

== GOVERNMENT WALK ==

GOVERNMENT WALK

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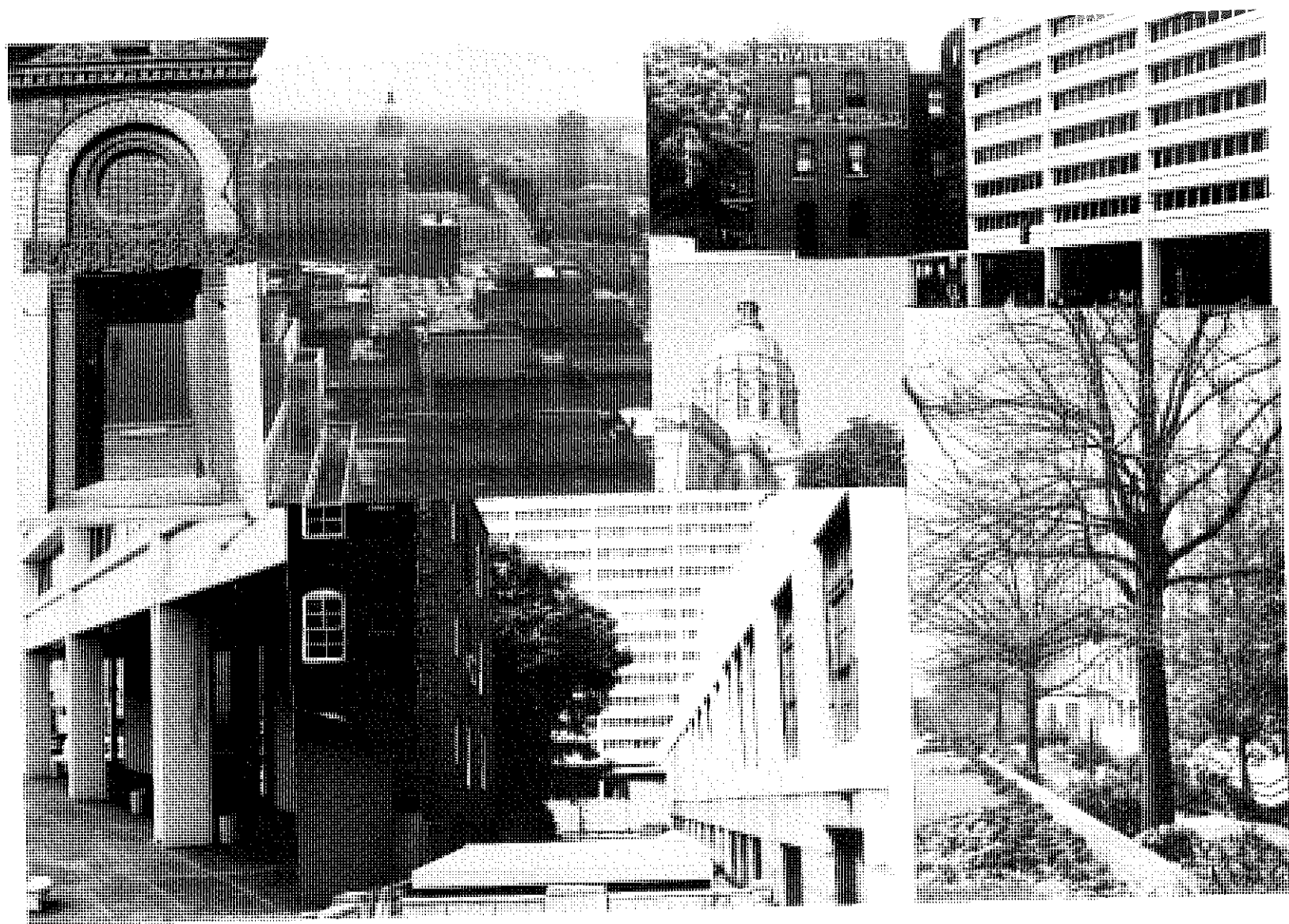
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EXECUTIVE SUMMARY

The purpose of Government Walk is to promote public and private investment in the southern central business district, known as the "Heart of Atlanta", through the development of street improvements, streetscape amenities, and the establishment of linkages between key buildings in the area.

The importance of an improved walking environment, which will encourage pedestrian movement between key buildings and projects, cannot be overemphasized. These pedestrian linkages generate street activity, as seen in the Broad Street Mall/Five Points area, which in turn generate new development.

Mayor Young and the City Council recognized the importance of Government Walk by adopting the concept plan developed by the Urban Design Section of the Bureau of Planning. Further endorsements have been received from all sectors of the city including Central Atlanta Progress, Inc., the Fulton County Building Authority, the Georgia Building Authority, U.S. General Services Administration, and the American City Corporation. This approval triggered action by the Department of Community Development to investigate funding sources for the project and to begin the preliminary construction phase.

Funding for Phase I of this project has been secured and preliminary construction drawings are being prepared. The Government Walk Task Force has been established to address important design/development issues and has completed a set of Streetscape Standards for the project area.

The project is divided into two phases. Phase I consists of streetscape improvements on Mitchell Street and Martin

Luther King, Jr. Drive. The total cost of these improvements, which is to be shared by the State of Georgia, is approximately \$1,000,000. Phase II includes the development of a mid-block mall running from the Richard B. Russell building to the State Capitol Building and additional streetscape improvements. The approximate cost of \$5,450,000 will be distributed between the public and private sectors. In addition, \$73,000,000 will be spent by government agencies on renovation of existing buildings and new construction.

Implementation of Government Walk is also an important factor in the future development of the Underground Atlanta area proposed by the American City Corporation and the Rouse Company. The public/private commitment to the Government Walk project is recognized as a key factor in determining whether the Rouse Company and other developers will invest in the area. Therefore, a team approach consisting of all government agencies and the private sector is essential to the implementation of Government Walk and future development.

INTRODUCTION

Atlanta's Government Center is unique among state capital cities in that all Federal, State, County and City government buildings are located within a nine block corridor along Martin Luther King, Jr. Drive and Mitchell Street. The recent construction of the Richard B. Russell Federal Office Building gave the corridor a new identity by creating a focal point at the western terminus to balance the State Capitol on the east. Recognizing this unique building configuration, the Bureau of Planning of the City of Atlanta and Central Atlanta Progress, Inc. conceived the concept of "Government Walk."

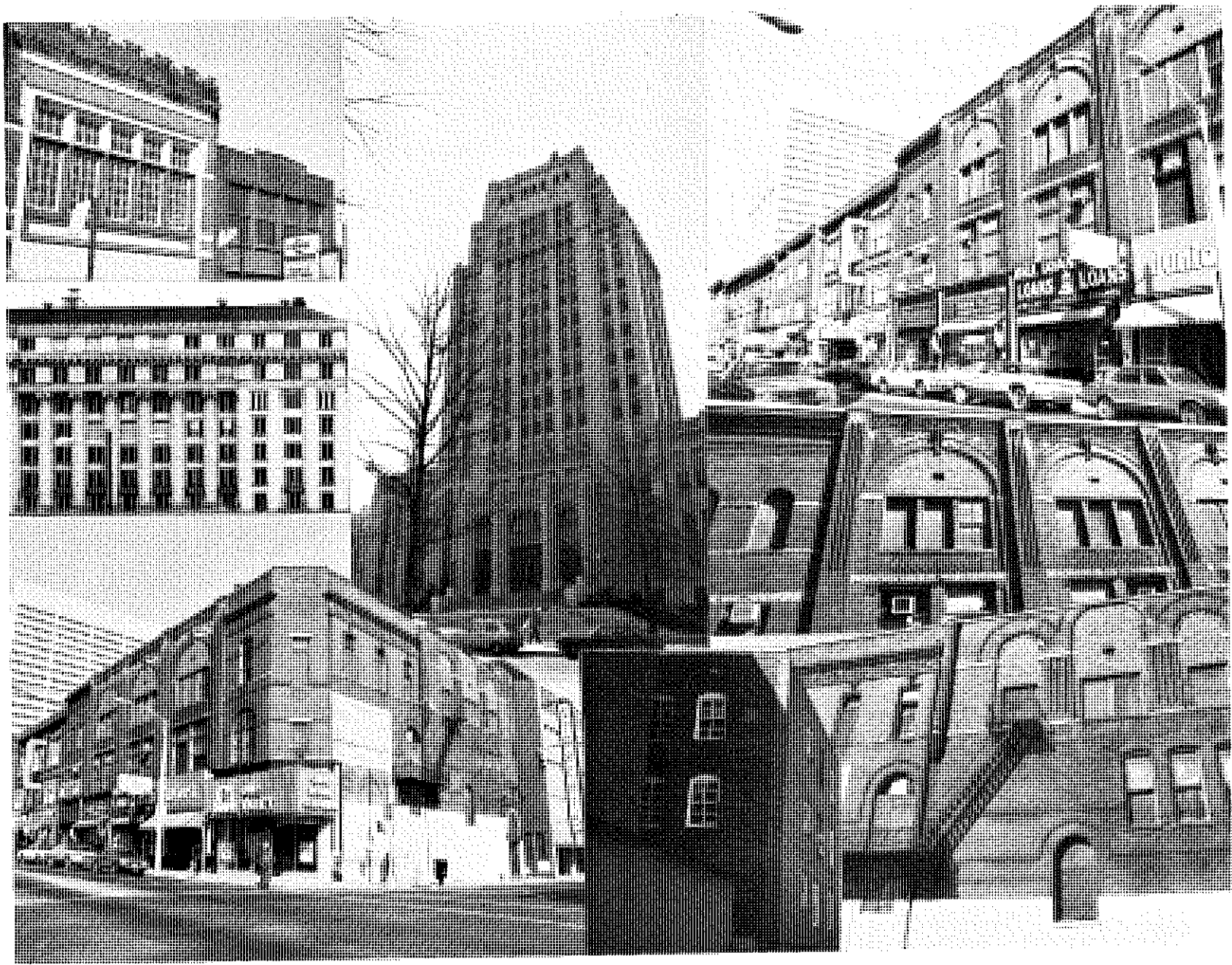
After initial discussions, the Government Walk concept was developed to insure design coordination between numerous public and private projects proposed in the study area. Some of these projects, which will be detailed later, include:

