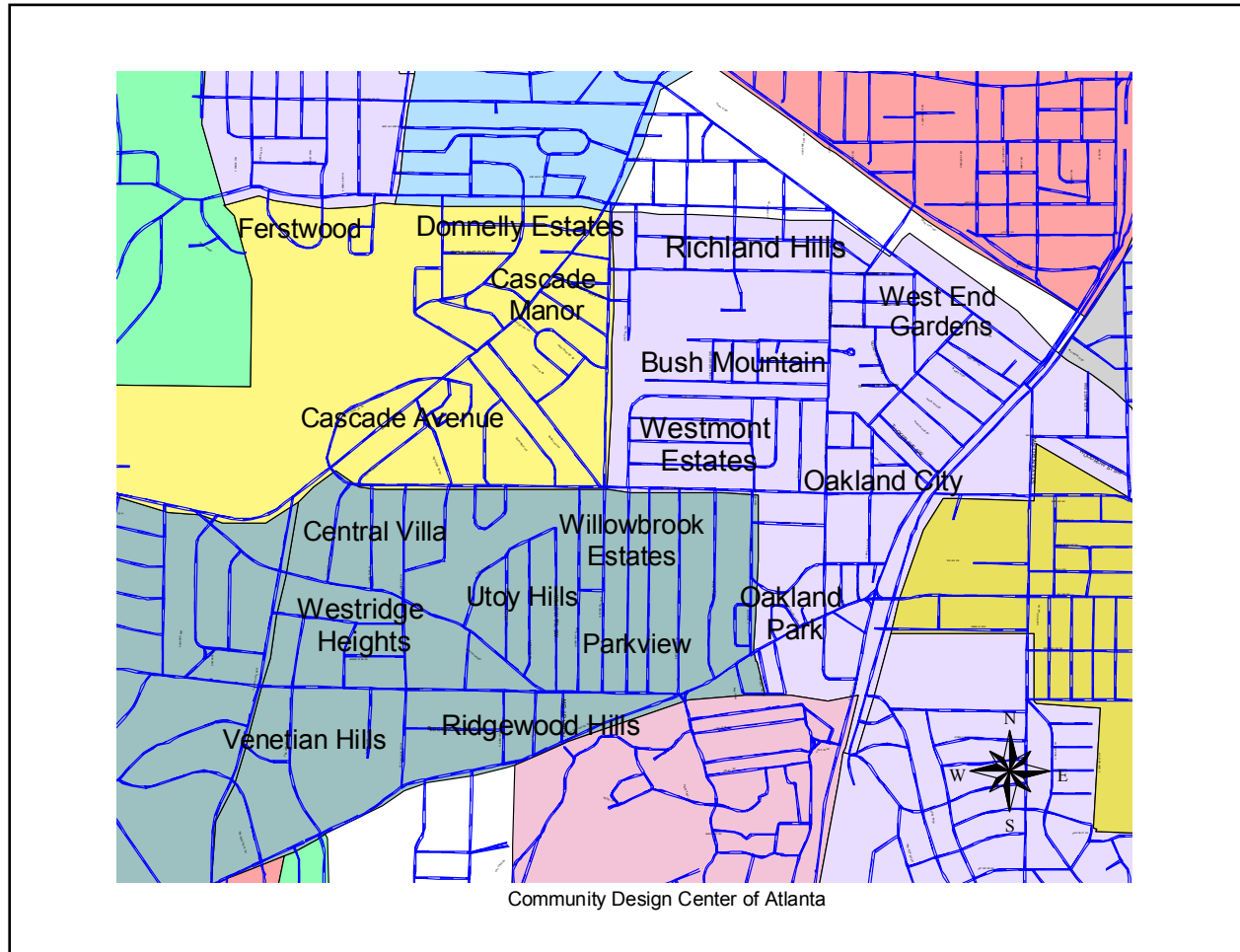


# Neighborhood Planning Unit S (NPU-S) 2005-2020 15-Year Comprehensive Plan



Prepared by:

The Community Design Center of Atlanta

NPU-S Land Use Committee

City of Atlanta Bureau of Planning

June 2005

## **Acknowledgements**

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# Table of Contents

<b>LIST OF TABLES.....</b>	<b>4</b>
<b>LIST OF FIGURES.....</b>	<b>4</b>
<b>LIST OF MAPS.....</b>	<b>4</b>
<b>EXECUTIVE SUMMARY .....</b>	<b>5</b>
INTRODUCTION.....	5
LAND USE .....	6
HOUSING .....	7
COMMUNITY PARKS AND NEIGHBORHOOD BEAUTIFICATION .....	8
TRANSPORTATION AND TRAFFIC CONTROLS .....	13
ENVIRONMENTAL HAZARDS AND ILLEGAL DUMPING.....	15
STORM WATER DRAINAGE INFRASTRUCTURE.....	17
COMMERCIAL NODE DEVELOPMENT .....	20
HISTORIC PRESERVATION.....	21
ZONING .....	21
<b>SOCIO-ECONOMIC PROFILE.....</b>	<b>24</b>
RESIDENTIAL CHARACTERISTICS OF NPU-S NEIGHBORHOODS .....	24
HOUSEHOLDS .....	25
INCOME .....	26
OCCUPATIONAL CHARACTERISTICS.....	27
CASCADE AVENUE NEIGHBORHOOD .....	28
VENETIAN HILLS NEIGHBORHOOD .....	28
OAKLAND CITY NEIGHBORHOOD .....	29
<b>NPU-S LAND USE SURVEY .....</b>	<b>29</b>
LAND USE ANALYSIS 2004.....	29
<b>TAX DELINQUENCY IN NPU-S COMMUNITIES .....</b>	<b>32</b>
<b>RESIDENTIAL HOUSING CONDITIONS .....</b>	<b>34</b>
<b>THE HOUSING MARKET .....</b>	<b>35</b>
SINGLE FAMILY HOUSING MARKET.....	35
THE NPU-S RENTAL HOUSING AND APARTMENT MARKET.....	36
ROOMING HOUSES / PERSONAL CARE HOMES .....	37
HOUSING RECOMMENDATIONS.....	37
<b>RECOMMENDED PROPERTY ACQUISITION AND DISPOSITION .....</b>	<b>40</b>
DEVELOPMENT SPECIFIC SUB-AREAS.....	40
SCATTERED SITE DEVELOPMENT AREAS .....	42
<b>IMPLEMENTATION PROGRAM .....</b>	<b>43</b>
IMPLEMENTATION STRATEGY.....	44
PHASING.....	44
IMPLEMENTATION PROJECTS .....	45
HOUSING AND ECONOMIC DEVELOPMENT.....	55
<b>APPENDIX: Investments in NPU-S 2002 through 2005 .....</b>	<b>57</b>

**LIST OF TABLES**

**TABLE 1** NPU-S LAND USES SURVEY CONDENSED CATEGORIES .....30

**TABLE 2** NPU-S LAND USES 2004 CDCA SURVEY NON-RESIDENTIAL CATEGORIES .....30

**TABLE 3** TAX DELINQUENCY AND LAND USE.....32

**TABLE 4** TAX DELINQUENCY AND STRUCTURE CONDITIONS (2004).....34

**TABLE 5** STRUCTURAL CONDITIONS (2005).....34

**TABLE 6** AVERAGE SALES PRICE AND SQUARE FOOTAGE.....36

**TABLE 7** HOUSING SALES BY NEIGHBORHOOD.....36

**TABLE 8** MONTHLY RENTAL RATES (2001) .....36

**TABLE 9** MULTI FAMILY HOUSING STATUS OCCUPANCY .....37

**TABLE 10** LAND ACQUISITION COST BY PROJECT .....40

**TABLE 11** SCATTERED SITE PROJECTS .....42

**LIST OF FIGURES**

**FIGURE 1** IDENTIFICATION OF BROWNFIELDS AND ENVIRONMENTAL HAZARDS .....16

**FIGURE 2** NPU-S POPULATION BY AGE (2000).....25

**FIGURE 3** NPU-S AGE OF HOUSING UNITS BY NEIGHBORHOOD .....26

**FIGURE 4** 2000 ESTIMATED HOUSEHOLD INCOMES FOR NPU-S AND ATLANTA REGION .....27

**FIGURE 5** NPU-S OCCUPATIONAL CHARACTERISTICS.....27

**LIST OF MAPS**

**MAP 1** GREENSPACE ACQUISITION AND PARK IMPROVEMENTS .....10

**MAP 2** SIDEWALK AND TRAFFIC IMPROVEMENTS .....12

**MAP 3** TOPOGRAPHY AND ENVIRONMENTAL HAZARDS .....19

**MAP 4** CURRENT ZONING.....22

**MAP 5** PROPOSED ZONING CHANGES .....23

**MAP 6** CURRENT LAND USE.....31

**MAP 7** TAX DELINQUENCY .....33

**MAP 8** PERSONAL CARE HOMES / ROOMING HOUSES .....39

**MAP 9** DEVELOPMENT OPPORTUNITIES IN NPU-S .....41

## EXECUTIVE SUMMARY

### Background

This Plan development process began in 2001 with the internal publication of the NPU-S Land Use Plan. Since that time the Community Design Center of Atlanta and the City of Atlanta Bureau of Planning have worked with community leaders and community members and stakeholders to update the information contained in the original Land Use Plan, to arrive at this volume, the NPU-S 2005-2020 Comprehensive Plan.

In the intervening years, many changes have come about in the NPU – changes in demographic composition and housing stock ownership are the most notable, and this plan responds to the new challenges and new opportunities that such changes afford.

Between 2002 and 2005, approximately \$3.5 million has been spent on capitol improvements such as sidewalks, traffic calming, parks, and public safety facilities directly within NPU-S. An additional \$40 million has been spent on sewer separation in the Utoy Creek basin, in which NPU-S lies. Maintenance projects total approximately \$200,000 during that time – mostly for street resurfacing. Commercial activity in the Cascade/Beecher district shows over \$1.3 million of development value, and approximately 100 new residential units were built in the NPU. These investments are shown in detail in the Appendix.

