

# 6.0 THE PREFERRED CONCEPT



# 6.0 THE PREFERRED CONCEPT

Great places have context-sensitive design, matching the right streets and public spaces with their surroundings and the people they serve. Peachtree Street takes on different characters and functions throughout the 1.25-mile study area, requiring different design approaches. Recommendations take existing and future contexts into account to create cohesive yet distinct public realms for each of the four character areas. Character area boundaries were adjusted slightly from the analysis phase, in line with deeper understanding developed through community conversations.

## The Shared Space

The community identified the **PEACHTREE CENTER AREA** (West Peachtree Street to John Wesley Dobbs Avenue) as the heart of the corridor and a prime opportunity to create an exceptional public space for Downtown Atlanta. The multimodal technical analysis also supported this area as the preferred location of the shared space. Most of this area is already developed at high levels of density, a land use pattern compatible with streets that prioritize walking, biking, and transit and a source of activity to keep a public space active and vibrant. It also has relatively low volumes of vehicular traffic, with many of the southbound trips on the corridor turning off Peachtree Street at Pine Street and many of the northbound trips exiting at Ellis Street. Hardy Ivy Park and Margaret Mitchell Square serve as gateways that help naturally define the shared space, sending visual cues that you are entering a special place.

## Surrounding Segments: Complete Streets

The surrounding segments play a significant role in setting the shared space up for success by creating gateways and a rhythm with predictability and a distinctive, cohesive character. Recommendations focus on creating safe, comfortable multimodal streets and transitioning vehicle traffic from four lanes north of North Avenue and south of Marietta Street to lower volumes approaching the shared space. In the **EMORY UNIVERSITY HOSPITAL AREA** (North Avenue to Pine Street) and **CONNECTOR CROSSING** (Pine Street to West Peachtree Street) a Complete Street approach is recommended, including wide sidewalks, protected light individual transport (LIT) lanes for cyclists and scooter riders, traffic calming measures, and aesthetic enhancements. South of John Wesley Dobbs Avenue in the **WOODRUFF PARK AREA**, a phased approach is recommended. In the near term, a restriping project will reduce the number of vehicular travel lanes to create expanded space for pedestrians and outdoor dining.

More information about recommendations for land use, urban design, transportation, activation and programming for each section is available beginning on page 229. All illustrations are preliminary concepts and are not for construction.

Figure 17. Recommended Street Design Summary by Segment

## Complete Street

- Segment 1: Emory University Hospital Midtown Area**  
Wide sidewalks, LIT lanes, 2 vehicle travel lanes + center turn lane
- Segment 2: Connector Crossing**  
Wide sidewalks, LIT lanes, 2 vehicle travel lanes + median

## Shared Space

- Segment 3: Peachtree Center Area**  
Shared space for pedestrians, cyclists, and slow moving vehicles, with pedestrian-only comfort zones on edges

## Complete Street

- Segment 4: Woodruff Park Area**  
Complete street with generous sidewalks and outdoor seating in the near term, becoming a shared space in the long term





**Shared Space**

# PEACHTREE CENTER AREA

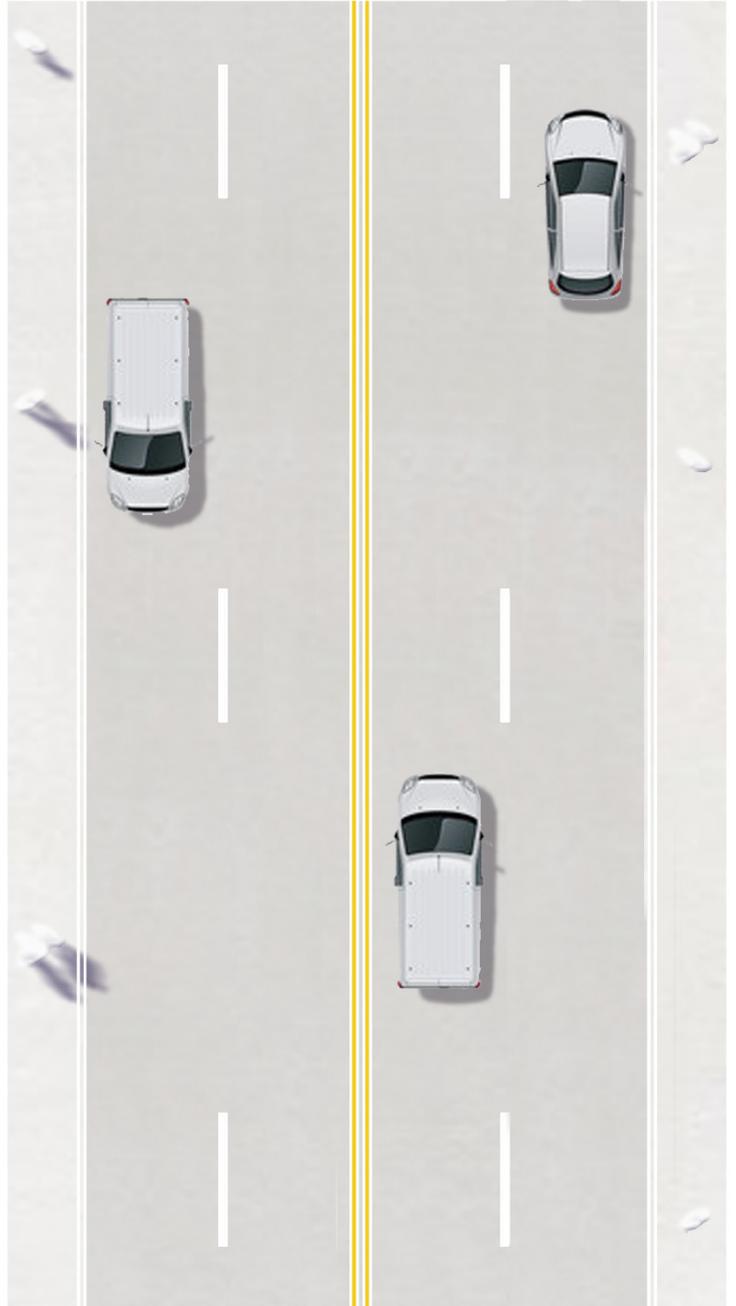
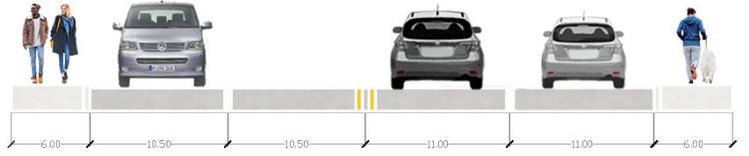
SEGMENT 3: WEST PEACHTREE STREET TO JOHN WESLEY DOBBS AVENUE

KEY STRATEGIES

- ▶ **Redesign Peachtree Street as an exceptional shared space**
- ▶ **Activate pedestrian-oriented storefronts**
- ▶ **Bring in more residents and neighborhood-serving retail**
- ▶ **Integrate art, culture, and fun**



Figure 18. Existing Typical Cross Section - Segment 3 - Peachtree Center Area



The Peachtree Center area was identified as the preferred location for the shared space by both the community and the technical analysis. The proposed design for a shared space will be enhanced by complementary land use, urban design, programming, and activation strategies that will continue to foster a vibrant, inclusive, and memorable public realm in the heart of Downtown Atlanta.

## Urban Design Opportunities

### Rebuild Peachtree Street as an Exceptional Public Space

Design of the Peachtree Street Shared Space as exceptional public space that puts people first is an exciting paradigm shift for the City of Atlanta. By placing people at the heart of conversation and design, the City will have the flexibility to meet the ever-changing needs of the community and its 21<sup>st</sup> Century mobility needs. Building on community conversations, existing shared spaces, and industry best practices, a simplistic design with minimal fixed objects was developed to allow for maximum flexibility and adaptability. Key elements of the plan include:

- Trees as the only fixed objects and spaced at regular intervals to allow for flexibility between the trees for activation and/or loading and unloading. They, along with the drainage, are the major delineators between the travel way and the pedestrian comfort area. Fire hydrants, electrical outlets, and potable water taps should be located within close proximity of the trees.
- The use of a French drain will help visually and tactically separate the pedestrian comfort area from the shared zone.
- Overhead canopy lighting is preferred to eliminate fixed objects and to denote a shift in the character of the space. Lighting within the pedestrian comfort area and parks should be well thought-out to ensure visibility but also to maintain flexibility of the space.
- Visual clutter is significantly reduced through the space. Signage at entry points into the space should inform users about the space and the speed limit. Wayfinding should be woven thoughtfully into the space.
- The speed limit should be 10 to 15 mph.
- Tactile warning strips should be used along the pedestrian comfort areas, to entries of major buildings, and intersections to indicate a change in the environment.
- Pavement markings, such as centerlines, are removed in favor of material changes.
- Signalized intersections will be stop controlled with a vertical ramp into the space to reinforce the design change and to slow speeds.
- Lateral shifts occur in two places along the corridor. These shifts reinforce slow driving and shift the view corridor. The first lateral shift occurs at John Portman Boulevard and the second between Andrew Young International and Ellis.
- The curb will be kept along the eastside of the corridor where there is currently light rail.

The layout of the shared space will feature four types of typical cross sections, which are illustrated on the following pages.

Figure 19. Proposed Typical Sections Key Map

# Typical Sections Key



## West Peachtree to John Portman

- Expands pedestrian comfort zone along western side of Peachtree Street
- Expands and highlights Hardy Ivy Park
- Keeps access to Hyatt Regency



## John Portman Shift

- Encourages slower speeds and disincentivizes fast driving by shifting the view corridor



## John Portman to Andrew Young International

- Creates an equitable pedestrian comfort zone
- Allows for parking/loading/unloading on both sides of the street



## Andrew Young International Shift

- Encourages slower speeds and disincentivizes fast driving by shifting the view corridor



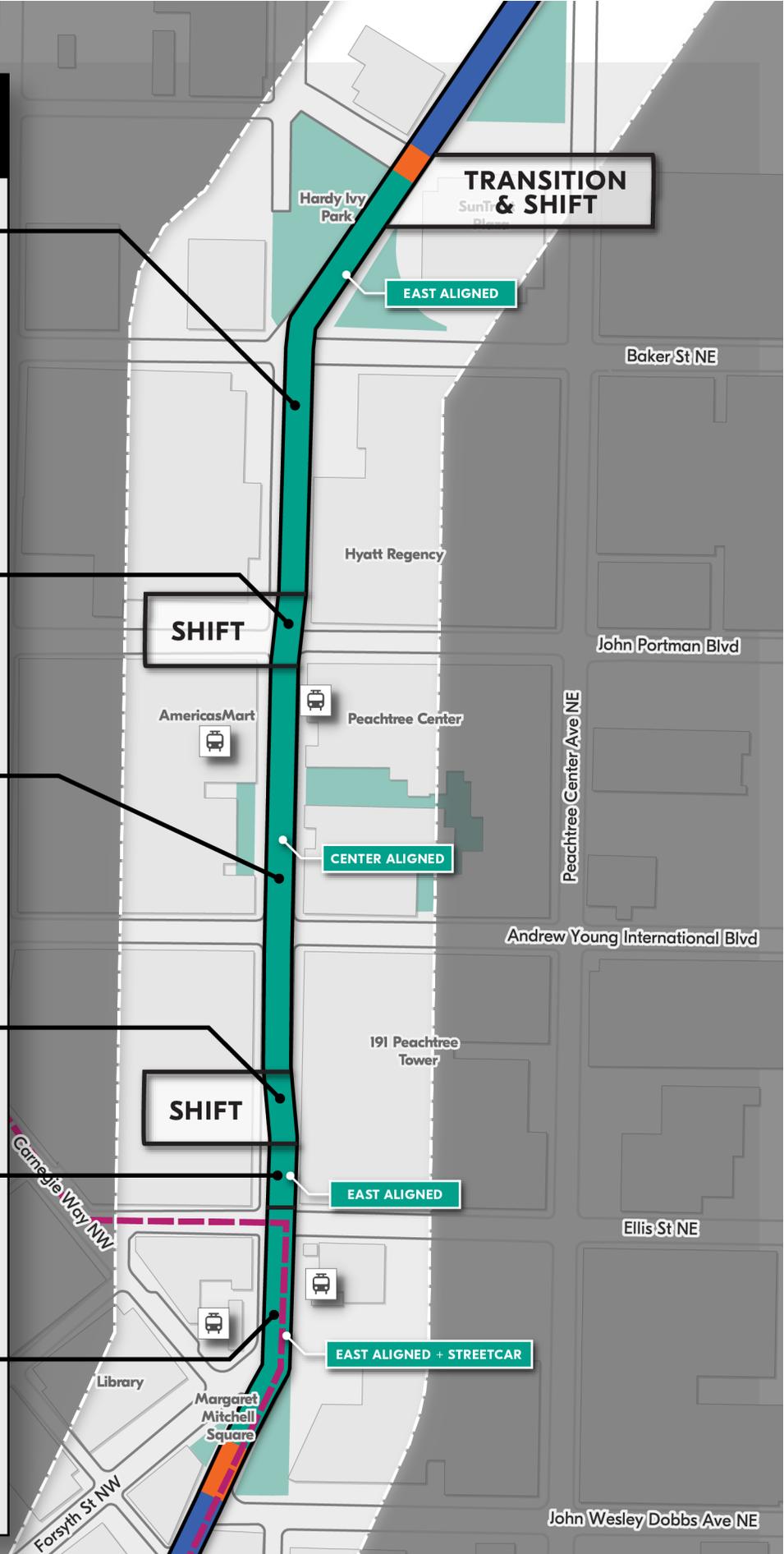
## Andrew Young International to Ellis

- Expands pedestrian comfort zone along the western side of Peachtree
- Allows for parking/loading/unloading on one side of the street
- Sets up view of Margaret Mitchell Square