- The purchase and renovation of the Post Office Annex building by the U.S. General Service Administration.
- The construction of a new \$60 million Intergovernmental Office Complex by Fulton County.
- The adaptive reuse of the Georgia Railroad Freight Depot as an entertainment facility for the State of Georgia.
- The revitalization of Underground Atlanta and its environs by the public and private sectors.

Given the focus on pedestrian improvements, streetscape amenities, and linking key buildings and new projects, it was essential that all government agencies, new project directors, and other organizations be involved in the design process from the beginning. The Bureau of Planning initiated meetings to acquire input in key project elements such as commercial revitalization, utility locations, vehicular

and pedestrian traffic issues, and new development needs. This brochure analyzes the key elements listed above.

From this input, the Urban Design Section of the Bureau of Planning prepared the Government Walk Design Plan. Each block of this plan is described in greater detail and design recommendations are made. Finally, this document describes the issues that need to be addressed in order to implement the project.



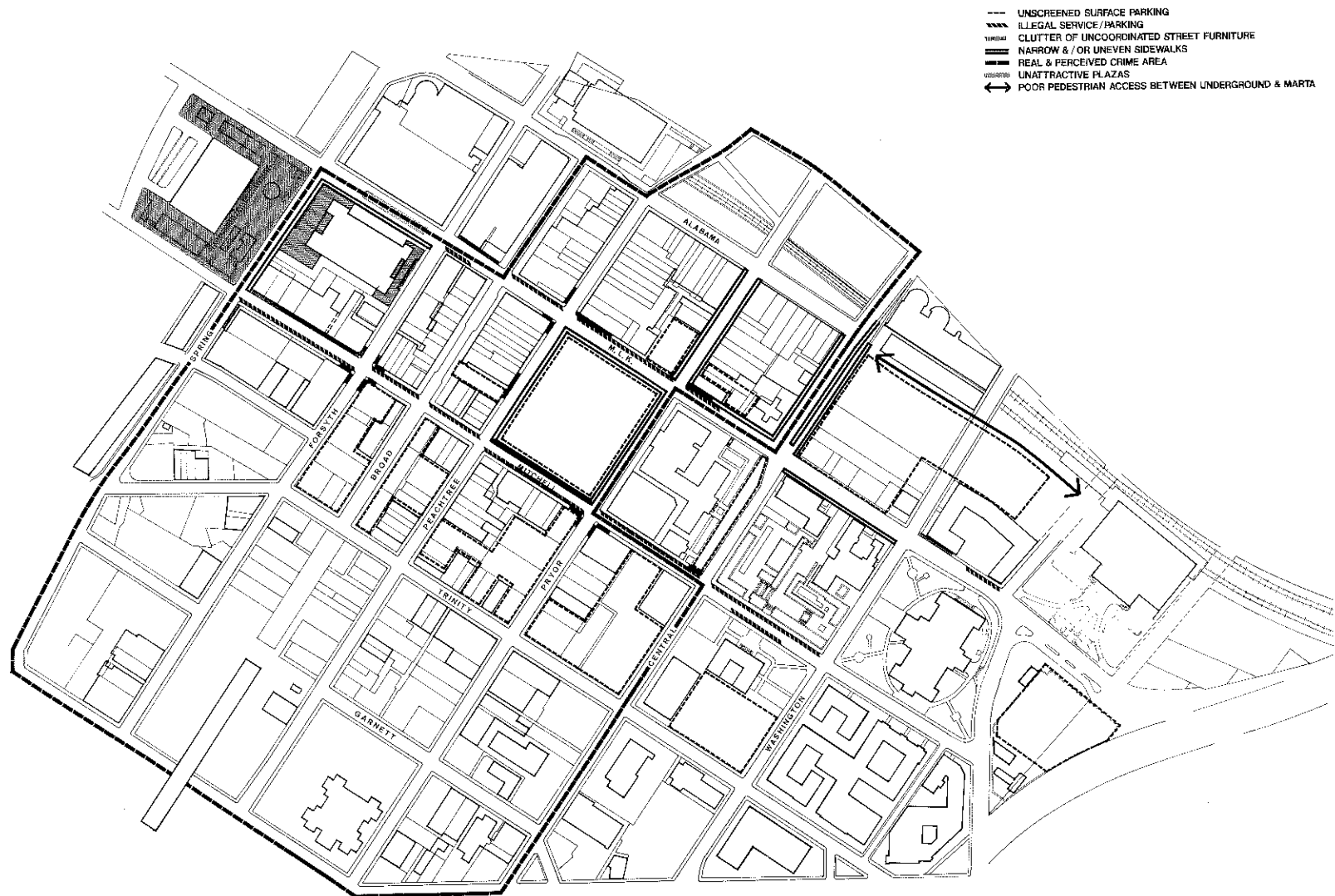
HISTORIC PRESERVATION/ COMMERCIAL REVITALIZATION

The Government Walk Project boundaries encompass part of what was the city's major business, governmental and social center from its founding into the early years of the twentieth century. However, after General Sherman's burning of Atlanta only one block of commercial structures on Alabama Street survived.

Reconstruction brought rapid new growth to the area. In 1905 Terminal Station was built where the Richard B. Russell building now stands. Mitchell Street became a hotel district, with the Gordon, Scoville and Sylvan hotels still remaining. Retail and financial uses were developed along Whitehall (Peachtree Street), Pryor, Mitchell and Forsyth Streets. This area of historic buildings has been designated by the City as the Terminus Urban Conservation and Development District.

Recently, there has been considerable interest in the revitalization of many of the area's historic structures. The City of Atlanta enacted its first design ordinance for storefronts along south Broad Street. It is hoped that the area affected by the design ordinance will eventually be expanded to encompass all the retail buildings in the Heart of Atlanta. Even today this area has one of the highest retail dollar volumes in the city. It is also anticipated that structures along Peachtree, Forsyth and Mitchell Streets will eventually be improved through the Commercial Revitalization Program sponsored by the City of Atlanta through the Atlanta Economic Development Corporation (AEDC). In Government Walk, adaptive use is recommended for the commercial buildings on Mitchell Street, most of which are retail or vacant on the ground floor with storage or vacant space on the upper floors.

There are also a number of National Register historic buildings, sites and districts in and adjacent to Government Walk which include the Neo-classical State Capitol, Gothic Revival Shrine of the Immaculate Conception and Underground Atlanta. Underground Atlanta is a Historic and Cultural Conservation zoning district on the northern boundary of Government Walk.



EXISTING PROBLEMS



PROBLEMS AND POTENTIALS

The south central business district is known as the "Heart of Atlanta". By the late 1960's, however, the focal point of downtown shifted from Five Points to Peachtree Center, thus resulting in the gradual decay of this area.

Problems that paralleled the change were the decline of Underground Atlanta, commercial vacancies brought about by changing markets and population, and street crime (perceived and real). MARTA construction along the east-west line and Broad Street created barriers to pedestrian and vehicular circulation which, together with noise and inconveniences of construction, isolated the area from the remainder of downtown Atlanta. Building demolition for construction of the rail system and the concentration of vacant, deteriorated structures further exacerbated the area's decline.