### Introduction

Neighborhood Planning Unit-S is a collection of three neighborhoods in southwest Atlanta adjacent to the historic West End community and the incorporated City of East Point. The three neighborhoods, Oakland City, Cascade Avenue, and Venetian Hills are bordered by the West End neighborhood to the north and the Fort McPherson military installation to the south. The Norfolk Southern rail corridor is the eastern boundary and Central Villa and the Adams Park neighborhood are the western boundary. The Cascade Neighborhood Organization, Eastwood Community Club, Eastridge Neighborhood Watch and Coalition of Concerned Citizens in NPU-S represent Cascade Avenue. Bush Mountain Community Organization, Richland Hills Community Club, West End Garden Community, Society 30310, and the Oakland City Community Organization represent Oakland City. Venetian Hills is represented by Neighbors Helping Neighbors / Willowbrook Estates, Eastridge Neighborhood Watch, and the Westridge / Sandtown Community Organization.

Residential housing design in NPU-S varies. Venetian Hills is developed with modest one-story brick and wood-frame homes built after World War II. The Cascade Avenue community shares similar housing styles with a large number of one- and two-story brick ranch homes built during the 1930's and 1940's. Townhome development is limited to Belmont Hills, a sixty-unit complex located in the middle of the Cascade Avenue community. The housing stock in both Cascade Avenue and Venetian Hills is primarily single family residential. Oakland City, however, is divided into two distinct

residential areas, with one-story frame houses in the western half of the community and a mixture of duplexes and brick (six to ten unit) multifamily apartments of modest design in the east. Multifamily land use is particularly prominent along Donnelly Avenue, Campbellton Road, Peoples Street, and Princess Street. NPU-S is a community in transition. Nearly 60% of the housing stock is owner-occupied with the rates for home ownership steadily rising. The community's residents are relatively affluent African Americans (99%) with "middle-class" incomes. Less than one-fifth (19%) of NPU-S' current population lives below the poverty level compared to the city's average of 30%.

The year 2000 decennial census reports the population of NPU-S to be 13,351. In the previous census (1990), the total population was 13,643, a decline of 2.2%. Since 1960, the population of NPU-S dropped by 5,908 persons, a drop of 57%. The percent decline from 1970 to 1980 and 1980 to 1990 equaled 37.8% and 46.9%, respectively. Nearly 30% of the community's residents (3,952) are children under the age of 18. Eight percent of NPU-S's population (1,039) is over 65 years of age.

The 292-person drop in the population of NPU-S between 1990 and 2000 signals relative stability and a leveling off from the steeper declines of the 70's and 80's. NPU-S is located in an area of Atlanta that is receiving renewed development attention. Its location is near the burgeoning middle- and upper-income neighborhoods of Southwest Atlanta. The NPU-S neighborhoods are within easy access to retail services on the Cascade Road district at I-285, the West End and Greenbrier Mall, public transportation with the Oakland City and Fort McPherson MARTA Stations, and public parks including the John A. White, Oakland City, and Adams Parks.

The combination of the location of NPU-S and the needs that residents have for standard housing present opportunities for community sponsored development. The need for general improvements to the local infrastructure, rehabilitation for substandard housing stock and the availability of inexpensive residential land and commercially zoned property present opportunities for affordable housing initiatives and community sponsored improvements to neighborhood commercial services. These needs and potentials have recently been addressed by local civic leaders, elected officials and by neighborhood residents who have participated in community meetings that have defined, developed and endorsed recommendations contained in this land use plan.

## **Land Use**

The NPU-S Land Use Plan supports new community sponsored initiatives that address comprehensive approaches to housing conservation and development, transportation, and neighborhood commercial development. The following is a summary of recommended land use goals and objectives that have been endorsed by the NPU residents through their Neighborhood Associations.

The three neighborhoods that make up NPU-S contain 1,172 acres, 83% of which is developed for residential use. The condition of structures in NPU-S is generally good. NPU-S is a community in transition with the rates of home ownership (60% owner-occupied) steadily rising. The single family housing that is both owner occupied

and renter occupied are generally well maintained. However, one hundred eight-five (185) or (4.5%), of all units are substandard and in need of extensive exterior repair. Additionally, many of the 542 parcels scattered through out the NPU once contained housing and no longer do. Declining supply after demolitions or burnouts paralleled the declining demand i.e. population levels during the 70's, 80's and 90's.

No new market pressures for land use changes or density changes on any large scale are present. Current land use trends in NPU-S are to maintain and conserve existing uses. Recommended changes are small in scale and include:

- Some commercial buildings on the eastern side of Lee Street that may support conversion to loft or neighborhood commercial uses.
- The commercial node at Cascade and Beecher can support higher density / mixed use "neighborhood commercial" development if parking can be secured
- Several sites on Campbellton Road across of the Oakland City MARTA Station could support low-density townhome or multifamily developments at higher densities than currently allowed.
- Peeples Street in Oakland City contains sites conducive to townhome or multifamily densities

The consensus sentiment expressed by NPU-S residents is to conserve existing structures through rehabilitation incentives, code enforcement and design criteria. The great majority of the NPU's housing is maintained to high standards. Market data for sales and value assessments from Fulton County confirm recent trends of stable and appreciating market conditions for single-family housing. These trends reverse a thirty-year cycle of decline, population loss and resale instability partially created by the total transition in the racial make up all the three neighborhoods.

Blighted conditions caused by poor maintenance exist in NPU-S at focal points on Lee Street, and commercial structures at Cascade and Beecher and at Oakland Drive in the Bush Mountain area. Addressing the blight through public/private partnership intervention and though promotion of marketing opportunities in the trade area is a priority for the NPU. Housing code violations such as illegal rooming house conversions and zoning violations such as illegal single-family conversions to day care and other commercial or nonresidential uses also contribute to neighborhood blight.

Residential vacancies, vacant lots, housing and zoning code violations become land use issues when poor maintenance of vacant lots occurs, when health safety hazard are present due to vacant buildings being left unsecured or when structures are illegally subdivided. Growth and conservation of existing land uses will be suppressed if hazards and blight are allowed to occur or to continue. Residents of NPU-S are resolved to continued rigorous enforcement of code standards and the promotion of incentives that can accelerate development and high levels of maintenance.

## **Housing**

Conservation of single-family residential housing is the primary goal for NPU-S and part of attaining that goal includes accelerating new single-family development on 102 of the 542 vacant and undeveloped parcels that are scattered throughout these neighborhoods. These 102 parcels are vacant and contain no barriers to development. While these parcels can easily accommodate new residential homes, developing the units individually often is not cost effective. Lacking economy of scale, the costs for individual “spec” housing and related security during construction are frequent reasons why small contractors shun scattered site development. The reality of these barriers can be addressed through appropriate incentives and subsidies that can support new development and create cost effective development. Despite these barriers, new construction and extensive home improvements are widely evident in the NPU.

The presence of inexpensive and tax delinquent land can be an asset for affordable housing development and for public private partnerships that can utilize the 470 tax delinquent parcels in the community for single-family development. Utilization of the Fulton/Atlanta Land Bank Authority and partnerships with nonprofit developers will be required to accelerate the development of scattered vacant parcels in the NPU.

One hundred forty-five (145) single family homes in NPU-S are substandard and need extensive repair. An additional six multifamily developments are substandard and need repair. Rehabilitation projects can support incentives for homeownership, cooperative housing and counseling to diminish predatory lending practices that target homeowners – typically senior citizen homeowners in need of repair assistance.

### **Community Parks and Neighborhood Beautification**

Oakland City Park and John A. White Park are major community assets that are heavily used both by residents of NPU-S and visitors to the community. NPU-S residents support high levels of maintenance for the two park facilities. Maintenance levels should preserve the quality of the land and facilities and expand their use. NPU-S recommends the following improvements be made to these facilities:

- Walking trail development for seniors at John A. White Park.
- Landscaping and improvements along the Cascade Avenue boundary of John A. White Park.
- Landscaping and improvements for Peggie Quick Park.
- Development of vacant parcels at intersection of Campbellton Road and Willowbrook Drive for use as community park.
- Development of vacant parcels on Avon Avenue, Willow Trail, and Lockwood Drive adjacent to the Arkwright Elementary School for uses as additional recreational area for Barbara McCoy Park.
- Development of vacant parcels on Oakland Terrace adjacent to the northern boundary of Oakland City Park for uses as additional recreational area.
- Renovation and reopening of the community swimming pools at Oakland City Park and John A. White Park.



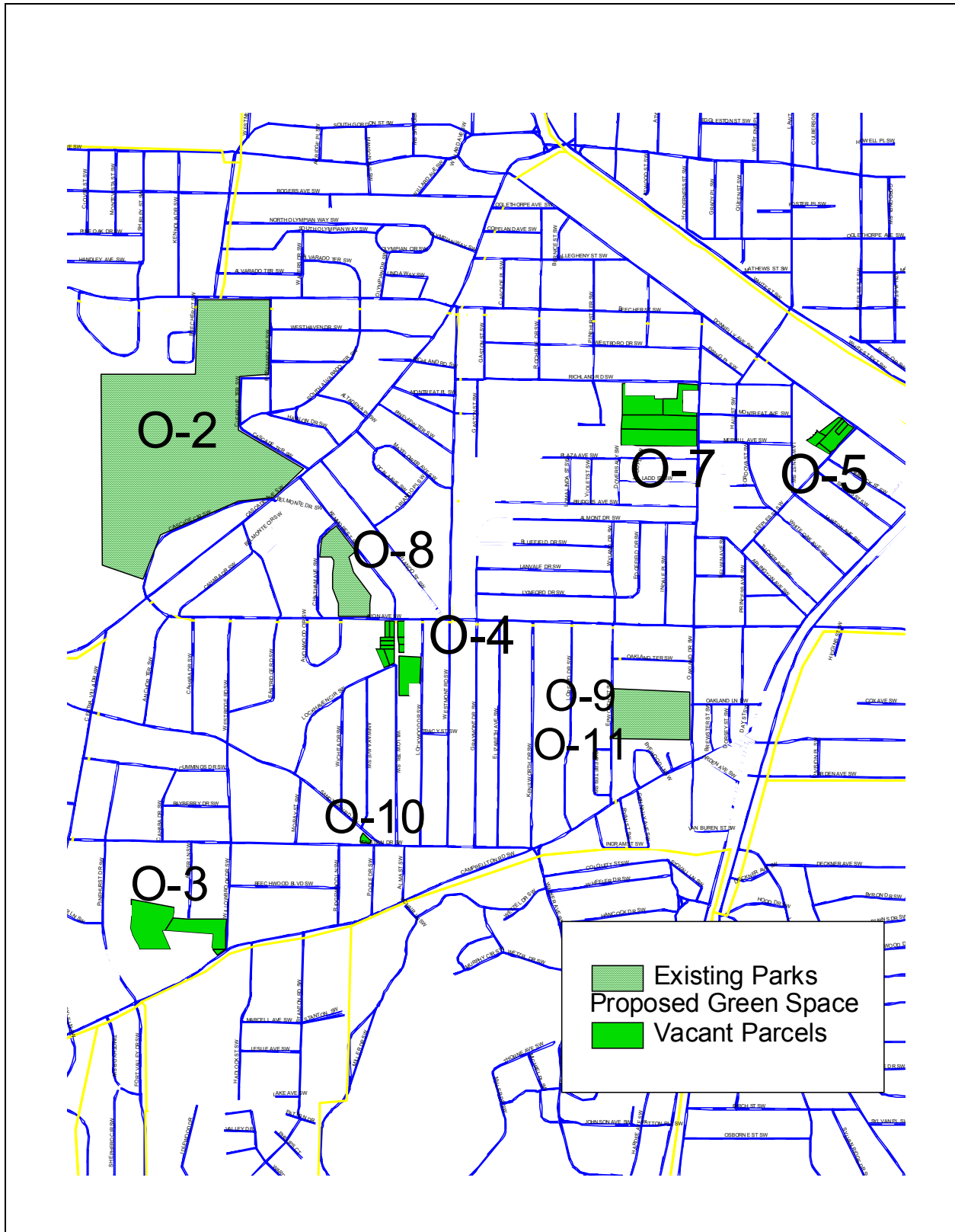
Community Green Spaces should be encouraged on vacant lots to control erosion, to utilize parcels that cannot support housing development, and to provide areas of natural beauty. Six parcels could accommodate new open space / park sites. These parcels average 40 to 50 feet wide and 100 feet in depth, are in areas that lie below street level and could support use as community / pocket parks. Recommended sites include:

