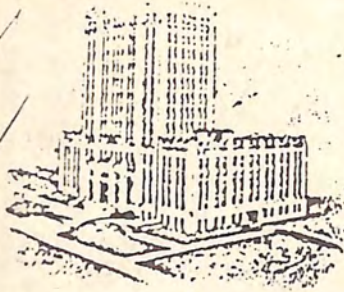


Mayor Allen

File: S.W. Connector
1-63-1



CITY OF ATLANTA

DEPARTMENT of PLANNING

700 CITY HALL

Atlanta, Georgia 30303

WYONT B. BEAN
PLANNING ENGINEER

COLLIER B. GLADIN
CHIEF PLANNER

MEMORANDUM

S.W. Connector 1-63-1

Date: October 5, 1964

To: Mayor Allen

From: Wyont Bean
Ray Nixon
Karl Bevins

Subject: The Alignment of the Southwest Connector.

During the month of September, 1964, Alderman Jack Summers and a representative of Fulton County Public Works Department, Mr. McGeorge, met with the residents of the neighborhood which is generally located in the Westview Drive, Lawton Street, and the L & N Railroad area to discuss the relocation of a new street connector.

The project in question is the \$1,700,000 Southwest Connector, a 1963 Fulton County Bond Project, which was for the construction of a new four lane connector between Cascade Road - Gordon Road and the four lane Marietta Boulevard. This included an interchange with the West Expressway which will relieve serious traffic problems on Northside Drive and the entire west side of Atlanta.

The general subject of Alderman Summers' meeting was that the homeowners felt that this project, if developed as planned, would destroy the neighborhood they had worked so hard to develop. They felt that the other alternatives should be considered. Some of the suggestions were to align this roadway with Ashby Street, another was to develop the roadway either over the L & N Railroad or within the railroad right-of-way thereby eliminating that section of track. Still another suggestion was to generally follow along the west side of the L & N Railroad.

At the request of Alderman Jack Summers, on Tuesday, September 22, 1964, a delegation of approximately twenty five residents of the Westview Drive, Fountain Drive, and Hunter Place led by Senator LeRoy Johnson, Mr. and Mrs. G. L. Chandler, and Mr. M. L. Goss met with Mr. Karl Bevins, Mr. Wyont Bean, and Mr. Collier Gladin and presented their views. The main purpose of the

citizens present was a request to relocate the facility so as not to affect those present and the community of their interest and if the officials present could not accomplish this change, to whom could they appeal. The officials present requested time to consider this view.

After further investigation, this paper was prepared to represent the findings of the Construction, Planning and Traffic Engineering Departments.

The Joint Atlanta-Fulton County Bond Program, which was approved by the people May 15, 1963, provided the funds to begin this connector road which was first planned during or prior to the second world war. During this time, the development of a large number of apartments in the vicinity of Simpson Road, the interchange with the West Expressway, and the underpass with Westview Drive, which is now under construction, have limited the possibilities to two alternatives. First, the alignment which is generally along and adjacent to the east side of the L & N Railroad right-of-way from Cascade - Gordon north to Marietta Boulevard. The second would be paralleling the east side of the railroad north from Gordon Road to a point just north of Westview Drive then bridging over the railroad and generally being aligned and adjacent to the west right-of-way line of the railroad, then recrossing the railroad north of Bankhead Avenue. Either of these alternatives would therefore follow a facility which presently forms the boundary line of several neighborhoods. To vary away from the railroad would further split and destroy the unity of adjacent neighborhoods.

In taking a close look at this connector, you find that it will be the extension south of Marietta Boulevard and on further south you find the underpass at Westview Drive, which is under construction, and the underpass and ramps of the West Expressway which is also under construction. The most direct route between these restrictive points is the general alignment along the L & N Railroad. In deciding which side of the railroad right-of-way will be less damaging on the adjacent neighborhoods and individual families effected and which side will be the most economical use of the tax payers dollar, we must consider that the general alignment along the west side of the railroad will effect approximately twice as many families and will require three major crossings of rail facilities while the general location along the east side will effect fewer families and require the crossing of only one rail facility. Also considering that in addition to this four lane southwest connector in the future will require the widening of Ashby Street where provision have already been made in the development of the West Expressway and the Ashby Street interchange for this future widening. Considering the large number of industries and commercial activities that require railroad for supply that it would not be possible to eliminate this rail facility and the great expense and engineering problem that would be incurred developing an elevated roadway over the L & N right-of-way.

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After further weighing these facts, the City of Atlanta feels that the physical, economic, and social aspects of this development have been thoroughly reconsidered and that it would not be to the cities best interest in requesting a change in the general alignment of the southwest connector along the east side of the L & N Railroad right-of-way. Further, that since this is a Fulton County project, it will be the county responsibility for specific location of this roadway as based on detail engineering requirements.