## Ellis to Forsyth

- Retains existing streetcar tracks and operations
- Expands and highlights Margaret Mitchell Square
- Highlights Central Library



- Shared Space
- Complete Street
- Transition
- MARTA Entrance
- Curb
- Existing Streetcar
- Building
- Parks and Plazas



SECTION

A

## Shared Space with Existing Streetcar

BETWEEN JOHN WESLEY DOBBS AND ELLIS STREET

- Provides a dedicated lane for the streetcar and retains existing streetcar tracks and operations
- Retains sidewalk level boarding for north-bound buses
- Allows expansion and highlights Margaret Mitchell Square
- Highlights new Central Library renovation



Figure 21. Proposed Typical Section A

SECTION

B

## Lateral Shared Space Shift

JOHN PORTMAN BOULEVARD INTERSECTION AND  
BETWEEN ANDREW YOUNG INTERNATIONAL BOULEVARD  
AND ELLIS STREET



- Delineates shared zone and pedestrian comfort zone
- Gradual curves encourage slower speeds and disincentivizes fast driving by shifting the view corridor
- Sets up great view of architectural gems like the Candler Building and Flatiron Building
- Could allow for loading and unloading areas on one side of the street

Figure 22. Proposed Typical Section B

SECTION

C

## Shared Space with Expansive Pedestrian Comfort Zone on West Side

NORTH OF JOHN PORTMAN BOULEVARD AND SOUTH OF ANDREW YOUNG INTERNATIONAL

- Creates a larger pedestrian comfort zone to accommodate programming and areas where existing sidewalk space is limited
- Potential to have a “grove” with additional trees, particularly along the area of 200 Peachtree where there are currently no trees



Figure 23. Proposed Typical Section C

SECTION  
D

**Typical Shared Space with  
Expanded Pedestrian Comfort  
Zone on Both Sides**

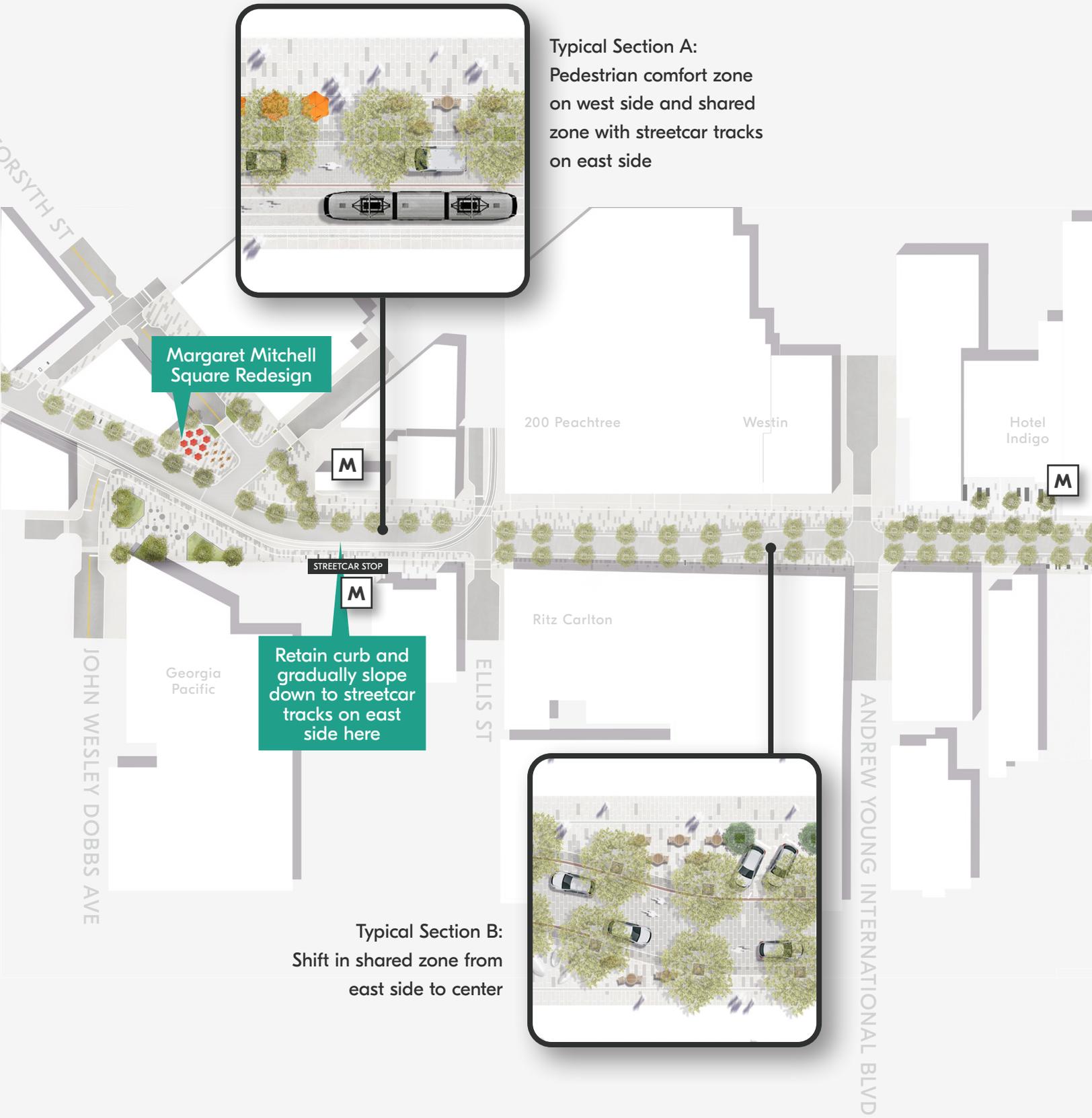
BETWEEN JOHN PORTMAN BOULEVARD AND ANDREW  
YOUNG INTERNATIONAL BOULEVARD

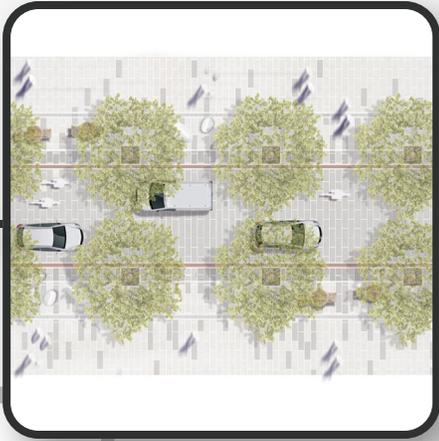
- Creates an equitable pedestrian comfort zone
- Allows for loading/unloading on both sides of the street



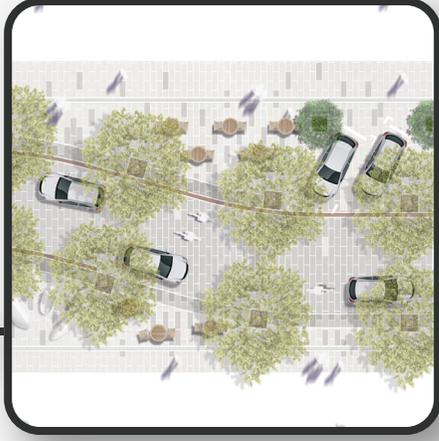
Figure 24. Proposed Typical Section D

Figure 25. Peachtree Shared Space Plan View Rendering





Typical Section D:  
Pedestrian comfort zone on west side and shared zone on east side



Typical Section B:  
Shift in shared zone from center to east side



Typical Section C:  
Pedestrian comfort zone on west side and shared zone on east side





225

BANK OF AMERICA

La Padua

JUICE BAR

PADINA / APA / SUC

LIMONADA



Conceptual rendering of the shared space near Peachtree Center on a typical weekday



225

BANK OF AMERICA

La Tapa

JUICE BAR

DRA



DRAGON CON

Conceptual rendering of the shared space near Peachtree Center on a special event day





Conceptual rendering of the shared space near 200 Peachtree in the evening as people gather to celebrate an Atlanta United win

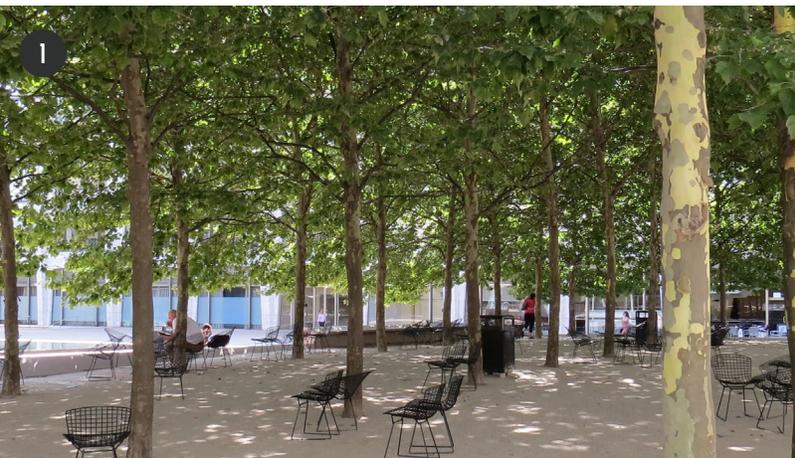
## Create true gateways and shared spaces with the redesign of Hardy Ivy Park and Margaret Mitchell Square.

The shared space will be defined by focal points on both ends: Hardy Ivy Park and Margaret Mitchell Square. These plazas will be integrated into the shared space and reimagined with accessible, inviting designs that will create memorable moments and encourage people to spend time hanging out on Peachtree Street.

### Hardy Ivy Park

The northern gateway to the shared space will be Hardy Ivy Park, which would be redesigned as an integrated part of the shared space. The new design would minimize elevation changes and barriers on the site, improving sight lines through the park. Key features would include:

- A grove of trees on the north end of the park would provide shade for a seating area. A crushed stone surface and movable seating would contribute to a casual, inviting feel and soften the space.
- A wide walkway would connect the grove to the plaza at the southern end of the park. A seat wall would frame the western edge of the walkway and provide additional seating opportunities.
- A small building would serve as maintenance storage space, pulling double duty with a projection screen on the wall facing a central lawn for movie nights or live viewings of sporting events.
- The lower third of the site could be a plaza with café seating, anchored by the existing Carnegie Pavilion, with potential adaptive reuse to better activate the structure.
- A site honoring Xernona Clayton—a leader in the Civil Rights Movement and a broadcasting executive who is the namesake of an existing plaza in the park with minimal visibility—would stitch the site together and put her story front and center. It is an opportunity to engage Ms. Clayton herself, the community, and local artists to develop a concept that honors her legacy with a unique Atlantan flair.



