

# PULLMAN PRESERVE

PRELIMINARY EVALUATION- 1/03/16

## Pullman Yard-Community Development Priorities

Meeting of July 17, 2007

Updated May 5, 2011

Page 1 of 6

The following is a preliminary evaluation with the intent to demonstrate that Pullman Preserve substantially meets the following development priorities. Responses to the development priorities are highlighted in yellow with a summary overlay zone comparison at the end of the document (pg 8).

- I. Reasons for Document:** This document intention is to describe ideas for there development of Pratt Pullman Yard that the community can support.
- II. Historical Significance:**
- A. The yard is 28 acres of previously industrial use land(compared to Edgewood Retail District, which is 14 acres).
  - B. Railroads were essential to the development of Kirkwood (site contained a water stop among other things).
  - C. ~1904 first developed for mass use for ammunitions and metal factory; oldest buildings on site are from this period (saw tooth).
  - D. In 1922 the land was bought and further developed by the Pullman company as a rail car repair and training yard. The SE units of the famous "Pullman Porters", the first and most powerful African-American labor union, operated out of this yard and many porters trained here.
  - E. 1969 the parcel was sold at a bankruptcy sale. The property hen passed through a succession of owners until 1992.
  - F. 1992 the state bought the property for the short lived New Georgia Railroad, a tourist train running from Atlanta to Stone Mountain. Several new metal buildings/ sheds were installed during this time.
- III. Current Status of Land:**
- A. The property is presently owned by the Georgia Building Authority and as of May 2011 there are no intentions by the State towards dispossession.
  - B. Georgia Power has built a new electrical substation on 1.9 acres in the NE corner of the property to include a conservation easement, brick wall screening and a 1-acre easement along the railroad tracks as part of a future mixed use bike/pedestrian path.
  - C. The State has done some environmental cleanup focusing on lead and boron; extent included the removal of thousands of cubic feet of soil. The State has not conducted a current Environmental Report.
  - D. The property is inside the Nationally designated Kirkwood Historic district and the buildings on the property are noted as contributing and significant to the district's character.
- IV. Break Out Meeting:**
- A. Five Groups as designated by current City of Atlanta standards:
    - 1. *Urban Design*-Joe Alcock (types of structures)
    - 2. *Land Use*-Jim Chrencik (types of development)
    - 3. *Streetscape*-Wayne Carey(design elements of street/pedestrian paths)
    - 4. *Quality of Life*-Michael Diamond (amenities)
    - 5. *Traffic/ Parking*- Steve Suna (traffic flow and planning)
  - B. There were several overlaps for each of the committees and most came to the same general conclusions.

# PULLMAN PRESERVE

PRELIMINARY EVALUATION- 1/03/16

## Pullman Yard-Community Development Priorities

Meeting of July 17, 2007

Updated May 5, 2011

Page 2 of 6

### V. Results:

#### A. *Urban Design: land use/density/ structures*(See Appendix A)

1. Divided property into 4 zones:
  - 1/Red-historic buildings
  - 2/Blue- corridor along Rogers Street NE side
  - 3/Green-conservation easement along east side
  - 4/Orange-remaining property subdivides into
    - Zone A/ inner development
    - Zone B/ property adjacent to Toomer Elementary School.
2. Red Zone: Preserve historic buildings as much as possible including transfer table and the core structures identified by the State of Georgia. Utilizes spaces between buildings for courtyards and garden areas. Restoration of building must retain original walls and ceiling as visible features to the occupants interior view as well as the exterior view.

We are reviewing the historic buildings to insure their preservation and rehabilitation and utilizing the spaces between buildings for courtyards and garden areas. Views of interior and exterior character-defining features will be maintained.

3. Blue Zone: low rise or no buildings as not to block historic architecture. Development to be sensitive to existing neighbor's on Rogers Street NE.

We have located low rise buildings at the south edge of Rogers Street and have not placed buildings in front of the majority of the historic buildings to insure their view from Rogers Street and have preserved the 1 story historic buildings adjacent to Rodgers at the northwest corner of the site.

4. Green Zone: focus on conservation, passive use, and stream protection.

We have preserved the green zone and extended it towards Rogers Street as we feel that a more substantial green space should buffer the top of the water shed and that the urban forest should be preserved as there are no remaining undeveloped sites in the area that have this level of woodland and green space. The urban forest conservation area will connect directly to the already established East Greenway Plan.

5. Orange Zone:

- a. Inner Development: Rogers Street NE side to have ground level office/ retail space (if live/ work) and nothing over 4 stories (defined here as from ground level) high. Higher density maintained towards inner development. Taller buildings (not to be over 6 stories) limited to southern part of parcel where land dips to limit negative impact on Warren St. neighbors. Parking to be maintained underground or in core of buildings.

We have proposed townhomes/live work, art studio/shops, professional wellness offices and fitness facilities in this area and have extended the conservation zone partially into it for additional buffer to the stream, woodland and the urban demonstration farm area.

