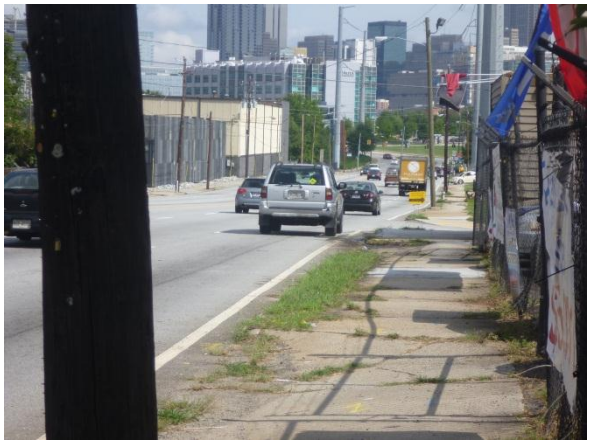
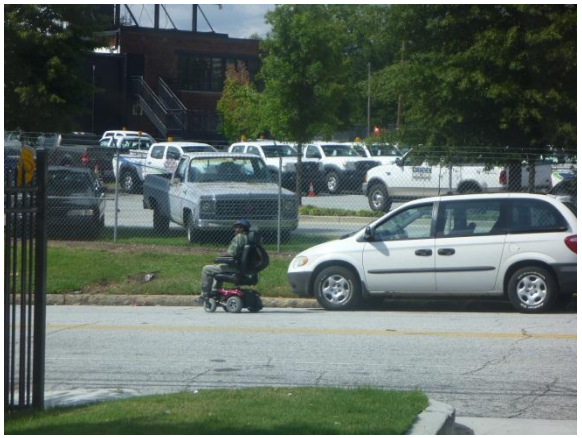



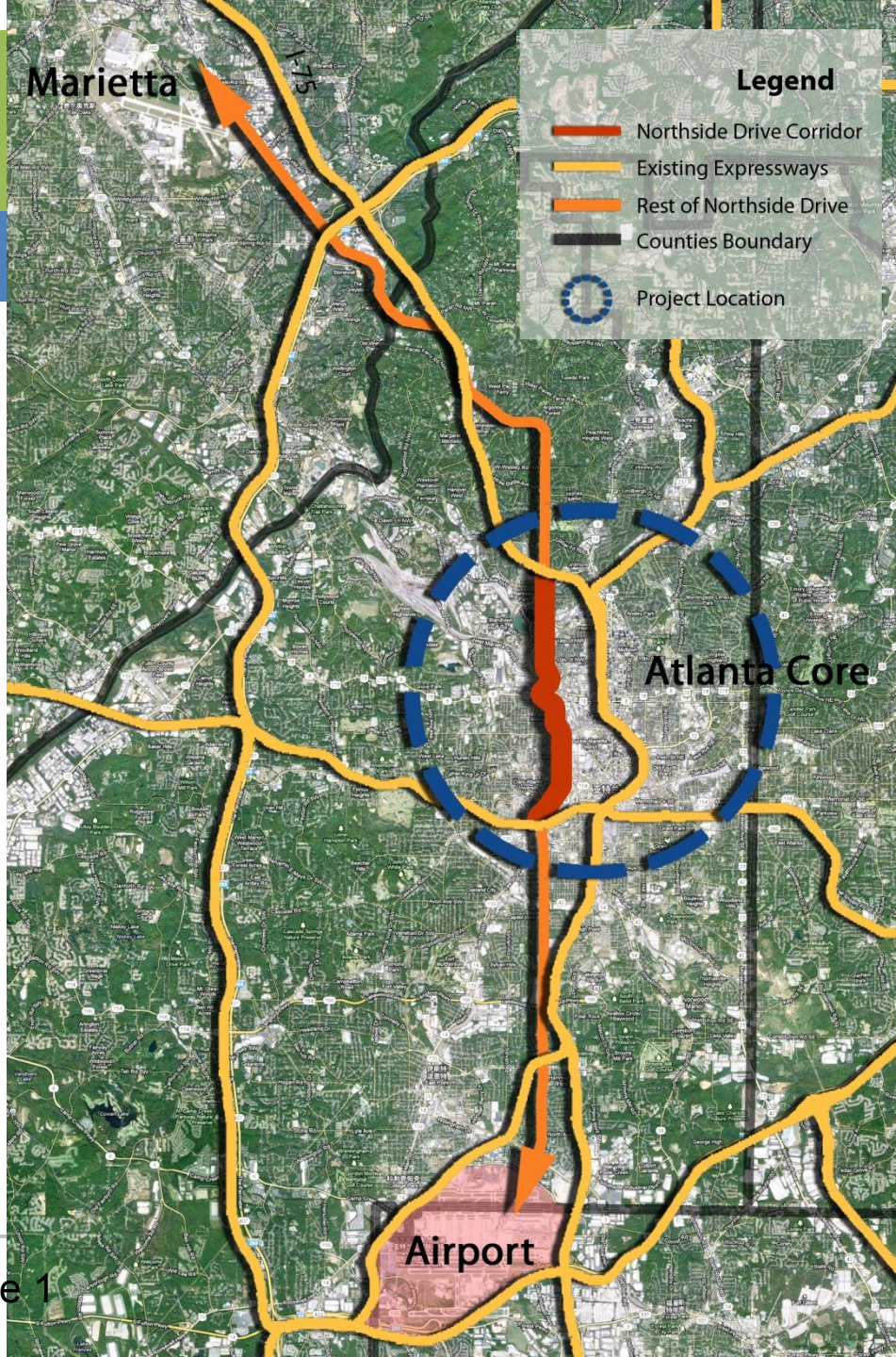
Northside Drive

Corridor Overview

Margaret Carragher
Josh Levin
Eric Phillips
Zoe Zhang

Overview

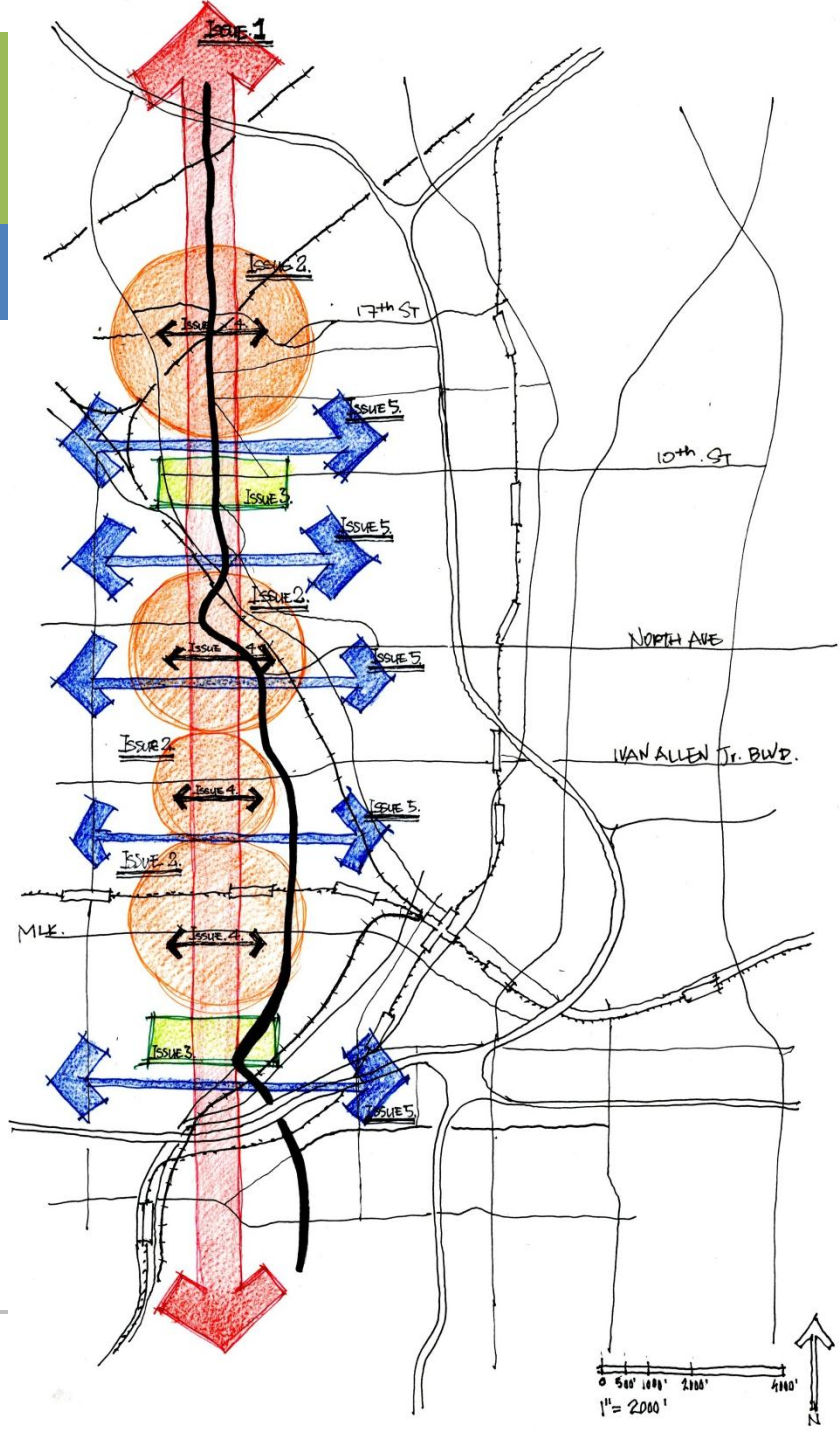
- Corridor Definition
- Problem Statements
- Land Use
- Integration with Existing Plans
- Cross Section Alternatives
- Corridor Improvements