1) Grove with shaded, movable seating at Lincoln Center in New York City; 2) Lawn at Post Office Square in Boston





DON'T BLOCK THE BOX

NO LEFT ENTER

ONE WAY

8886

MARTA



ngc  
GVA  
TQL  
GEORGIA CHAMBER

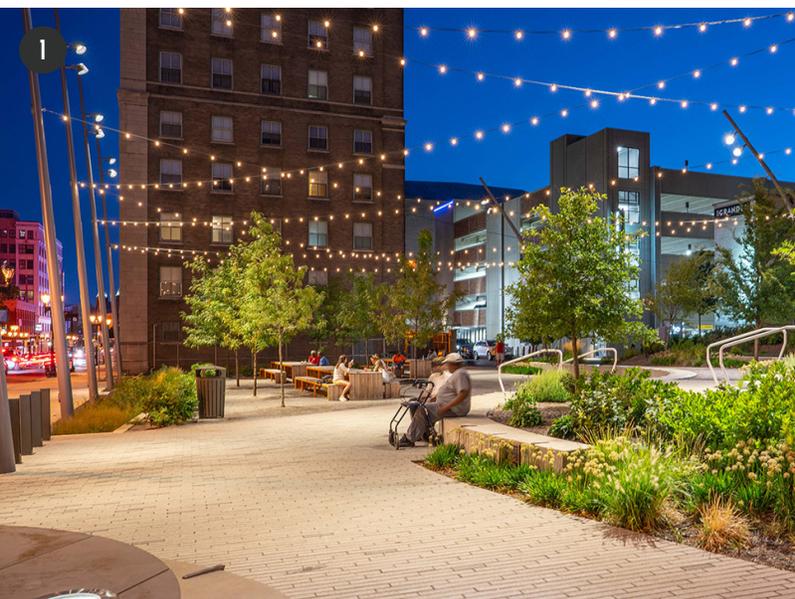
white oak  
KITCHEN & COCKTAILS

Conceptual rendering of the view of the Peachtree Street shared space from Hardy Ivy Park facing south

## Margaret Mitchell Square

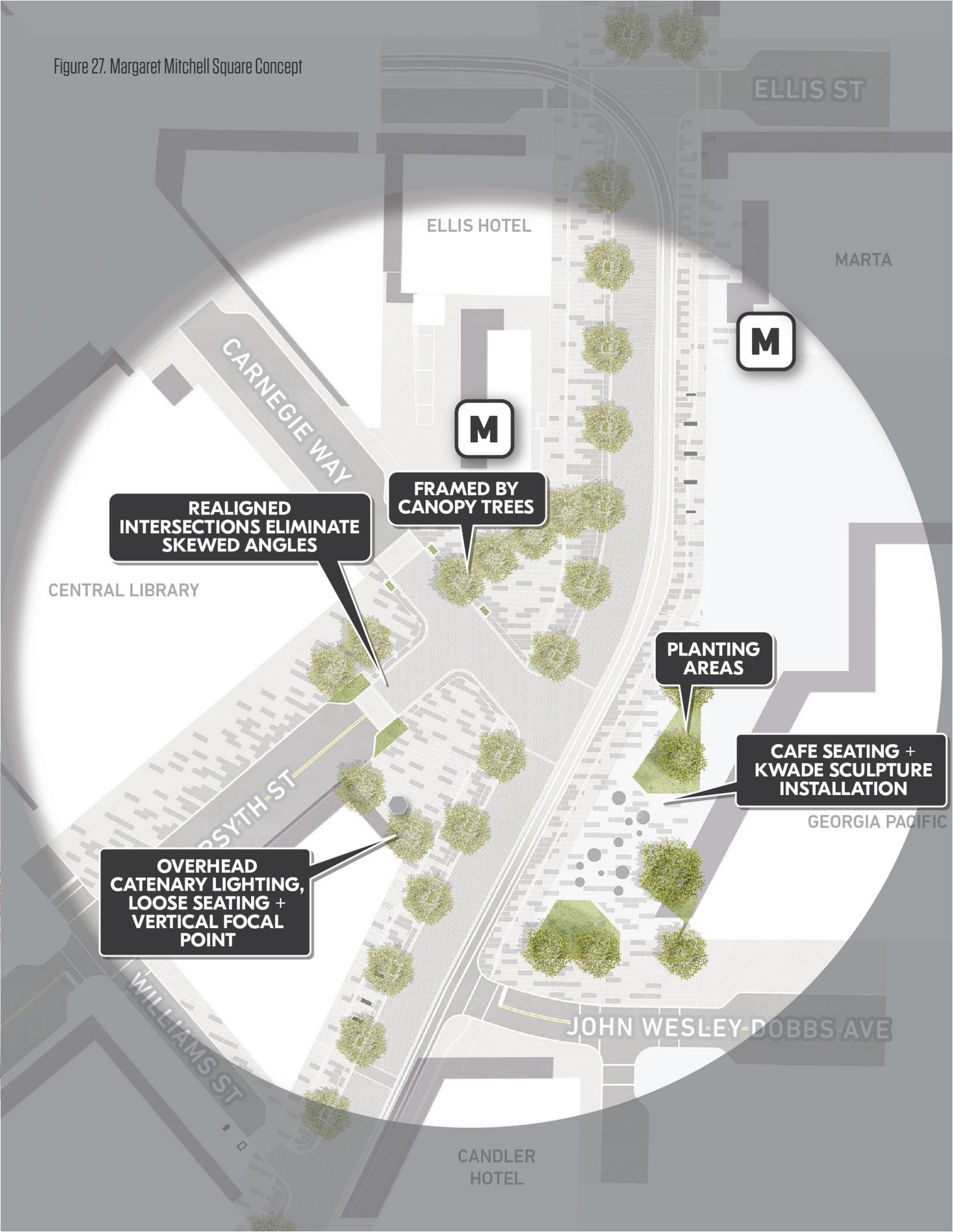
The southern gateway to the shared space would be a redesigned Forsyth Street intersection and Margaret Mitchell Square, complemented by integrated plazas at the nearby Peachtree Center MARTA Station, Central Library, and Georgia Pacific Plaza.

- The existing intersection has multiple streets converging at skewed angles. In the proposed design, Carnegie Way would be extended to meet Peachtree Street at a more perpendicular angle, with Forsyth Street tying into the extension at a right angle, which would improve safety and visibility.
- Large canopy trees will be planted to frame Margaret Mitchell Square and the Peachtree Center MARTA Station Plaza.
- Margaret Mitchell Square is located at the bend in Peachtree Street, making it a good opportunity to draw people through the corridor with an attractive focal point. Overhead catenary lighting will be creatively installed and colorful café seating will transform the square into a warm, inviting destination. A vertical focal point will be installed on the south end to visually anchor the space, similar to the Carnegie Monument on the north end.
- At Georgia Pacific Plaza, an installation by Alicja Kwade has already been acquired as part of the City's Landmark Art Program. These spherical sculptures are included in the proposed concept, along with café seating and more planting areas to soften and add color to the space.
- The wedge at Peachtree Center MARTA Station would be flexible plaza space that can evolve as needed for performance space, flexible seating, or temporary art installations.



1) Plaza with integrated landscaping and overhead catenary lighting; 2) Kwade sculptural installation in Venice

Figure 27. Margaret Mitchell Square Concept



ELLIS ST

ELLIS HOTEL

MARTA



**REALIGNED INTERSECTIONS ELIMINATE SKEWED ANGLES**

**FRAMED BY CANOPY TREES**

CENTRAL LIBRARY

**PLANTING AREAS**

**CAFE SEATING + KWADE SCULPTURE INSTALLATION**

GEORGIA PACIFIC

**OVERHEAD CATENARY LIGHTING, LOOSE SEATING + VERTICAL FOCAL POINT**

WILLIAMS ST

JOHN WESLEY DOBBS AVE

CANDLER HOTEL





Conceptual rendering of view of the Peachtree Street shared space from Margaret Mitchell Square facing north

Selected materials will have to balance aesthetics with the capital costs associated with purchase and installation, durability, and ease of maintenance. The materials that have been shown in the renderings were based on discussions with City staff, best practices, and the need to use authentic materials used in other areas of Atlanta. The final selection of materials will require coordination with the agency tasked with maintaining the space to discuss maintenance and availability for housing replacement materials as work along the corridor will happen over the coming decades.

## Material Selection

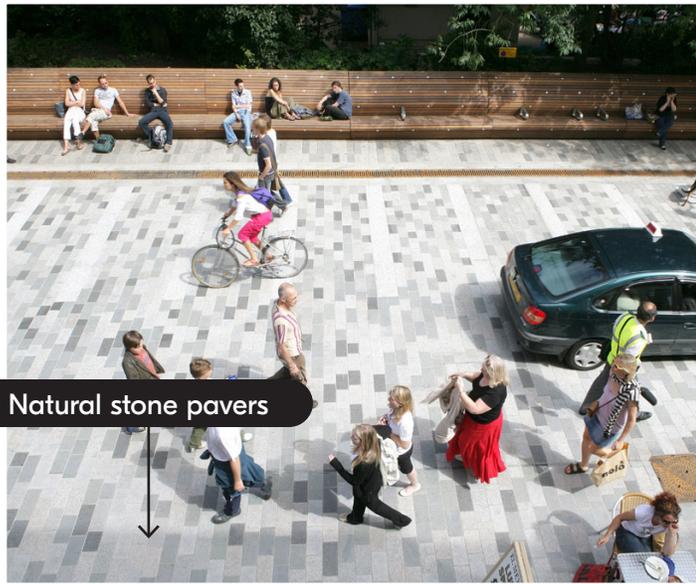
Materials play a big role in the look and feel of the space. It will be important that the materials chosen are woven throughout the extents of the entire project (Marietta Street to North Avenue) to create a consistent visual identity for the space. This section identifies materials that should be considered for paving, stormwater, furnishings, and lighting.

### Paving Materials

The selection of paving materials is perhaps the most critical material choice in terms of establishing a unique and consistent visual identity for Peachtree Street. Paving material palettes will be established that, through the use of varying patterns, colors and surface textures, will provide visual cues indicating the location of pedestrian-only comfort zones and shared zones, where motorists may be sharing the space with non-motorized users.

In addition to aesthetic and functional factors, the final choice of paving materials should also account for durability and long-term maintenance requirements. Paving materials within the shared zone must be able to withstand the forces from heavy vehicles, such as buses, delivery trucks, and emergency vehicles. Both granite pavers and poured concrete would be satisfactory choices in terms of durability. However, consider maintenance needs over the life of the material. If subgrade utility repairs require excavation of the street, removing and resetting granite pavers is a relatively easy process and preserves the aesthetic integrity of the shared space. If the same repairs are made to a poured concrete shared space, it can be more difficult to replace and patch concrete while matching the original color, resulting in an undesirable patchwork effect.





1) New Brighton, UK used natural stone pavers for its shared space on New Road; 2) Stone pavers and detectable warning panel used on the Lick Greenway in Boston  
Image Source (Left): Gehl Architects

## Natural Stone Paving (Granite)

### *Benefits*

- High-quality, durable; suitable for vehicular use
- Natural variation in color and surface texture can aid in providing visual cues to users
- Higher ease of maintenance and utility access as pavers can be removed and reset
- Long history of local and regional use

### *Design Considerations*

- Higher cost than poured concrete or other unit pavers, such as brick or concrete pavers
- May be slippery when wet
- If considering a rough surface texture to differentiate shared and comfort zones, carefully consider impacts on accessibility



Seattle used two-tone, scored concrete paving as a cost effective material for a shared space on Bell Street

Image Source (Right): NACTO, (Background): Bomanite

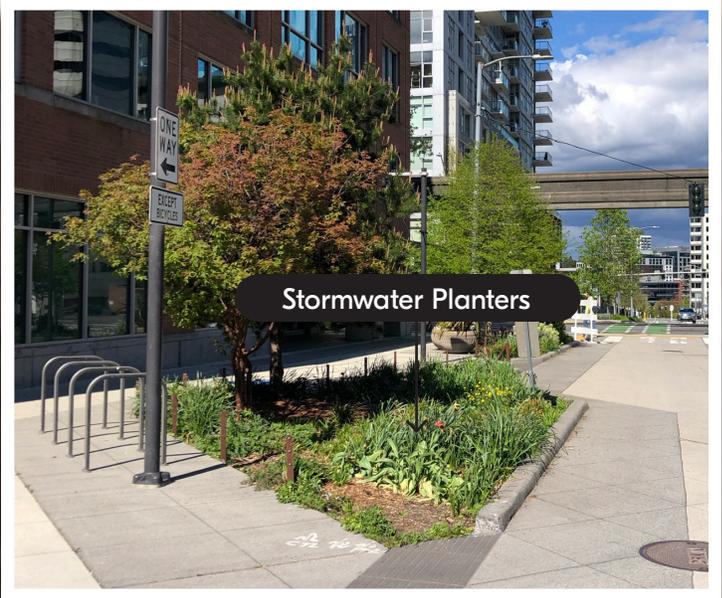
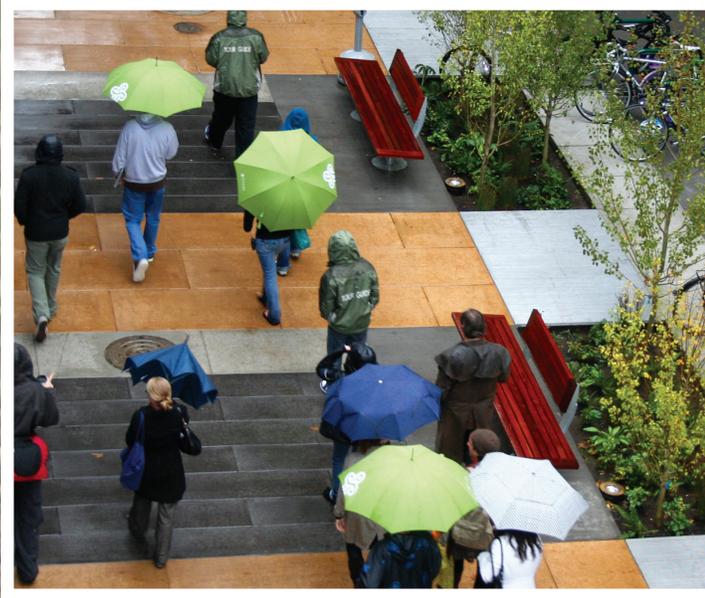
## Poured Concrete Paving

### *Benefits*

- Durable; suitable for vehicular use
- Cost effective, readily available
- Maintains higher coefficient of friction when wet
- Typically easy to provide an accessible surface

### *Design Considerations*

- More difficult to repair after subgrade utility work compared to natural stone pavers
- Due to natural variation in concrete properties, difficult to match the color of repairs from utility cuts to the original poured concrete paving



Left: SW Montgomery Green Street  
Right: Stormwater planters help subtly delineate the pedestrian priority zone from the shared zone on Bell Street in Seattle

## Stormwater Materials

- Linear trench drains or slot drains
- Stormwater planters



Movable seating allows flexibility & is more inclusive for people using wheelchairs

### Furnishings

- Planters
- Seating (benches, tables, chairs, bleacher-style seating)

## Activation and Programming

Thriving public spaces require good stewardship. To maximize the potential of the shared space as an exceptional public space for Downtown Atlanta, the City and its partners must intentionally cultivate a base of organic activity in the area and supplement that with regularly programmed activities to give many different kinds of people a reason to be there and enjoy the space. These may include:

- **Peachtree Center Showcase:** Work with Peachtree Center to highlight some of the restaurants in its underground food court with a kiosk in the plaza or along the shared space. Continue to reform permitting processes to make it easy and attractive for vendors to participate. (See page 237 for more information.)
- **Streetside Startup Space:** Create an environment where students and office workers can set up outside by offering free Wi-Fi throughout the shared space, along with electrical outlets, tables, and seating. (See page 238 for more information.)
- **The Lawn at Peachtree Center:** Partner with Georgia Pacific Center and MARTA to increase the utility of the fenced off landscaped area at Peachtree Center Station south of Ellis Street by making it an accessible public greenspace. Incorporate creative seating and lighting to make the space more inviting. (See page 241 for more information.)
- **Central Library Reading Room:** Work with the Central Library to create an outdoor reading room that invites readers to enjoy its plaza, along with Margaret Mitchell Square and the shared space. This may include access to books, reading recommendations, creative seating, and programming like an author lecture series. (See page 243 for more information.)
- **Staffing:** As the City and its partners develop a governance structure for the shared space, identify funding for a dedicated staff person to lead programming.