- b. School Adjacent: buffer conservation area with school access. Any buildings in area to

# PULLMAN PRESERVE

PRELIMINARY EVALUATION- 1/03/16

## Pullman Yard-Community Development Priorities

Meeting of July 17, 2007

Updated May 5, 2011

Page 3 of 6

be low impact residential.

We are proposing 2 – 4 stories of residential primarily for seniors with a minimum 50 foot transitional buffer from the north property line of Toomer elementary.

- c. The inner core and area adjacent to the School could alternatively be developed as recreation facilities and playing fields, such as soccer fields or baseball fields. These fields would need to allow for public access and programming during off hours and limit the night lighting hours. We are using option b.
6. Overall design is to be sympathetic to existing structures and mixed uses of residential/ neighborhood commercial.  
We are providing uses and designs that complement the historic buildings and include residential/commercial uses. In addition we have added educational and recreational programs for the surrounding neighborhoods and nearby schools.
7. Types of businesses: not covered as the discussion is currently on going among the KNO membership and on the KNO website.

### B. Land Use: CDP Planning

1. Eastside of property, make sensitive to single family dwellings along Warren Street.  
We have increased the conservation buffer to the single family dwellings along Warren Street.
2. Provide a mix of housing sizes, prices, rental and for sale units to attract diverse population. Include larger units (3 to 4 bedrooms that would be attractive to both independent seniors and families. Include workforce housing (as per City of Atlanta definition) rental and for-sale units.  
We are proposing 120 units of housing with a mix of sizes and prices with a priority towards mixed income seniors.
3. Provide commercial space that is retail and office oriented. Incorporate a mix of small to mid-scale retail and neighborhood-based retail opportunities. Avoid any suburban retail feel to the design.  
We are providing retail shops and office space and in addition a variety of artist studio/workshop spaces to insure a cultural richness to the project.
4. Consider development at street level and second story along Rogers Street NE to increase street traffic and visual interest. Both restaurant patio seating and public green space are suggested.  
We are proposing residential over artist studios and live work along Rogers Street to emphasize interest and personability.
5. Consider office space that has a live/work component the supports street level retail.  
We feel artist studios/shops and live/work will work well along Rogers Street.
6. Connectivity to neighborhood other than Rogers Street alone. Proposed links to Trotti, Warren, or Delano either as a street or walking bridge to connect to the rest Kirkwood  
We recommend pedestrian links at Trotti/Warren.
7. Water reclamation should be used as an attractive feature of the property  
We are planning a variety of water re-use and reclamation applications as a model sustainable site.
8. The community would be open to supporting a change in zoning from the current Industrial (I-1, I-2) to mixed use (MC1-3) to allow redevelopment. The community will only be supportive of rezonings when an owner/ potential owner presents a development model that is similar to the points

# PULLMAN PRESERVE

PRELIMINARY EVALUATION– 1/03/16

## Pullman Yard-Community Development Priorities

Meeting of July 17, 2007

Updated May 5, 2011

Page 4 of 6

described in this document. The community also sees the possibility for the development model to include multiple types of zoning and would be open to supporting multiple zonings on the parcel.

Pullman Preserve would be a planned development/mixed use rezoning that is site plan specific.

9. Mixed use development of neighborhood commercial (i.e. small scale, not big box), residential (both owner occupied and rental), with plans for patio areas for commercial spaces, live/ work units, water reclamation, and recreation areas.

We propose the above at a fine grained neighborhood scale with water reclamation and recreation areas.

10. Tax abatement areas for low income/ senior housing – not more than 10%.

We have not defined this area yet but will work closely with the neighborhood on it – the senior housing we propose is designed for a range of mixed income seniors.

### C. Streetscape: Includes areas along Arizona, Rogers, HL Williams.

1. Streetscape to match current downtown Kirkwood corridor including wide sidewalks, dedicated parking and crosswalks, green plantings, lights, trash receptacles, bicycle racks, etc. to include underground utilities.

We intend to incorporate the above features

2. Rogers Street/ Arizona / LaFrance traffic study required. Still a trucking route for Edward's Pie Factory and other units. Prefer all commercial traffic to use this entrance. Future development of Arizona Loft's property also a factor. Landscaped traffic islands suggested.

As per traffic study requirements

3. Round about at Rogers Street NE "L" turn with entrance to new development. Neighborhood identification/ landscape in island.

We will provide a roundabout historic "square" around the existing 1 story historic building area to redirect cars at the "L" turn.

4. Widen Rogers Street NE with bump-out dedicated parking along west side, green strip along east side. Extra wide sidewalks and low maintenance plantings along both sides (see downtown Kirkwood).

We are recommending bump-outs for parallel pkg along the west side of Rogers and can either expand the sidewalk with planting strips. or provide a widened multi-use trail/sidewalk (subject to review with city of Atlanta and funding mechanisms).

5. Proposed additional entrance to development to feed at AYSA gate on Rogers so as not to affect existing neighbors.

We are proposing a 2<sup>nd</sup> entrance to feed across from the AYSA gate.