In addition to these problems, there are other negative aspects of the Heart of Atlanta that discourage people from using the area. Narrow and/or uneven sidewalks and the clutter of uncoordinated street furniture make walking difficult and unpleasant for pedestrians. Large surface parking lots without landscaping and unattractive plazas devoid of landscaping and human scale create an atmosphere of urban blight. Finally, illegal parking and service drop-offs make it difficult for vehicular traffic to flow normally through the streets.

At the same time there have been positive influences such as the Garden Room and outdoor cafe' in Georgia Plaza Park, an increasing emphasis on landscaping improvements by the State, County and City, and the recent completion of South Broad Street Mall by MARTA and the City of Atlanta.

Another strong influence is the increase of public and private commitment to the area. The American City Corporation is working with the City of Atlanta to develop plans which will create a shopping and entertainment complex adjacent to Government Walk in the Underground Atlanta area. The Broad Street Merchants League has become very active in commercial revitalization. Fulton County, the State of Georgia, and the U.S. General Services Administration have developed plans to improve their existing facilities and build or renovate buildings in the project area.

Most of the property in the Government Walk project area is publicly owned. Therefore, the need for land acquisition for new development is minimal and should not be a major concern.

TRANSPORTATION ANALYSIS

A thorough transportation analysis of existing conditions on Mitchell Street and M.L. King, Jr. Drive was required prior to developing the sidewalk/street improvement plan. Issues addressed were traffic counts, parking (both legal and illegal), service drop-off lanes (both legal and illegal), interruptions in traffic flow, sidewalk widths, pedestrian access, and the maintenance of through traffic.

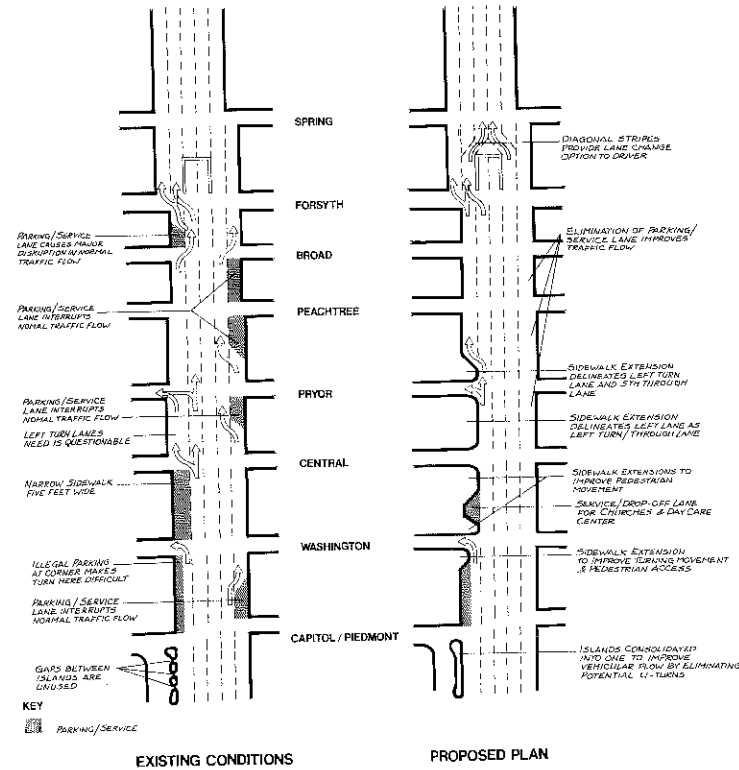
M. L. KING, JR. DRIVE

Martin Luther King, Jr. Drive has only three traffic lanes that run continuously through the nine block project area. The City of Atlanta's Bureau of Traffic and Transportation (BTT) and the State of Georgia Department of Transportation stated that a minimum of four through-traffic lanes are required on M.L. King, Jr. Drive to maintain optimum traffic flow.

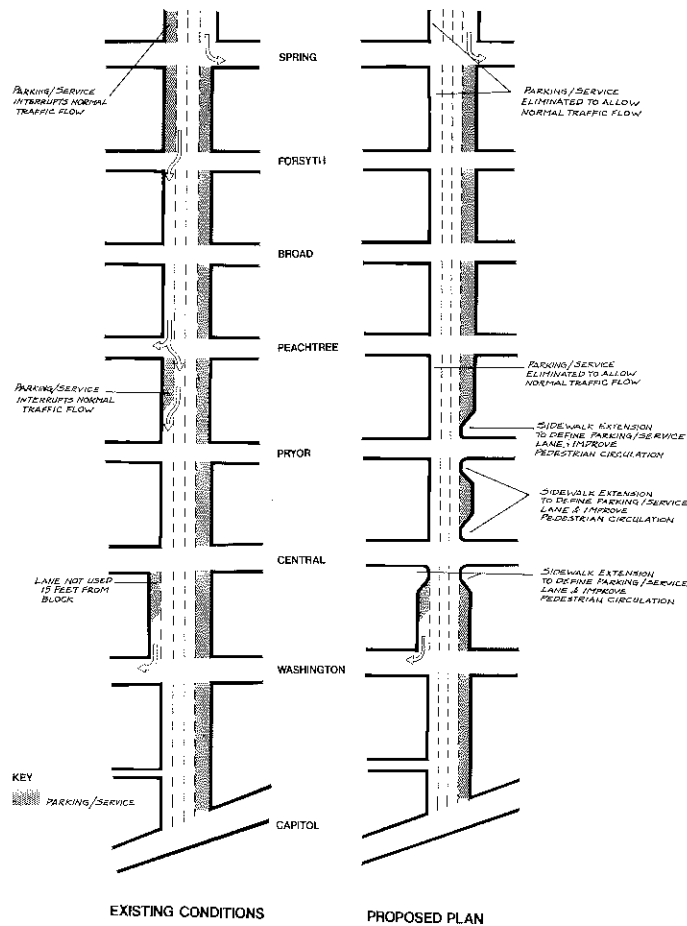
One of the major problems is the constant zigzagging of through traffic along the nine block stretch. The solution to this problem is to eliminate the parking/service lanes as shown in the diagram. This is especially needed on the Forsyth-Broad Street block.

Sidewalk extensions in a few locations are proposed to delineate left turn and through lanes, improve pedestrian circulation, improve existing turning movements, and delineate service/drop-off lanes.

Finally, a series of islands on M.L. King, Jr. Drive beyond Capitol/Piedmont Avenues would be consolidated to prevent U-turns and other traffic problems.