Restaurant kiosks in Times Square



Swing seating at the Lawn on D in Boston



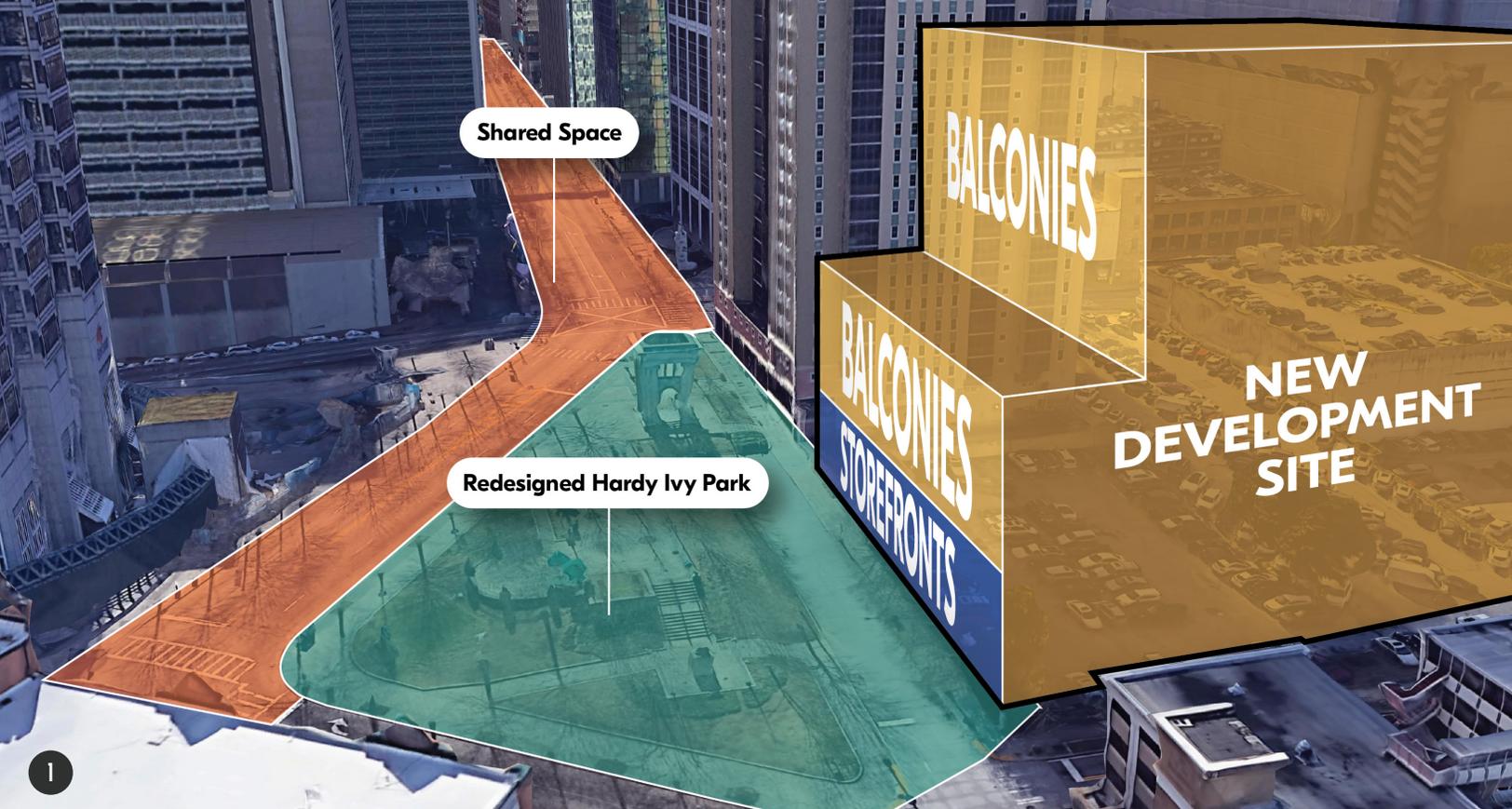
Bryant Park Reading Room regularly hosts literary events and workshops



## Land Use Opportunities

The high density, mixed use land use pattern surrounding this part of Peachtree Street is one of the main reasons it was selected as the preferred location for the shared space. This type of development means there is a large volume of people in the area who would enjoy and activate an exceptional public space, and it is compatible with prioritizing modes of transportation like walking, biking, and riding transit. While the existing land use is supportive of a shared space, several potential changes could further support its vibrancy and address some of the challenges highlighted by Downtown stakeholders:

- **Diversify Building Uses:** Many of the existing buildings in this area are offices, hotels, or special purpose functions like AmericasMart, which provide strong anchors for the neighborhood. Adding to the diversity of uses in the area—particularly to include more residences—in the future could help keep it active during off-peak times for these businesses, like during the evenings and on weekends. This would also help improve the neighborhood’s resiliency to shifts in the real estate market, like a potential decrease in demand for office space with the rise of remote work. The City should explore opportunities to support gradual conversion of some office and hotel space to residences through policy interventions that offer flexibility for property owners to make those shifts. (See page 249 and page 251 for more information.)
- **Activate Ground-Level Public and Private Spaces:** Property owners along this section of Peachtree Street acknowledge the need to activate ground-level space. Several, such as AmericasMart and Peachtree Center, are actively working to redesign ground level space as either active retail or dining.
- **Integrate Everyday Neighborhood Amenities:** Current and future Downtown residents want convenient, walkable access to everyday essentials like a full-service neighborhood grocery store. Increasing the number of permanent residents in the area will be necessary to attract most grocers, adding to the importance of growing the residential base. As an interim solution, the City can seek to identify a food retailer that would be interested in locating a pop-up in the area or working with Peachtree Center or MARTA to increase the frequency of their farmers market programs. (See page 242 for more information.)



- Add Infill Development on Remaining Sites:** Most of the land in this area has already been developed, leaving few opportunities for new builds. The surface parking lot on West Peachtree Street facing Hardy Ivy Park is the only remaining undeveloped parcel facing Peachtree Street in this area. As it is developed, the design should be oriented to the park and shared space, with a pedestrian-oriented ground floor, outdoor dining, and balconies looking onto the park. Any vehicular access should be provided from Sampson Street or West Peachtree Street, with the front façade connecting directly to the park. On the south end, the surface parking lot and undeveloped parcel owned by Georgia Pacific south of Ellis Street are opportunities for new development right next to the MARTA station entrance. MARTA has also considered transit-oriented development above the southern Peachtree Center Station entrances, but it not currently pursuing a development agreement. Future development on those sites, while complicated, could help increase activity around the station areas. Additional development on surface lots a few blocks off Peachtree Street will further support increased levels of activity in the area.



1) Site for future development next to Hardy Ivy Park; 2) The buildings surrounding The Green in Uptown Charlotte face onto the greenspace and have balconies that connect interior and exterior activities to enliven both spaces (Source: Rocket Homes); 3) Placa Reial in Barcelona is surrounded by buildings with courtyards and ground-level dining along the edge of the plaza (Source: Sonder)

## Cost and Constructability

Construction of the shared space will take approximately two years and require long-term road closures and significant coordination and communication with project partners, utility operators, stakeholders, property and business owners, and the general public. The draft Georgia Department of Transportation (GDOT) Concept Plan (attached as an appendix) provides a high-level road map to the identification of potential coordination needs, constructability, and cost.

It is estimated that the shared space project between the West Peachtree Street intersection to the north and John Wesley Dobbs Avenue to the south would cost approximately \$10 million. Various factors could impact the cost and timeline, including sub-surface conditions not identified in Subsurface Utility Engineering (SUE) such as vaults and historical artifacts, construction and labor costs significantly increasing, and material costs. A geotechnical investigation should be performed to identify the subsurface needed to support heavy vehicles, which could change the type of pavers used for the travelway.

Construction and staging of the project will need to be determined by the contractor with the submittal of a full traffic plan as part of their pre-construction responsibilities and approved by GDOT and ATLDOT. There are various ways construction could happen, from full block closure for construction with staging on another block, to construction happening on one side at a time, allowing vehicular traffic to continue moving on Peachtree Street. A maintenance of business plan should be developed concurrently with the staging plan to maintain access to all businesses and ensure that active front doors will maintain ADA standards during construction activities, and likely for 24 hours. In the end, close coordination and communication with property and business owners, agency partners like MARTA, the contractor, and the public will need to be robust and honest.

## Immediate Next Steps

Many of the actions identified in this study focus on the Peachtree Center area, and a full outline of the recommendations can be found in Section 7.0. There are three immediate next steps that will need to happen at the closure of this project:

- 1. Conduct a detailed survey and geotechnical investigation of the Corridor between John Wesley Dobbs and West Peachtree Street** — Peachtree Street has a long history and what is buried under the street and how far down will influence the next phase of design, construction, and cost.
- 2. Develop a detailed governance and stewardship plan for the Peachtree Shared Space** — What happens after the shared space is complete? This has been a question asked throughout this process and one that requires a focused study of the operational and management needs of the space. The City will need to delve into the capacity of partners, stakeholders, and potential revenue sources to understand a plan that will keep the space active, programmed, and maintained.
- 3. Implement Phase 2 of the Demonstration Project** — There is a lot of positive momentum for the recently implemented Phase 1 of the demonstration project. Continuation of that momentum with activation, murals, and adjustments to the design will be critical to build community capacity to support the project and let the community know that we are evaluating and listening to their concerns and adjusting accordingly.

## Big Move: Create a Pink Zone

Pink Zones are areas where cities lighten the “red tape” to encourage the private sector to implement desired development in a specified location. This can include streamlining regulations and processes, identifying a dedicated staff person to serve as a “concierge” for issues, and reducing fees for certain events. The Peachtree Shared Space has the potential to test new ways to use and activate public spaces throughout the city and should serve as springboard to improve the public realm in other locations.



