	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
CAS-005	Unsignalized Crosswalk Upgrades	Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
CAS-006	Channelized Pedestrian Islands	Install channelized pedestrian islands in NW & NE corners of Westwood Ave/Donnelly Ave/Cascade Ave intersection	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
CAS-007	Curb Upgrades	Install granite curbs along Cascade Ave between Ralph David Abernathy Blvd and Beecher St, and along Ralph David Abernathy Blvd between Cascade Ave and Langhorn St	Department of Public Works	Transportation	Streetscape	10 and 4	T	5-10 years

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
CAS-008	Pedestrian Lighting Cascade Ave	Install pedestrian lighting (Type "C", color black) along Cascade Ave between Ralph David Abernathy Blvd and Beecher St	Department of Public Works	Transportation	Streetscape	10 and 4	T	5-10 years
CAS-009	Pedestrian Lighting Ralph David Abernathy Blvd	Install pedestrian lighting (Type "C", color black) along Ralph David Abernathy Blvd between Cascade Ave and Langhorn St	Department of Public Works	Transportation	Streetscape	4	T	5-10 years
CAS-010	Street Trees	Plant trees (30 feet apart) to create a buffer between automobile traffic and pedestrians along Cascade Ave between Ralph David Abernathy Blvd and Beecher St, and along Ralph David Abernathy Blvd between Cascade Ave and Langhorn St	Department of Public Works and Trees Atlanta	Transportation	Streetscape	10 and 4	T	5-10 years
CAS-011	Muse St Landscaping	Plant landscaping at the intersection of Muse St and Ralph David Abernathy Blvd	Neighborhood	Other	Streetscape	4	T	1-5 years
CAS-012	Street Furniture	Install benches (Victor-Stanley style C-96, eight feet long, center armrest, color black) and trash receptacles (Victor-Stanley style SD-42, color black) along Cascade Ave between Ralph David Abernathy Blvd and Beecher St, and along Ralph David Abernathy Blvd between Cascade Ave and Langhorn St	Department of Public Works	Transportation	Streetscape	10 and 4	T	5-10 years
CAS-013	Bicycle Accommodations and Facilities	Identify bicycle accommodations and facilities along Cascade Ave	Department of Public Works	Transportation	Bicycle Facility	10 and 4	T	1-5 years
CAS-014	Bicycle Racks	Install bicycle racks near the intersection of Cascade Ave and Ralph David Abernathy Blvd	Department of Public Works	Transportation	Bicycle Facility	10 and 4	T	5-10 years
CAS-015	Relocate Existing Bus Stops	Relocate existing MARTA bus stops along Cascade Ave to the far side of intersections to improve pedestrian safety, reduce unnecessary traffic congestion, and maximize on-street parking opportunities	MARTA	Transportation	Transit	10 and 4	T	1-5 years
CAS-016	Bus Shelters	Install bus shelters with seating at bus stops where appropriate along Cascade Ave	MARTA	Transportation	Transit	10 and 4	T	1-5 years
CAS-017	Bus Stop Trash Receptacles	Place trash receptacles at bus stops along Cascade Ave	MARTA and Department of Public Works	Transportation	Transit	10 and 4	T	1-5 years
CAS-018	Kroger CitiCenter Transit Center	Construct a neighborhood transit center at Kroger CitiCenter to provide seamless transfers between the BeltLine transit and MARTA bus service	Atlanta BeltLine and MARTA	Transportation	Transit	4	T	5-10 years
CAS-019	BeltLine Transit	Develop BeltLine transit corridor with light rail	Atlanta BeltLine	Transportation	Transit	4	T	5-10 years
CAS-020	Street Lighting	Improve street lighting (Cobrahead, color black) along Cascade Ave between Ralph David Abernathy Blvd and Beecher St, and along Ralph David Abernathy Blvd between Cascade Ave and Langhorn St	Department of Public Works	Transportation	Street Lighting	10 and 4	T	5-10 years

