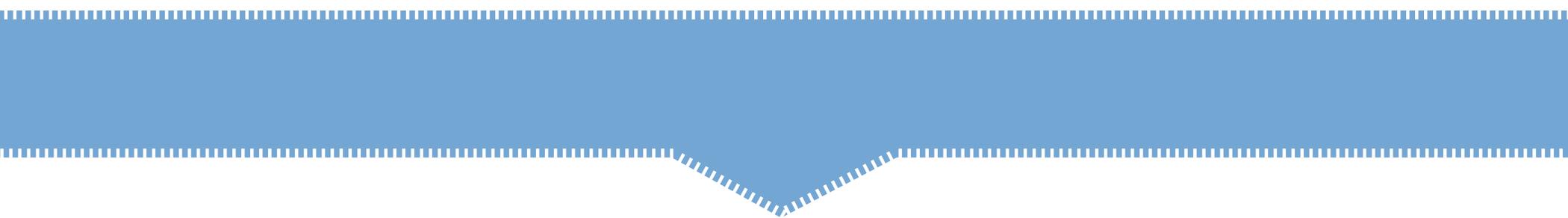


GRADY CLUSTER ANALYSIS



An Analysis of the Inman Task Force Grady Cluster
Middle School Expansion Recommendation

Commissioned by the Virginia-Highland Civic Association
Prepared by Aaron Fortner, AICP, Market + Main Inc.

January 2013

VIRGINIA-HIGHLAND - GRADY CLUSTER ANALYSIS

This analysis has been limited to a review of the three sites provided through the most recent work of the Inman Capacity Task Force and as such does not necessarily constitute the Virginia-Highland Civic Association's preferences or desired outcomes for the site selection of a Middle School Academy. The Virginia-Highland Civic Association initiated this analytical review of the three locations because two of the locations are within the Virginia-Highland neighborhood. To properly gauge prospective impacts on each location, the following factors were considered:

TRAFFIC CONGESTION Traffic patterns were analyzed for a better understanding of vehicular congestion during the day as well as for morning pick-up and afternoon drop-off times.

TRADITIONAL NEIGHBORHOOD BALANCE The neighborhoods were analyzed to ascertain how existing land use patterns would be effected and how, in turn, these patterns will impact the established character of each neighborhood.

FUTURE LAND USE IMPACT The impacts of additional growth and development on each site was reviewed to show how future land use patterns may consequently be effected.

COMPREHENSIVE PLAN IMPLICATIONS Key city policy was reviewed within the City of Atlanta Comprehensive Development Plan for purposes of assessing what, if any, impact the proposed use would have for each community.

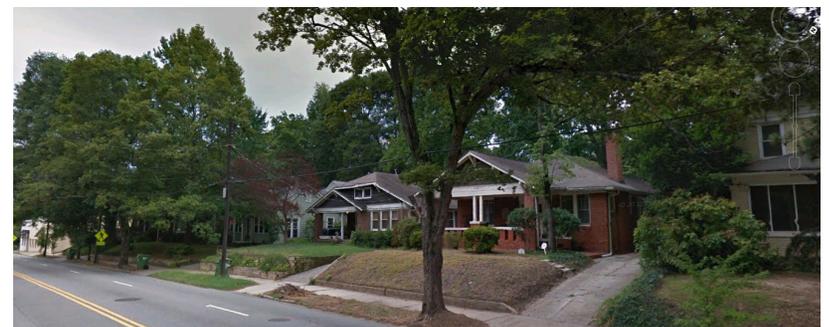
Inman Middle School / Virginia-Highland



Howard School / Old Fourth Ward



10th Street & Monroe Drive / Virginia-Highland



Traffic Congestion: Vehicles Per Day

TRAFFIC COUNTS To properly gauge the conditions related to traffic and vehicular congestion at all three of the prospective sites, hourly and daily traffic counts were collected mid-week. While these numbers reflect current conditions, it is important to note that a new Academy would add students and subsequent vehicular traffic to any of the sites under consideration (Illustration 1).