- Oakland Drive @ Campbellton Road
- Oakland Drive @ Avon Avenue
- Oakland Drive @ Merrill Avenue
- Violet Street @ Plaza Avenue
- Avon Avenue @ Elizabeth Avenue
- Venetian Avenue @ Cahaba Drive

There is a large 1.79-acre vacant lot at the corner of Donnelly Avenue and Peoples Street. A portion of that property lies below street level. The NPU recommends that this parcel be developed as a park and recreational area to be used by both the community and the Boys and Girls Club located on Donnelly Avenue. The estimated cost for developing all of the proposed parks requested by NPU-S ranges from \$600,000 to \$1.2 million. Map 1 identifies the locations of the requested greenspace acquisition sites and community parks that require maintenance and improvement.

The presence of junk cars is a frequent issue for NPU-S residents. Over 42 junk cars were observed during a survey of conditions initiated in September 2004. All sighted junk cars in violation of City code and contribute to general blighted look of front facades of the dwellings where they are parked. Municipal junk car ordinances should be rigorously enforced in the NPU.

# Map 1 Greenspace Acquisition and Park Improvements

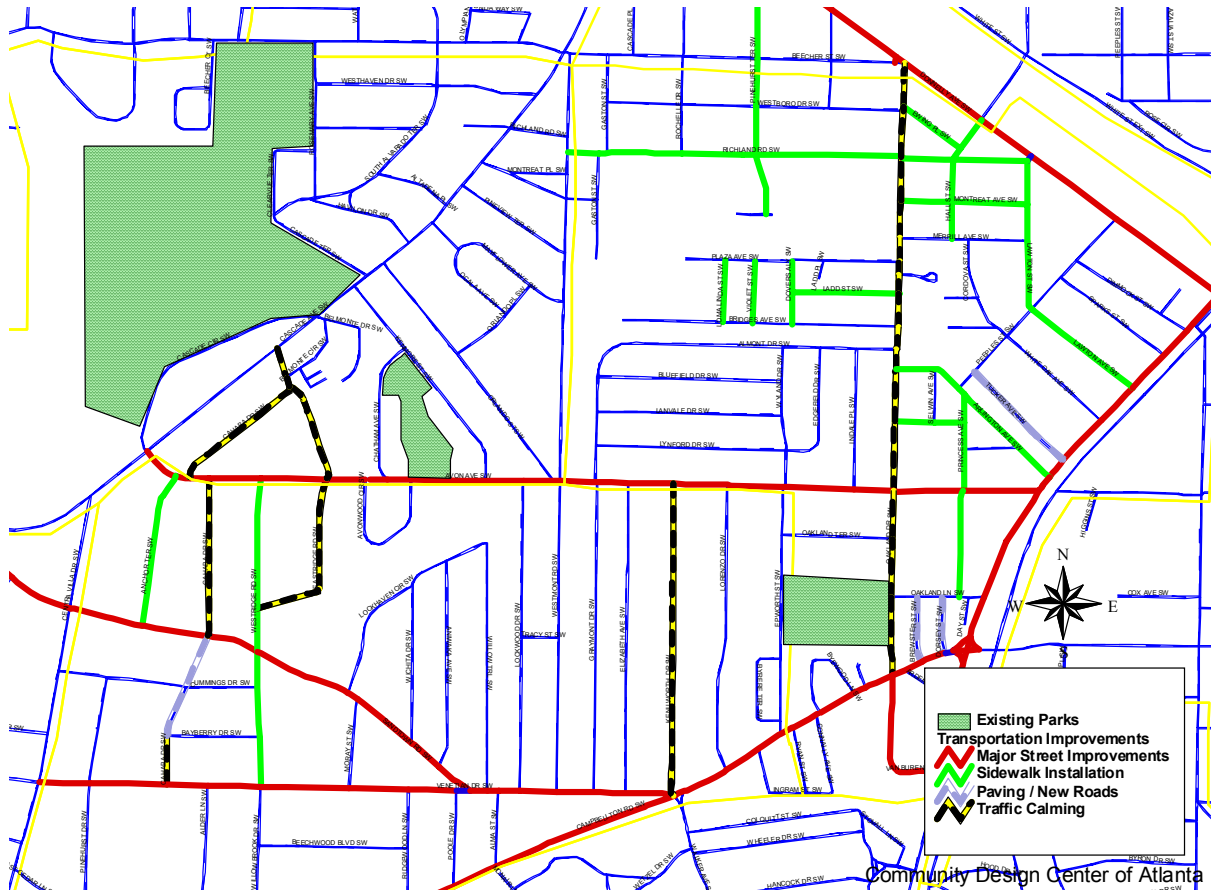


## Sidewalks and Pedestrian Safety

NPU-S has a concern about pedestrian safety due to increases in traffic volume and congestion increases (Map 2). Construction and / or replacement of sidewalks along the following streets is recommended:

- Within the Oakland City TOD development (Dorsey Avenue and Brewster Street) (2000 feet)
- Avon from Lee to Cascade (16,800 feet)
- Princess from Avon to Oakland Lane (1900 feet)
- Richland from Westmont Road to Lawton Street (2200 feet)
- Lawton from Lee Street to Donnelly Avenue (5200 feet)
- Violet from Bridges Avenue to Plaza Avenue (1100 feet)
- Loma Linda from Bridges Avenue to Plaza Avenue (1100 feet)
- Dover from Bridges Avenue to Plaza Avenue (1100 feet)
- Montreat from Oakland Drive to Hall Street (850 feet)
- Ewing from Oakland Drive to Hall Street (1200 feet)
- Ladd from Dover Street to Oakland Drive (1900 feet)
- Hall from Donnelly Avenue to Merrill Avenue (2250 feet)
- Merrill from Oakland Drive to Lawton Street (2250 feet)
- Rochelle from Richland Road to Copeland Street (3700 feet)
- Pinehurst Terrace from Allegheny Street to Montreat Avenue (4100 feet)
- Westboro Drive from Gaston Street to Oakland Drive (5400 feet)
- Wilmington from Oakland Drive to Princess Avenue (1200 feet)
- Cahaba from Sandtown to Venetian (2800 feet)
- Allegheny from Cascade Avenue to Donnelly Avenue (3600 feet)
- Arlington from Lee Street to Oakland Drive (3550 feet)

## Map 2 Sidewalk and Traffic Improvements



## Transportation and Traffic Controls

NPU-S residents are increasingly concerned about the speed and flow of traffic through the community. Donnelly Avenue, which connects Lee Street and Cascade Avenue, is used as an arterial road for tractor-trailers attempting to access the interstate highways. Campbellton Road, as well as Cascade Avenue, receives heavy traffic seeking easy access to Interstate 285, the industrial corridor along Lee Street and the rail corridor. Traffic control systems at the following locations are recommended.

Venetian Drive, an east-west corridor that runs through the Ridgewood Hills, Westridge Heights and Venetian Hills communities, has three problematic intersections that have been the site of several accidents in the past five years. Venetian Drive is the primary route to reach Venetian Elementary School. Traffic control measures to include stop lights and four-way stops at the following intersections are recommended:

- Four-way Stop at Venetian Drive and Westridge Drive
- Three-way Stop at Venetian Drive and Graymont Drive
- Reconstruction of intersection of Venetian Drive at Sandtown Road and Sarah Harding Drive to include the installation of traffic signals.

Sandtown Road, which runs through the Utoy Hills, Westridge Heights, and Central Villa communities, is a street that is known to have excessive speeding and a difficult intersection with Cascade Road. Recommended improvements include:

- Installation of speed humps along Sandtown Road.
- Four-way Stop at Sandtown Road and Central Villa.
- Reconstruction of intersection of Sandtown Road, Cascade Road, and Pollard Drive and the use of one-way streets, traffic signals and/or the development of a traffic circle.

Additional recommended traffic quieting priorities include:

- Traffic signals at the intersection of Beecher Street @ Rochelle Street.
- A four-way stop at the intersection of Pineview Terrace and Westmont Road.
- Speed bumps along Cahaba Drive between Eastridge Road and Avon Avenue.
- Speed bumps along Oglethorpe Avenue between Cascade Avenue and Donnelly Avenue.
- Speed bumps along Kenilworth Drive between Avon Avenue and Venetian Drive.
- Speed bumps along Oakland Drive between Donnelly Avenue and Campbellton Road.
- Speed bumps along Eastridge Road between Cascade Avenue and Westridge Road.
- Tractor-trailers should be prohibited from using Oakland Drive and Avon Avenue as access routes for through traffic.