Project Goals

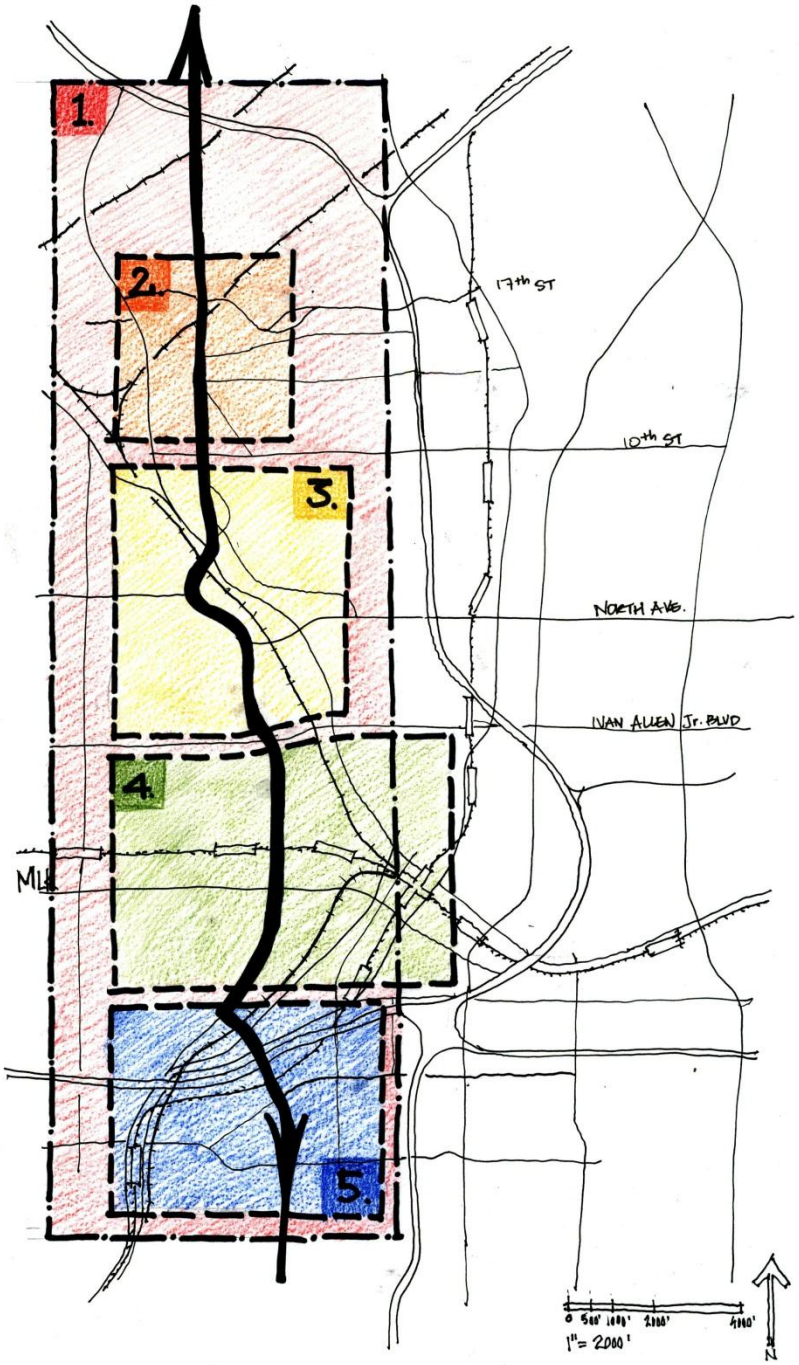
This corridor has never been studied comprehensively, the goals are to…

- Maximize the great land use and development potential
- Provide infrastructure for North-South travel to transit, bicycles, and pedestrians, as it is currently car-focused
- Balance existing destination access with through travel demand
- Eliminate the East-West divide and physical barrier



Study Approach

1. Overall Team
2. Atlantic Station/SRTA Site Team
3. Mid-corridor/Georgia Tech Team
4. AUC/English Avenue/Vine City/MMPT Team
5. West End Team