EMORY

## Complete Street

# EMORY UNIVERSITY HOSPITAL MIDTOWN AREA

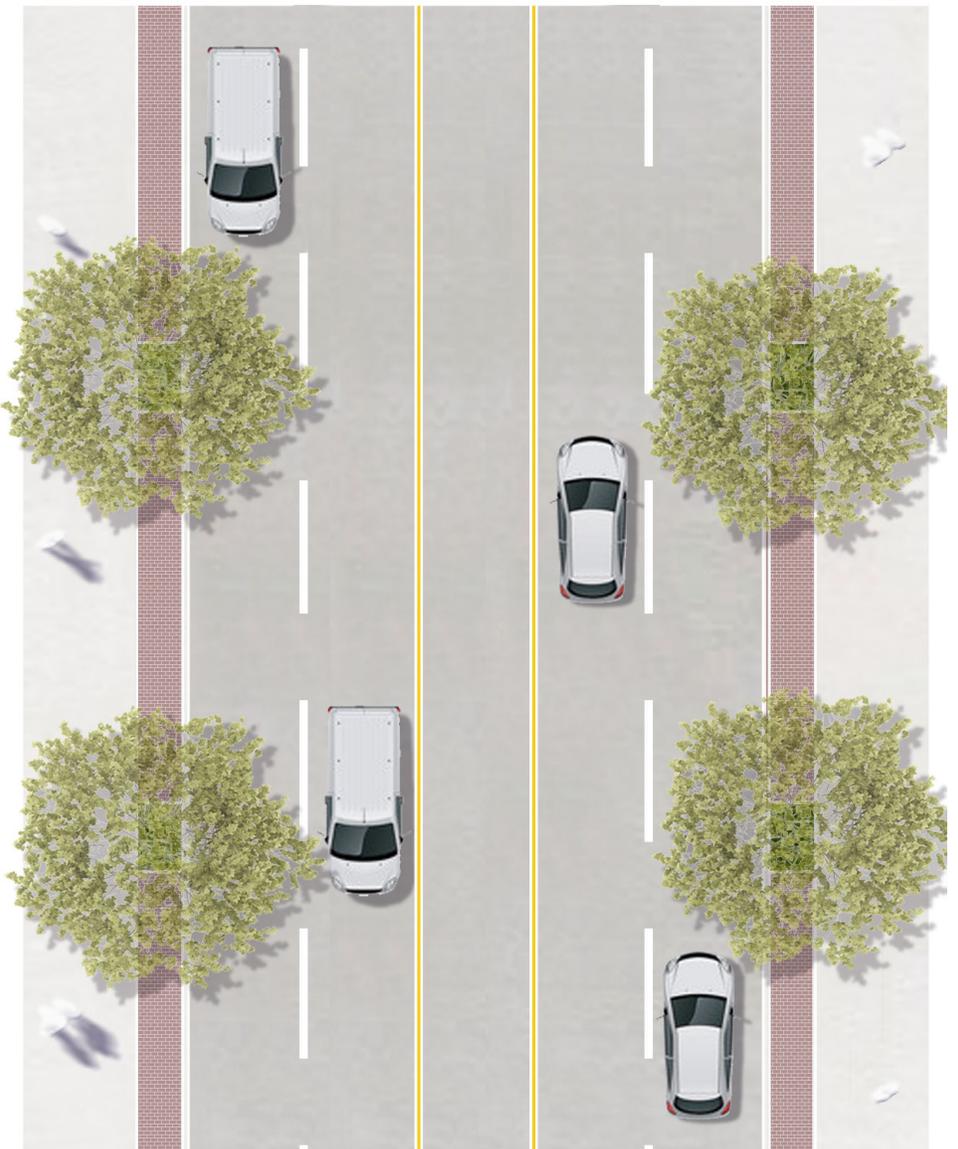
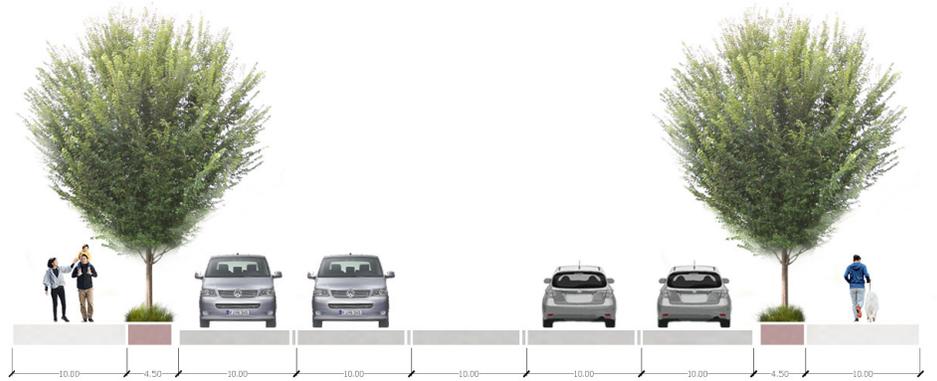
SEGMENT 1: NORTH AVENUE TO PINE STREET

KEY STRATEGIES

- ▶ Redesign Peachtree Street as a complete street
- ▶ Reinvest and activate vacant buildings
- ▶ Develop parking lots as pedestrian-oriented buildings



Figure 28. Existing Typical Section - Segment 1 - Emory University Hospital Midtown Area



## Urban Design Opportunities

The recommended street design for this area is a Complete Street that will improve options for safe, comfortable travel by all modes and enhance aesthetics through quality materials and landscaping. It will also set up the shared space in Peachtree Center for success by gradually transitioning to a reduced number of vehicle lanes and enhanced facilities for people walking, biking, and riding transit.

The existing four-lane street has two vehicle travel lanes in each direction, no bicycle facilities, and sidewalks on both sides. The proposed design has one 10-foot vehicle travel lane in each direction with a center turn lane. This reconfiguration creates space to fill a gap in the bicycle network by adding 6-foot light individual transport (LIT) lanes for on both sides for people cycling, riding scooters, or using other similar devices. Riders will be separated from vehicle lanes by a 4-foot buffer with flex posts and planters with small trees. Existing street trees and lighting will be retained.

This proposed concept fits within the existing curb-to-curb width of the street in this section, meaning it will not require significant reconstruction. This Complete Street design can be implemented in the near term as a restriping project. In the future, the center turn lane and the furniture zone along the edge of the sidewalk will be upgraded by installing the same paver palette as the shared space to create a sense of material continuity along the corridor.

Traffic calming features can help slow vehicles, particularly those approaching Peachtree Street from interstate ramps at Linden Avenue and Pine Street to signal they have arrived in a neighborhood. These include adding a curb extension to tighten the turn radius at one of the corners at Pine Street and possible raised crosswalks.

Several projects already underway will contribute to an enhanced public realm in this area, including:

- **Winship at Emory Midtown:** Emory Hospital's newest building is currently under construction and will have pedestrian-oriented entrances and glass ground floor facades with its lobby facing the sidewalk.
- **Bank of America Plaza Urban Park:** The iconic office building on the north end of the study area is updating its front plaza to improve its relationship to the street, including the removal of barriers, new landscaping, hardscape zones, and seating areas. The project is expected to be complete in 2021.



Rendering of the new design at Bank of America Plaza (Source: Bank of America Plaza)

## Complete Street by Emory University Hospital Midtown

NORTH AVENUE TO PINE STREET



- Wide sidewalks with a furniture zone for trees, trash and recycling receptacles, bike racks, light posts, and other elements
- Light individual transport (LIT) lanes on both sides for cyclists and scooter riders, including a buffer with planters and flex posts
- Two vehicle travel lanes and a center turn lane, which can be upgrading with pavers that coordinate with the shared space materials for visual continuity throughout the corridor

Figure 29. Proposed Typical Section E



STATE LAW  
STOP FOR PEDESTRIANS

VOLSTEAD LOUNGE

SHAKESPEARE  
TAVERN

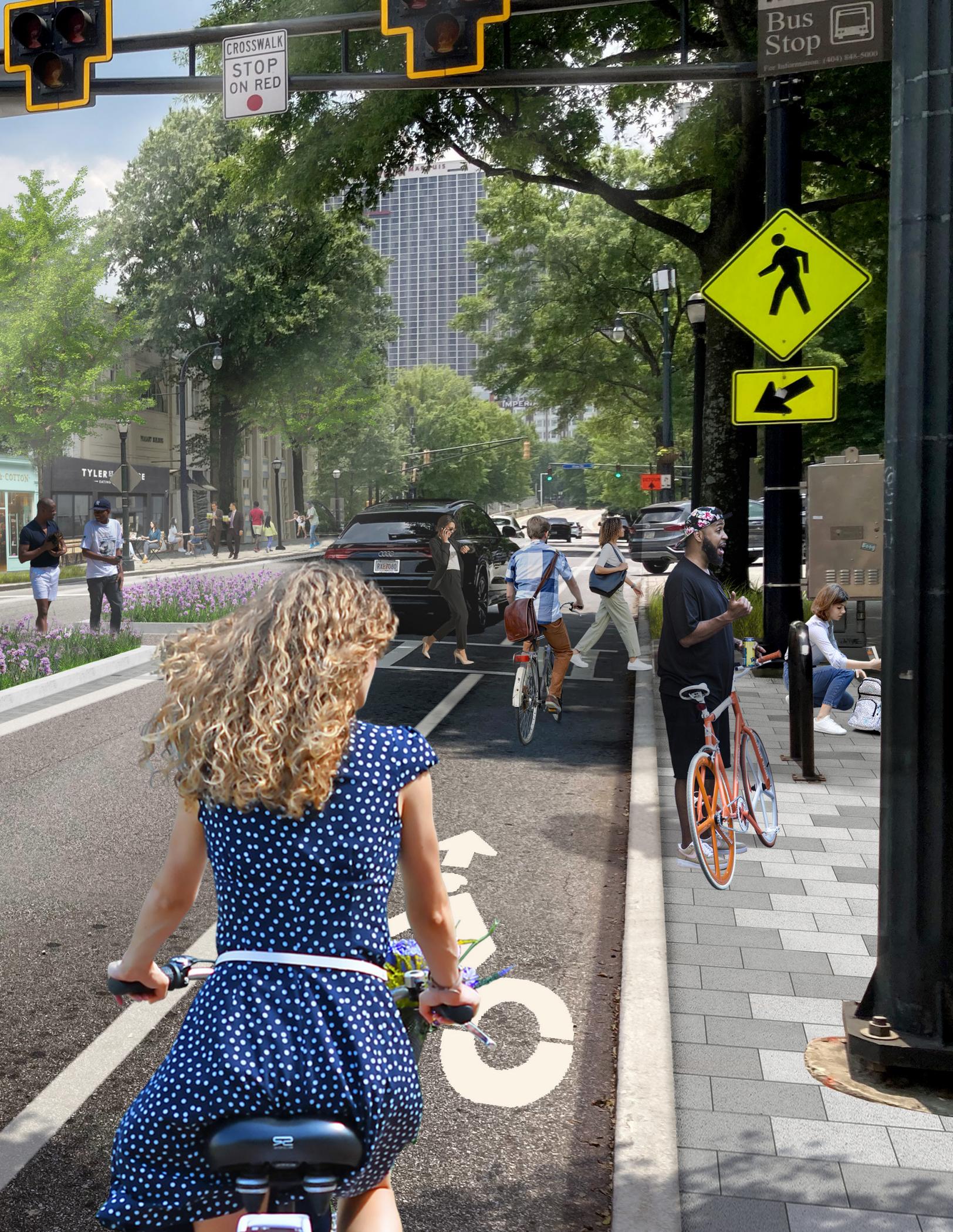
COLOGNE

Rendering of the proposed Complete Street design near Emory University Hospital Midtown



CROSSWALK  
STOP  
ON RED

Bus Stop   
For Information: (404) 848-5000



COTTON

TYLER



## Quick Urban Design Wins

Quick fixes can also help enliven the area and bring beauty to the space, even before the new streetscape or building renovations, including:

- **Creative Façade Treatments:** Work with property owners to hire local artists to paint murals, install projected art installations or mosaics, or plant green walls on highly visible facades to boost aesthetics and add color. Candidate sites include the north sides of the vacant 511 and 505 Peachtree Street buildings and facades along Pine Street between West Peachtree Street and Peachtree Street to make the walk to the Civic Center MARTA Station more inviting.
- **Window Art:** Work with Midtown Alliance’s Heart of the Arts program and Emory University Hospital Midtown to commission and install murals in the windows at the W.W. Orr Building that honor the campus’ healthcare workers.
- **Planter Program:** Partner with building owners to add greenery and color—one of the top requests from the community—through a planter program. Host a community planting day, ask owners to provide their own planters, and work with Trees Atlanta or another organization to get plants and gardening tools for the day.



Wall mosaic in Philadelphia



Artistic storefront activation in Midtown (Source: Midtown Alliance)



Layered planters brighten simple facades



Potential retrofit features for existing buildings

## Land Use Opportunities

Most properties in this section have already been developed, with a focus on office, institutional, and retail tenants.

### Future Land Use and Zoning

The current future land use and zoning designations for this area are aligned with the vision for this area: High Density Commercial future land use and SPI-I-SA2 zoning. (See page 52 to page 55 for more information.) These regulations should be enforced as properties apply for development permits, particularly requirements for street-oriented facades. For properties requesting rezoning, variances, or other changes to their development rights, the City should consider the following community requests in negotiations:

- Focus on getting activated ground floors
- Encourage on-street dining
- Retain authenticity and character

### Reinvestment in Existing Buildings

**Work With What You Have:** The existing low-rise commercial buildings on the east side of the street are some of the only street-oriented, human-scale retail spaces along the corridor and their smaller floorplates are suitable for small businesses. They have the potential for charming, “Main Street” character, but today many of these spaces are vacant and, in some cases, vandalized or in disrepair. Potential strategies to increase occupancy and improve aesthetics could include:

- Work with property owners and Invest Atlanta to develop a “**fill the block**” program, recruiting small businesses to occupy these spaces
- Leverage the **Eastside Tax Allocation District (TAD)**, which includes the properties on the east side of Peachtree Street in this area. Work with Invest Atlanta, who manages the TAD, to educate these property owners on their inclusion in the district and collectively identify which of its funding sources they may be eligible and interested in applying for. These include the Downtown Façade Improvement Grant, which may cover up to two thirds of exterior renovation costs for projects between \$30,000 and \$300,000.
- Reevaluate the City’s **Storefront Redesign Program**—which offers matching grants for buildings in eligible areas to offset the cost of exterior commercial façade improvements—to determine if this site could be included in the eligible area or explore a dedicated storefront design grant fund for Peachtree Street properties.