M.L. KING, JR. DRIVE
TRAFFIC FLOW DIAGRAM



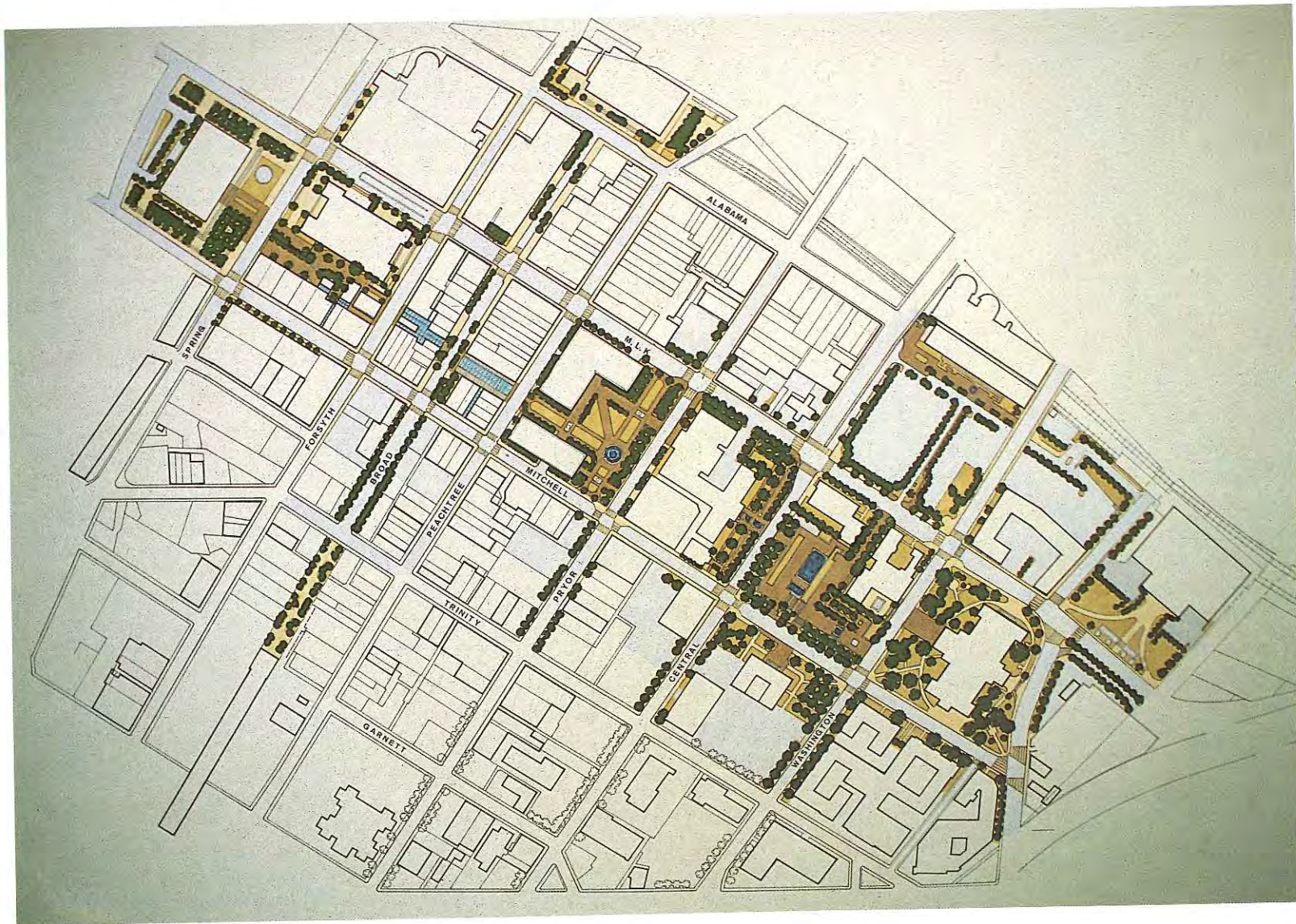
MITCHELL STREET

Mitchell Street has only two traffic lanes that run continuously through the nine block project area. BTT has stated that a minimum of three through lanes is required on Mitchell Street.

The solution to the through lane problem is to eliminate the parking/service lanes as shown in the diagram. In addition, a sidewalk extension is proposed to define an existing parking/service lane and to improve pedestrian circulation.

The results of the Mitchell Street and M.L. King, Jr. Drive improvements will be better vehicular circulation including the maintenance of the required number of through-traffic lanes on each street, easier and safer pedestrian crossings, and smoother transitions between both vehicular and pedestrian traffic movements.

MITCHELL STREET
TRAFFIC FLOW DIAGRAM



GOVERNMENT WALK DESIGN PLAN

DESIGN PLAN

A major purpose of the design plan for Government Walk is to insure that pedestrian movement, open space, streetscape furniture, land use and commercial/revitalization decisions for individual projects are based on one comprehensive plan and on common design standards.

PEDESTRIAN LINKAGES

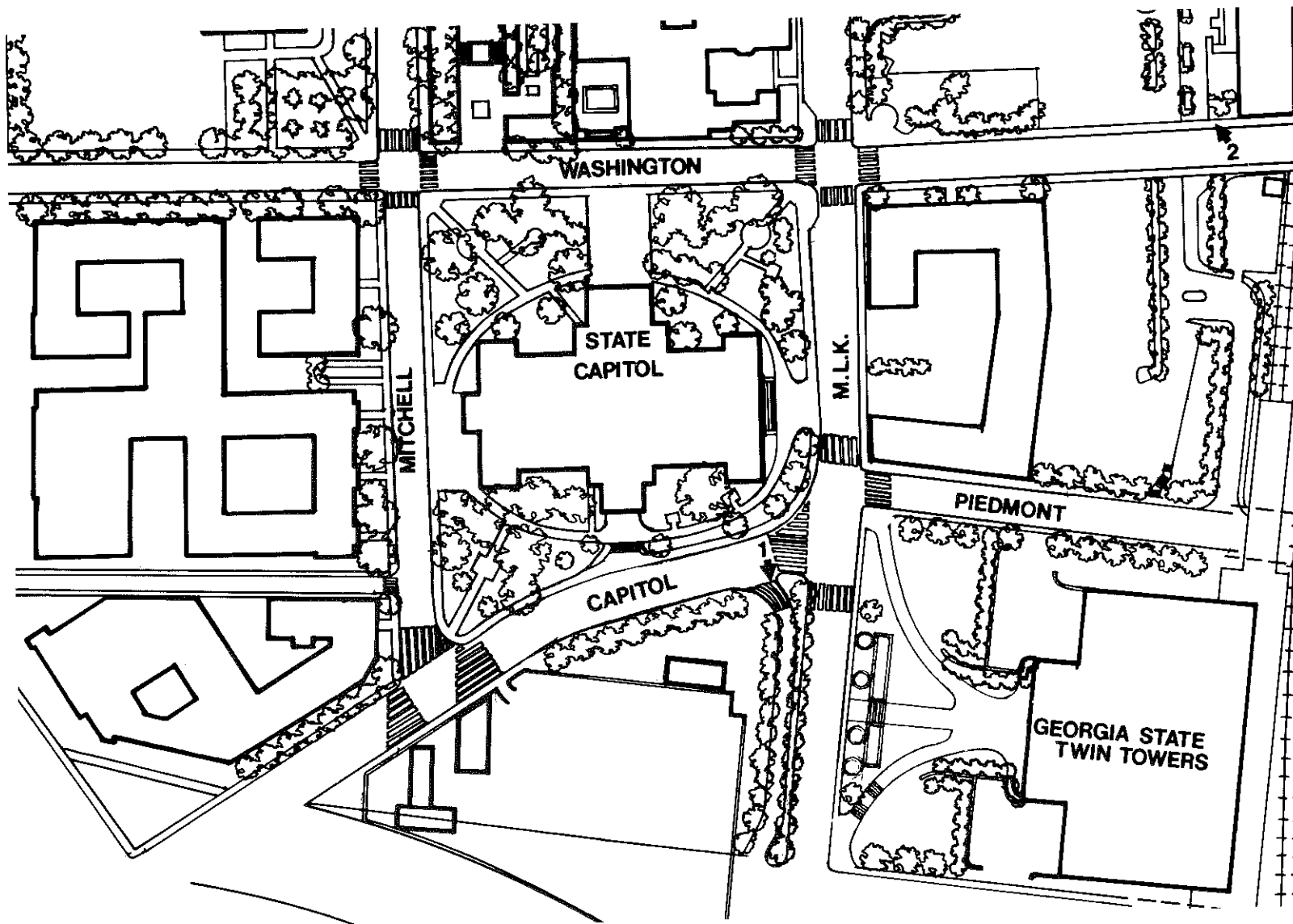
One of the primary objectives of Government Walk is to enhance and expand the space in which the pedestrian moves from one part of the project area to another. This has been done by proposing improvements to existing pedestrian linkages and creating new ones where they are lacking. The sidewalks on Mitchell Street and M.L. King, Jr. Drive will be enhanced with street trees and sidewalk extensions without adversely affecting vehicular traffic. In addition, where new buildings are proposed, as is the case with Fulton County, setbacks for wider sidewalks and landscaped entranceways are proposed.

The midblock mall proposed for the second phase of the project will link the Richard Russell Building to the State Capitol with a series of midblock pedestrian spaces containing shopping and restaurant facilities, passive park space, and attractive seating areas. The mall will be given continuity by using a common walk material to emphasize the Government Walk theme.

Sidewalk improvements and landscaping are also proposed on a number of cross streets to create linkages between Government Walk and major facilities to the north and south such as the Fairlie Poplar area, Central City Park, Georgia State University, Five Points, Georgia State and Garnett Street MARTA Stations and Underground Atlanta.

Another linkage is the proposed pedestrian walkway along MARTA-owned land between the Georgia State Station and the Georgia Railroad Freight Depot. This project would improve access to the Freight Depot and, with the revitalization of Underground Atlanta, provide an exclusive pedestrian link with the Five Points Station. With proper planning of future air rights development between Five Points Station and the Omni, a continuous pedestrian mall can be realized from the Omni and Georgia World Congress Center to Underground Atlanta.

The following block by block description of the Government Walk Project will provide the necessary background to understand what development activities are to take place. Each of the block development projects is planned to work not only as a separate entity, but also as an essential element to the entire project as a whole. In addition, design recommendations are made for the project area and its environs.



STATE CAPITOL BLOCK

STATE CAPITOL BLOCK

The Capitol, with its gold dome and landscaped grounds, presents a striking focal point at the eastern terminus of Government Walk. Sidewalk improvements and street tree planting which link the Capitol with adjacent public facilities are the only recommended projects. A sidewalk extension at the northeast corner of M.L. King, Jr. Drive and Washington Street will define the parking lane and improve traffic turning movement by eliminating the potential for illegal parking into the crosswalk at this corner.

Street tree planting on Piedmont Avenue will improve the pedestrian linkage with Georgia State Station. Going south on Capitol Avenue, street trees are recommended to link the Capitol with the State Archives Building and the Atlanta Stadium. Tree planting will also provide a buffer between the State Capitol and the parking deck.