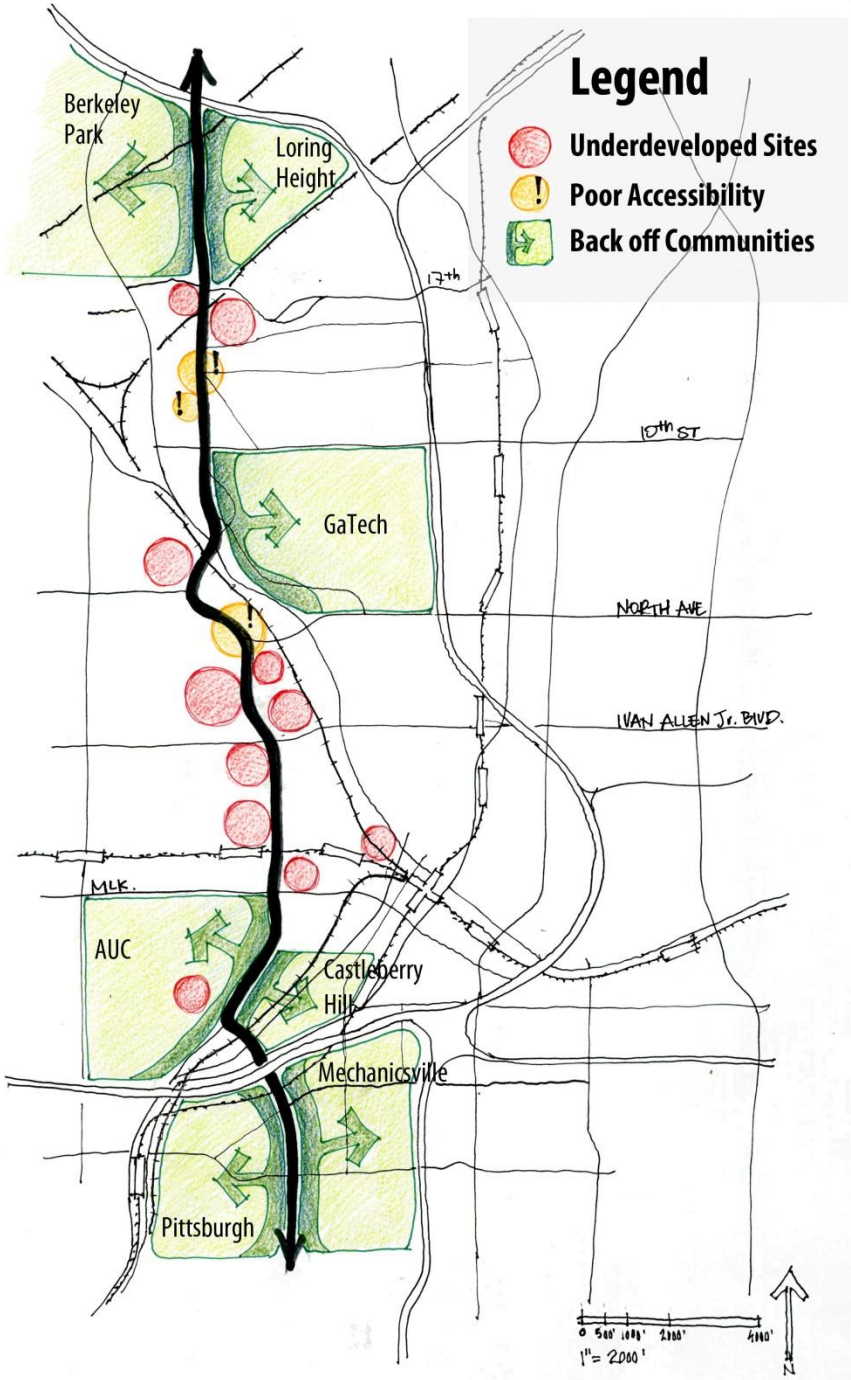


Land Use
Development Potential

Many Sites are Underdeveloped

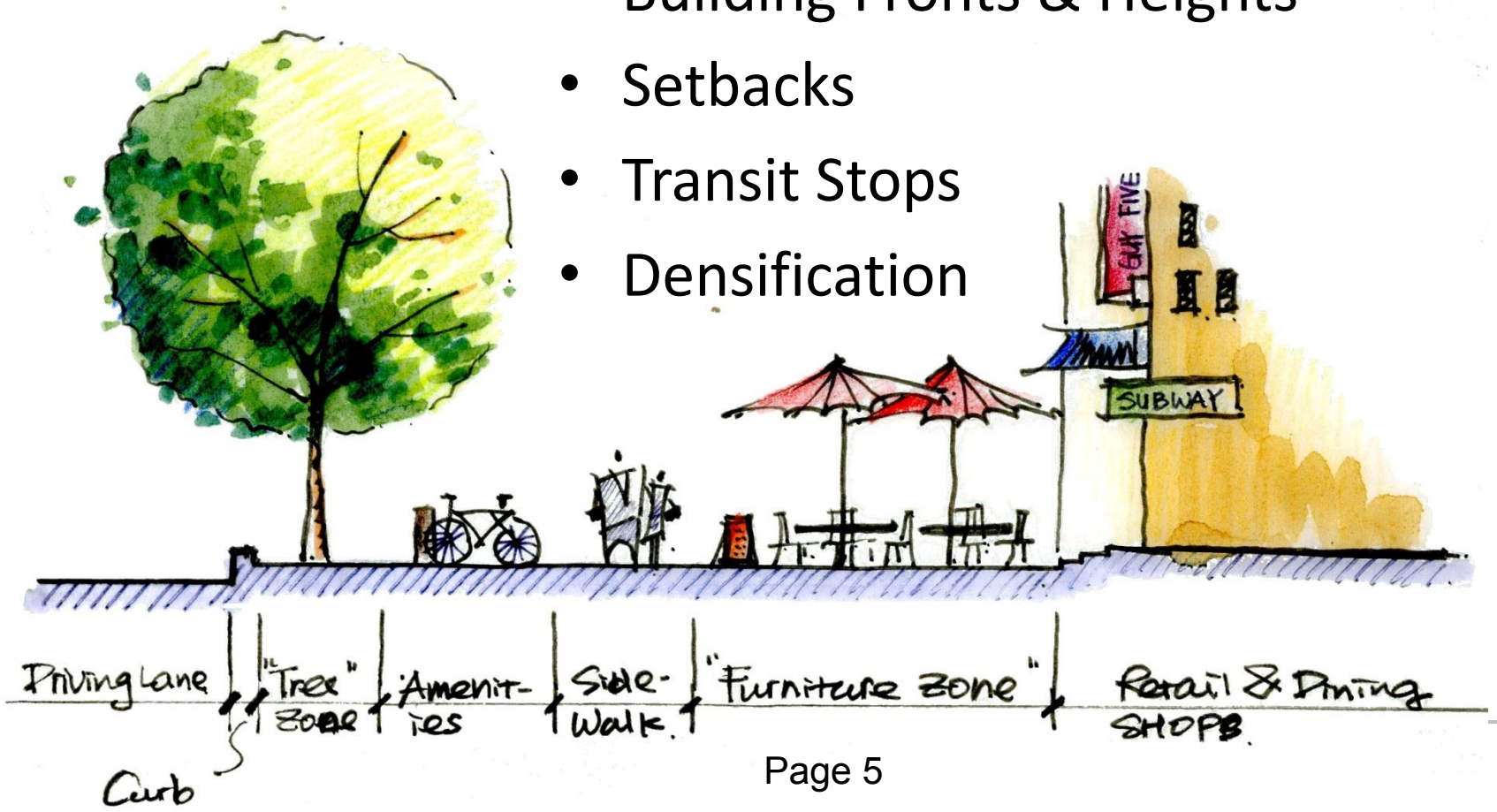
Poor Bike, Pedestrian & Auto Accessibility

Communities Currently have Back Turned to Boulevard



Land Use Opportunities

- Driveways & Parking
- Building Fronts & Heights
- Setbacks
- Transit Stops
- Densification



Examples of Concordance with Corridor Goals

Plan	Year	Comments	Rating
Berkeley Park Blueprint	2006	Some treatment of Northside Drive, but also designates it with through-street status.	
Loring Heights Neighborhood Master Plan	2011	Still in draft form; identifies Northside as a corridor for streetscaping and retail.	
Georgia Tech Campus Master Plan Update	2004	Plan is inward-focused. Oriented away from Northside towards Midtown when it does look beyond campus.	
Georgia Tech Landscape Master Plan	2011	Identifies Northside as a corridor; proposes some projects but also sees NSD distinctly as a back door.	
Vine City Redevelopment Plan	2004	Recommends many projects in accordance with our goal, including development/streetscaping on NSD.	
Castleberry Hill Master Plan	2000	Envisions Northside as a key boulevard, as well as a potential entrance to the neighborhood.	