## Inspiration: Memphis Listening Lab

The Memphis Listening Lab offers a new kind of community experience for music lovers, curators, and audio junkies. The nonprofit hosts an extensive music catalog, individual listening stations, an editing room with high-end audio equipment, and a podcast recording station that are open to the public to celebrate their city's musical roots and support the next generation of creatives. It also hosts record release parties, listening parties, and lectures. It is located in the Crosstown Concourse, a landmark adaptive reuse, mixed-use project that intentionally integrates arts, culture, health, and community-serving tenants as part of its holistic approach to redevelopment.



**Invest in Your History:** The vacant, historic Rufus M. Rose House (537 Peachtree Street) was highlighted by the community as a beautiful building worth preserving, one of only two Victorian mansions remaining on Peachtree Street. It could be an ideal location for unique, community-serving functions that celebrate Atlanta's culture and give people a reason to come to this area. Convene partner organizations like the Mayor's Office of Cultural Affairs, philanthropic foundations, educational organizations, and arts activism groups to reimagine an arts-centered future for this landmark building and identify potential funding sources and tenants to rehabilitate and occupy it. This project's focus on historic preservation and non-profit sponsors providing services with public benefits aligns with investment priorities for the Eastside TAD and may make a competitive case for funds to support this effort. Its status on the National Register of Historic Places also makes it eligible for several federal and state tax credits, as well as a Transfer of Development Rights, to help fund its restoration.

## New Development

The new Emory Winship Cancer Institute currently under construction will occupy one of few undeveloped sites in this area. Upon its completion, the only undeveloped sites facing Peachtree Street in this area will be three parking lots.

- **575 Peachtree Street:** This 0.86-acre site is owned by the neighboring North Avenue Presbyterian Church of Atlanta. It is a two-story parking garage, with the entrance to the lower level located on Courtland Street.
- **541 Peachtree Street:** This 0.15-acre surface parking lot is located between the Byron on Peachtree residences and the historic Rufus M. Rose House. It connects to other surface parking lots on the other side of the block facing Courtland Street.
- **521 Peachtree Street:** As part of Emory University Hospital Midtown's master plan, a new parking garage was recently constructed to consolidate the parking spaces in this 0.32-acre surface parking lot, as well as others in the area, and free up land for redevelopment. This lot could be redeveloped on its own or combined in an assemblage with the adjacent parking lots facing the Courtland Street side of the block, which together total nearly an acre.

The development of infill buildings on these sites will bring additional activity to the area and create a more continuous, interesting experience for people traveling along the street. Additionally, the Emory University Hospital Midtown Master Plan outlines a strategy to densify the core hospital campus with new buildings in this area. This includes a planned new infill building on Peachtree Street at Renaissance Parkway, using space that currently serves as greenspace.



## Activation and Programming

- Work with owners of vacant storefronts about potentially donating space for a year as part of Midtown Alliance’s Heart of the Arts Studio Residency Program.
- Partner with existing tenants to help coordinate and streamline permitting for new outdoor events, like a “Shakespeare on the Square” performance series hosted on the Emory University Hospital Midtown lawns or the surface parking lot at 521 Peachtree Street with food served by nearby restaurants like Krab Queenz.

## Key Projects

In the near term, key next steps to advance the vision for the Emory Hospital Area include:

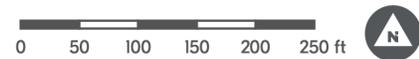
- **Restripe Peachtree Street between West Peachtree Street and North Avenue as a Complete Street** featuring two vehicle travel lanes, a center turn lane, and protected, directional LIT lanes on both sides.
- **Activate Ground-level Public and Private Spaces and Embody Local Identity and Promote Civic Pride** by coordinating with property owners of high visibility sites with blank facades to commission murals, window art, or other installations to add vibrancy to the neighborhood.

## Big Move: Leverage Eastside Tax Allocation District

Work with Invest Atlanta to determine the potential to designate Peachtree Street as one of the priority investment corridors for the Eastside TAD. Help small property and business owners understand and apply for façade improvement grants and other resources.



Figure 30. Emory University Hospital Area Recommendations Summary Map





## Complete Street

# CONNECTOR CROSSING

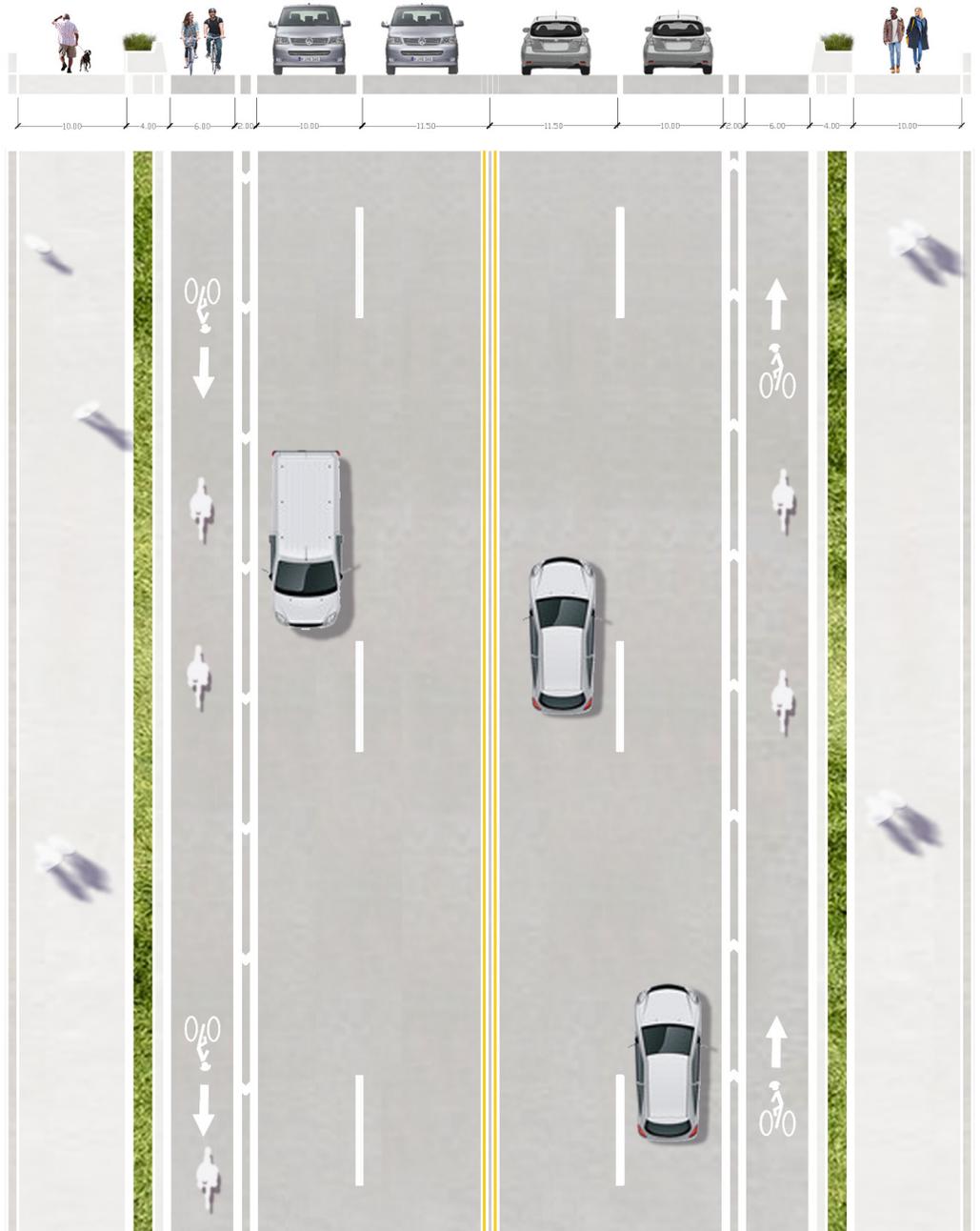
SEGMENT 2: PINE STREET TO WEST PEACHTREE STREET

KEY STRATEGIES

- ▶ Redesign Peachtree Street as a Complete Street
- ▶ Reinvest in and activate vacant buildings
- ▶ Develop parking lots with pedestrian-oriented buildings
- ▶ In the long term, implement The Stitch



Figure 31. Existing Typical Section - Segment 2 - Connector Crossing



## Urban Design Opportunities

The recommended street design for this area is similar to the Emory University Hospital Area, with a Complete Street approach that provides safe and comfortable facilities for people walking, biking, riding transit, or driving.

The existing four-lane street would be converted to two vehicle travel lanes, with a landscaped median and left turn lane in the center. North of the Connector, the existing wide sidewalks and buffered LIT lanes will be retained. A wide landscaped median will be added, with left turn lanes added as needed at intersections and major access points. Along the bridge, the LIT lanes will be widened and a buffer will be added with flex posts and planters. An overhead lighting or art installation will be added along the bridge for visual interest and to make this area, which was identified by the community as a deterrent to walking or biking

between Midtown and Downtown, more inviting. This kind of treatment will help the bridge feel like a gateway feature leading into Downtown and create opportunities for “Instagrammable” moments.

In the near term, the existing street can be restriped with reconfigured lanes. With additional funding, it can be upgraded with widened sidewalks south of the Connector, which will require reconstruction.

The intersections of Peachtree Street with Ivan Allen Jr. Boulevard/Ralph McGill Boulevard and Porter Place/Peachtree Center Avenue were identified as confusing and at times hazardous locations by community members for all modes. To improve safety the City’s Cycle Atlanta Implementation Study is undertaking a review of these intersections.



1) Colorful shade structure at the San Antonio River Walk; 2) Lightweight planters and soil could be used on the bridge to add color and slow vehicles (Source: Streetlife)

SECTION  
F

**Complete Street by  
The Connector**

PINE STREET TO WEST PEACHTREE STREET

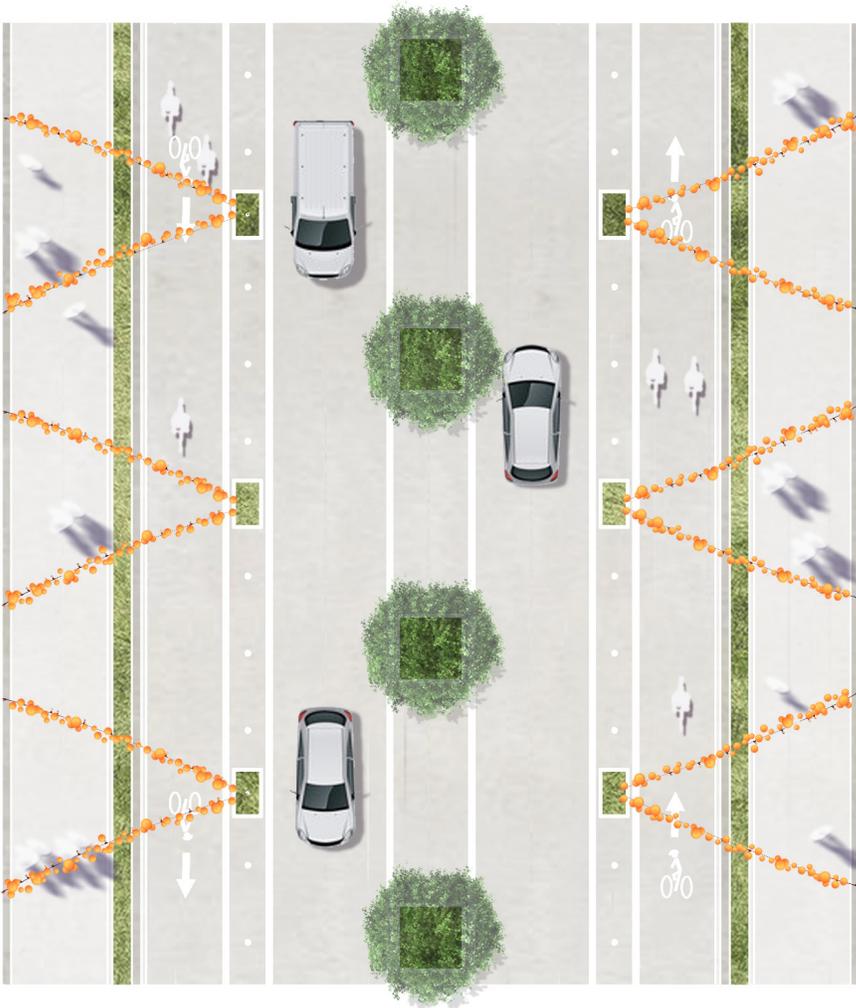
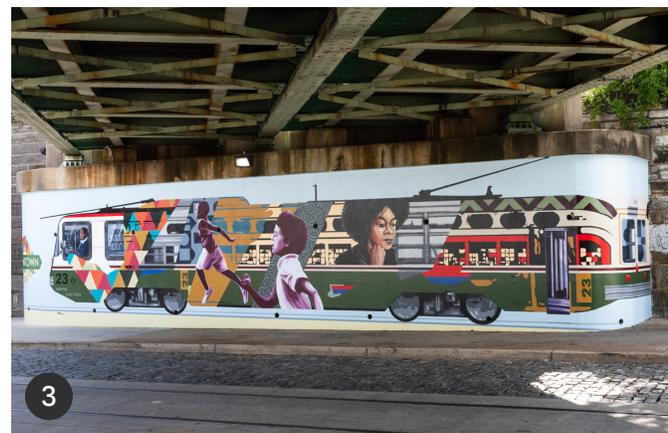
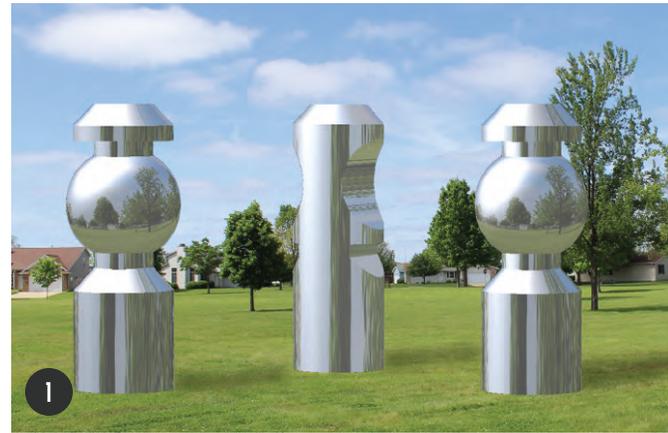