The traffic movements and signalization at M.L. King, Jr. Drive and Piedmont Avenue create a hazard for pedestrians going to and from the Georgia State Station. Intersection improvements have been proposed by the State to provide lane continuity from Capitol Avenue to Piedmont Avenue.

In addition, a series of islands on M.L.K., Jr. Drive east of the Capitol will be connected to eliminate U-turns and provide a landscape buffer between the Georgia State Twin Towers and the State parking deck. These improvements should provide safer and more convenient pedestrian movement.

EXISTING



PROPOSED



1. M.L.K., JR. DRIVE LOOKING EAST FROM
CAPITOL AVENUE

GEORGIA PLAZA PARK BLOCK

Georgia Plaza Park exemplifies many of the characteristics which the city hopes to achieve in the other blocks of Government Walk. The park creates an urban environment with people-oriented activities, street trees, landscaping and attention to design details which have the scale and character appropriate to a government center.

The cross axis of Georgia Plaza Park, which links City Hall and the Georgia Railroad Freight Depot, will take on greater visual and functional importance when the depot is renovated. The cross axis can be improved by separating the service and pedestrian functions in between the Central Presbyterian Church and Shrine of the Immaculate Conception, and by constructing a tree-line pedestrian walk linking M.L. King, Jr. Drive with the Freight Depot.

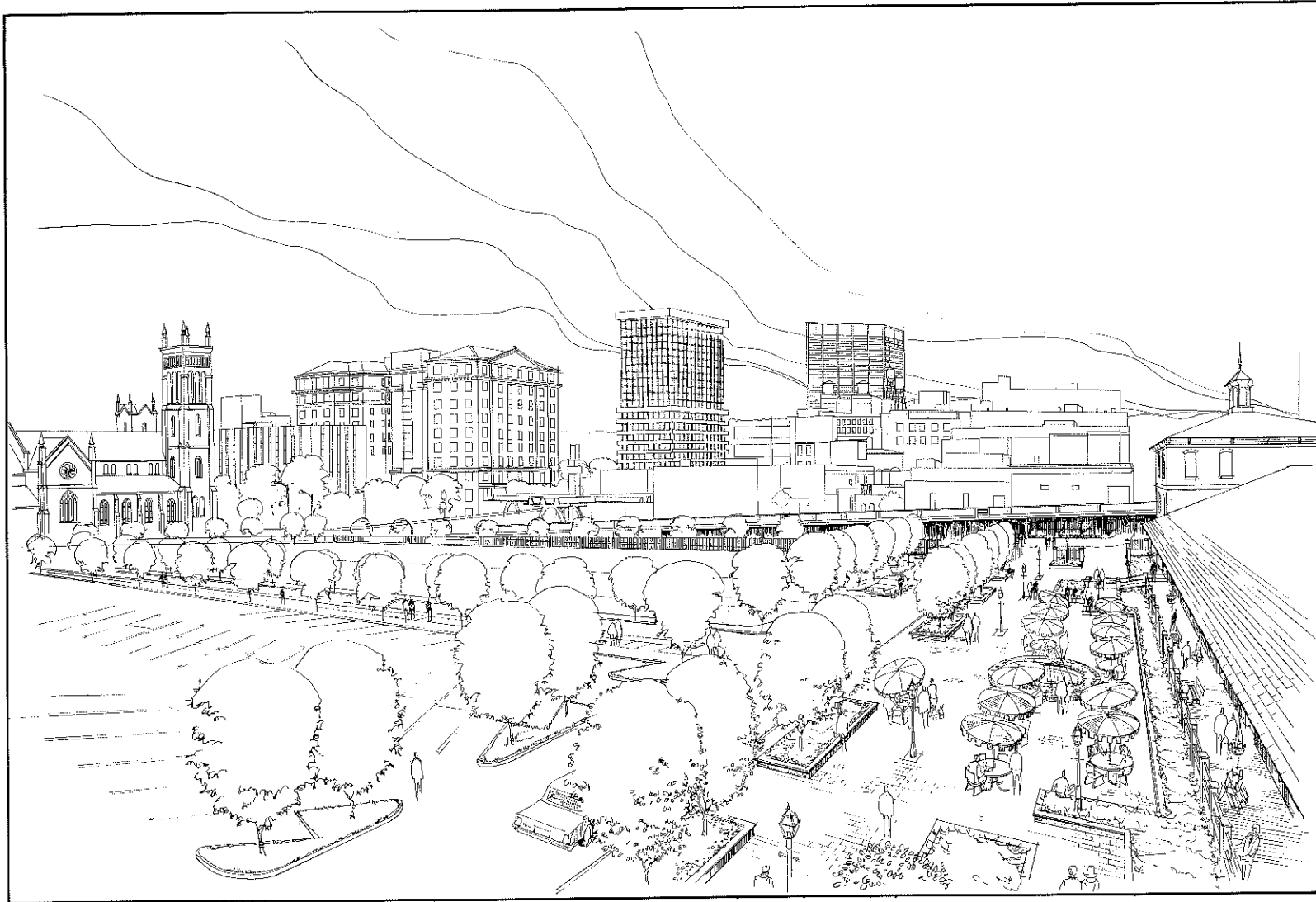
Restoration of the Shrine of the Immaculate Conception is important to the historic and architectural significance of the block and is well underway.

Street tree planting is proposed south of Mitchell Street as a means of visually linking the city government buildings along Central Avenue.

Three sidewalk extensions are recommended. One is on Mitchell Street at Central Avenue. The second is located at the northeast corner of M.L. King, Jr. Drive and Central Avenue along the north side of the Shrine of the Immaculate Conception. The latter would increase an existing five-foot sidewalk to thirteen feet and provide for tree planting. The third extension is located at the southwest corner of M.L. King, Jr. Drive and Washington Street.



GEORGIA PLAZA PARK LOOKING NORTH



2. RAILROAD FREIGHT DEPOT LOOKING WEST

GEORGIA RAILROAD FREIGHT DEPOT BLOCK

A study done by the Governor's Office of Planning and Budget, the Georgia Railroad Freight Depot Development Program, recommended the renovation of the Freight Depot located at 104 Central Avenue as a shopping and entertainment complex in the image of Boston's Quincy Market. Short-range plans will use the depot for convention and government sponsored functions. Improved pedestrian access and landscaping will be a major element in the improvement package proposed by the State.

The Freight Depot is on the National Register of Historic Places and is also part of the Historic and Cultural Conservation (HC) District of Underground Atlanta. Project plans depicted here for the depot site reflect the thinking of the Georgia Building Authority. Key elements of this plan include a thirteen-foot sidewalk along M.L. King, Jr. Drive and Central Avenue; a sixteen-foot, planted buffer between the sidewalk and parking; a wide, tree-lined walk across the parking lot on an axis with City Hall; and a landscaped pedestrian walkway from Piedmont Avenue at the Georgia State Station to the Freight Depot and Underground Atlanta.