The intersection of Cascade Avenue with Beecher Street and Westmont Road requires enhancements to improve traffic flow and reduce the possibility of pedestrian and vehicular accidents in the area. This five-way intersection is in the center of a blighted commercial node. As part of an effort to create a Cascade Avenue Commercial Corridor Improvement Program, the flow of traffic through the intersection can be improved by developing off-street parking sites, and the installation of improved traffic signals (left turn signals). In addition, new sidewalks extending from the Cascade / Beecher intersection westward towards the intersection of Cascade Avenue and Central Villa should be installed for pedestrian access within the community and act as a linkage with John A. White Park.

The installation of traffic control systems will reduce the speeds of thru-traffic and decrease the number of pedestrian injuries and fatalities. Paving improvements are needed on four unpaved streets at:

- Brewster Street
- Dorsey Street
- Tucker Avenue
- Cahaba Drive

The paving of these streets is recommended to be a priority.

Other recommended improvements:

Installation of speed humps and/or other traffic calming measures:

- *Between Venetian Drive and Avon Avenue (3 humps)*
- *Between Donnelly Avenue and Campbellton Road (12 humps)*
- *Between Venetian Drive and Avon Avenue (8 humps)*
- *Between Donnelly Avenue and Cascade Avenue (5 humps)*
- *Between Westridge Drive and Cascade Avenue (6 humps)*

Intersection projects:

- Cascade, Sandtown and Pollard for geometric, safety, pedestrian accessibility and operational improvement
- Sandtown and Central Villa for geometric, safety, pedestrian accessibility and operational improvement
- Venetian & Westridge to include safety and operational improvements.
- Venetian & Graymont to include geometric, safety and operational improvements.
- Sandtown / Venetian & Sarah Harding to include geometric, safety and operational improvement.
- Pineview & Westmont to include geometric, safety and operational improvement
- Beecher & Rochelle to include operational improvements
- Venetian & Cascade to include geometric, safety and operational improvements

Streetscape projects to include sidewalk, curb, ramp, and street trees:

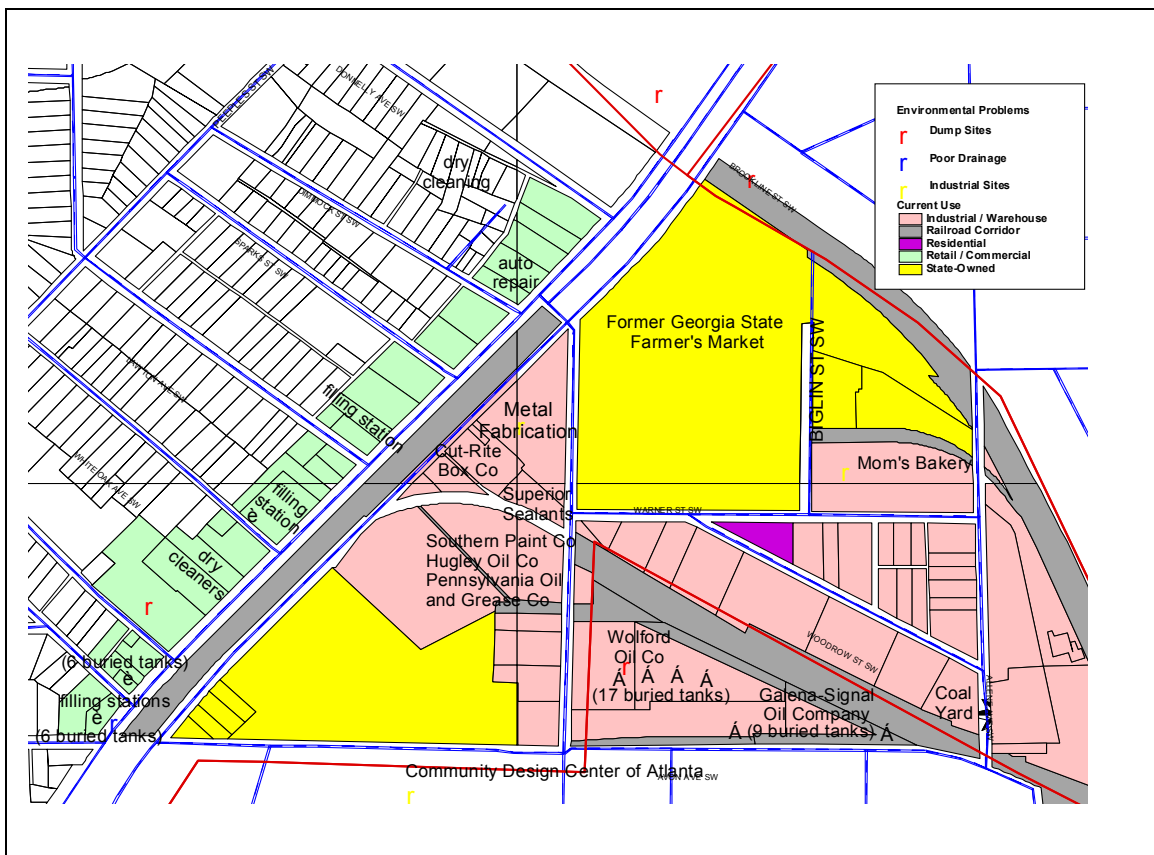
- Campbellton from Lee to Central Villa (20,500 feet)
- Venetian from Central Villa to Campbellton Road (11,600 feet)
- Sandtown from Cascade Road to Venetian Drive (11,500 feet)
- Oakland Drive from Donnelly Avenue to Campbellton Road (11,500 feet)
- Westridge from Venetian Drive to Avon Avenue (5800 feet)
- Anchor Terrace from Sandtown Road to Avon Avenue (2800 feet)
- Tucker from Lee to Peeples (paving new street and sidewalk installation) (2300 feet)
- Donnelly from Cascade to Lee (13,000 feet)
- Cascade from Central Villa to Westmont / Beecher (9000 feet)

### **Environmental Hazards and Illegal Dumping**

The hilly terrain of NPU-S, along with numerous vacant lots and dead-end streets, create opportunities for illegal dumping. Construction debris, tires, and garbage present health hazards to the community. There is a high probability that some of these dumpsites contain toxic waste. (See Map 3 and Figure 1) This problem is most prevalent in the Bush Mountain community in central Oakland City. Many of the Bush Mountain sites are adjacent to abandoned or dilapidated buildings. NPU-S residents continue to police illegal dumpsites in their community in cooperation with the Public Works Department and desire additional municipal clean-up support that includes:

- Coordination with the City's Brownfield Initiative to identify sites for remediation.
- Placing "No Dumping" signs are clearly placed at the defined dump locations and that the local authorities strictly enforce fines.
- Testing sites suspected of illegal toxic waste dumping and soil contamination.
- Eleven identified illegal dumping sites should be cleared of debris.

**Figure 1 Identification of Brownfields and Environmental Hazards**



In December 2004, the following areas were identified for trash and debris removal. Locations are defined on Map 3:

Murphy Avenue along the CSX rail corridor	1444 –1448 Avon Avenue
Lee Street along the rail corridor	Donnelly Ave @ Peoples Street
986 Oakland Drive	Brewster Str @ Campbellton Rd
956 Oakland Drive	Tucker Avenue @ Lee Street
1071 Lee Street	Gaston Street (dead-end)
	Montreat Avenue (dead-end)

The estimated costs for testing the soil for possible toxic contaminants at all suspected illegal dumpsites range from \$5,000 to \$25,000 per site. The estimated costs for removing debris and garbage from all illegal dumpsites range from \$500 to \$2500 per site. The total estimated cost for the remediation of illegal dumpsites in NPU-S is between \$60,000 and \$300,000.

Environmental assessments of NPU S past land use reveal possible ground contamination hazards due to coal and oil businesses established along the Lee Street / Norfolk Southern railroad and spur locations off of the main Norfolk Southern Line.



Twenty-six in ground tanks owned and developed by Oil Companies are defined by Sanborn Insurance maps for 1941 – amended into the early 1950’s – in the section of NPU S lying east of Lee Street adjacent to the old location of the State Farmers Market. These tanks were owned and operated by the Wolford Oil Company, Galena Signal Oil Company and the Hugley Oil Company.

These and other locations that may contain contaminated soil in need of abatement are defined on Figure 1 and include two dry cleaners that had underground tanks and have long discontinued service on Donnelly and Lee Street. Four gas stations on the west side of Lee Street had underground tanks in the 1940’s and two of these now abandoned stations at Arlington and Lee Streets had 12 underground tanks.