ILLUSTRATION 1: PROJECTED ENROLLMENT

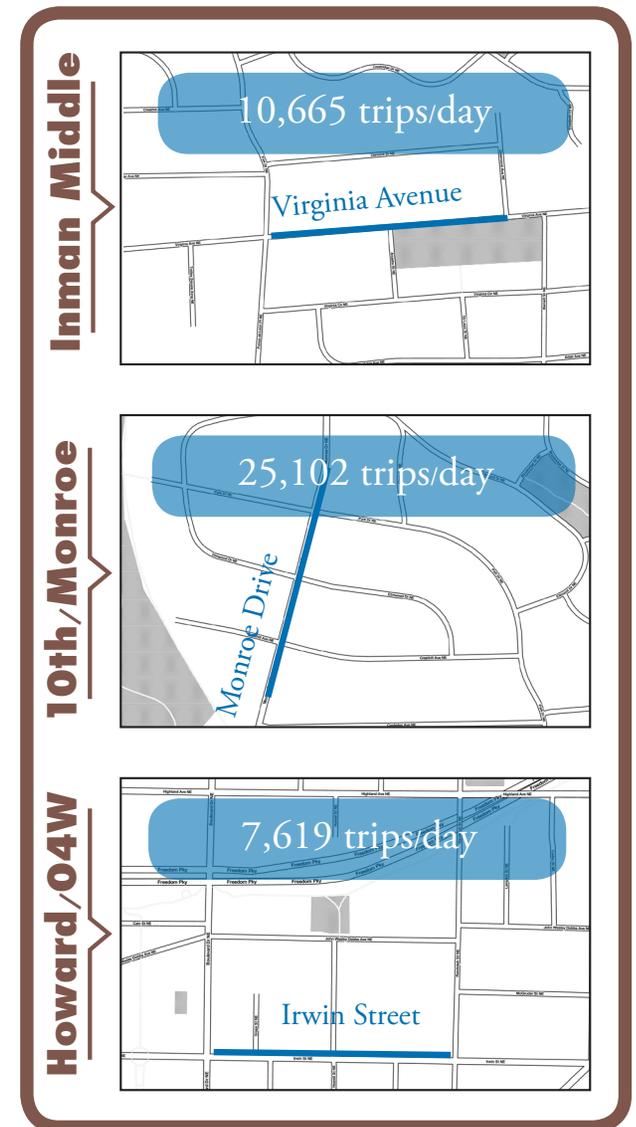
LOCATION	2012-2013		2021-2022	
	6th grade	8th grade	6th grade	8th grade
Inman Middle	373	337	475	438
10th/Monroe	-	-	475	438
Howard	-	-	475	438

Enrollment figures provided by APS

CURRENT LEVELS At 7,619 vehicular trips a day (Illustration 2), the Howard location has the least amount of traffic of the three sites considered. The Inman Middle location experiences a daily traffic volume of **1.4 x** greater than that of the Howard location. And the Monroe site under consideration is operating at a current traffic volume equivalent to **3.3 x** more than the conditions at the Howard site.

FUTURE LEVELS In terms of future traffic generation for each site (Illustration 2), the area with the greatest ability to handle the increased traffic of the Academy is the Howard site. Both the Virginia-Highland Inman Middle School site and the 10th and Monroe site are located in areas of high density and subsequent heavy traffic patterns, with no signs of future abatement.