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
CAS-021	Turn Signal Installation	Install a left-turn signal from Cascade Ave onto Ralph David Abernathy Blvd	Department of Public Works	Transportation	Signalization and Signage	10 and 4	T	1-5 years
CAS-022	Ralph David Abernathy Blvd Street Extension	Extend Ralph David Abernathy Blvd south across Cascade Ave and the Kroger CitiCenter shopping complex to connect with Donnelly Ave	Department of Public Works	Transportation	New Roadway	4	T	5-10 years
CAS-023	Cascade Ave Gateway Element	Construct a neighborhood gateway element near the intersection of Cascade Ave/Ralph David Abernathy Blvd/Muse St	Department of Public Works	Transportation	Signalization and Signage	4	T	1-5 years

## Section 8.3: Langhorn St and Atlanta BeltLine Corridor

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
LAN-001	Langhorn St Rezoning	Rezone Parcel ID 14 -0140-0002-053-9 between Langhorn St and the BeltLine corridor to MRC	Department of Planning and Community Development	Zoning/Land Use		4	T	5-10 years
LAN-002	Unsignalized Crosswalk Upgrades	Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks along Langhorn St	Department of Public Works	Transportation	Pedestrian Facility	4	T	1-5 years
LAN-003	Bulbouts	Install landscaped bulb-outs at crosswalks along Langhorn St	Department of Public Works	Transportation	Pedestrian Facility	4	T	1-5 years
LAN-004	Sidewalk Widening	Widen sidewalks to a minimum of twelve feet along Langhorn St	Department of Public Works	Transportation	Pedestrian Facility	4	T	1-5 years
LAN-005	Curb Upgrades	Install granite curbs along Langhorn St	Department of Public Works	Transportation	Streetscape	4	T	1-5 years
LAN-006	Pedestrian Lighting Langhorn St	Install pedestrian lighting (Type "C", color black) along Langhorn St	Department of Public Works	Transportation	Streetscape	4	T	1-5 years
LAN-007	Street Trees	Plant trees (30 feet apart) to create a buffer between automobile traffic and pedestrians along Langhorn St	Department of Public Works and Trees Atlanta	Transportation	Streetscape	4	T	1-5 years
LAN-008	Bicycle Accommodations and Facilities	Install marked on-road bicycle lanes and associated signage along Langhorn Street, as part of road-diet project	Department of Public Works	Transportation	Bicycle Facility	4	T	1-5 years
LAN-009	Bicycle Racks	Install bicycle racks near the proposed BeltLine transit stop	Department of Public Works	Transportation	Bicycle Facility	4	T	1-5 years
LAN-010	Street Lighting	Improve street lighting (Cobrahead, color black) along Langhorn St	Department of Public Works	Transportation	Street Lighting	4	T	1-5 years

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
LAN-011	Improve On-Street Parking	Create designated on-street parking along Langhorn St	Department of Public Works	Transportation	Parking	4	T	1-5 years
LAN-012	Langhorn St Road-Diet	Reduce Langhorn St from a six-lane road to a two-lane road with left-turn and/or right-turn lanes where necessary	Department of Public Works	Transportation	Traffic Calming	4	T	1-5 years
LAN-013	Greenwich St Road Extension	Reconnect Greenwich St across the BeltLine corridor	Department of Public Works	Transportation	New Roadway	4	T	1-5 years
LAN-014	Westview Dr Reconfiguration	Redesign the connection from Langhorn St to Westview Dr	Department of Public Works	Transportation	Reconfiguration	4	T	5-10 years
LAN-015	Lucile Ave Gateway Element	Construct a neighborhood gateway element and plant landscaping at Langhorn St and Lucile Ave	Department of Public Works	Transportation	Signalization and Signage	4	T	1-5 years
LAN-016	I-20 Signage	Install signage at I-20 off-ramp directing drivers to the Westview neighborhood	Department of Public Works	Transportation	Signalization and Signage	4	T	1-5 years