Figure 32. Typical Proposed Section F

- Retain existing wide sidewalks and make repairs where necessary
- Reducing vehicle travel lanes to two lanes approaching the shared space will help slow down vehicles and ease the transition
- Center median lane with plantings
- Widen light individual transport (LIT) lanes for cyclists and scooters on both sides and add buffer with planters and flex posts
- On the bridge over the Connector, add visual interest and potentially shade with an artistic overhead installation over the sidewalk and LIT lanes and lighting to encourage people to walk and bike between Downtown and Midtown

There are several ways urban design can be improved in this area with more modest investments that would complement proposals in the Stitch and could be implemented well in advance of that project. While these projects are outlined in the overall recommendations, they should be explored further:

- **Mayor's #1 Park:** This park was selected as a site for the Landmark Public Art program, funded by Renew Atlanta. Designs are currently underway to install an 11-foot tall sculpture by Ryan Gander, complemented by new plaza space, seating, lighting, new landscaping, rain gardens, and flowering vines on the fence along the Connector.
- **Artistic Wayfinding at Ivan Allen Boulevard/Ralph McGill Boulevard:** The Civic Center MARTA Station is located a block west of this intersection, yet many community members noted its lack of visibility from Peachtree Street and the enjoyable walk between the two. Enhanced wayfinding can help bring awareness to the nearby station. A mural or art installation and lighting on the retaining wall at the Atlanta First United Methodist Church and/or the parking garage at 378 Alexander Street could help enliven the space and could include an integrated wayfinding element to draw people along the route. Replacing the auto-oriented cobra light fixtures on the block of Ivan Allen Boulevard with the pedestrian-oriented light fixtures used on all surrounding blocks would also improve the pedestrian environment.
- **405 Peachtree Street:** This 0.33-acre site next to the highway is owned by the Department of Transportation but is included in the St. Luke Episcopal Church's gated grounds. The parcel would form part of the planned Peachtree Green envisioned by the Stitch. In the interim, the City could work with the DOT and the church to determine potential to keep the path open for more extended hours and add wayfinding signage to improve its utility as a pedestrian and bicycle connection between Peachtree Street and Courtland Street.



1) Rendering of the Gander sculpture commissioned for Mayor's #1 Park 2) Directional mural in White City, London (Source: Design Week) 3) Time Line 23 mural in Philadelphia features transportation themes developed with the community (Source Steve Welnik)

## Land Use Opportunities

### Future Land Use and Zoning

All of the properties in this area are categorized as High-Density Commercial future land use and SPI-I-SAI zoning. These regulations should be enforced as properties apply for development permits. As staff reviews proposed site plans and works with properties requesting rezoning, variances, or other changes to their development rights, they should work with developers to ensure these requirements are met, especially:

- Eliminating curb cuts on Peachtree Street by providing any direct vehicular access to sites on side streets or alleys
- Requiring active, pedestrian-oriented uses at the ground level
- Upholding storefront façade treatment guidelines to minimize blank walls

### Reinvestment in Existing Buildings

There are few existing buildings in this area and many of those that do exist are in moderate to good condition. For those that are in disrepair, potential strategies include:

- **Leverage the Eastside Tax Allocation District:** Almost all properties in this area are part of the Eastside TAD, with the exception of the SunTrust Plaza site. Work with Invest Atlanta to educate owners of existing buildings in this area—particularly the low-rise commercial buildings on the west side of Peachtree Street between Porter Place and West Peachtree Street—on the available resources.
- **Support Ongoing Reinvestment:** The community expressed a desire to rehabilitate and activate the vacant, historic Medical Arts Building. Before the pandemic, the owner of this property announced plans to convert it to a 150-room boutique hotel with 2,000 square feet of ground floor restaurant and retail space, giving it the potential to be an early and highly visible redevelopment win for the corridor. The City should work directly with the owner to support their redevelopment efforts and help them to move forward quickly by ensuring a smooth review and permitting process. It is a good potential candidate site to pilot the Pink Zone, a streamlined regulatory approach to help prioritize development on Peachtree Street. (See page 254 for more information.)



## The Stitch

This section of Peachtree Street is characterized largely by surface parking lots and the disruption of the I-75/85 Connector, with very limited existing development. The City and Central Atlanta Progress/Atlanta Downtown Improvement District have been working on a strategy called The Stitch to repair the divide between Midtown and Downtown created by the Connector and better utilize this centrally located land. The concept would cap the Connector with a platform from West Peachtree Street to Piedmont Avenue, creating opportunities for new air rights development sites, parks, and plazas. This ambitious proposal debuted in 2015 and is currently in the feasibility study phase. If it moves forward would significantly alter the land use and character of this area. In light of that effort, this project has taken a more modest approach to interventions in this area, creating continuity with the rest of the corridor while realizing more significant investments in this area may be made as part of the future Stitch project.



Top: Rendering of The Stitch showing new parks and buildings capping the Connector in this area (Source: Central Atlanta Progress)

Bottom: Rendering of the proposed renovations to the historic Medical Arts Building (Source: Invest Atlanta)

## New Development

There are many sites in this area that are currently undeveloped and being used as surface parking lots, many of which have consolidated ownership. Pedestrian-oriented, mixed-use development on these sites would dramatically change the character of this largely vacant area and help activate the space. These sites are included in the Stitch project's vision for increased development in this area and could be developed regardless of the implementation of its proposed cap over the Connector.

North of the Connector, several parking lots are owned by **St. Luke's Episcopal Church**:

- 458 Peachtree Street (0.71 acres)
- 452 Peachtree Street (0.61 acres)
- 436 Peachtree Street (0.33 acres)
- 463 Peachtree Street (0.81 acres)
- 451 Peachtree Street (0.76 acres)

South of the Connector, **Atlanta First United Methodist Church** is already partnering with a private developer to build about 300 apartment units—most of which will be affordable—on the church-owned surface parking lots just off Peachtree Street at Porter Place. The new development will also include a 5-story school, a limited amount of retail, a 150-space parking garage, and an expansion of its Midtown Assistance Center, which works to help prevent homelessness and hunger.

Most of the other surface parking lots south of the Connector are owned by **SunTrust Plaza Associates**, including:

- Peachtree Center Avenue (3.05 acres)
- Peachtree Center Avenue (0.50 acres)

In addition to these sites, new air rights sites over the Connector created by the Stitch project could pose additional opportunities for development activity in this area in the future.



Tile mural wall by Joana Vasconcelos in Oporto, Portugal (Source: The Traveler Sisters)

## Activation and Programming

- Work with SunTrust Plaza on the potential to use its plazas as part of a Privately-Owned Public Space (POPS) Seasonal Outdoor Dining Program, in partnership with nearby restaurants. (See page 239 for more information.)
- Collaborate with local students and community groups to design and install creative “urban perches” at locations like Mayor’s #1 Park or SunTrust Plaza. (See page 240 for more information.)
- Commission local artists to paint murals or art installations on highly visible blank facades, like the retaining wall at the Atlanta First United Methodist Church and/or the parking garage at 378 Alexander Street.

## Key Projects

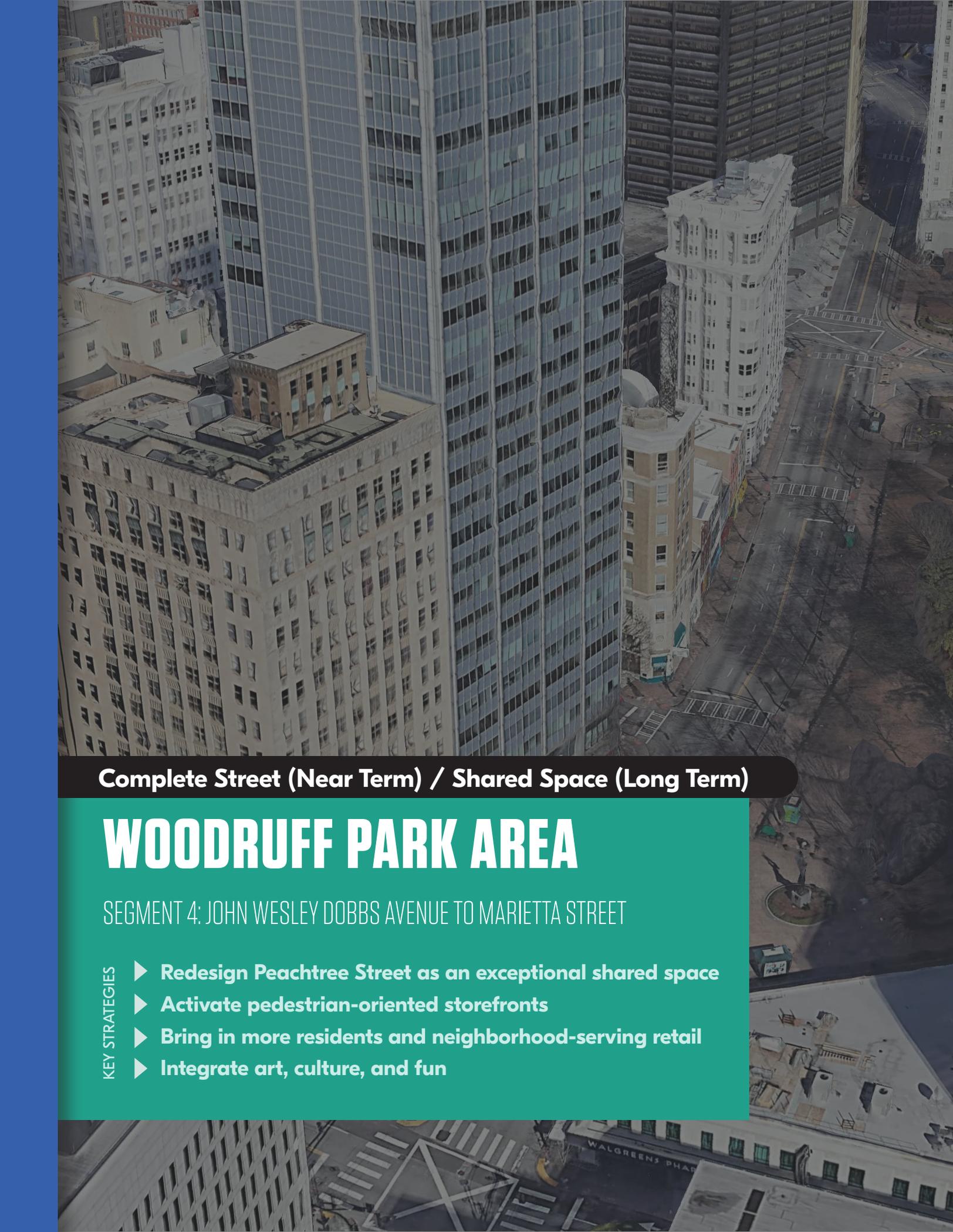
In the near term, key next steps to advance the vision for the Connector Crossing Area include:

- Restripe Peachtree Street between West Peachtree Street and North Avenue as a Complete Street featuring two vehicle travel lanes, a center turn lane, and protected, directional LIT lanes on both sides.
- Activate Ground-level Public and Private Spaces and Embody Local Identity and Promote Civic Pride by coordinating with property owners of high visibility sites with blank facades to commission murals, window art, or other installations to add vibrancy to the neighborhood.
- Implement Cycle Atlanta 1.0 Study recommendations.