ILLUSTRATION 2: TRIPS PER DAY

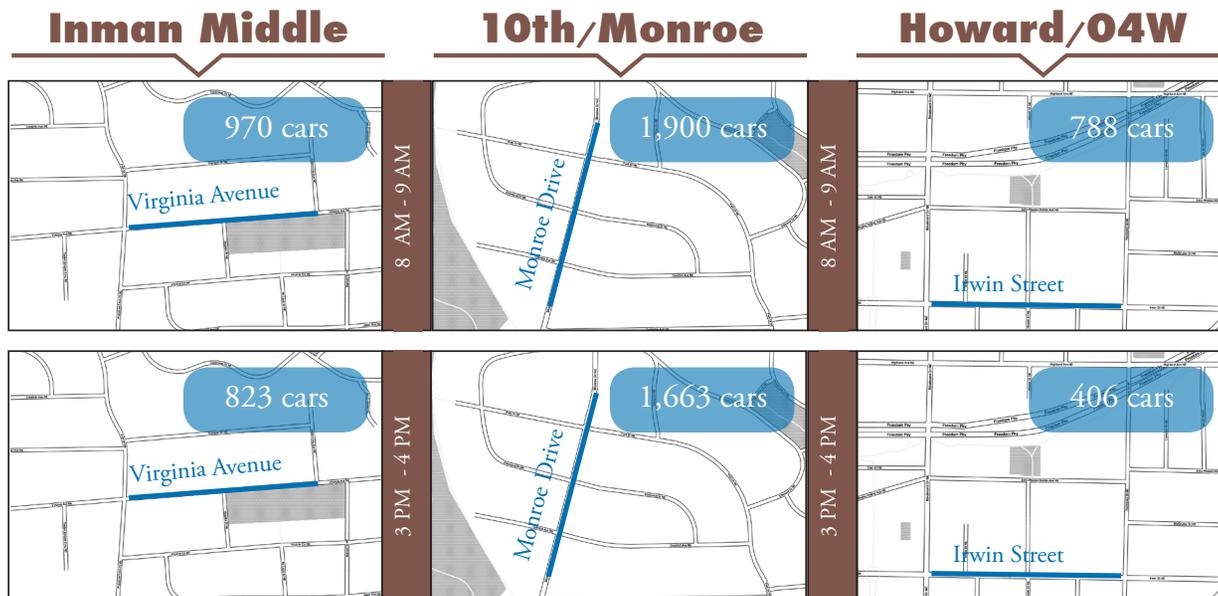


Traffic Congestion: Peak Hours

MORNING DROP OFF The traffic count data also revealed traffic patterns during the key drop-off and pick-up times of the day (Illustration 3). From the hours of 8am to 9am, the least traveled street of the three locations is Irwin Street with an average of 788 cars for the hour. During this same hour of the morning, Virginia Avenue was a traffic generation level **1.3 x** that of Irwin Street, while Monroe Drive has a traffic count of **2.4 x** that of the Old Fourth Ward site.

AFTERNOON DROP OFF During the afternoon time frame of 3pm to 4pm, the difference in traffic patterns is significantly more drastic. Irwin Street logs an average of 406 cars during this afternoon hour, with Virginia Avenue experiencing traffic volumes equivalent to **2 x** this amount and Monroe Drive with a traffic density of **4.1 x** greater than the Irwin Street volume.

ILLUSTRATION 3: PEAK HOUR TRIPS



Traffic Counts represented in this Analysis were taken over consecutive 24-hour periods from December 11 to 13, 2012.

ITE REPORT, CHICAGO

“In round numbers, it seems that traffic volumes less than 1,000 vehicles per day on local residential streets are well tolerated and cause few complaints. As volume rises to between 1,000 and 2,000 vehicles per day, complaints become more common.

Volume above 2,000 vehicles per day is not well tolerated and is likely to spur the community to seek remedies. As traffic volumes have increased, some streets have been pushed beyond the tolerance threshold.”