## Section 8.4: Cascade Ave and Beecher St Commercial District

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
BEE-001	Rezone to Neighborhood Commercial (NC)	Create legislation to rezone the commercial district at the intersection of Cascade Ave and Beecher St to Neighborhood Commercial (NC)	Department of Planning and Community Development	Zoning/Land Use		10 and 4	T & S	1-5 years
BEE-002	Preservation, restoration, rehabilitation of historic storefronts	Presere, restore and rehabilitate historic storefronts to maintain the character of the neighborhood	Private/City of Atlanta	Other	Preservation	10 and 4	T & S	On-going
BEE-003	General Crosswalk Upgrades	Upgrade all crosswalks to GDOT standards and install pedestrian crossing signs at the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T & S	1-5 years
BEE-004	Unsignalized Crosswalk Upgrades	Install rectangular rapid flash beacons (RRFBs) at unsignalized pedestrian crosswalks along Beecher St	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T & S	1-5 years
BEE-005	Pedestrian Lighting Lucile Ave	Install pedestrian lighting (Type "C", color black) at the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Streetscape	10 & 4	T & S	1-5 years
BEE-006	Sidewalk Widening	Widen sidewalks to a minimum of twelve feet	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T & S	1-5 years
BEE-007	Curb Upgrades	Install granite curbs at the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Streetscape	10 and 4	T & S	1-5 years

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
BEE-008	Bicycle Racks	Install bicycle racks near the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Bicycle Facility	10 and 4	T & S	1-5 years
BEE-009	Street Trees	Plant trees (30 feet apart) to create a buffer between automobile traffic and pedestrians at the intersection of Cascade Ave and Beecher St	Department of Public Works and Trees Atlanta	Transportation	Streetscape	10 and 4	T & S	1-5 years
BEE-010	Street Furniture	Install benches (Victor-Stanley style C-96, eight feet long, center armrest, color black) and trash receptacles (Victor-Stanley style SD-42, color black) at the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Streetscape	10 and 4	T & S	1-5 years
BEE-011	Bicycle Accommodations and Facilities	Continue bicycle accommodations and facilities along Cascade Ave	Department of Public Works	Transportation	Bicycle Facility	10 and 4	T & S	1-5 years
BEE-012	Bus Shelters	Install bus shelters with seating at bus stops where appropriate	MARTA	Transportation	Transit	10 and 4	T & S	1-5 years
BEE-013	Bus Stop Trash Receptacles	Place trash receptacles at bus stops	MARTA/ Department of Public Works	Transportation	Transit	10 and 4	T & S	1-5 years
BEE-014	Relocate Existing Bus Stops	Relocate existing MARTA bus stops to the far side of intersections to improve pedestrian safety, reduce unnecessary traffic congestion, and maximize on-street parking opportunities	MARTA	Transportation	Transit	10 and 4	T & S	1-5 years
BEE-015	Street Lighting	Improve street lighting (Cobrahead, color black) at the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Street Lighting	10 and 4	T & S	1-5 years
BEE-016	Improve On-Street Parking	Create designated on-street parking along Cascade Ave	Department of Public Works	Transportation	Parking	10 and 4	T & S	1-5 years
BEE-017	Off-Street Parking Plan	Create an off-street parking plan that allows businesses to share parking lots	Private/ Department of Planning and Community Development/ Neighborhood	Transportation	Parking	10 and 4	T & S	1-5 years
BEE-018	Cascade Ave Road-Diet	Reduce Cascade Ave from a four-lane road to a two-lane road with center left-turn lane from Beecher St to Olympian Way	Department of Public Works	Transportation	Traffic Calming	4	T & S	1-5 years (started)
BEE-019	Pedestrian Refuge Islands	Install landscaped pedestrian refuge/center islands near the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Traffic Calming and Pedestrian Facility	10 and 4	T & S	1-5 years
BEE-020	Beecher St Gateway Element	Construct a neighborhood gateway element and plant landscaping at the intersection of Cascade Ave and Beecher St	Department of Public Works	Transportation	Signalization and Signage	10 & 4	T & S	1-5 years