Demographic Summary

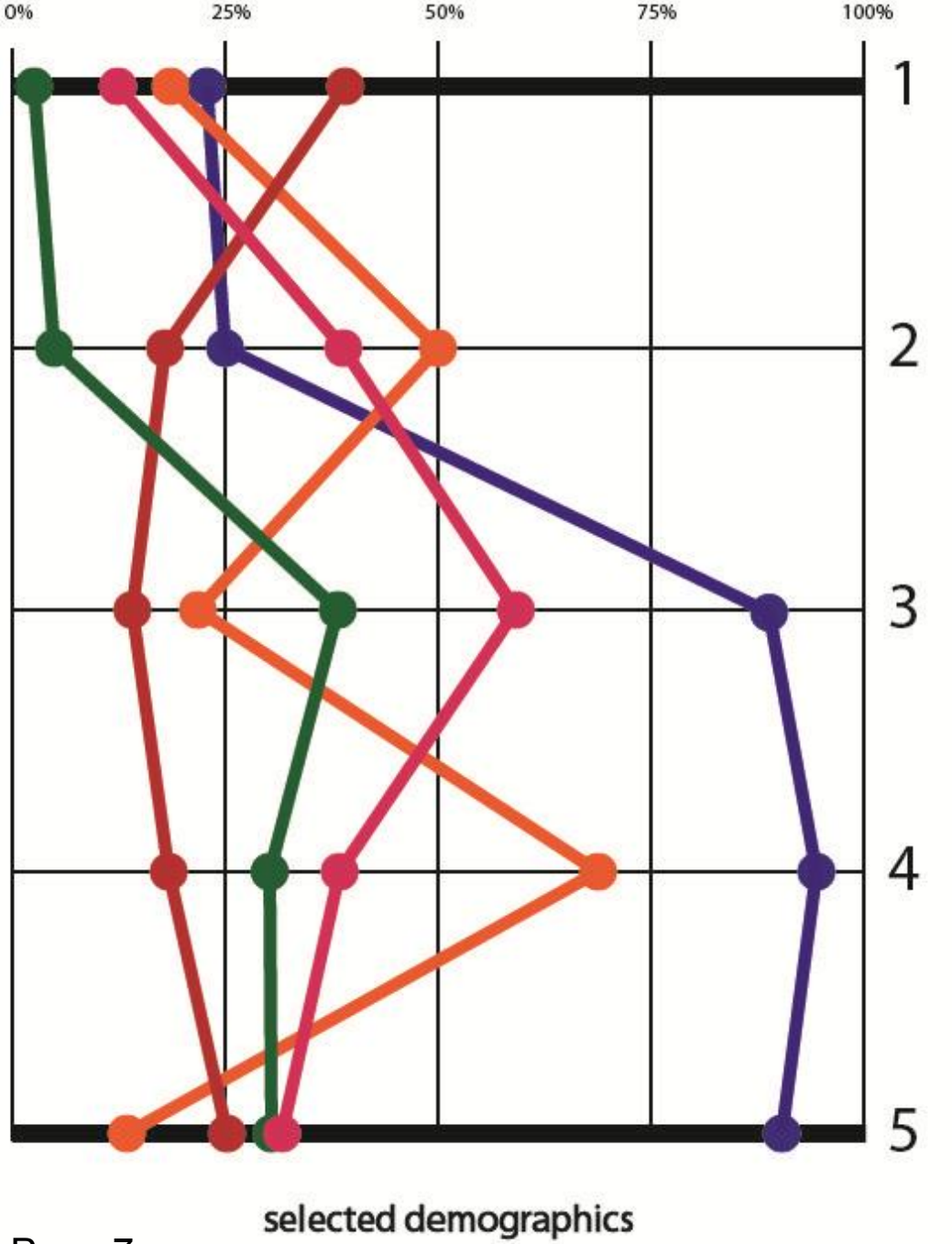
% African-American

% Ages 18-24

% Owner-Occupied

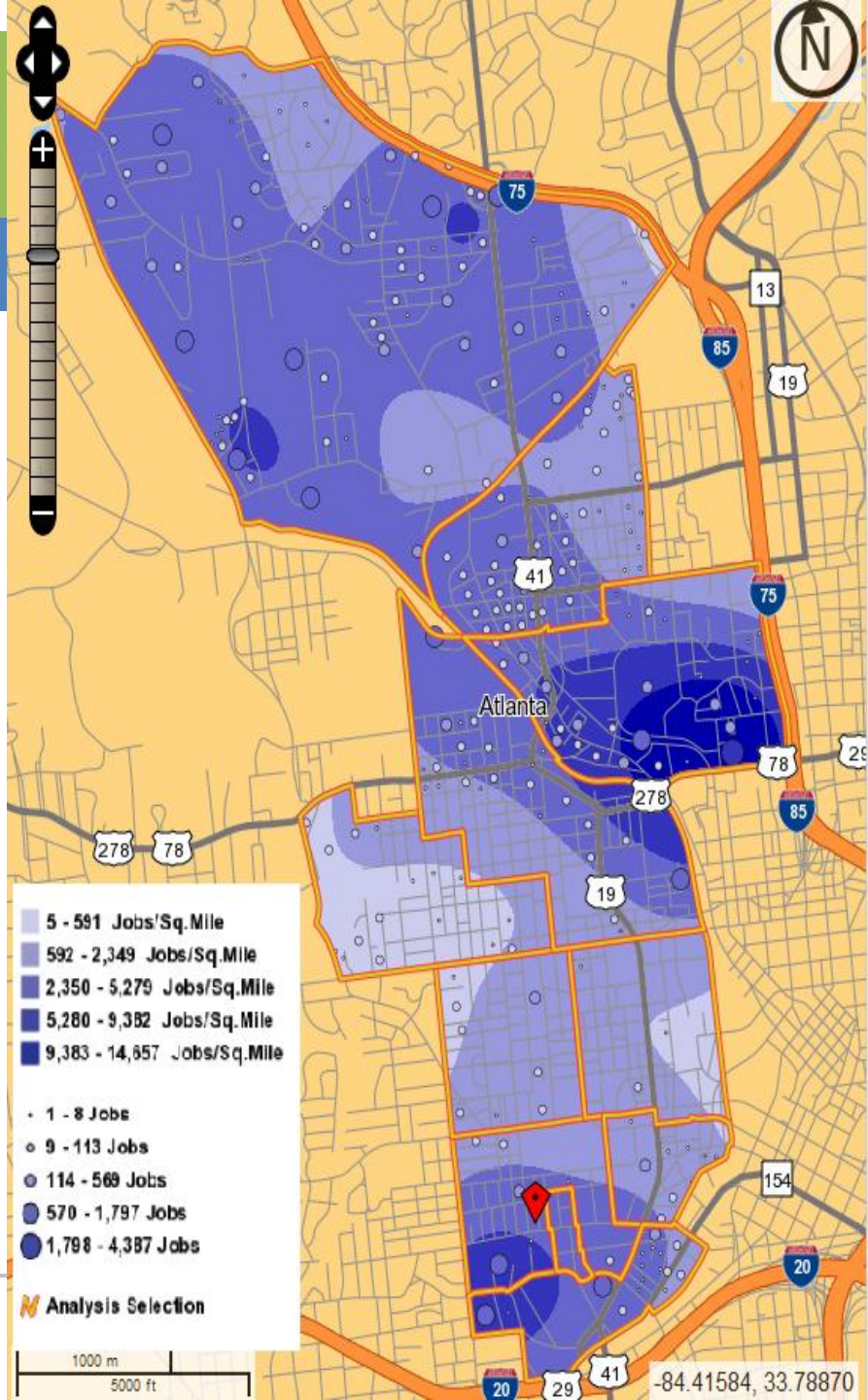
% Commuting by Transit

% Living in Poverty

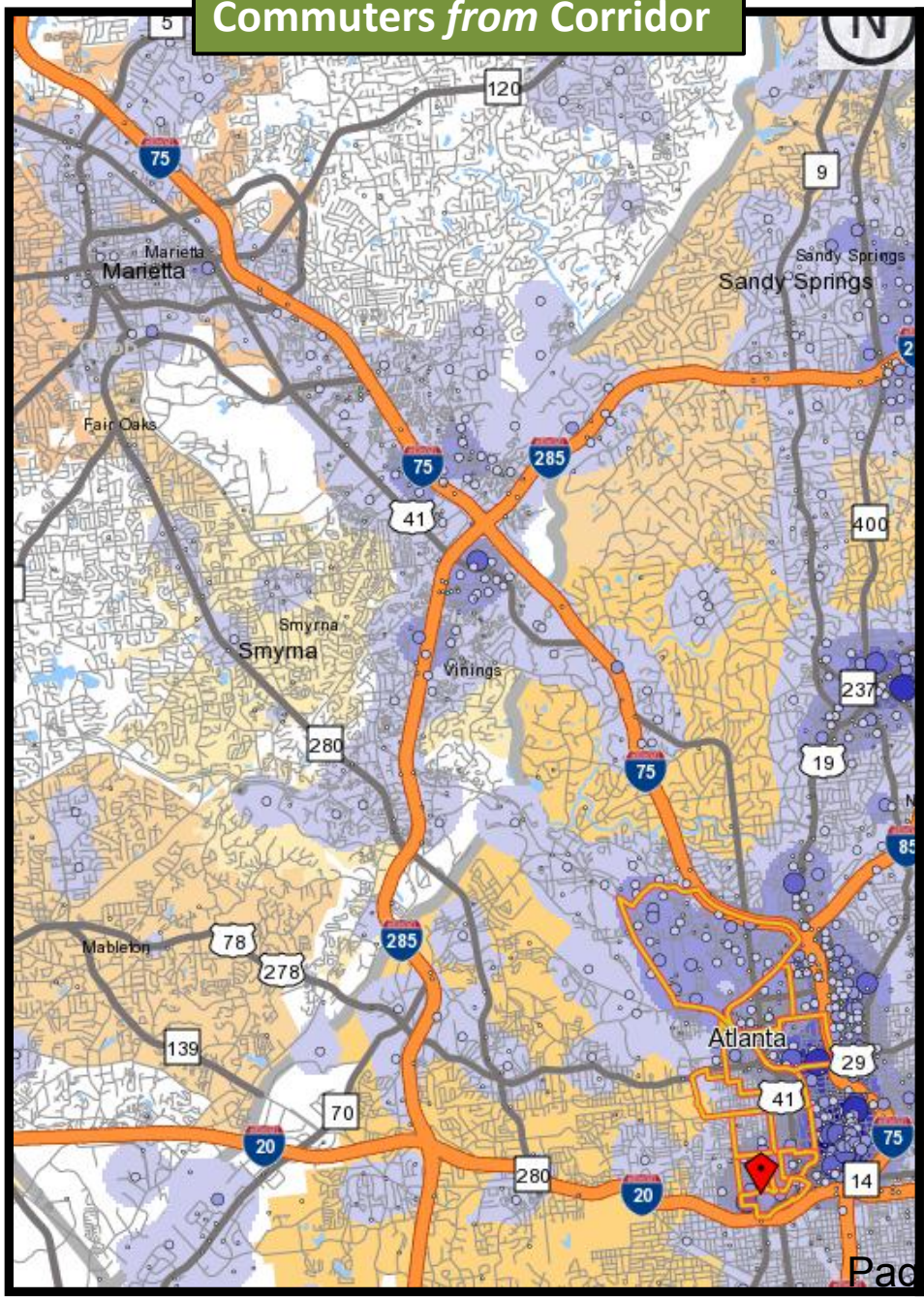


Job Summary

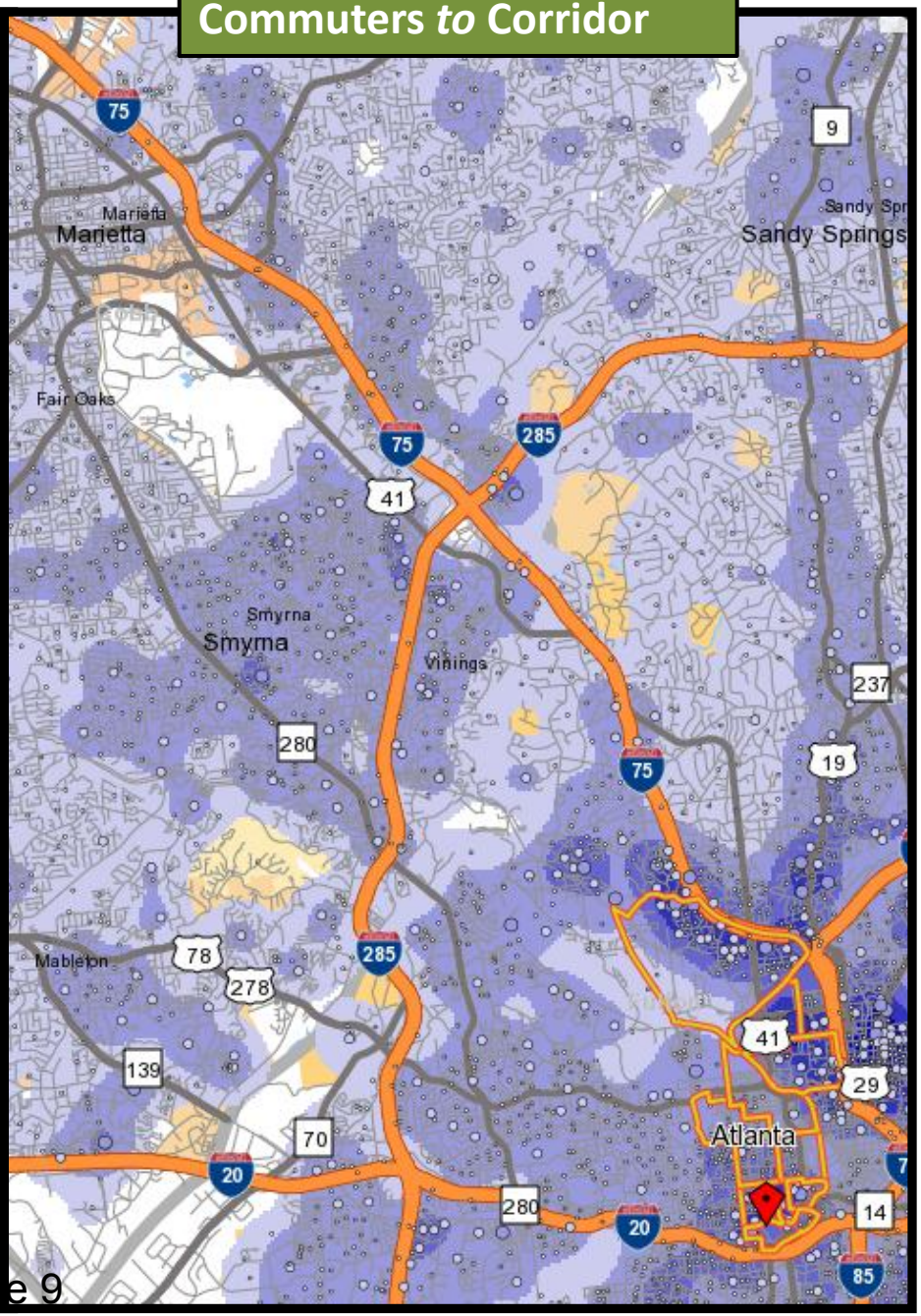
- 10,628 workers live along the corridor
- Area workforce older than its population
- ¼ of the workforce makes less than $15k per year
- 66% of workers over age 29 are not college educated
- 60.2% of workers are in six industry sectors



Commuters *from* Corridor



Commuters *to* Corridor



Community Development & Neighborhood Stability Strategies

- Strategies ensuring development benefits **present-day residents** and **existing community** infrastructure as well as newcomers
  - Both homeowners and renters

- **Community Benefit Agreements**
  - Enable the community to leverage neighborhood investment in a way that supports local goals
  - Can seek benefits in both jobs and housing

- Cross-corridor coordination
  - Potential for unified social services
  - A greater inter-neighborhood consciousness