6. Turn lanes installed at Hosea L Williams. Move MARTA bus stop east ½ block to keep bus/ turning traffic separate.

As per traffic study requirements

7. Crosswalks/PATH markers at all applicable locations.

We are proposing cross walks/path markers at all applicable locations.

8. No bike lanes recommended for Rogers as PATH currently connects at the AYSA soccer fields on Arizona and paths are recommended for inside the development.

We can work with either – a path along Rogers or internal paths subject to neighborhood approvals for linkage to neighborhood streets.

9. Additional entrances/exits/streetscape needs to be addressed at development proposal meetings.

To be provided

# PULLMAN PRESERVE

PRELIMINARY EVALUATION- 1/03/16

## Pullman Yard-Community Development Priorities

Meeting of July 17, 2007

Updated May 5, 2011

Page 5 of 6

10. Traffic bumps outs for speed abatement (no speed humps). Must maintain corridor as major artery for community.

We propose traffic calming through bump outs (see 4).

### D. Quality of Life: Amenities

1. No gated or island community.

We will not be a gated community

2. Conservation/ passive use areas accessible to all of Kirkwood.

We intend to have passive use areas accessible to all of Kirkwood

3. Historic buildings maintained as community commercial space. Suggested use includes a green market, events facility, museum, artists space, etc.

Buildings used as green market, artist studios and shops, a variety of artist events facilities (integrating community and educational outreach), and historic/exhibits

4. LEED certification.

We intend to meet LEED and additional neighborhood conservation measures subject to review

5. Any retention pond to be landscaped and used as recreation area. Also suggested reinstalling water tower for visual interest and water reclamation for development.

Will landscape/integrate detention into a variety of uses and wildlife areas and consider reinstallation of water tower and water reclamation.

6. Underground utilities.

New utilities to be underground

7. Community pool for Kirkwood.

We have many recreational activities but not a public pool

8. Pedestrian bridge over Dekalb Ave.

Would be nice if someone can raise a grant or convince the transportation agencies to make it happen

9. Community garden space, ideally accessible to Toomer Elementary School.

We are happy to provide an area for an education garden for Toomer

10. Courtyard/ garden areas through development and parking to be maintained underground or in decks-no asphalt jungles.

Courtyard areas are for people/plantings – surface parking with tree plantings to minimize heat island effect with some underground parking to reduce surface parking impact.

11. To meet all ADA standards.

Yes

### E. Street/Parking:

1. No heavy truck use from Hosea Williams Blvd and Rogers Street.

No heavy trucks intended

2. Note: development will drive planning issues.

3. Maximize underground/deck parking.

We are utilizing the grade of the site to incorporate underground parking at south end of site and reduce need for surface parking

4. Less dense development may also call for surface parking, this should be consolidated to Areas away from Rogers Street and meet the City of Atlanta guidelines.

# PULLMAN PRESERVE

PRELIMINARY EVALUATION- 1/03/16

## Pullman Yard-Community Development Priorities

Meeting of July 17, 2007

Updated May 5, 2011

Page 6 of 6

We have created/retained street front facades for over ½ the frontage of Rogers Street and will insure that the surface parking that does front Rogers Street is broken up in intervals with small outbuildings on the street to connect and ground the pedestrian experience as well as with tree plantings and street furniture

5. Obtain rights to utilize Georgia Power access road as public passive use path.

We propose that the Georgia Power access road be used in part as public parking access and in part as passive use (as it presently is being used)

6. Address connectivity to rest of neighborhood (Trotted, Warren, and Delano) and resulting issues.

We recommend pedestrian links at Trotted/Warren.

7. Wide sidewalks and pedestrian friendly development.

Pedestrian friendly is one of the major focus areas of the project

8. No speed humps.

Traffic calming through bump outs, not speed humps (see previous section)

9. Mixed use passive path in conservation areas.

Community access to conservation areas

- VI. Conclusion:** All members present agreed the development should be sympathetic to the historic structures/ significance of the site and existing neighbors on all sides. We would like to see a mixed use development or other types of redevelopment that bring positive change to the community and that is community oriented and not overbuilt. Conservation and green spaces are a must. The Pratt Pullman Yard community should connect with the existing neighborhood at large and not be an island community. We will not support efforts to change the zoning without a development model presented. The community will work with developers in a reasonable fashion to address traffic and specific design issues as proposals are made.

We agree with the above. A mixed use, pedestrian friendly development that is open to the community and brings positive change. That is community oriented and not overbuilt to reduce parking and traffic impacts. . We visualize a state of the art sustainable community with a variety of artist studios and shops, a mix of housing and with a substantial balance of conservation and green space for community recreation and programs, an urban demonstration farm and to protect and restore the upper watershed and urban forest.

- VII.** This document will be kept by the KNO zoning committee and shall be up dated from time to time to reflect the ever evolving changes in the community desires and development patterns.

# PULLMAN PRESERVE

PRELIMINARY EVALUATION- 1/03/16

## Pullman Yard-Community Development Priorities

Meeting of July17, 2007

Updated May5, 2011

Page7of6

PRATTPULLMAN YARD  
community charette concepts  
July2007