## Section 8.5: Residential

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
RES-001	Mid-Block Crosswalks	Install elevated granite/stone mid-block crosswalks throughout the neighborhood to reduce speeding and through-traffic	Department of Public Works	Transportation	Pedestrian Facility/Traffic Calming	10 and 4	T	1-5 years
RES-002	Elevated Intersections	Construct elevated intersection at South Gordon St and Ontario Ave with landscaped bulb-outs, elevated granite/stone crosswalks, and elevated asphalted crosswalk center	Department of Public Works	Transportation	Traffic Calming	10 and 4	T	1-5 years
RES-003	Bulb-Outs	Install landscaped bulb-outs at intersections	Department of Public Works	Transportation	Traffic Calming	10 and 4	T	1-5 years
RES-004	Street Connections	Make long blocks shorter by creating new street connections based on opportunity afforded with the current state of underutilized, vacant and/or foreclosed properties: Stokes Ave to South Gordon St, Westwood Ave to Rogers Ave, and Rogers Ave to Olympian Way	Department of Public Works	Transportation	New Roadway	10	T	1-5 years
RES-005	Sidewalk Additions	Install standard six-foot concrete sidewalks with four-foot landscape strips on Enota Pl, Sells Ave, Greenwich St, Muse St, Derry Ave, Emerald Ave, Westmeath Dr, Glendalough Pl, McAllister Dr, Manson Ave, Ackridge Pl, Marler Way, South Gordon St, North Olympian Way, South Olympian Way, Olympian Dr, Alvarado Ter, Waters Dr, and Beecher St	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
RES-006	Sidewalk Repairs	Repair hazardous sidewalks on all neighborhood streets	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	On-going
RES-007	Sidewalk Expansion	Extend sidewalks to standard six-foot width with four-foot landscape strips where possible across the neighborhood	Department of Public Works	Transportation	Pedestrian Facility	10 and 4	T	1-5 years
RES-008	Curb Upgrades	Install granite curbs on every street	Department of Public Works	Transportation	Streetscape	10 and 4	T	On-going
RES-009	Street Trees	Plant a diversity of under-canopy trees along all residential streets	Department of Public Works and Trees Atlanta	Transportation	Streetscape	10 and 4	T	On-going
RES-010	South Gordon St Landscape Strips	Extend landscape strips to six feet wide on South Gordon St	Department of Public Works	Transportation	Streetscape	10	T	1-5 years
RES-011	South Gordon St Street Trees	Plant canopy trees along South Gordon St where possible	Department of Public Works and Trees Atlanta	Transportation	Streetscape	10	T	1-5 years
RES-012	Tree Maintenance	Maintain the hardwood tree canopy	Trees Atlanta	Transportation	Streetscape	10 and 4	T	On-going

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
RES-013	South Gordon St Furniture	Install benches (Victor-Stanley style C-96, eight feet long, center armrest, color black) and trash receptacles (Victor-Stanley style SD-42, color black) along South Gordon St	Department of Public Works	Transportation	Streetscape	10	T	1-5 years
RES-014	South Gordon St Bicycle Accommodations	Install marked on-road bicycle lanes and associated signage along South Gordon St, as part of road-diet project	Department of Public Works	Transportation	Bicycle Facility	10	T	1-5 years
RES-015	Westwood Traffic Triangle	Install a landscaped traffic triangle at the intersection of Westwood Ave and Willard Ave	Department of Public Works/ Department of Parks, Recreation, and Cultural Affairs	Transportation/ Parks	Park Creation	10	T	1-5 years
RES-016	Traffic Triangle Maintenance	Maintain traffic triangles throughout the neighborhood	Neighborhood	Parks	Other	10 and 4	T	On-going
RES-017	Neighborhood Character	Maintain the historic character of the neighborhood by promoting the preservation, restoration, and rehabilitation of historic single-family homes	Neighborhood/ Department of Planning and Community Development	Preservation	Housing	10 and 4	T	On-going
RES-018	Historic Designation	Apply for National Register of Historic Places designation	Neighborhood	Preservation	Housing	10 and 4	T	1-5 years (started)
RES-019	Single-Family Zoning	Rezone R-5 properties along Langhorn St, Lucile Ave, and Muse St to R-4	Department of Planning and Community Development	Zoning/Land Use	Zoning	10 and 4	T	1-5 years
RES-020	Single-Family Land Use	Redesignate houses built as single-family homes to single-family land use	Department of Planning and Community Development	Zoning/Land Use	Land Use	10 and 4	T	1-5 years
RES-021	Owner Occupied Homes	Increase owner-occupied homes to create a stable balance between renters and homeowners	Neighborhood/ HomeFree-USA/Atlanta Development Authority	Other	Other	10 and 4	T	On-going
RES-022	Homeowners	Develop an outreach program to encourage/attract realtors and buyers	Neighborhood	Other	Other	10 and 4	T	On-going
RES-023	Multi-Family Building Heights	Restrict buildings within 150 feet of an R-1 through R-5 to have a maximum of three stories and a height of 42 feet; buildings between 150 feet and 300 feet from an R-1 through R-5 to have a maximum of five stories and a height of 66 feet; and for mezzanines and lofts to be considered a story	Department of Planning and Community Development	Zoning/Land Use	Other	10 and 4	T	1-5 years