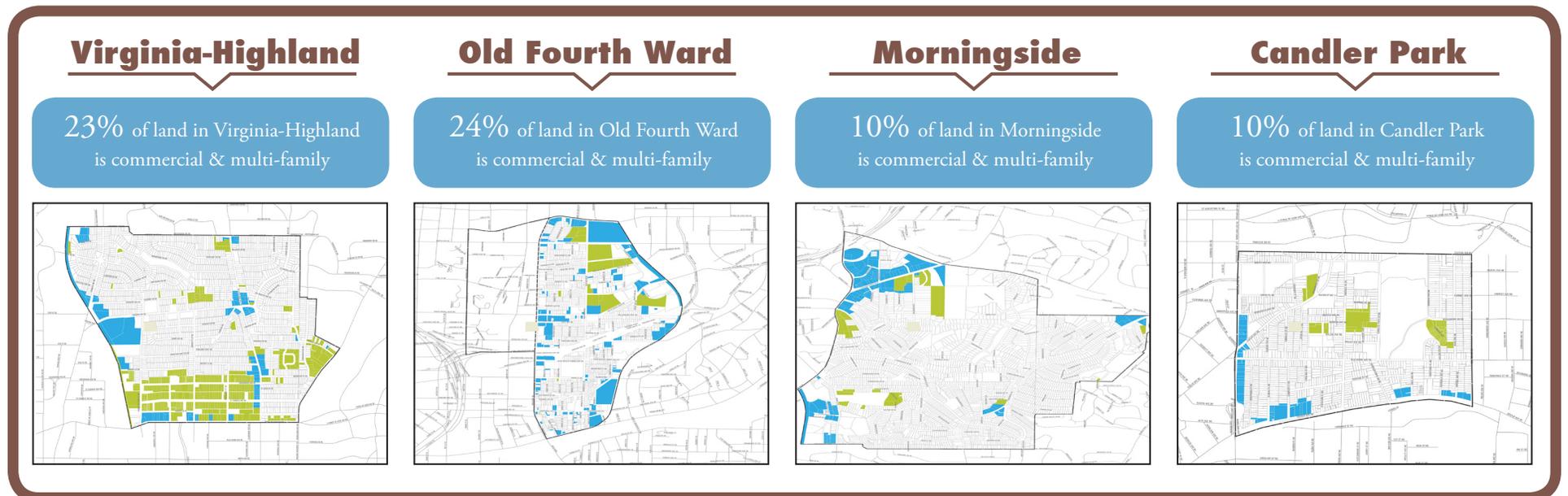
ITE Report, Neighborhood Traffic Controls in Chicago
<http://www.ite.org/traffic/documents/AHA97F18.pdf>

Traditional Neighborhood Balance

TRADITIONAL NEIGHBORHOODS Virginia-Highland and Old Fourth Ward are dynamic, urban, single-family, historic Atlanta neighborhoods. The Atlanta Comprehensive Development Plan identifies these neighborhoods as “Traditional Neighborhoods.”

A DELICATE BALANCE In some neighborhoods, such as Virginia-Highland, the market demand is so strong that it generates a consistent pressure on properties to redevelop to accommodate new residents and businesses. Continued development pressure and densification within Virginia-Highland has brought the community to the brink of what is sustainable for the purposes of a Single Family Neighborhood. From a planning perspective, Traditional Neighborhoods are able to maintain a healthy balance of residential and non-residential uses as long as **non-residential uses make up no more than 25% of the total amount of all uses** within the neighborhood. Today, both the Virginia-Highland and Old Fourth Ward neighborhoods have approximately 25% of their land areas devoted to commercial, office, retail and multi-family uses (Illustration 4). However, both of these communities are permitted to build millions of square feet of new non-residential uses under existing zoning regulations. This existing allowance for further development (without the addition of more density associated with the academy) will ultimately put the overall balance of non-residential density beyond 25%.

ILLUSTRATION 4: LAND USE PATTERNS



Future Land Use Impact

STREET CLASSIFICATIONS Each site is located on streets that function as Single Family Residential thoroughfares. The Institute of Transportation Engineers identifies street classifications based on the volume of traffic on the street. Traffic volumes further correlate into suitable land use patterns that are more compatible with the amount of vehicular traffic on the street. Typically, the highest volume of street identified as being appropriate for single family residential uses is a *Major Collector* with a maximum threshold of 7,500 vehicular trips per day (Illustration 5).