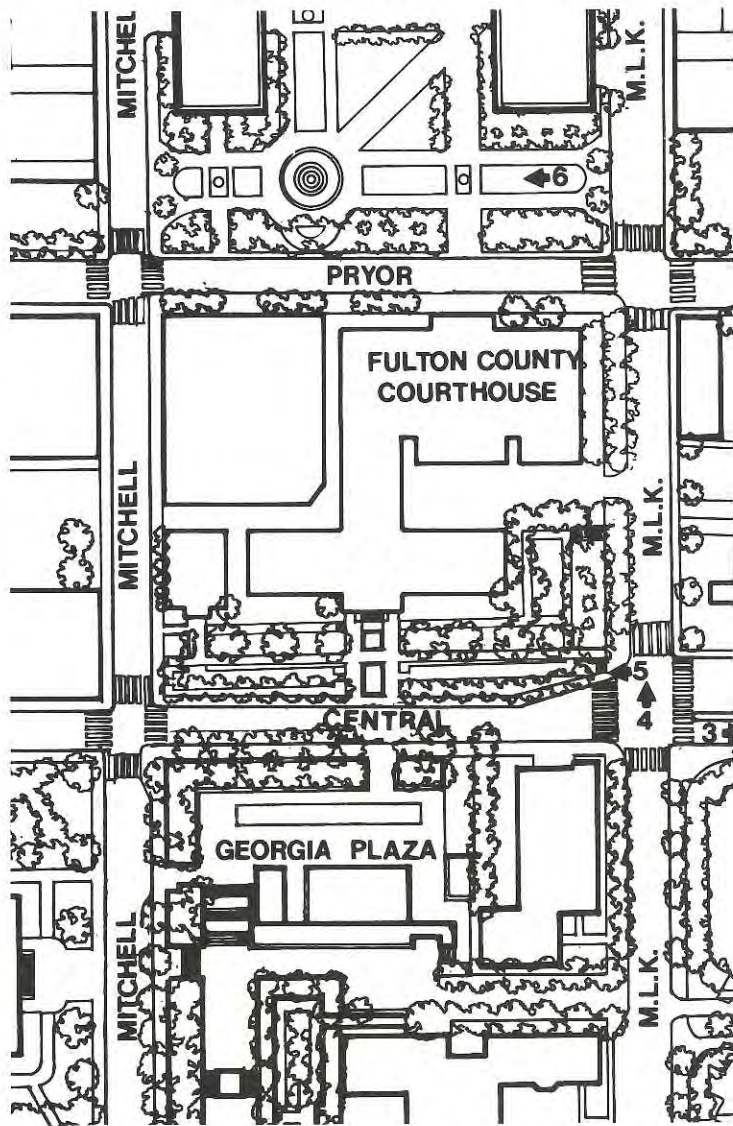
EXISTING



PROPOSED



3. UNDERGROUND ENTRANCE LOOKING
NORTH ALONG CENTRAL AVENUE



FULTON COUNTY COURTHOUSE BLOCK

EXISTING



PROPOSED



4. M.L.K., JR. DRIVE LOOKING EAST FROM CENTRAL AVENUE

FULTON COUNTY COURTHOUSE BLOCK

The existing Fulton County administration and courts buildings are a barrier to the midblock mall. Therefore, it will be necessary to shift the mall to the north side of the block where the sidewalk should be widened by narrowing the existing lanes on M.L. King, Jr. Drive. This would create the width and landscape environment compatible with the midblock mall. Street trees are also proposed along the Pryor Street side of the block.

By moving the county administrative function to a new complex in 1985, this will provide an opportunity to move the existing at-grade parking on Central Avenue to underground parking in the new administration block. Eliminating the parking means that the area in front of the existing administrative buildings can be landscaped to present a similar character to other government buildings in the project area.

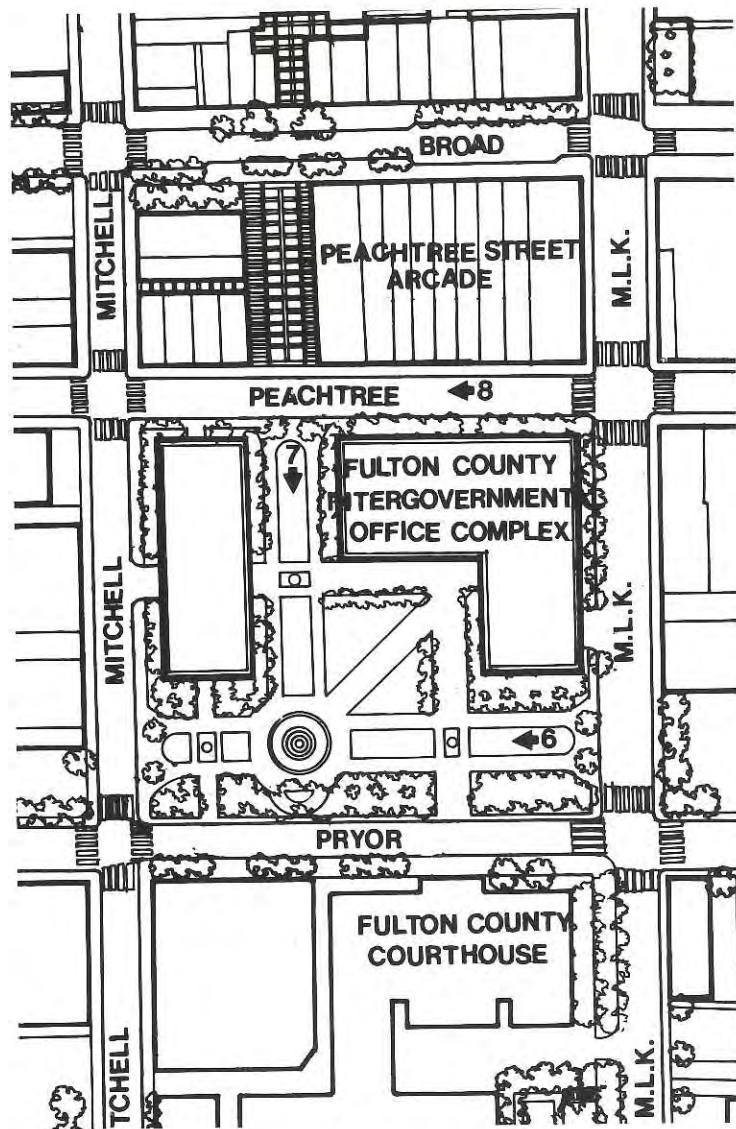
EXISTING



PROPOSED



5. FULTON COUNTY ADMINISTRATION
BUILDING PARKING LOT LOOKING
SOUTH



FULTON COUNTY
INTERGOVERNMENTAL OFFICE
COMPLEX BLOCK

EXISTING



PROPOSED



6. FULTON COUNTY PARKING LOT
LOOKING SOUTH FROM M.L.K., JR. DRIVE

FULTON COUNTY INTERGOVERNMENTAL OFFICE COMPLEX BLOCK

Fulton County plans a \$60 million intergovernmental office complex on the block west of the County Courthouse. Due to the plans not being completed the configuration of the buildings on the design plan is strictly conceptual in order to give the reader an idea of the development potential. Two buildings are depicted with a large area of open space forming two intersecting axes. The east-west axis will provide for the midblock pedestrian mall while the north-south portion along Pryor Street will create a large park-like open space in front of the courthouse and a strong visual and pedestrian link with Underground Atlanta. A Government Walk Information Center is proposed at the Peachtree Street entrance to the midblock mall.

The plan envisions a minimum thirty-foot, landscaped setback on Mitchell Street and M.L. King, Jr. Drive, and a fifteen-foot, paved setback on Peachtree Street.

Street tree planting is also proposed on Pryor Street, north and south of the Fulton County blocks, to improve the environmental qualities of the pedestrian link with Underground Atlanta.

EXISTING



PROPOSED



7. FULTON COUNTY PARKING LOT
LOOKING EAST FROM PEACHTREE STREET

PEACHTREE STREET ARCADE

The parking lot at 117-125 Peachtree Street provides an excellent opportunity to maintain the continuity of the midblock mall concept. A shopping arcade could link Broad Street Mall and Peachtree Street and could also be developed as an open market on a daily or weekly basis.

The intention of this arcade, unlike the Broad Street Arcade, is to be a more open, versatile facility providing the area with a variety of activities that generate interest in the area without displacing existing businesses. The arcade could incorporate small specialty shops and a variety of food items which would supplement the Broad Street Mall and generate more pedestrian activity on Peachtree Street. The surface parking lost in the development of the land could be substituted with new parking structures on the north side of M.L. King, Jr. Drive and surface parking south of Mitchell Street.

The shopping arcade proposal, being evaluated by private developers, includes facade improvements on existing structures, directly related to the arcade, new paving materials and street furniture, and the construction of the new arcade. A small park on City of Atlanta property at the northeast corner of Mitchell Street and the Broad Street Mall is the only other proposed public improvement recommended in the block.