Corridor Improvement Projects

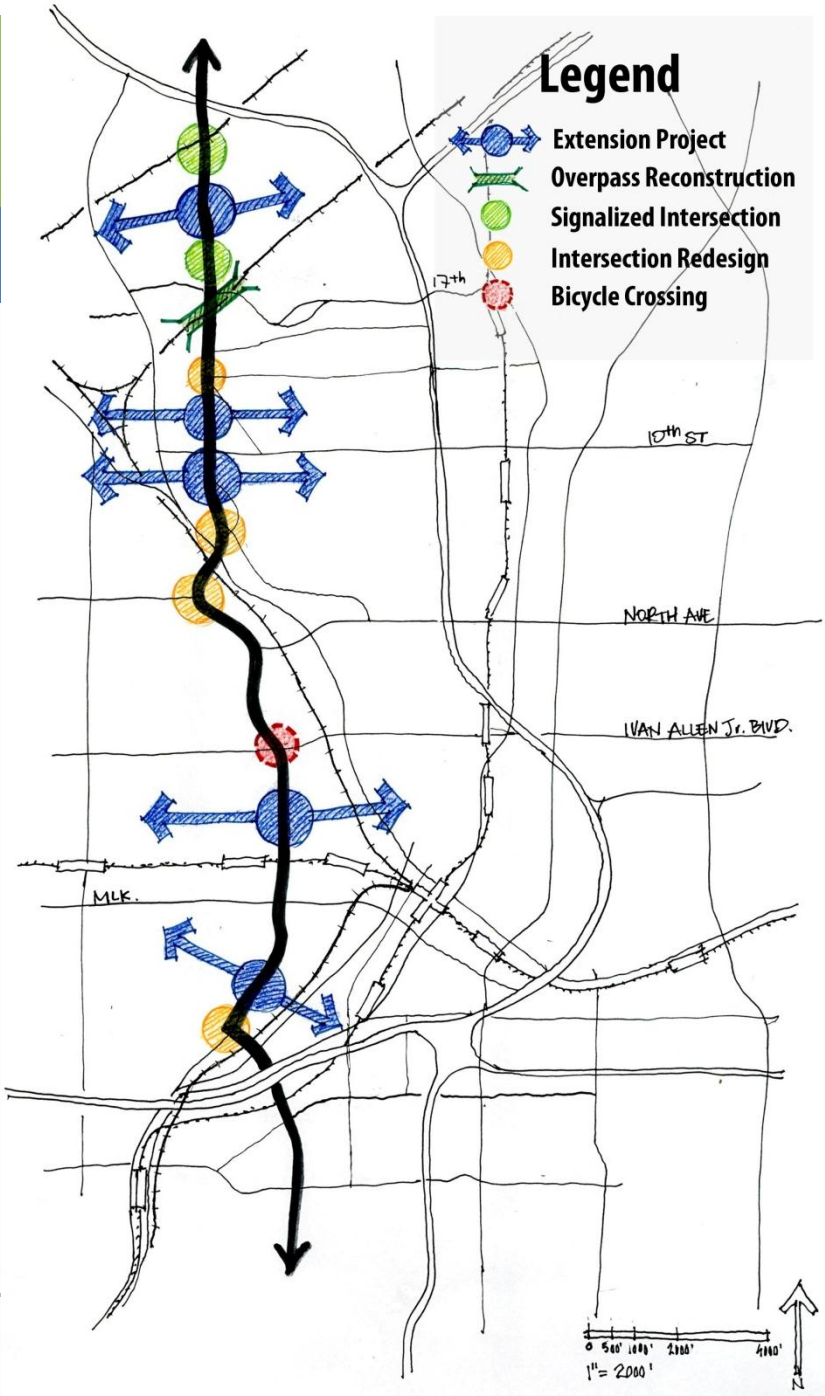
Signalize Intersection

Intersection Redesign

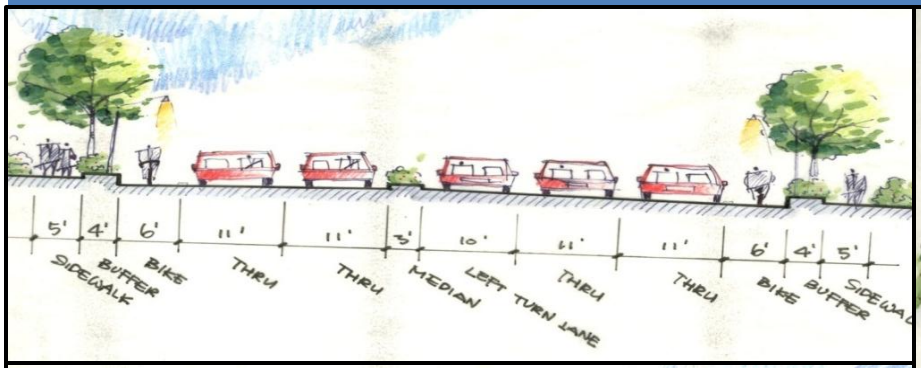
Extend Intersection/Road

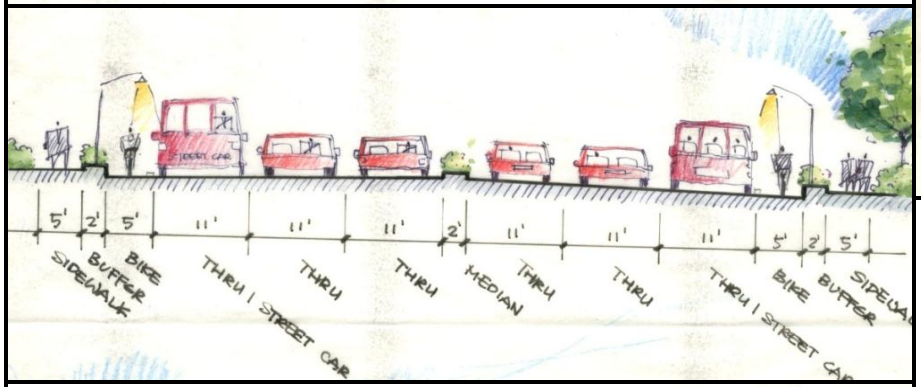
Bike Crossing

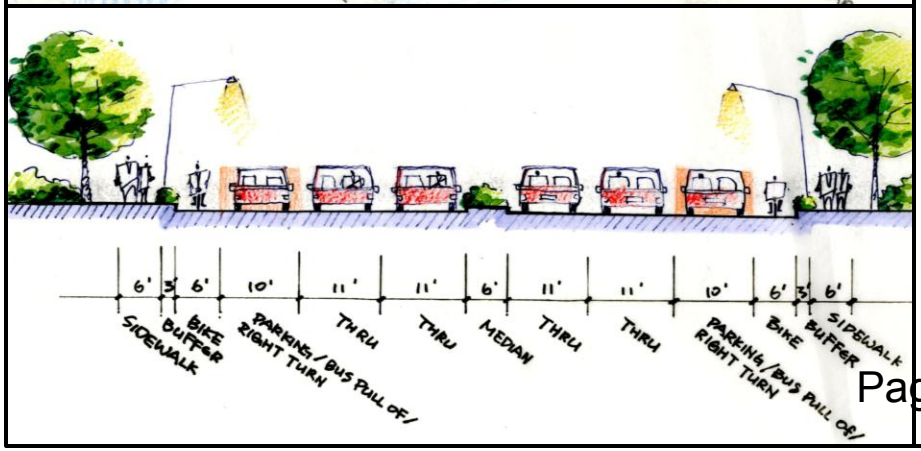
Overpass Reconstruction

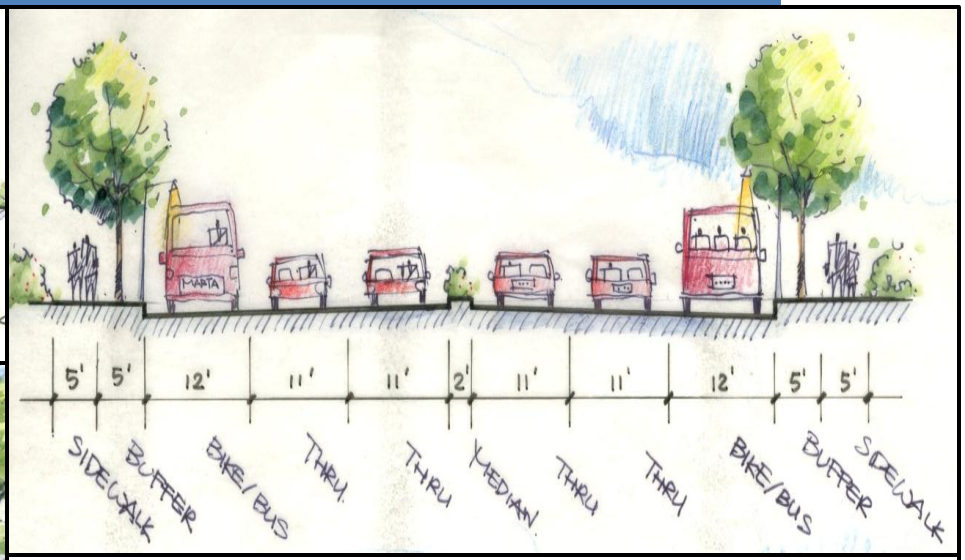


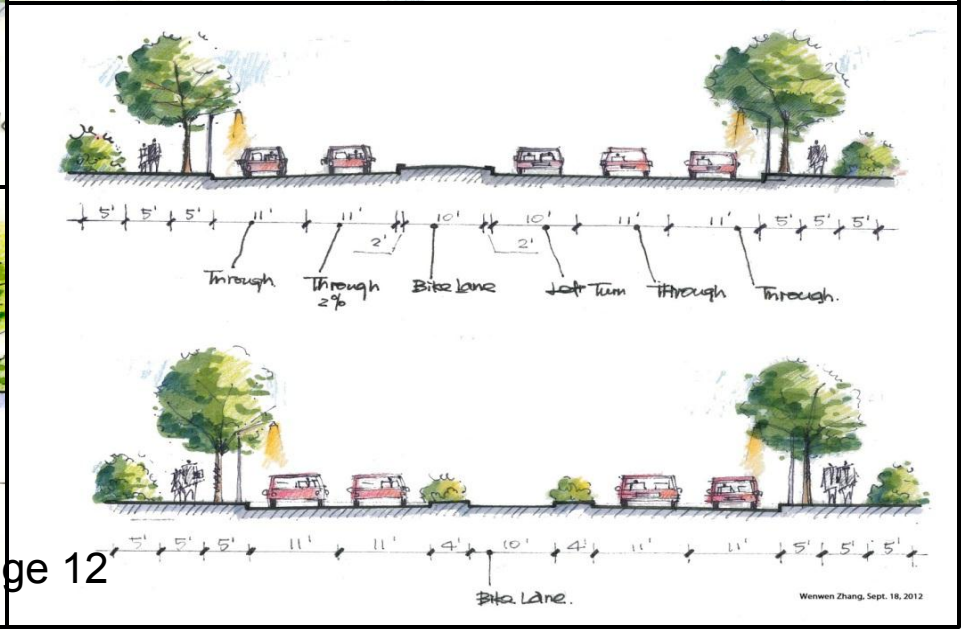
Cross Section Alternatives





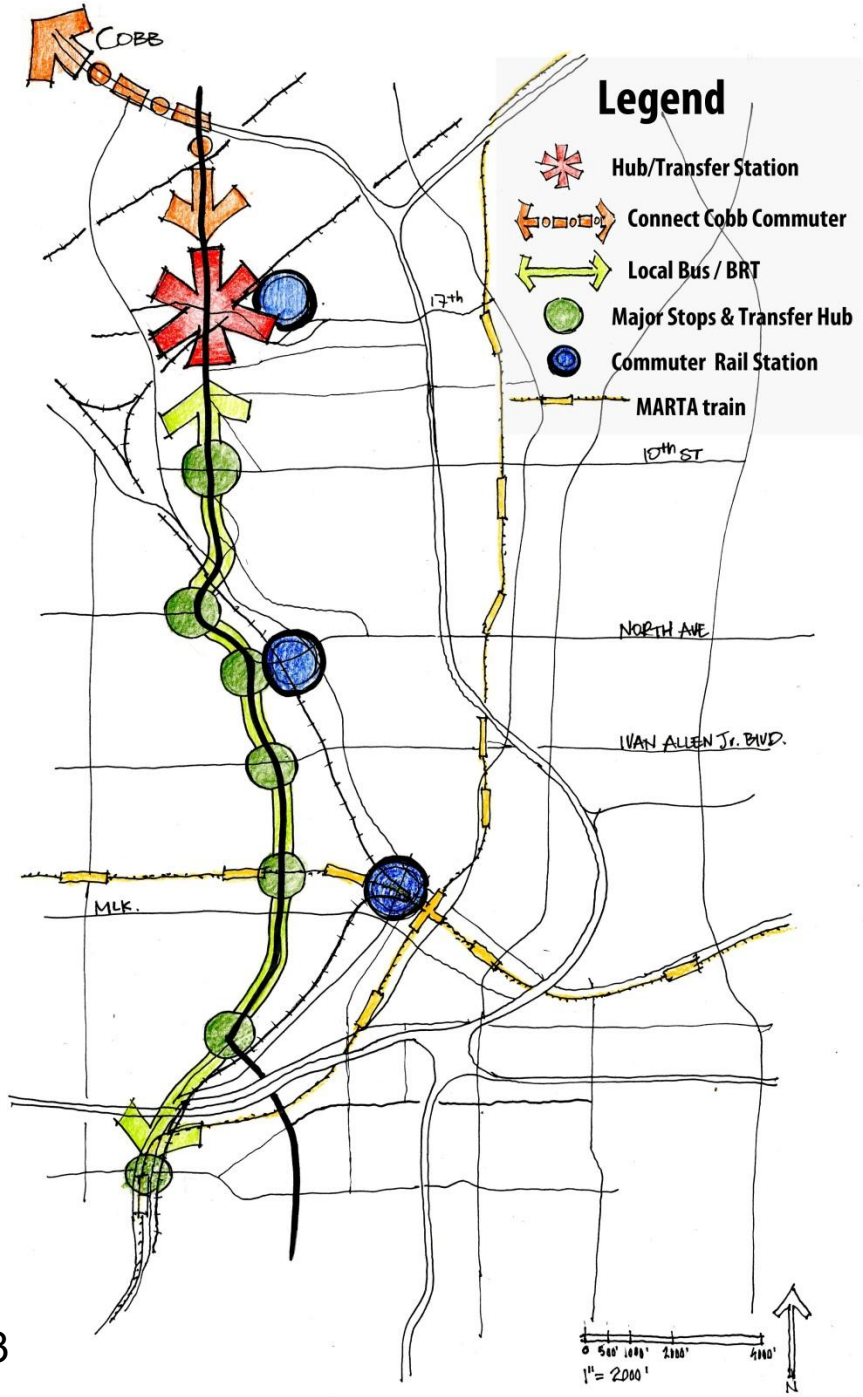






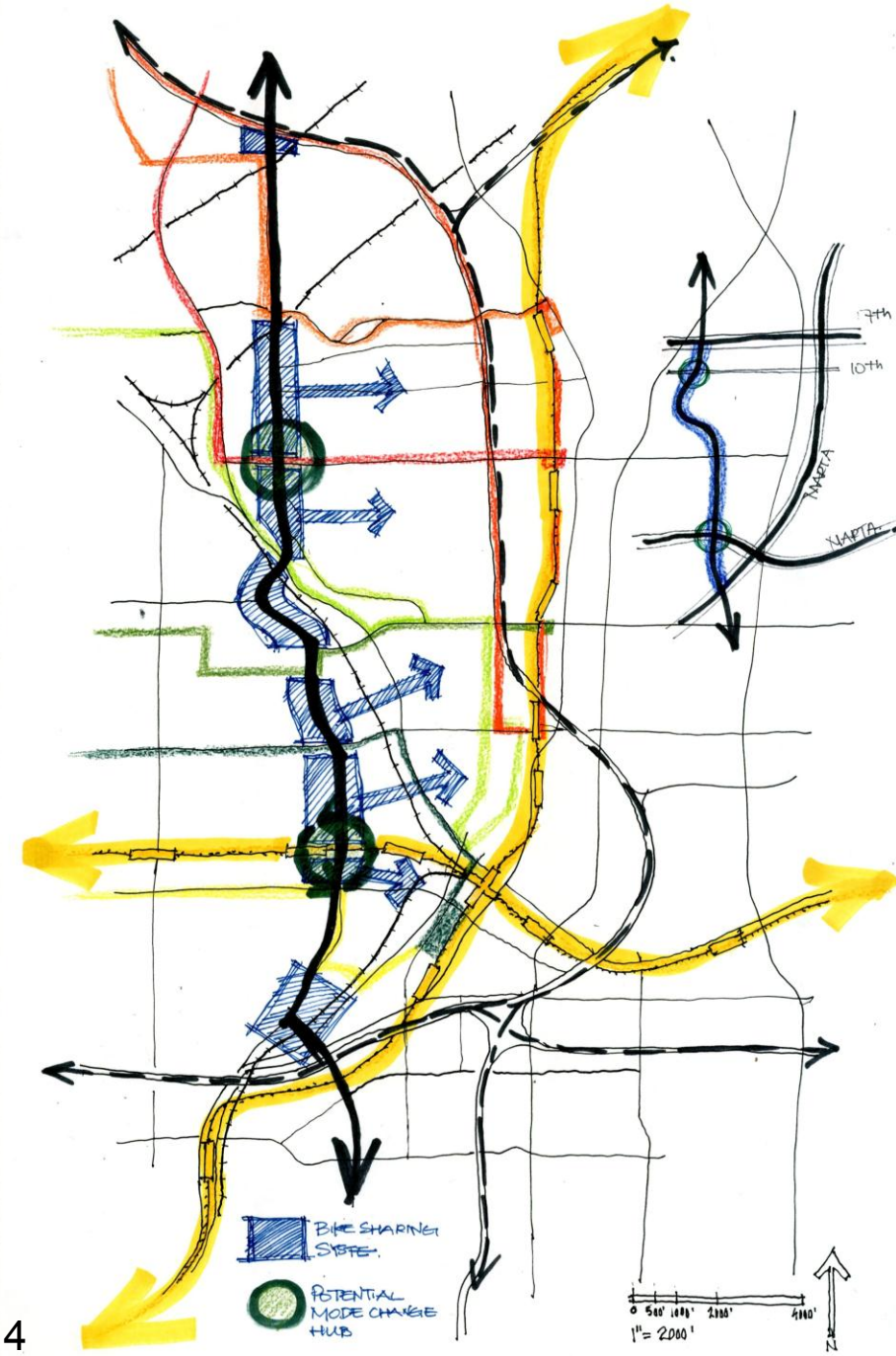
