

## **MONROE AND 10<sup>TH</sup>**

### **TECHNICAL ADVISORY GROUP MEETING – APRIL 12, 2018 AT 1.30 PM AT CITY HALL**

#### **MEETING MINUTES:**

#### **ATTENDEES:**

Jay Silverman, Presenter, Dwell Design Studio  
Keyetta Holmes, City of Atlanta  
Charletta Wilson Jacks, City of Atlanta  
Jason Morgan, City of Atlanta, Dept. of City Planning  
Monique Forte, City of Atlanta, Dept. of City Planning  
Mark Banta, Piedmont Park Conservancy  
David Bedner, 10<sup>th</sup> and Monroe  
Shaon Gay, Dentons  
Crawford Schneider, Dentons  
Schroder Volyles, Atlanta Beltline  
Beth McMillan, Atlanta Beltline  
Catherine Owens, Atlanta Beltline  
Shawn Green, Atlanta Beltline  
Kevin Burke, Atlanta, Beltline  
Alvah Hardy, APS  
David Hamilton, Beltline DRC  
Aaron Fortner, VHCA  
Jim Kegley, 10<sup>th</sup> and Monroe  
Mike Hogan, Fuqua Development  
Heather Correa, Fuqua Development  
Jeff Fuqua, Fuqua Development  
Venky Babu, Dwell Design Studio

#### **Notes from the Meeting**

##### 01. Traffic/Intersections

- a. Renew ATL (absent from meeting) is in the process of conducting a traffic and network analysis on Monroe Avenue, as well as the 10<sup>th</sup> and Monroe Intersection
  - i. Part of the Mayor's office
  - ii. Have control over the Renew Atlanta infrastructure bonds- \$250 million and the special purpose local option sales tax for transportation (TSPLOST)
  - iii. MARTA also has access to a half-penny sales tax for transit expansion and enhancements
    - Used to implement high priority projects from the Connect Atlanta Plan
      - Connect Atlanta Plan includes Monroe Drive road diet plans
  - iv. Project Manager for 10<sup>th</sup> and Monroe recently left. Will take a little time for the new Project Manager to get up to speed.

- v. Renew has Bond money for signal and road improvements
- vi. They have information from a traffic study
- b. Proposed Road diet solution is for the Monroe Drive corridor from Armour Drive to Boulevard. There are different road diet solutions in different plans; Virginia Highlands Master Plan, Piedmont Neighborhood Master Plan, Connect ATL, and Beltline Plan.
  - i. Road diet plans are supported by Virginia Highlands and Piedmont Neighborhood Associations.
- c. In the interim, the City is in charge of the intersection
  - i. Faye DeMasimo or Michelle Lynn(?) are the point people
  - ii. Focused on signals, paint, maybe curb adjustments
- d. Both the ABI and Connect ATL have plans for the 10<sup>th</sup> and Monroe intersection
- e. Development team is looking to put a traffic light along Monroe, at the entrance to the development
- f. The project will consolidate several curb cuts along Monroe Drive into one or two.
- g. Need to gather traffic data; vehicular, pedestrian, bike and other similar intersections/streets and beltline traffic (pedestrian/bike/vehicular)- need to enquire with Renew ATL

## 02. Beltline

- a. Current alignment of transit and beltline trail at 10<sup>th</sup> and Monroe are temporary, they are working on alternative options that include elevated transit and pathway trail. The current alignment is at grade crossing.
- b. Looking at an at grade crossing or an elevated passageway
  - i. An elevated crossing would have to accommodate pedestrians, bikes, as well as light rail in keeping with the Beltline as a “transportation corridor”
    - Estimated \$500 per square foot
  - ii. Looking to contract with a design team within the next month to explore options
  - iii. Expressed apprehension about involvement in the road/traffic structure
  - iv. Expressed frustration that Invest ATL, which owns the land, is not named on the schematics or the plans. ABI is agent for the transaction.
    - Invest ATL owns the land and asked ABI to handle the development and community engagement processes
- c. The proposed development is Beltline focused which fronts the beltline and is part of ABIs vision to include affordable housing component that is very much a goal of the ABI

## 03. Zoning

- a. Planners want to maintain R4 on both sides of Cresthill Ave NE
  - i. The CDP definition is to transition from single family density to medium to high density closer to the intersection.
  - ii. Further conversations can be had about a different R designation in order to put more housing options along Cresthill
  - iii. Further conversations to discuss variances of transitional plane and uses
- b. Developing team looking to gradually raise density and change zoning, culminating in the highest density at the corner closest to the Beltline
- c. Parking reductions could be considered based on Beltline plans. Both ABI and city are in support of reductions.

## Main Takeaways

01. It is unclear who is responsible for fixing the 10<sup>th</sup> and Monroe intersection. The Beltline does not want to be involved. Renew ATL is studying the intersection but seems to have no short-term solution. They do not have access to money. Development team has offered to undertake the project should the city provide funding.
  - a. *Next Steps: Convene a smaller group of stakeholders to address the 10<sup>th</sup> and Monroe Intersection. Includes Renew ATL, DPW, ABI, Development Team, Design Team. Nail down who is going to be held accountable for the success of the intersection.*
02. Constituent anger is unnecessarily directed at the development team. The 10<sup>th</sup> and Monroe intersection has been the subject of public ire for over 15 years. There is a minimum of 6 different plans addressing the issue and nothing has changed. There has been a failure in addressing this intersection.
  - a. *Next Steps: Develop a plan to refocus the neighborhood. They need to focus their influence on ensuring public officials address the intersection as they have promised to do. It is a public road and thus a public responsibility. If we can find a way to convince the VHA in particular to pressure elected officials to fix the intersection, at least in the interim, the largest issue will be solved.*
03. Engage with younger residents of Virginia Highlands, Ansley Park, Piedmont, Midtown, etc. The demographics making their voices heard are not the demographics that would most benefit from the development.
  - a. *Primarily make the argument developments like these are about the future of Virginia Highlands not the past. In keeping with forward looking development policies in the city, this project will attract young professionals looking to spend money along the Beltline, boosting the local economy. Secondly, we need to develop a strategy to engage with younger residence possibly through social media.*
04. The Beltline or Invest Atlanta has to take responsibility and ownership of promoting the project. The function of their organization is to promote development of Atlanta. This project does that, yet neither organization has vocally supported it.
  - a. *Next Steps: Make it clear to both organizations that we need them to help rally public support and engage in the project. Either one promoting public enthusiasm on the project would make a difference.*

**NEXT MEETING – 5/10/2018 at CITY HALL – 1.30 PM.**