TIPPING THE SCALE Of the three sites, **only Irwin Street functions as a street compatible with single family uses.** In the Virginia-Highland neighborhood, both Virginia Avenue and Monroe Drive currently operate with many thousands of vehicular trips more than Irwin Street, and as such, are ill-suited for further development that is counter to wishes of the neighborhood as evidenced in a series of CDP plans. The future increase of traffic on these streets will further threaten the residential character and functionality of these streets.

Virginia Avenue (Major Collector street)



ILLUSTRATION 5: STREET CLASSIFICATION TYPOLOGY

STREET TYPE	AVERAGE DAILY TRAFFIC	LAND USE
Local	1,500 vehicles per day	Low Density Residential
Minor Collector	3,500 vehicles per day	Low Density Residential
Major Collector	7,500 vehicles per day	Low Density Residential
Irwin Street	7,619 vehicles per day	Low Density Residential
Virginia Avenue	10,665 vehicles per day	Low Density Residential
Minor Arterial	25,000 vehicles per day	Medium Density Commercial, Residential, Mixed use
Monroe Drive	25,102 vehicles per day	Low Density Residential
Major Arterial	35,000 vehicles per day	High Density Commercial, Residential, Mixed use
Principal Arterial	45,000 vehicles per day	High Density Commercial, Residential, Mixed use

Street classifications documented through research of ITE (Institute of Transportation Engineers) standards

Comprehensive Plan Implications

COMMUNITY FACILITIES The Comprehensive Development Plan is the overarching public policy document for the City of Atlanta. This public policy document classifies the eastern half of the Inman Middle School properties with a Future Land Use designation of Single Family Residential. Due to consistent development pressure, this National Historic Trust neighborhood has become vulnerable to the loss of its single family infrastructure and as a result maintains the position that existing **Single Family land uses must be maintained** throughout the entire neighborhood.

NEIGHBORHOODS vs CORRIDORS The Comprehensive Plan further delineates areas labeled as “Neighborhoods” (supportive of single family residential) and “Corridors” (supportive of multi-family and mixed use). All three sites are within areas defined as Traditional Neighborhoods today. But only Virginia Avenue and Monroe Drive have traffic levels that threaten the re-classification of these portions of their respective communities to Corridors. The ramifications of this type of policy change to the greater Virginia-Highland neighborhood would be drastic and would **threaten the viability of the historic land use patterns** that exist to this day.

ILLUSTRATION 6:
INMAN MIDDLE LAND USE POLICY

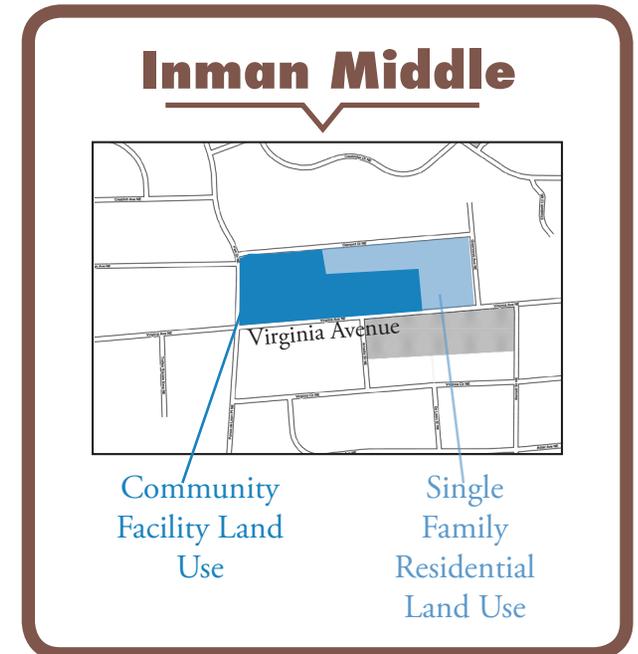


ILLUSTRATION 7: COMPREHENSIVE PLAN CHARACTER AREAS

TRADITIONAL NEIGHBORHOODS

- Traditional Neighborhood Existing Character Areas are residential areas primarily developed before 1960.
- Maintaining the existing character, preserving the housing stock of neighborhoods and preventing the encroachment of incompatible uses are important.
- Development patterns should be supported by infill housing construction that is compatible with the existing scale and character of the neighborhood.