Transit Improvement Strategies

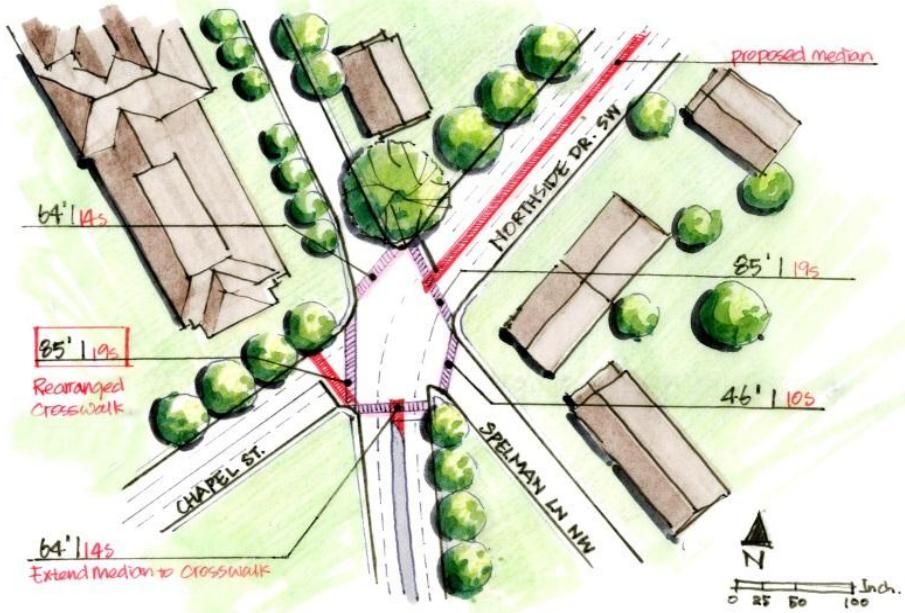
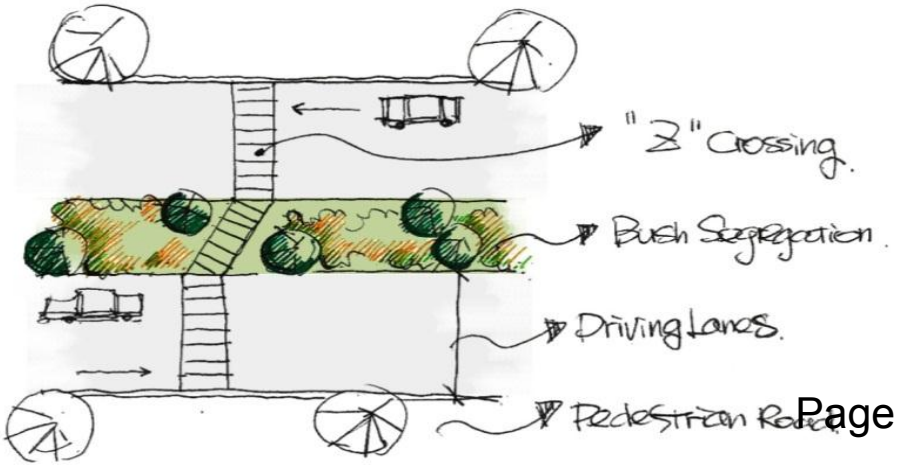
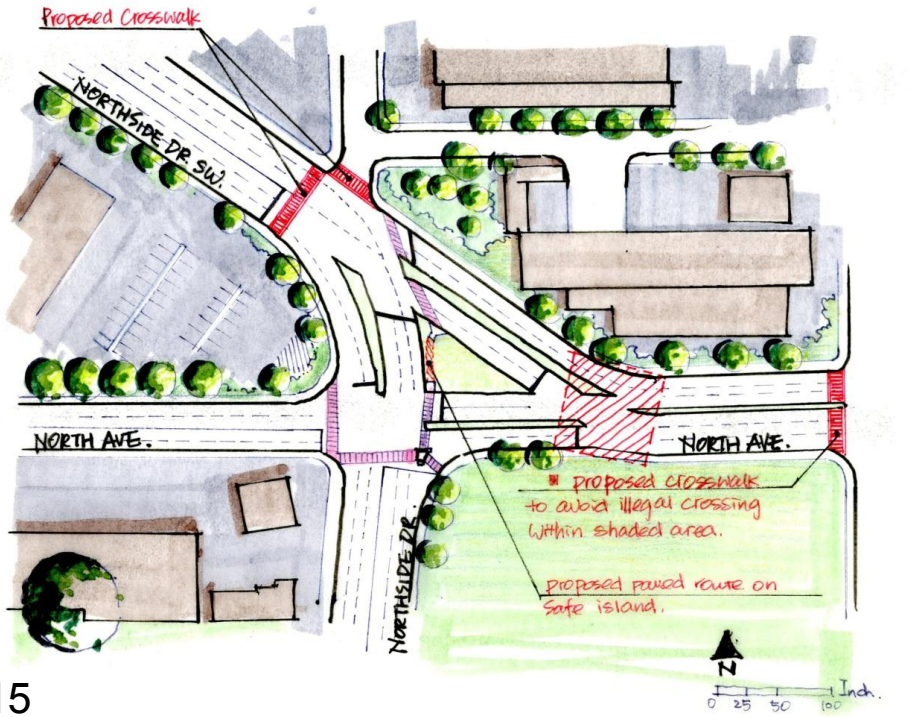
- Connect Cobb Commuters
- Create Hub/Transfer Station at 17th Street to Atlantic Station & Midtown
- Provide Local/Express Transit Service
- Identify Major Stops/Transfer Points
- Identify Commuter Rail Stations



Bicycle Improvement Strategies

- Provide Corridor-wide Infrastructure to support Cyclists
- Create Local Bike Sharing System
  - Transit Alternative
  - Fill up the gaps between various MARTA lines
  - Major service stations at MARTA train stations, integrate into breeze system
  - Set up minor service stations within surrounding communities
  - Possible stakeholders
    - Surrounding communities
    - MARTA
    - Gatech, GSU and AUC



Pedestrian Improvement Strategies

- Crosswalks Improvement
  - Standard intersection
    - 8 feet wide crosswalk
    - 10 feet offset
    - Signals Optimization
  - Provide Mid-Block Crossings