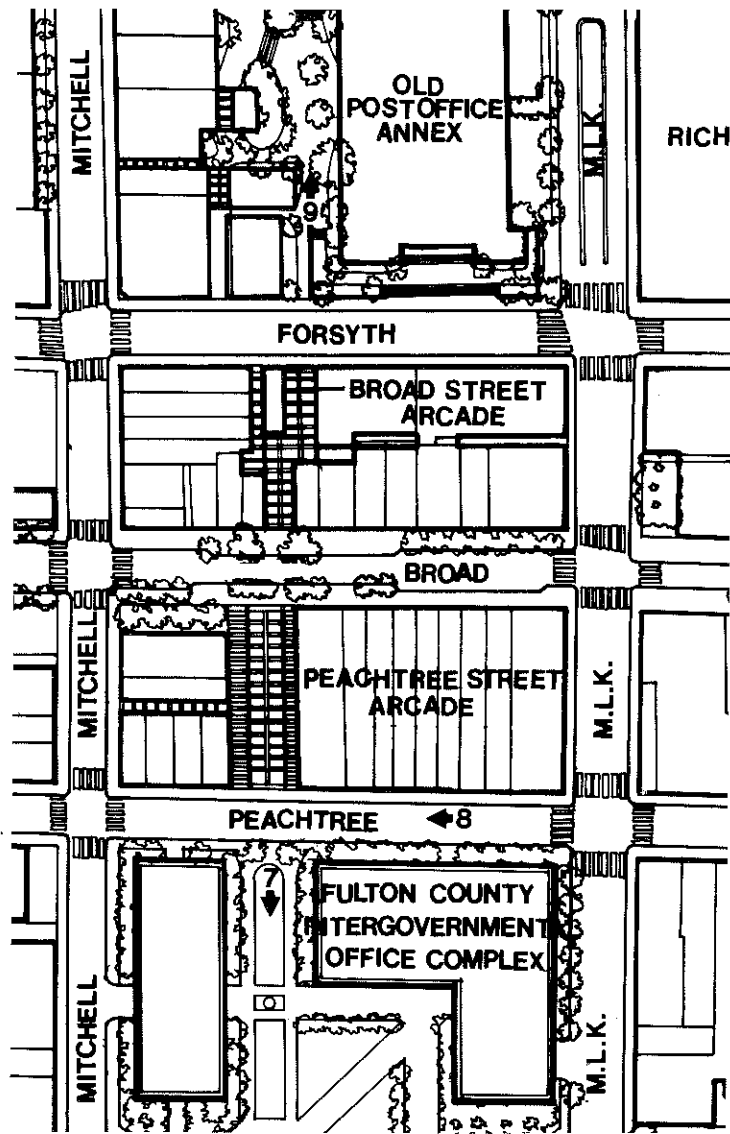
EXISTING



PROPOSED



8. PEACHTREE STREET LOOKING SOUTH
TOWARDS PEACHTREE ARCADE SITE

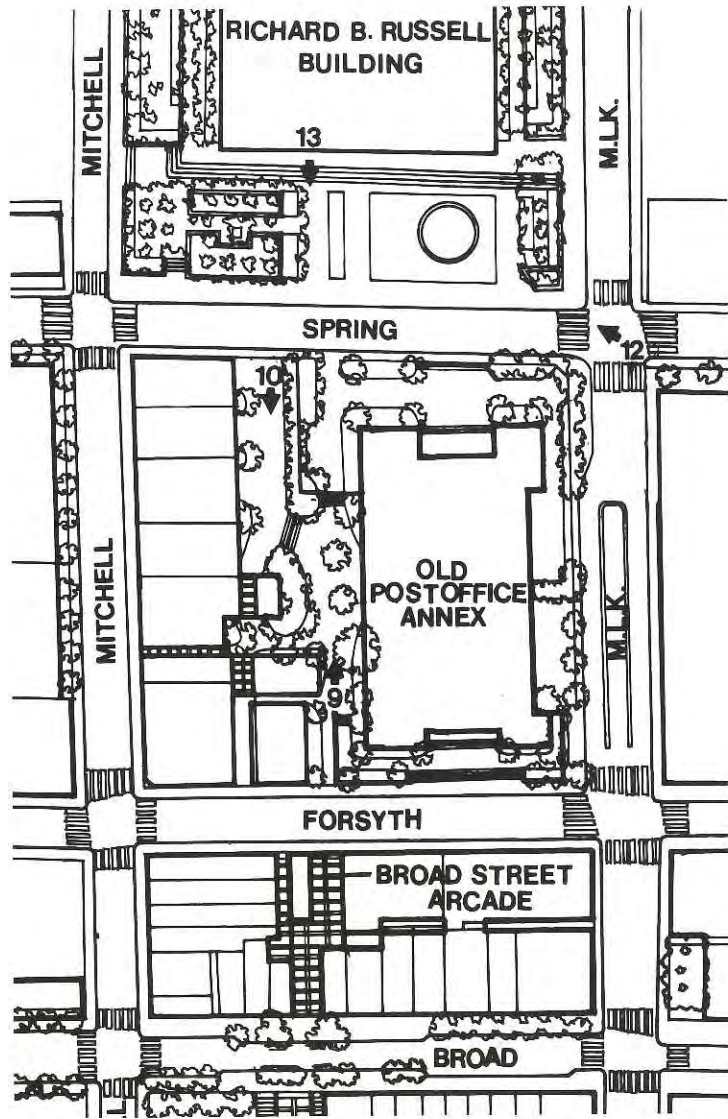


BROAD AND PEACHTREE
STREET ARCADES

BROAD STREET ARCADE

To extend the midblock mall through the block between Forsyth and Broad Street without the purchase of existing buildings or the condemnation of property will require the owners of 88 Forsyth Street and 101 Broad Street to agree to convert their buildings into an arcade. This arcade could become part of the midblock mall concept and adjacent shop owners would be encouraged to focus pedestrian access on the mall. Although major alterations would be necessary, no building demolition would be required. In addition, no displacement of merchants would occur since the arcade properties are vacant.

The construction of the arcade includes facade renovation, new paving materials and street furniture consistent with the Streetscape Standards. No other improvements are proposed for the block between Forsyth and Broad Streets other than the maintenance of Broad Street Mall amenities such as trees, banner poles, and benches.



OLD FEDERAL POST OFFICE
ANNEX BLOCK

EXISTING



PROPOSED



9. MIDBLOCK MALL SITE LOOKING WEST
TOWARDS THE RICHARD B. RUSSELL
BUILDING

OLD FEDERAL POST OFFICE ANNEX BLOCK

The Post Office Annex at 77 Forsyth Street, which is within the Terminus Urban Conservation and Development Area, has been closed. The U.S. General Services Administration purchased the building to supplement office space in the Richard B. Russell Building. The cost has been estimated at \$5 million with an estimated \$10 million necessary to complete building renovations.

This will create the opportunity for construction of a section of the midblock pedestrian mall from Spring Street to Forsyth Street. The mall would be built over the roofed basement level on the south side of the building. This new mall would contain small shops and restaurants targeted to nearby office employees. With rehabilitation, the commercial block on Mitchell Street could be redesigned to open up the rear facade to the midblock mall. This would create activity and interest for the mall which is visualized as an active, colorful space with outdoor cafes, vendors and street entertainment.

The sidewalk on the M.L. King, Jr. Drive side of the block is only five feet wide. Since the sidewalk is part of the viaduct system there is little likelihood of widening it. However, when Spring Street is made one-way the sidewalk on the Spring Street end should be widened.