## Big Move: Implement the Stitch

The Stitch is a bold, ambitious project that would dramatically change the urban fabric. CAP/ADID are continuing to evaluate its feasibility. In the long term, the Stitch recommends several new parks, plazas, and street connections that intersect with Peachtree Street in this area, including:

- Emory Square: A linear urban plaza running between the Civic Center MARTA Station and historic St. Luke's Episcopal Church.
- Peachtree Green: A 3-acre park and plaza expanding the existing Mayor's #1 Park with a cap over the Connector, in a style modeled after Bryant Park in New York City. A restaurant, café, and pavilion for markets and art shows are recommended as part of the design.
- Reconnecting Currier Street between Courtland Street and Peachtree Street.
- Reconnecting Alexander Street across the Connector to Peachtree Street.



**Complete Street (Near Term) / Shared Space (Long Term)**

# WOODRUFF PARK AREA

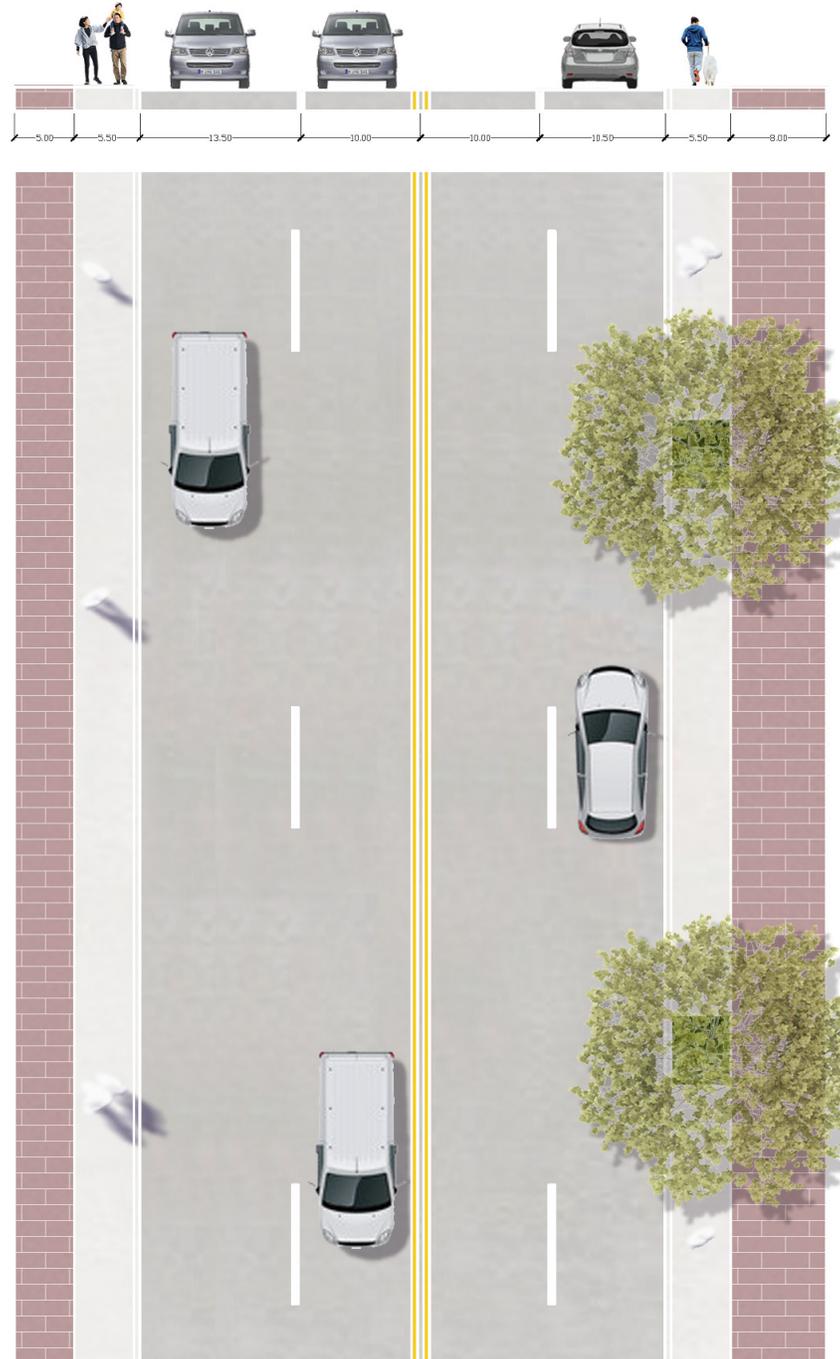
SEGMENT 4: JOHN WESLEY DOBBS AVENUE TO MARIETTA STREET

KEY STRATEGIES

- ▶ Redesign Peachtree Street as an exceptional shared space
- ▶ Activate pedestrian-oriented storefronts
- ▶ Bring in more residents and neighborhood-serving retail
- ▶ Integrate art, culture, and fun



Figure 33. Existing Typical Section - Segment 4 - Woodruff Park Area



## Urban Design Opportunities

The recommended street design for this area is a phased approach that supports neighborhood strolls, thriving businesses, and an integrated park experience.

### Near Term: Complete Street

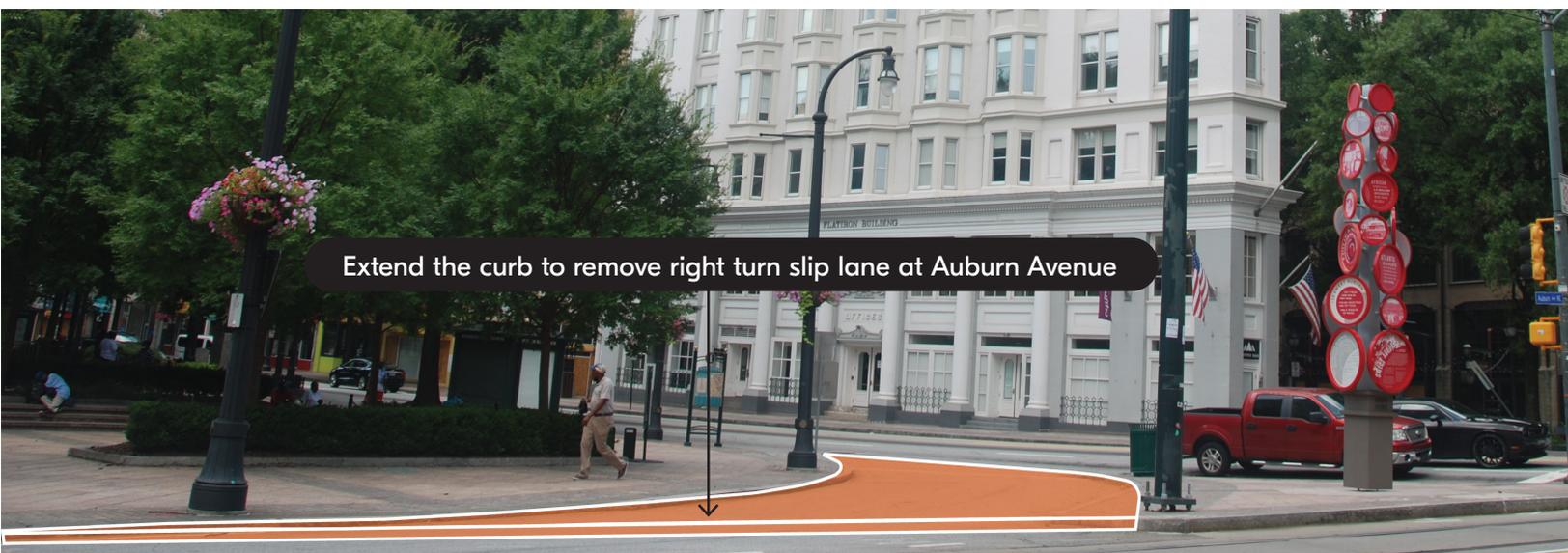
In the near term, a new layout can be implemented with a restriping project that retains the existing curbs. Vehicle travel lanes will be reduced from four lanes to two lanes, which allows more space for pedestrian areas and helps transition vehicles into the shared space to the north. The two outer lanes would be repurposed as expanded pedestrian space with opportunities for outdoor dining by restaurants, which currently have no space for seating. Paint, planters, and wheel stops can be used as a low-cost interim treatment to delineate this space. Like the Peachtree Center area, a lower speed limit of 15 miles per hour is recommended in this active pedestrian area. Cyclists and scooter riders will share the lane with slow-moving vehicles in this section. Between Auburn Avenue and John Wesley Dobbs Avenue, the streetcar will have its own dedicated lane.

### Long Term

As more funding becomes available, the street will be reconstructed as a curbless shared space. This will include raising the street to sidewalk level, installing new flush drainage and plaza-style pavers, relocating lighting and planting new shade trees to create a wider pedestrian comfort zone.

At the corner of Peachtree Street and Luckie Street/Auburn Avenue, eliminating the slip lane for northbound vehicles turning right onto Auburn Avenue will help reduce pedestrian conflict points and encourage drivers to make turns at slow, careful speeds.

The complicated Five Points intersection of Peachtree Street, Edgewood Avenue, and Marietta Street at the south end of the study area has multiple conflict



## Centered Shared Space by Woodruff Park

JOHN WESLEY DOBBS AVENUE TO MARIETTA STREET



- In the long term, the shared space will be extended south to Marietta Street
- Shared zone in the center about the width of two travel lanes
- Pedestrian comfort zones on both sides, which will include space for outdoor dining and other activities

Figure 34. Proposed Typical Section G



JUICE BAR

FRESH JUICES  
LIMONADE  
PIZZA  
COLD DRINKS



Rendering of the proposed shared space next to Woodruff Park

points, two traffic signals a car length apart, and traffic flowing in many directions. To simplify this intersection, Walton Street could be restored to two-way operations and extended from Peachtree Street south through Woodruff Park to connect with Edgewood Avenue at Park Place. This alternative alignment would eliminate the need for the segment of Edgewood Avenue between Peachtree Street and Park Place, simplifying the Peachtree Street and Marietta Street intersection, increasing the distance between intersections, and allowing Woodruff Park to extend south toward building fronts. This section of Edgewood Avenue could be given a special treatment in the design to commemorate its role in Atlanta's historic Five Points intersection.

## Reimagining Woodruff Park's Next Chapter

Woodruff Park is already Downtown Atlanta's favorite escape to a verdant setting, offering six acres of park space with an open lawn, playground, seating areas, and regularly programmed activities hosted by the Atlanta Downtown Improvement District. Plans are underway to make this space even better, including:

- **Atlanta Legacy Makers Project:** An artistic installation will commemorate two Atlanta mayors, Ivan Allen Jr. and Maynard Jackson, at the symbolic intersection of Peachtree Street and Auburn Avenue on the north end of Woodruff Park.
- **Woodruff Park Strategic Plan:** This updated strategy is currently being finalized and will inform the next phase of the park's design, programming, and maintenance. An early capital project will be the Peachtree Accessibility Project, which will remove the seat wall facing Peachtree Street that creates a visual and physical barrier to the park, making it more ADA accessible and better integrated with the street.

## Activation and Programming

- Build on the existing free public Wi-Fi and tables available at Woodruff Park to create “Streetside Startup Space,” an outdoor co-working space. Additional features may include electrical outlets and/or charging stations and advertising of available Internet access. (See page 238 for more information.)
- Work with ADID to explore potential to host a farmer’s market and/or Made in Atlanta market stalls at Woodruff Park. (See page 245 for more information.)
- As part of the Pink Zone, explore policy and regulatory changes to facilitate office to residential conversions to increase development flexibility and increase the daily base of users by adding more residents to the area. (See page 254 for more information.)



## Land Use Opportunities

This section of Peachtree Street already has the fundamentals of a vibrant urban neighborhood in place, with blocks completely developed with street-oriented buildings, beautiful historic architecture, and a mix of uses including offices, restaurants, residences, and Georgia State University buildings anchoring the area. There are no undeveloped parcels in this area. Moving forward, the City should continue to support the charm and vitality of the development in this area by:

- Supporting high levels of occupancy by maintaining relationships with business and property owners and continuing to respond to their needs over time.
- Work with property owners and local real estate groups to identify opportunities and reduce potential regulatory barriers to converting office space to residences, increasing the flexibility and resiliency of existing properties in this area.

## Key Projects

- Remove northbound slip lane from Peachtree Street to Auburn Avenue.
- Restripe Peachtree Street between Marietta Street and John Wesley Dobbs Avenue as a Complete Street featuring two vehicle travel lanes and an expanded sidewalk realm delineated by planters, similar to the demonstration project.
- Activate Ground-level Public and Private Spaces coordinating with restaurants to permit outdoor dining.
- Restore Walton Street to two-way operations.

## Long-Term Move: Park Integration

In the long term, changes to Woodruff Park could further enhance the vibrancy and functionality of this area. The upcoming Woodruff Park Strategic Plan will outline recommendations for the park's next phase. The sketch below from this project's Design Workshop illustrates potential features that align with community discussions about the park that could help inform those recommendations, including:

- Creating a clearer visual connection from edge to edge of the park
- Improving pedestrian flows through the park
- Eliminating hostile design elements
- Continuing to incorporate space for food truck parking and seating
- Maintaining open green space and tree canopy
- Adding play space for dogs
- Extending Walton Street through the park, which would facilitate the redesign of the Five Points intersection to improve safety.



Figure 35. Woodruff Park Concept Sketch