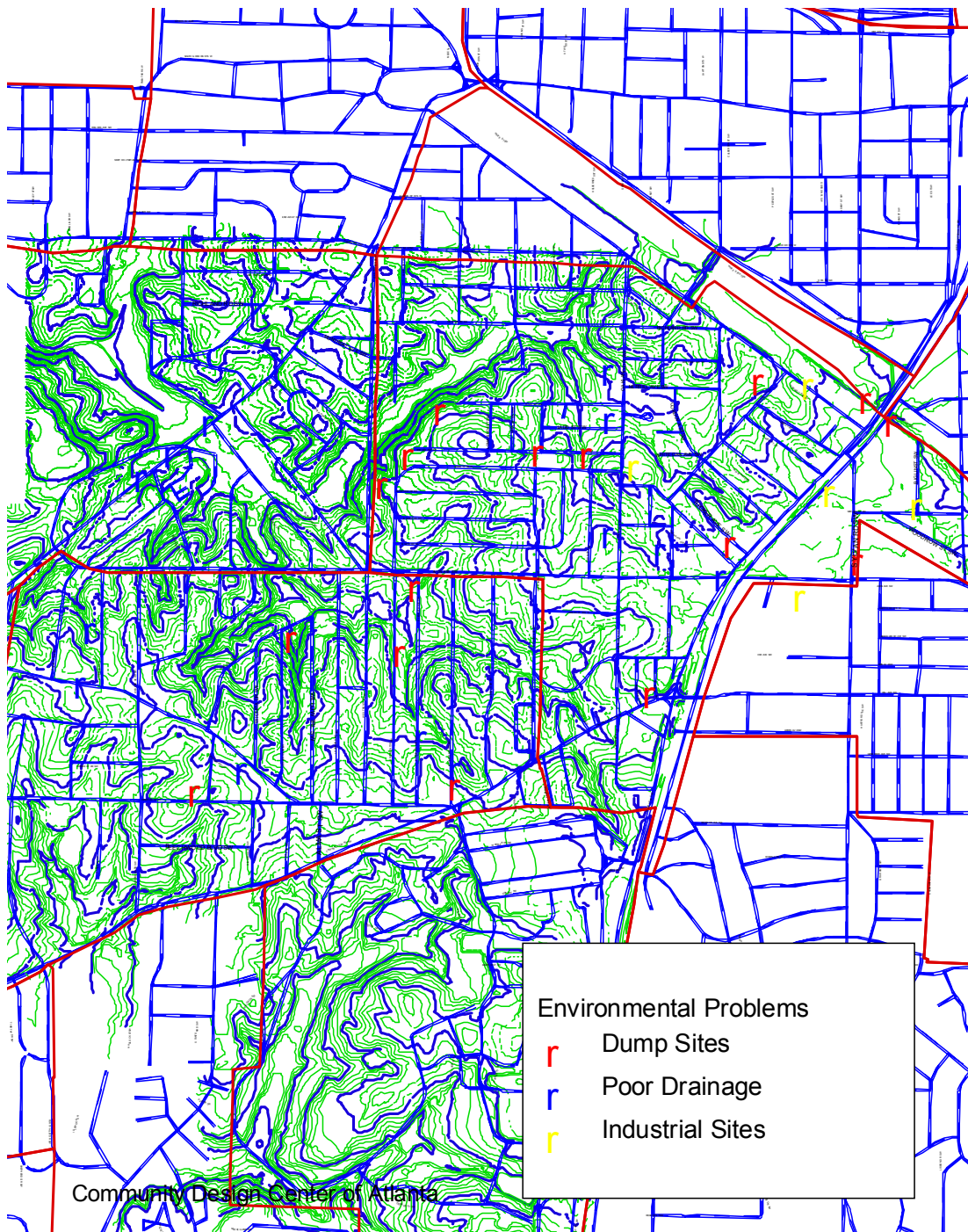
### **Storm Water Drainage Infrastructure**

During periods of heavy rainfall, several locations within NPU-S experience flooding that affects the flow of traffic through the community and causes property damage to homes and businesses. (See Map 3) Much of the flooding is due to the antiquated condition of the storm water drainage system. The majority of the flooding and locations that need drainage improvements are in the Bush Mountain community. The Oakland Drive thoroughfare also experiences flooding and inadequate drainage. Flooding occurs at 1130 Oakland Drive, 1144 Oakland Drive, 1124 Oakland Drive and 1364 Plaza Avenue (near Oakland Drive) after light rainfall. Flooding continues despite the recent completion of the Utoy Creek Sewer Separation Project. After moderate precipitation, water will pool on Oakland Drive near Merrill Street in Bush Mountain, the intersection of Kenmore Avenue and Chatham Street, and at the Arkwright Elementary School play area near Lockwood Avenue. Drainage improvements are needed at the following locations:

- Lee Street / Campbellton Road Drainage Improvements -- GDOT District 7 has agreed to address drainage issues as routine maintenance; drainage at intersection improvements will be considered during the geometric design
- Oakland Drive Drainage Improvements -- Address drainage issues as routine maintenance; drainage improvements along Oakland Drive intersections at Wilmington, Violet, Plaza Drive and properties located at 1130, 1144 & 1124 Oakland Drive
- Venetian Hills Drainage Improvements -- Address drainage issues as routine maintenance; develop drainage trenches along Elizabeth Avenue, Graymont Avenue, Avon Avenue and Ladd Street to control erosion
- Bush Mountain Stormwater and Drainage Improvements -- Address drainage issues as routine maintenance; repair stormwater and sewage drains at 1364 Plaza Avenue, 1293 Richland Drive, 1533 Pineview Terrace
- John A White Park Stormwater and Drainage Improvements -- Address drainage issues as routine maintenance; repair stormwater and sewage drains along Cascade Avenue in and around White Park

- Sandtown Road Stormwater and Drainage Improvements -- Address drainage issues as routine maintenance; repair stormwater and sewage drains along Sandtown Road at intersection with Venetian Road and Westridge Drive

### Map 3 Topography and Environmental Hazards



## Commercial Node Development

Fifty-seven local businesses are located along, Campbellton Road, Lee Street and Cascade Avenue, the three most heavily traveled thoroughfares in NPU-S. The neighborhood currently has retail services principally along its exterior boundaries (Campbellton Road, Lee Street) with the exception of modest and poor quality mom and pop convenience stores on Cascade Avenue and Oakland Drive. Auto parts dealerships and auto repair businesses are most prevalent commercial categories along the major arterial roads in NPU-S. Financial and banking services are limited to check cashing services in scattered convenience stores and automated teller machines (Wachovia, Bank of America) on the outskirts of NPU-S.

The Kroger Citi-Center located at Cascade and Donnelly Avenues is the primary grocery store servicing NPU-S and, with 20,000 square feet of additional retail space including an in-store Bank of America branch, acts as an anchor for other small retail services (barbershop, video store, apparel). Other retail businesses including an Eckerd drugstore, an Auto Zone parts store, and several fast food outlets are nearby. Campbellton Plaza, (Campbellton Road at Delowe Drive) a medium-sized shopping center provides discount retail businesses (Maxway, Super Giant Foods, CVS). Lee Street and Campbellton Road have scattered retail stores although 45% of the commercial space is currently vacant.

Limited retail services inside the NPU that include a gasoline/convenience stores, beer/wine package stores, small family-owned restaurants, auto repair shops and local beauty /barber shops. Recent initiatives such as the Oakland City – Lakewood Livable Centers Initiative (LCI) have projected the possible addition of 100,000 square feet of new retail services could be developed along the Lee Street and Campbellton Road corridors. NPU-S seeks to promote the marketing of new and expanded neighborhood commercial uses along Cascade Avenue, Lee Street, and Campbellton Road.

A priority concern for the northern section of the NPU-S community is the beautification and redevelopment of the commercial/retail node at the intersection of Cascade Avenue and Beecher Street. This blighted area contains six vacant store-fronts and many of the facades are in substandard or deteriorated condition. This commercial node is included in the City of Atlanta's Community Development Impact Area. A Commercial Development Impact Area allows for discretionary impact fee exemptions. NPU-S has requested that the CDP include the creation of a Cascade Avenue Commercial Corridor Improvement Program to accomplish the following:

- Establish a Business Improvement Loan Fund District dedicated to local retailers and improvements to their businesses.
- Adopt local design standards that would enhance the identity of the retail community.
- Improve the pedestrian access by in the Cascade/Beecher commercial node by developing and improving sidewalks and streetscapes.

- Establish a Neighborhood Commercial Zoning District for the Cascade/Beecher commercial node that can promote new high quality retail services for the area.

## **Historic Preservation**

The Oakland City and Cascade Avenue communities contain 64 structures that were built before the end of World War II. Several streets have numerous residential structures that were constructed in the 1920's. The 2005 CDP recommends preservation of the character of historic dwellings in NPU-S through:

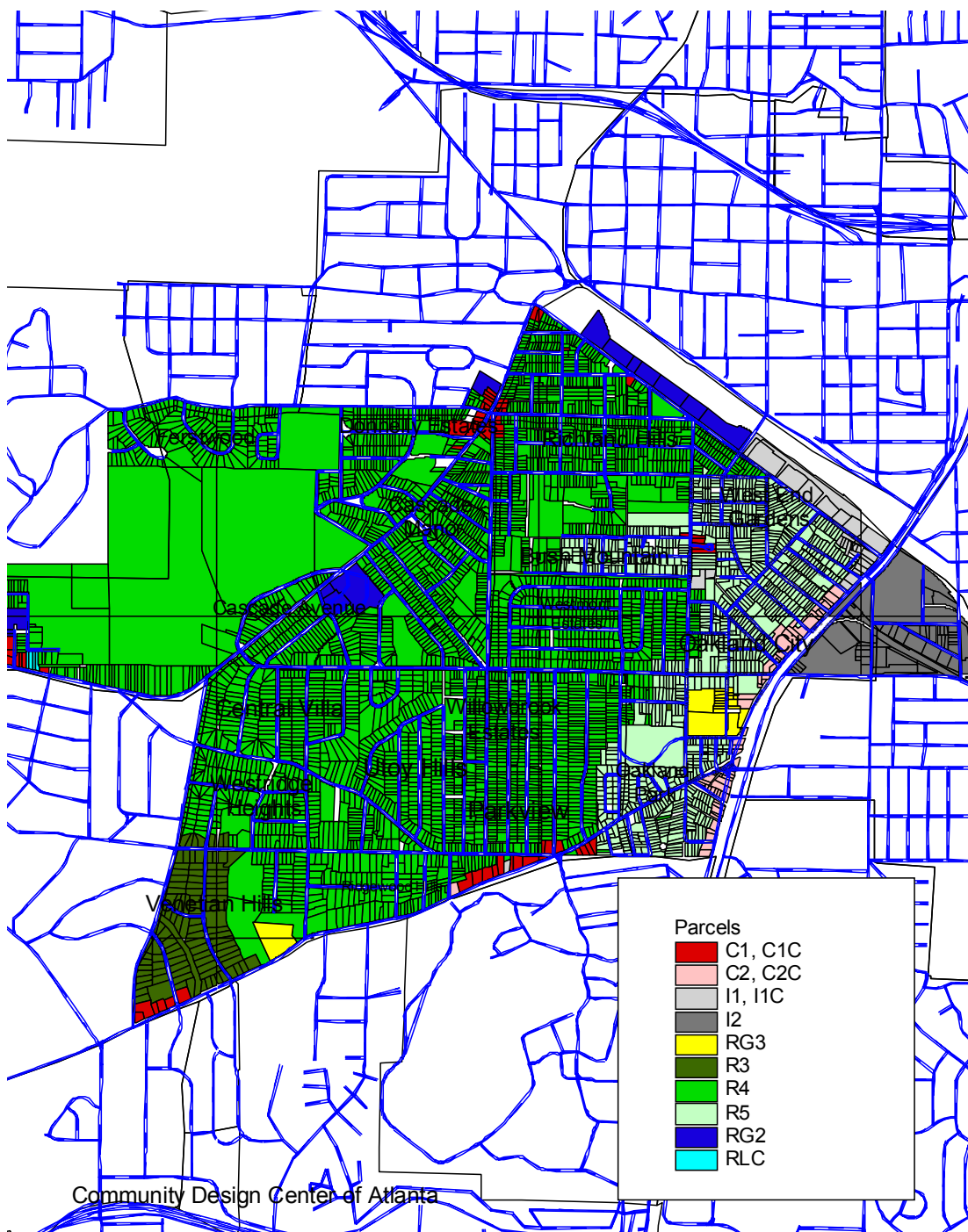
- The establish of the Oakland City and Westview/Cascade Avenue Historic Districts.
- Preservation of historic dwellings along Lawton Avenue, Arlington Avenue, Avon Avenue, Princess Street, Donnelly Avenue, Westboro Road, Allegheny Street, Cascade Avenue, Ewing Place, Montreat Avenue, Indale Place, Oakland Terrace, Copeland Avenue, Oglethorpe Avenue, and Cascade Place.
- The establishment of criteria and standards that promote high levels of maintenance and attractive design for all residential structures in NPU-S.