## Section 8.6: Parks and Green Spaces

Project Number	Name	Description	Department	Category	Type	Council District	NPU	Priority
PRK-001	Enota Park Expansion	Expand Enota Playlot into a 10-acre green space adjacent to the BeltLine	Atlanta BeltLine and Department of Parks, Recreation and Cultural Affairs	Parks	Land Acquisition and Site Improvement	4	T	1-5 years
PRK-002	Olympian Park	Create Olympian Park between North Olympian Way and South Olympian Way	Department of Parks, Recreation and Cultural Affairs	Parks	Land Acquisition and Site Improvement	10	T	1-5 years
PRK-003	Community Gardens, Pocket Parks, and Urban Farms	Identify vacant land for new community gardens, pocket parks, and urban farms	Neighborhood, Department of Parks, Recreation and Cultural Affairs	Parks	Land Acquisition and Site Improvement	10 & 4	T	On-going
PRK-004	1556 Stokes Ave	Construct a pocket park at 1556 Stokes Ave	Neighborhood, University Community Development Corporation	Parks	Site Improvement	10	T	1-5 years
PRK-005	I-20 Overpass Landscaping	Install landscaping along the BeltLine Trail at the I-20 overpass on Westview Dr	Atlanta BeltLine and Department of Public Works	Transportation	Streetscape	10	T	1-5 years
PRK-006	Westview Neighborhood Trail	Construct a trail connecting Ralph David Abernathy Blvd and Cascade Ave via the Westview Cemetery and John A. White Park	Atlanta BeltLine	Parks	Land Acquisition and Site Improvement	10	T	5-10 years
PRK-007	Westmeath Dr Nature Preserve	Repurpose large vacant lot on Westmeath Dr into a pocket park/nature preserve	Department of Parks, Recreation and Cultural Affairs	Parks	Land Acquisition and Site Improvement	10	T	5-10 years

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## Westview Development Committee

Kenny Ellsworth, Chair  
Patrick Berry  
Steffi Langer-Berry  
Leslie Gage  
Tonyel Stewart  
Ayana Gabriel  
Scott Smith  
Mark Malaguerra  
Wesley Wills  
Clémentine Malta-Bey

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[www.nuspacemedia.com](http://www.nuspacemedia.com)

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Katherine Little

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Greg Ramsey, Village Habitat  
[www.villagehabitat.com](http://www.villagehabitat.com)

## Workshop Host

Ed Chang, KIPP STRIVE Academy  
[www.kippstrive.com](http://www.kippstrive.com)

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Doug Young, Assistant Director, Office of Planning  
Joshuah Mello, Assistant Director for Transportation, Office of Planning  
Enrique Bascuñana, Principal Planner, Office of Planning  
Karl Smith-Davids, Principal Planner, Office of Planning

Councilmember C.T. Martin, District 10  
Councilmember Clea Winslow, District 4

Nia Knowles, NPU-T Chair