2012 City of Atlanta Comprehensive Development Plan

INTOWN CORRIDORS

- Intown Corridor Character Area includes the land on both sides of a street that serves as an arterial, collector or State Highway or a railroad corridor.
- Corridors are wide, with multiple lanes and no medians. They carry a high volume of fast-moving traffic.
- Multi-story buildings, high density and mixed use buildings/developments, and multi-family residential are appropriate along Intown Corridors.

Conclusion

This analysis has been limited to a review of the three sites provided through the most recent work of the Inman Capacity Task Force and as such does not necessarily constitute the Virginia-Highland Civic Association's preferences or desired outcomes for the site selection of a Middle School Academy.

The following set of conclusions listed in Illustration 8 summarizes the analysis and recommendations related to the three sites provided by the Inman Capacity Task Force and more thoroughly reviewed in this document.

ILLUSTRATION 8: SUMMARY OF ANALYSIS

Analysis	Virginia-Highland Inman Middle	Virginia-Highland 10th/Monroe	Old Fourth Ward Howard School
Traffic Congestion: Vehicles Per Day	UNFAVORABLE	UNFAVORABLE	FAVORABLE
Traffic Congestion: Peak Hours	UNFAVORABLE	UNFAVORABLE	FAVORABLE
Traditional Neighborhood Balance	UNFAVORABLE	UNFAVORABLE	UNFAVORABLE
Future Land Use Impact	UNFAVORABLE	UNFAVORABLE	FAVORABLE
Comprehensive Plan Implications	UNFAVORABLE	UNFAVORABLE	FAVORABLE
OVERALL ANALYSIS	UNFAVORABLE	UNFAVORABLE	FAVORABLE

FINAL SUMMARY

- Locating the Middle School Academy at either of the two Virginia-Highland locations would not be in the best interest of the long standing vision and goals of the City or the neighborhood.
- The neighborhood is highly desirable due to its strong quality-of-life offerings within the context of a single-family neighborhood. Efforts must be exerted to preserve the delicate balance of density and traffic that give the neighborhood a defining quality while posing its greatest future threat.
- The former Howard School Old Fourth Ward site is the best-suited location of the three in terms of its ability to absorb the proposed Middle School Academy use without causing the quality of life of the adjacent community to erode.

Aaron Fortner, AICP, Market + Main Inc.

MARKET + MAIN

Market + Main, Inc. was formed in 2003 as a collaborative partnership between Lakey Boyd and Aaron Fortner to create a niche firm that really embraces what city planning is about — holistically understanding places and building community. We do that individually with distinct expertise, and bring forth a robust and vital understanding of how to realize community that is feasible, sustainable, and meaningful.

At Market + Main we understand that the art of placemaking is, at its core, about community building. To truly know a community, we believe that the process has to be crafted with the same level of care and expertise as the product. The process of uncovering what could be, discovering what should be, and determining what will be is at the heart of all that we do. We facilitate community building processes that bring these questions to life for our clients and their respective communities.

Our core services include Master Planning, Community Conversations, Community Profiles, Facilitation and Feasibility, Community Dynamics, Development Facilitation, Economic Snapshots, Market Analysis, Urban Design Standards and Zoning Writing.

AARON FORTNER, AICP

Aaron Fortner is a co-founder and a Principal Partner of Market + Main. A city planner and place maker, Aaron works with local governments, developers, neighborhoods, corporations, churches, and community non-profits to create vibrant and healthy communities. Aaron is also a passionate writer and speaker on the topic of community building.

He has worked for both public sector and private sector agencies in the Atlanta area and, as a result, possesses the experience and skill set to achieve realistic and implementable planning solutions. In particular, Aaron has developed a niche in being able to take progressive Smart Growth planning and translate that into zoning. His passion and relatability in delivering his technical expertise is widely embraced.