## **Zoning**

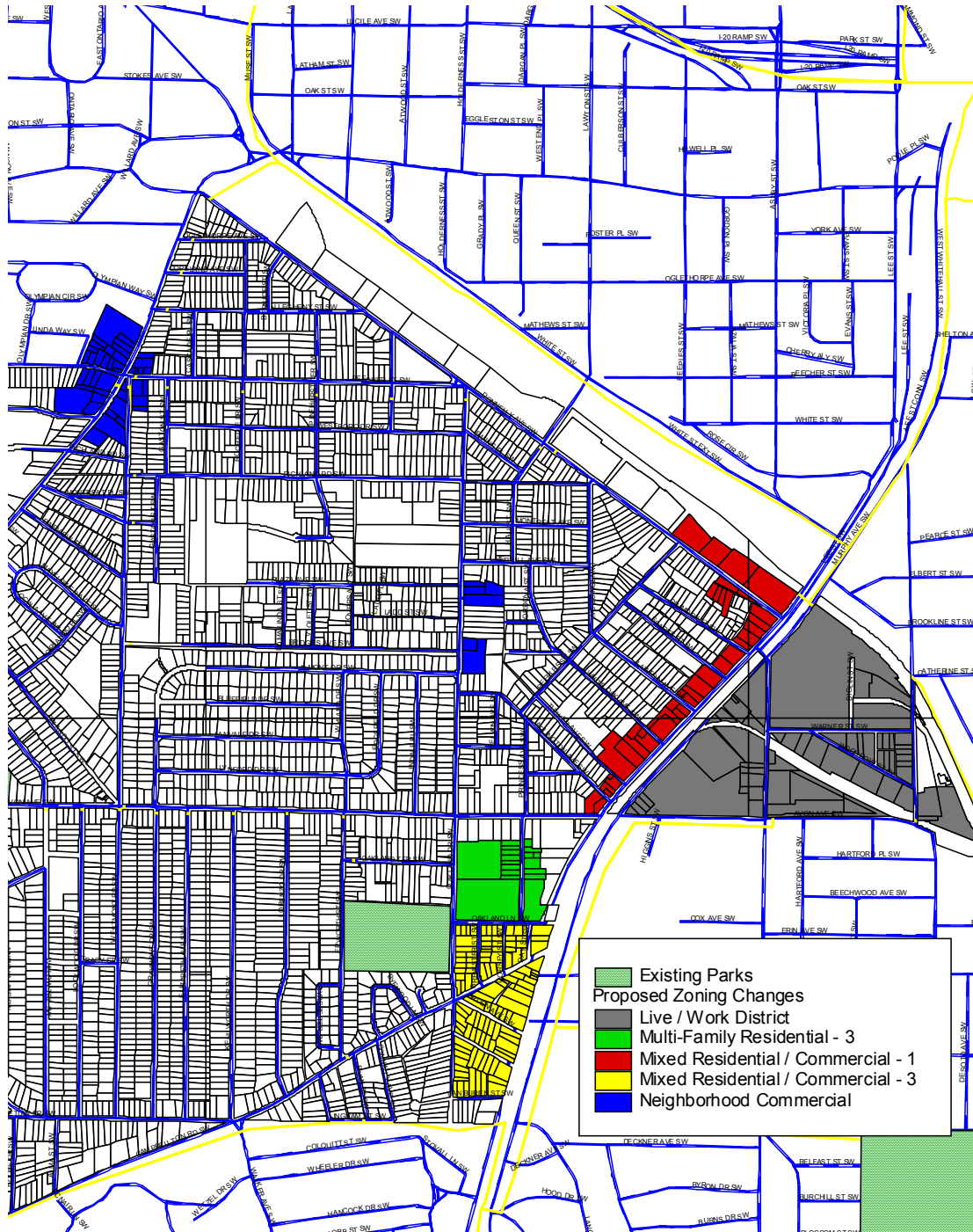
The Bush Mountain section of Oakland City and a few parcels along the eastern side of Oakland Drive north of Arlington Avenue (currently zoned I-1 and C-1) are blighted and should be rezoned to prevent commercial and light industrial uses that are incompatible with adjacent residential properties. Map 5 identifies parcels targeted for proposed rezoning. Rezoning priorities include:

- Rezone 1060 Oakland Drive and 1060 (rear) Oakland Drive from I-1 to R-5.
- Rezone 986, 992, 1001, and 1004 Oakland Drive from C-1 to R-5.
- Establish a Neighborhood Commercial Zoning District for the Cascade/Beecher commercial node to improve retail services to the area.
- Establish a Mixed Residential Commercial Zoning District for the Lee Street Corridor to promote affordable housing and retail services for the area.
- Monitor and enforce ordinances concerning the occupancy and condition of boardinghouses.
- Monitor and enforce ordinances governing the posting and removal of signs along public right-of-ways.

# Map 4 Current Zoning



# Map 5 Proposed Zoning Changes





## **SOCIO-ECONOMIC PROFILE**

Population and race information for 1960 to 2000 was obtained from the United States Bureau of the Census block data. Supplementary data obtained from the National Decision Systems – Project 2020 database uses United States Census Bureau data special tabulations.

The NPU-S neighborhood boundaries correspond to Census Tracts 60, 61, 62, 66.02, 76.02, 80, and 81.01. NPU-S is becoming more diverse with respect to race, income and household status.

### **Residential Characteristics of NPU-S Neighborhoods**

Socio-economic characteristics of the NPU-S population were assessed and compared to both the City of Atlanta and the Atlanta metropolitan region.

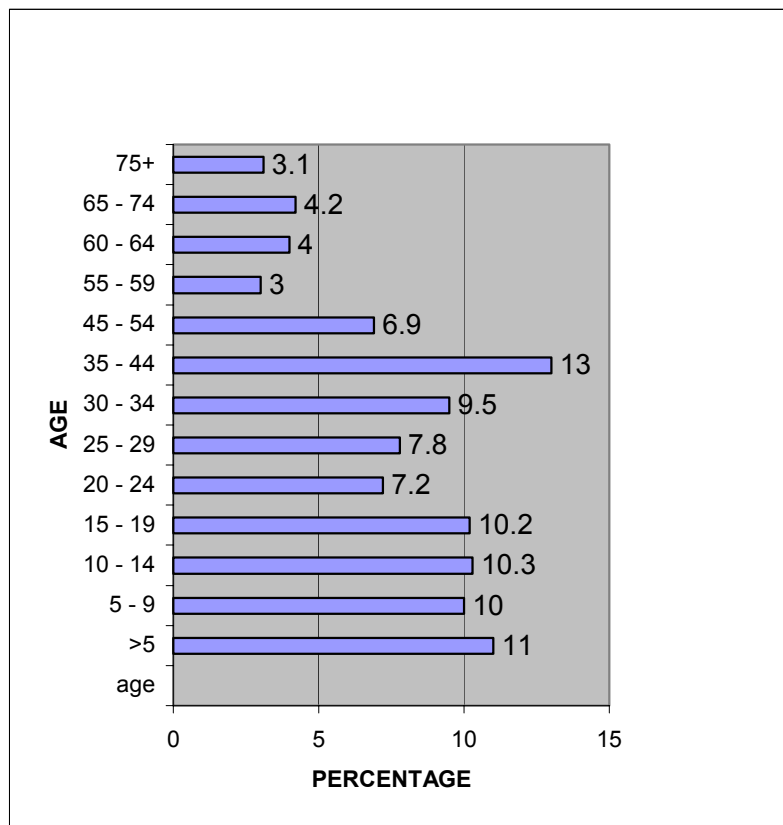
In 1960, Cascade Road, Venetian Hills and Oakland City had a total population of 20,239. By 1970, the population had fallen to 17,552. In 1980, the NPU-S neighborhoods had a total population of 13,904 and in 1990 a total population of 13,643. The decrease in NPU-S population from 1980 to 2000 was primarily due to an 18.6% decrease in population in the Cascade Road neighborhood. Venetian Hills and Oakland City had smaller decreases in total population of 8.8% and 10.5%.

Racial transition from predominantly white communities to predominantly African American communities accelerated in the 1970's and 1980's accounts for some of the decreases in population during that period as well as smaller average household sizes. In 1960, the racial breakdown of the three NPU-S neighborhoods was predominantly white. Venetian Hills had the smallest number of African Americans at 2.2%, while Cascade Road had the highest number of African Americans at 25.9% of the total population. When all three NPU-S neighborhoods are combined, the current racial breakdown (2000 Census) consists of 99% African American, 0.6% white and 0.3% American Indian, Asian/Pacific Islander and others with the Hispanic population included within all racial categories. This compares to the averages racial breakdown for the City of Atlanta - 65% African American, 33% white and 2% American Indian and Asian/Pacific Islanders.

In 2005, the neighborhoods of Cascade Road, Venetian Hills and Oakland City had a greater overall number of people under the age of 25 than the City of Atlanta. Thirty percent of NPU-S's residential population is under the age of 14, while an average of 22% of the City of Atlanta's population is under the age of 14. The number of elderly citizens is closer to the City's average. The NPU-S population aged 60 or over was 11% while the City average is 15%.