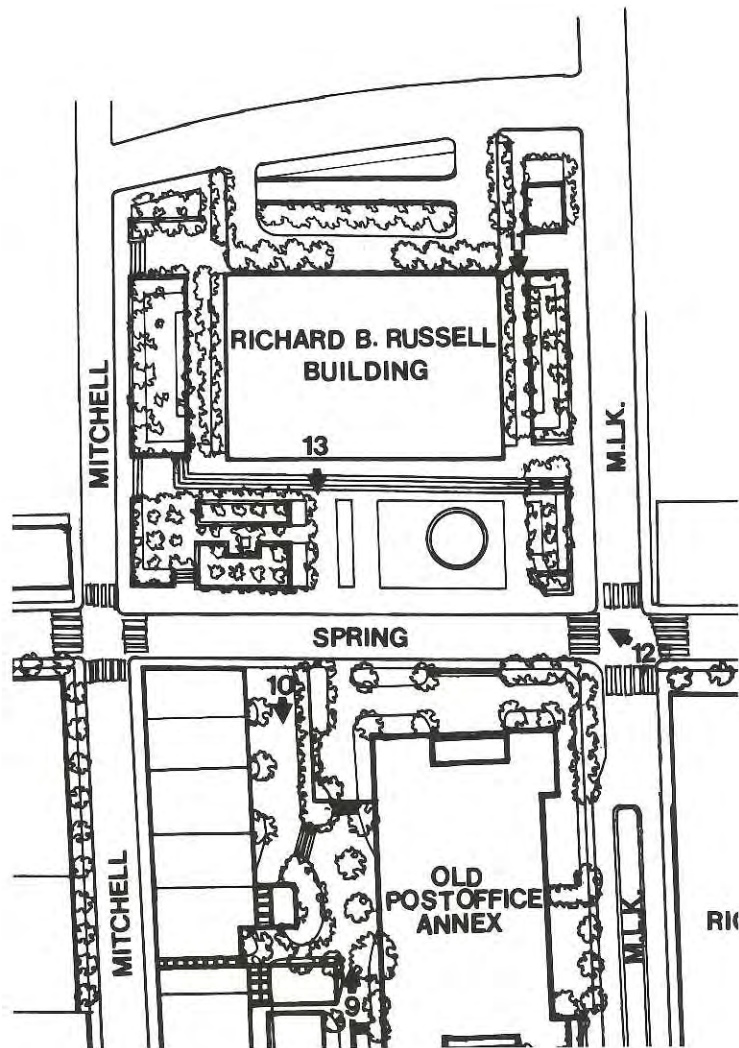
EXISTING



PROPOSED



10. MIDBLOCK MALL LOOKING EAST
TOWARDS THE SCOVILLE HOTEL



RICHARD B. RUSSELL BUILDING SITE

EXISTING



PROPOSED



11. RICHARD B. RUSSELL BUILDING PLAZA ON NORTH SIDE

RICHARD B. RUSSELL BUILDING SITE

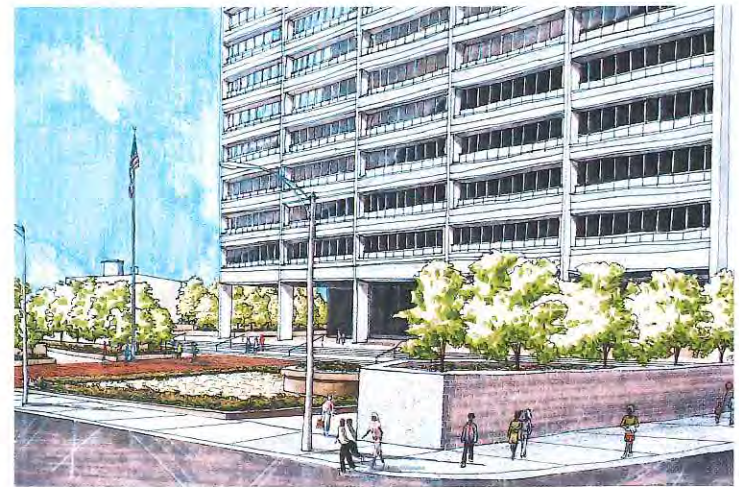
The Richard B. Russell Building plaza was built to meet the demands of large pedestrian flows and provide clear visual access to the building. The final result was a spacious plaza, wide sidewalks, and poorly maintained planters which left the overall plaza looking cold and barren.

The Federal government, through the United States General Services Administration (GSA), is looking into plans for landscape improvements to the plaza. The Bureau of Planning of the City of Atlanta, in response to the request of GSA, developed a landscaping plan for the site. The plan includes new and rebuilt planting areas for grass, low shrubs and trees, the reconstruction of existing planting areas, new paving to link the Russell Building to the Government Walk midblock mall, and spacious and secure outdoor seating areas.

EXISTING



PROPOSED

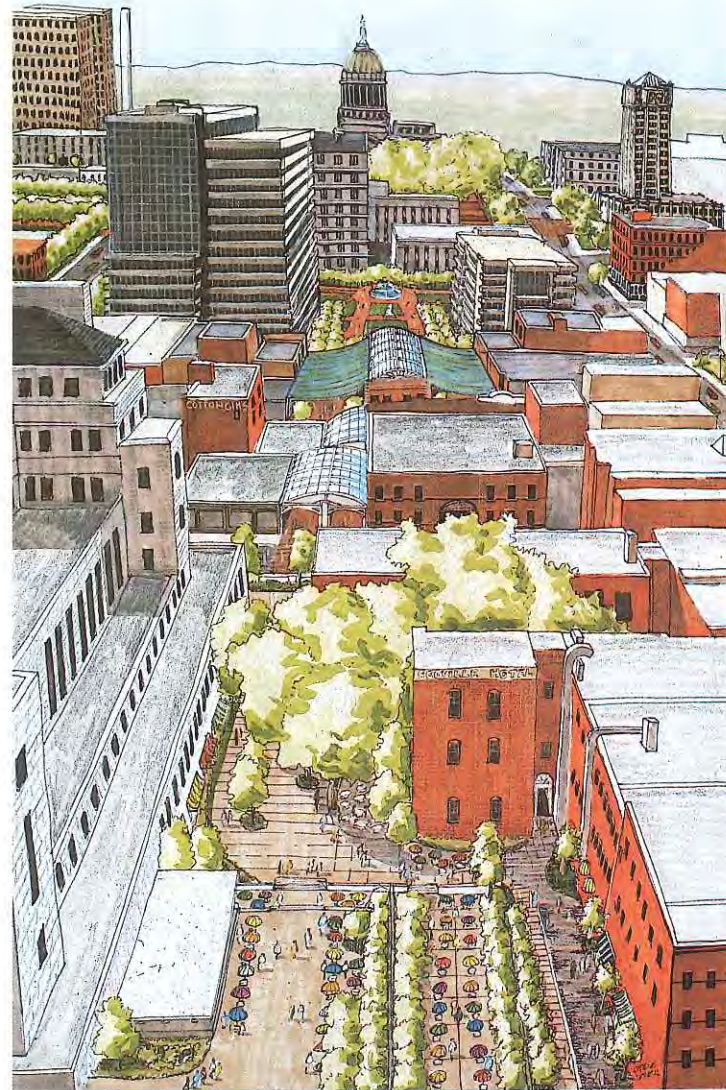


12. RICHARD B. RUSSELL BUILDING PLAZA
ALONG SPRING STREET

DESIGN RECOMMENDATIONS

The following recommendations for Government Walk are derived from the project objectives, design plan and reviews by participants in the design process.

1. Maintain four continuous traffic lanes on Martin Luther King, Jr. Drive and three continuous traffic lanes on Mitchell Street.
2. Use sidewalk extensions at certain intersections to achieve greater safety at crosswalks, channel vehicular traffic to moving lanes, and improve the visual environment by providing areas for street trees.
3. Replace broken and uneven sidewalks.
4. Make sidewalk improvements and plant street trees on north-south extensions of Government Walk which will provide linkages with:
 - (a) Georgia State Station and Georgia State University along Piedmont Avenue,
 - (b) State Archives Building along Capitol Avenue,
 - (c) Trinity-Washington Building along Washington Street,
 - (d) Underground Atlanta along Central Avenue,
 - (e) City Hall Annex along Central Avenue, and
 - (f) Underground Atlanta along Pryor Street.



13. GOVERNMENT WALK VIEWED FROM THE RUSSELL BUILDING LOOKING EAST

5. Provide sufficient underground parking in new Fulton County complex to replace the parking in front of the existing Administration Building and landscape the area to reflect treatment of other public buildings surrounding the Georgia Plaza Park.
6. Discourage at-grade parking.
7. Construct 13', landscaped sidewalks on M.L. King, Jr. Drive and Central Avenue where they abut the Georgia Railroad Freight Depot block and around the new Intergovernmental Office Complex being planned by Fulton County.
8. Use a brick paving material similar to Georgia Plaza as a common walk material to identify the Government Walk project.
9. Use the Government Walk Urban Design Streetscape Standards and the Pedestrian Space Plan as standards for sidewalk widths, sidewalk improvements and handicapped facilities.
10. Buffer new parking structures by providing a landscaped, 10' setback (minimum).
11. Provide and locate new street furniture (trash containers, sign regulation posts and signs, tree grates, benches and newspaper vending machines, etc.) in accordance with Government Walk Urban Design Streetscape Standards.
12. Encourage adaptive use of historic buildings.
13. Use design and rehabilitation standards for building facades, signage and miscellaneous elements as approved for the Heart of Atlanta Business Improvement District.
14. Prepare an agreement with MARTA and the State of Georgia to provide for a public pedestrian easement from the Georgia State Station to Underground Atlanta.
15. Place overhead utilities underground and remove all unnecessary poles from sidewalk areas.
16. Provide for the replacement of outmoded underground utilities.

IMPLEMENTATION

Multi-government support for Government Walk is an important concept. First, it is the only way to implement the proposed pedestrian system and urban amenities in a total design which will visually tie together the government center. Secondly, a public commitment to Government Walk and other area improvements and facilities has a real bearing on American City Corporation and Rouse Company decisions to make a private commitment to the Heart of Atlanta. This has also been the case in other cities such as Boston and Baltimore.

Phase I has established a public commitment and will develop a strong visual identity for the project.

Implementation of Government Walk will depend on cost sharing by the governments in the corridor (Federal, State, County, City). Phase I development is primarily directed at implementation of streetscape improvements within the project rights-of-way with public funds.

Phase II, on the other hand, will emphasize projects which individual governments and private owners can do to create the midblock mall and other pedestrian systems.

An analysis of proposed government spending in Government Walk indicates that, in addition to the basic improvements costing \$996,000, individual governments will be spending approximately \$73,400,000 on new and renovated facilities.

These facilities will have a major visual and economic impact on the project area and the south CBD.

Project Cost Estimate

Phase I - Streetscape Improvements

Public	\$ 996,000
Private	<u>0</u>

Sub-Total	\$ 996,000
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Phase II - Midblock Mall, Arcades & Facade Improvements

Public	\$2,768,000
Private	<u>2,684,000</u>

Sub-Total	\$5,452,000
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TOTAL Phase I and Phase II	<u>\$6,448,000</u>
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Related Public Projects To Be Built In Conjunction with Phase I and II

Old Post Office renovation	\$10,000,000
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Fulton County Intergovernmental Office Complex	\$60,000,000
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Georgia Railroad Freight Depot renovation and reuse (Long-term)	\$ 3,100,000
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Freight Depot renovation and reuse (Near-term)	\$ 300,000
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TOTAL	<u>\$73,400,000</u>
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