**Figure 2 NPU-S Population by Age (2000)**



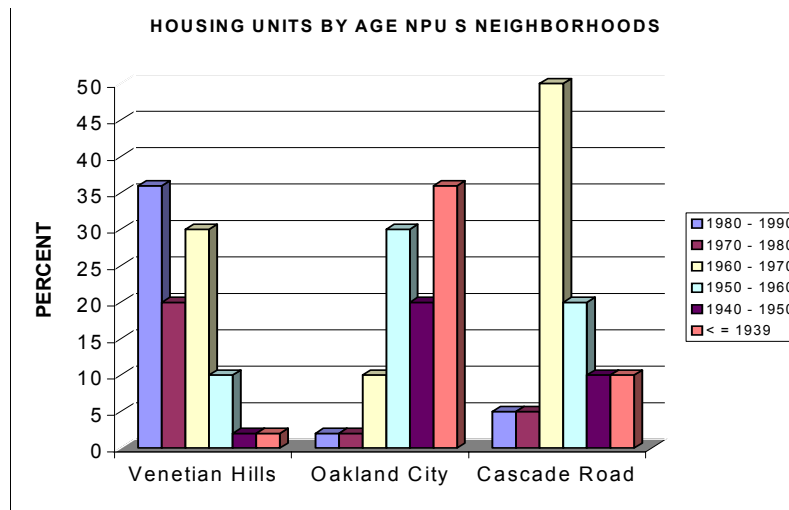
### Households

As total population numbers continues to decline in NPU-S, there has been a corresponding decline in the number of households. In 1970, there were 2,846 households within the NPU-S neighborhoods. By 1990, the neighborhood population increased to 4,644 households and stabilized. In 2000, there were 4,492 households in NPU-S. The slight loss in the number of households in NPU-S is comparable to that of the City of Atlanta over the last decade. NPU-S neighborhoods lost more than 3% of their households while the City of Atlanta only lost 2% of its households between 1990 and 2000.

Of the housing units located in the NPU-S neighborhoods in 1980, approximately 32% were owner occupied and 68% were renter occupied. By 2000, 60% of housing units in NPU-S were owner-occupied and 40% were renter occupied. This is a higher number of owner occupied housing units than the City of Atlanta. The City had more than 40% owner occupied units and 59% renter occupied units. In NPU-S, female-headed households account for one-third of all households. This is slightly higher than the City of Atlanta that has approximately 20% female-headed households. The Atlanta region has a lower female-headed household count of 13%.

The 1980 census reported the median value of owner occupied housing for NPU-S to be \$19,000. In 2001, the median home value in NPU-S increased to \$52,000. In comparison, the median value for the City of Atlanta was \$45,000 and for the Atlanta region was \$49,000 in 2001. Over 90% of the housing stock in NPU-S was built before 1970. All three neighborhoods experienced different housing construction rates during each decade. Half of Oakland City' and Venetian Hills's housing were constructed during the 1950's. One-fifth of their housing stock was built before 1940. Cascade Road has experienced a more consistent level of housing construction throughout the past decades (Figure 3).

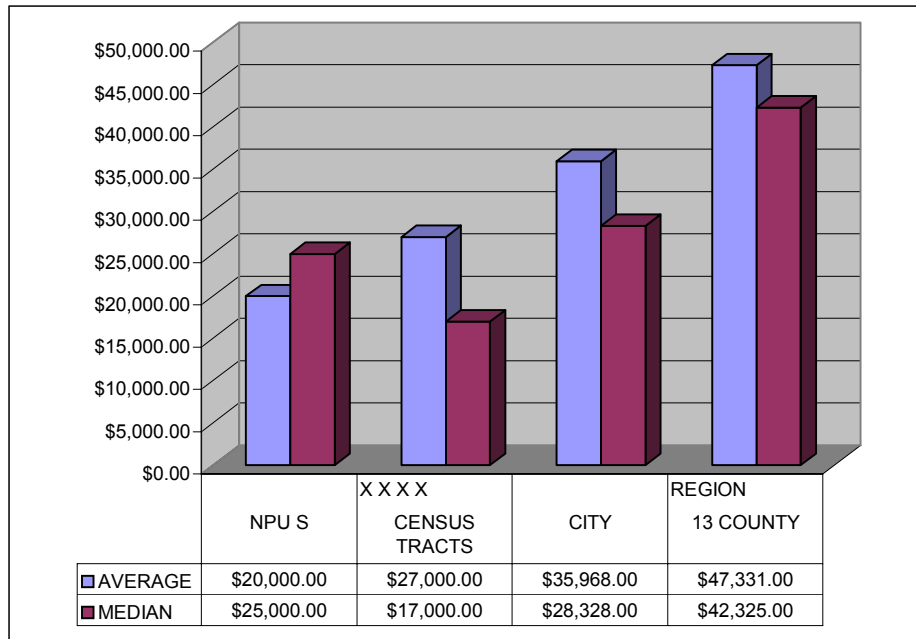
**Figure 3 NPU-S Age of Housing Units by Neighborhood**



### Income

Income levels for NPU-S residents are considerably lower than the City of Atlanta. In 1991, the median household income within the NPU-S boundaries was approximately \$25,000. This median household income is 13.3% lower than the City of Atlanta at \$28,328 and 69.3% lower than the Atlanta region at \$42,325 (Figure 4). In 1991, approximately 22% of the NPU-S neighborhood households earned less than \$7,500 compared to 17% for the City of Atlanta and 7% for the Atlanta region.

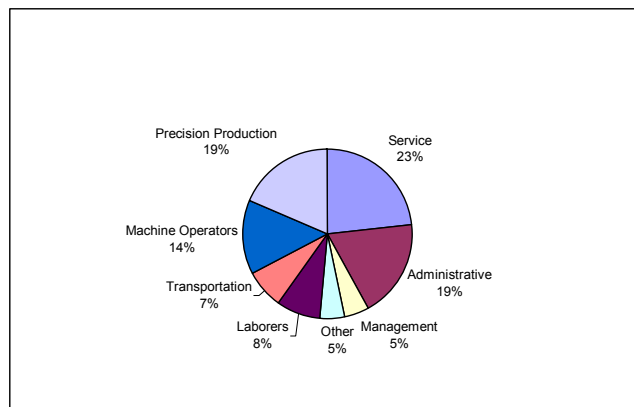
**Figure 4 2000 Estimated Household Incomes for NPU-S and Atlanta Region**



**Occupational Characteristics**

The working population of the NPU-S neighborhoods is primarily employed in blue collar and service jobs. Machine operators, precision production and craft employment account for over 14% of the occupations. Administrative support accounts for approximately 19% of the population by occupation. Service employment accounts for nearly 23% of the population. Fifteen percent of the working population is classified as transportation or laborer jobs (Figure 5).

**Figure 5 NPU-S Occupational Characteristics**



## **Cascade Avenue Neighborhood**

The Cascade Avenue neighborhood is located southwest of the central business district and the West End. It is bounded on the north by Beecher Street, to the east by Westmont Avenue, to the south by Avon Avenue, and to the west by Beecher Road and John A. White Park.

In 1960, the Cascade Avenue neighborhood had a total population of 4,058. By 1970, the population had declined 16.0% to 3,410. However, the rate of population decline had slowed to 0.6% by 1980 to 3,390. Between 1980 and 1990, the neighborhood had a decrease in population of 18.6% to 2,758. The 2000 Census population of Cascade Road is 2,479, a decrease of 12.2% from 1990. The Cascade Road neighborhood population decreased by 36.7% in the last two decades, while Venetian Hills rose 6.6% and Oakland City declined 25.1% in that same period.

The racial composition of the Cascade Avenue neighborhood in 1960 was 74% white and 26% African American. By 1970, the proportion of the population that was white dropped to 30% and African American residents made up a majority at 70%. Between 1990 and 2000, the racial composition of the community stands at 4% white and 96% African American.

## **Venetian Hills Neighborhood**

The Venetian Hills neighborhood is located south of Cascade Avenue. It is bounded by Central Villa to the west, Epworth Street to the east, Campbellton Road to the south and Avon Avenue to the north. Data for the Venetian Hills neighborhood is defined in the eastern thirds of US Census Tract 76.02 and Tract 80.

The Venetian Hills neighborhood had a population of 4,925 in 1960. By 1970, the population decreased 8.8% to 4,494. By 1980, Venetian Hills had experienced a 16.5% decrease in population to 3,752, which was the largest decrease in population of all three neighborhoods between 1960 and 1990. By 1990, the Venetian Hills population began to increase 10.8% to 4,155 as the population began to reverse decades of decline. According to the 2000 US Census, the population of Venetian Hills fell 3.5% between 1990 and 2000 to 4,017.

In 1960, the racial composition of Venetian Hills was 98% white and 2% African American. By 1970, the racial composition changed to 59% white and 41% African American. During the 1980's, the Venetian Hills neighborhood had seen a decrease in white population to 2% while the African American population increased to 97%. The Hispanic population remained relatively constant at 1% of the area's total population.

## **Oakland City Neighborhood**

The Oakland City neighborhood is located east of the Venetian Hills and Cascade Avenue communities and north of Fort McPherson. Lee Street borders on the east, Donnelly Avenue to the north, Westmont Avenue to the west and Campbellton Road to the south. US Census Tract 66.02, the eastern half of Tract 61 and the southern two-thirds of Tract 62, defines the Oakland City neighborhood.

In 1960, Oakland City had a population of 11,256. By 1970, the population declined 14.3% to 9,648. During the 1980's, there was a 19.6% decline in Oakland City's population in which 7,762 residents left the community. The rate of population decline in the Oakland City neighborhood slowed 10.5% in 1980 to 6,390 in 1990. Data from the 2000 US Census show a 2.8% decrease in population to 6,206.

In 1960, Oakland City had a racial composition of 90% white and 9% African American. By 1970, the percentage of whites living in the neighborhood dropped to 52% while the numbers of African Americans rose to 48%. During the 1980's, the Oakland City neighborhood underwent racial transition from predominantly white to African American. The white population decreased to 6% and the African American population increased to 93%. By the 1990's, Oakland City's racial composition was 3% white and 96% African American.

### **NPU-S LAND USE SURVEY**

The Community Design Center of Atlanta (CDCA) initiated a survey of NPU-S between July and September of 2004 to measure changes in neighborhood land use. The presence of underutilized residential land is the principal development asset for the community. Most vacant land in NPU-S was previously residential property. Vacant land provides fresh opportunities for new residential redevelopment and revitalization.

#### **Land Use Analysis 2004**

The land use analysis measures the amount, location, and use of all property in NPU-S. Table 1 lists the number of vacant parcels and the relative distribution of commercial and residential land use by parcels and total neighborhood acreage. Land Use measures in NPU-S include:

- Residential land consists of 82.7% of total land and 59.5% of the parcels.
- Vacant land consists of 10.6% of total land and 30.5% of the parcels.
- Commercial and non-residential land uses 6.7% of NPU-S' land but makes up only 10.0% of the parcels due to average sizes of commercial parcels being larger than residential parcels.

Different land uses in the area were surveyed and recorded as part of the survey to identify housing conditions. Vacant land was inventoried and assessments of conditions for all improved property were made. This survey information is cataloged and mapped to define current land use and development opportunities for parks,

housing and commercial businesses.

**Table 1 NPU-S Land Uses Survey Condensed Categories**

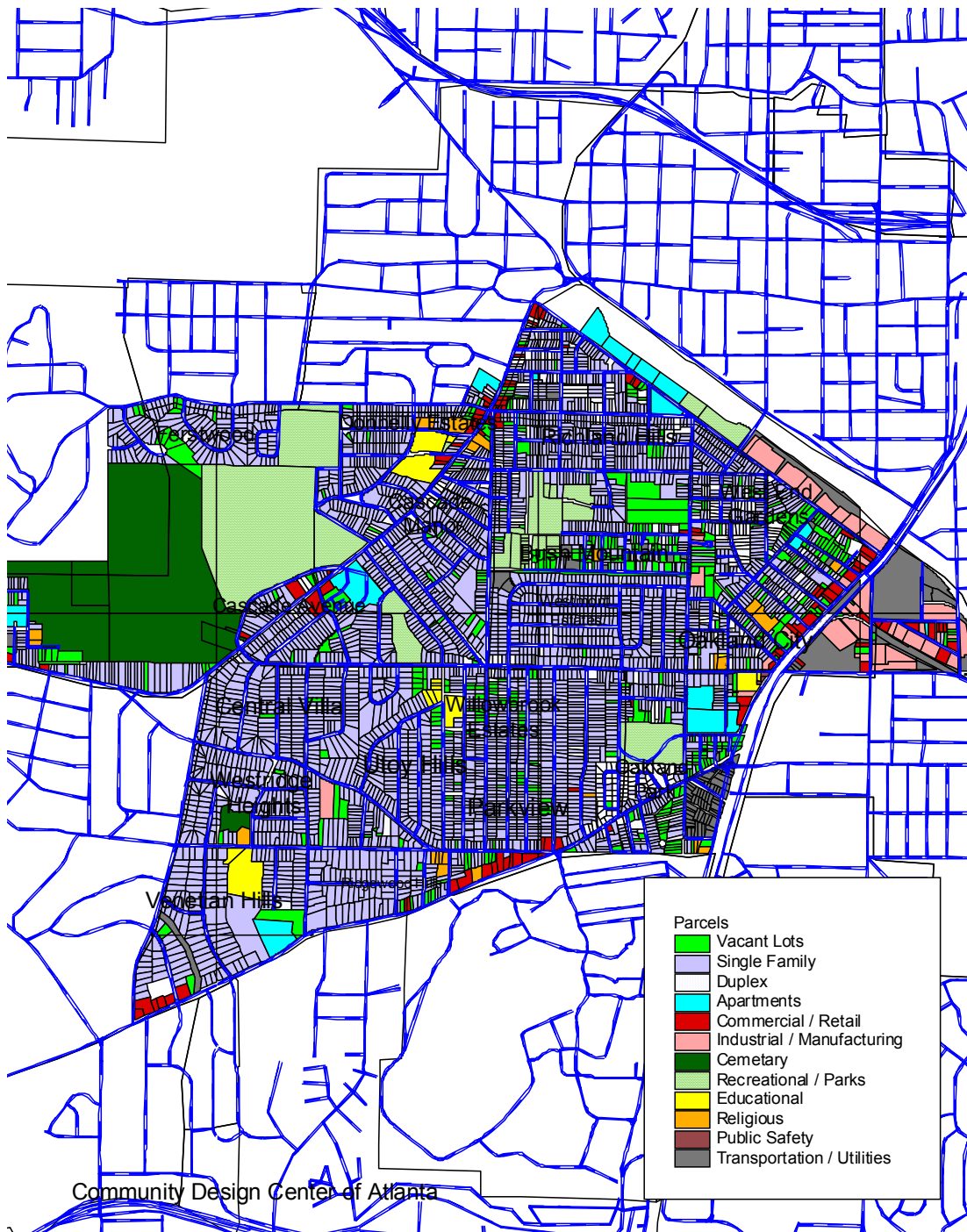
<b>2004 Land Use Description</b>	<b>Parcels</b>	<b>% of Total Parcels</b>
Vacant Land	542	10.6%
Residential Land	4217	82.7%
Commercial / Non-Residential Land	341	6.7%
<b>Totals</b>	<b>5100</b>	<b>100.0%</b>

Table 2 lists the types of non-residential uses in the NPU. Uses include manufacturing, wholesale and retail trade, religious and educational services, neighborhood commercial and other non-residential uses. NPU-S desires to preserve and expand commercial services. The Campbellton and Cascade Avenue corridors could serve the residents of Southwest Atlanta with a range of new services that create new job opportunities. MARTA can serve as an important stimulant to development on parcels near the Oakland City station. Other under-developed commercial development opportunities are present at several commercially zoned parcels near the Beecher Street and Cascade Road intersection.

**Table 2 NPU-S Land Uses 2004 CDCA Survey Non-Residential Categories**

Description	Number of Parcels
Manufacturing	58
Educational	14
Religious and Educational Services	50
Retail / Commercial	80
Other Non-Residential	139
<b>Totals</b>	<b>341</b>

# Map 6 Current Land Use



## TAX DELINQUENCY IN NPU-S COMMUNITIES

A minor portion of the residential property in NPU-S (4.6%) is tax delinquent. Two hundred thirty-one (231) out of 5,025 parcels that make up the three neighborhoods are tax delinquent for two years or more. Table 3 lists current land uses and their tax status. These parcels are identified on Map 7.

**Table 3 Tax Delinquency and Land Use**

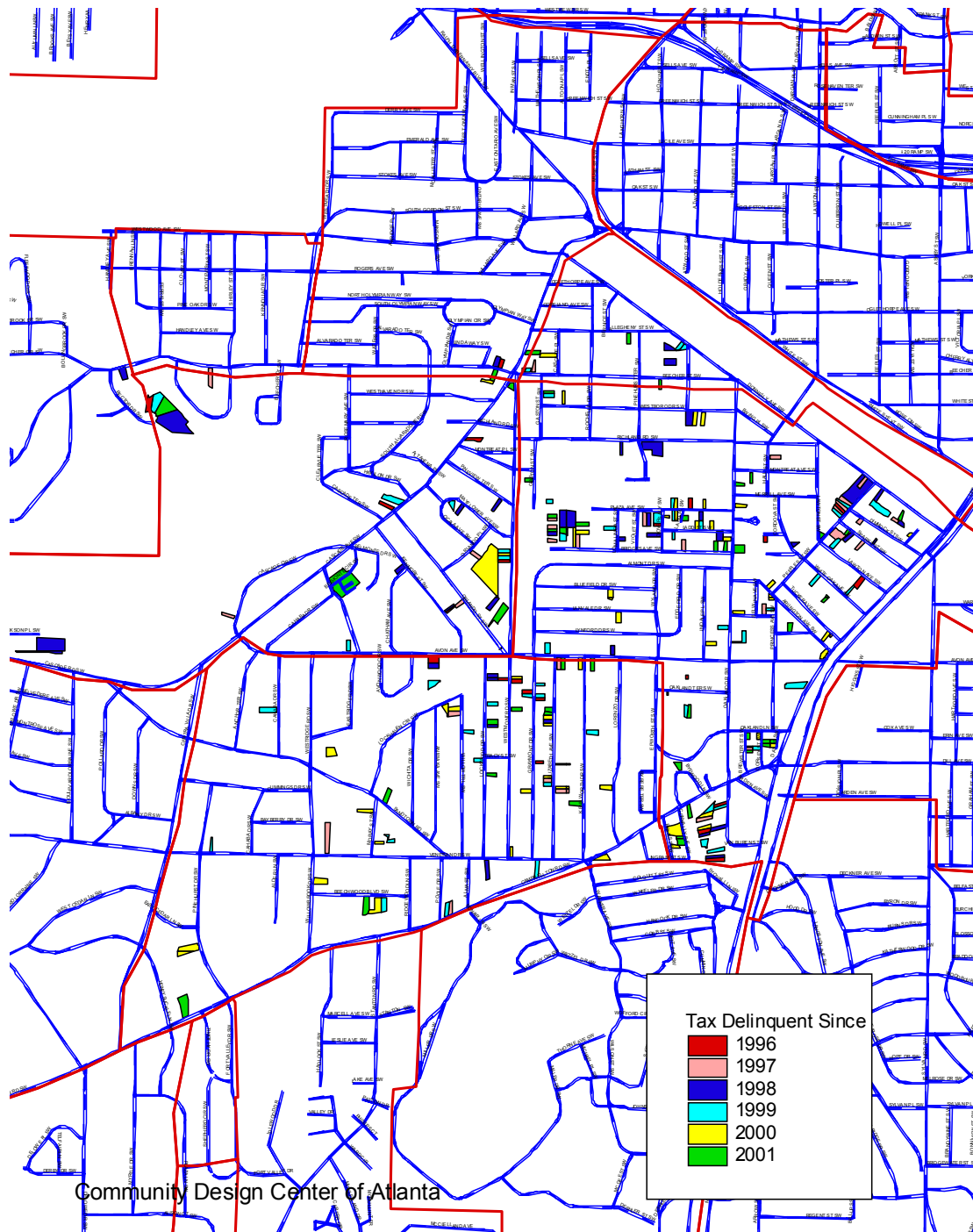
Land Use	Total Parcels	Delinquent Parcels	Percentage Delinquent * (2 or more years)
Vacant Lots	525	167	31.8%
Industrial	38	1	2.6%
Transportation/Comm/Utilities	139	3	2.2%
Wholesale/Retail Commercial	107	7	6.5%
Religious Service	50	0	0.0%
Educational Service	14	0	0.0%
Single Family Housing	3858	51	1.3%
Duplex / Triplex Housing	274	1	0.4%
Multi-Family	20	0	0.0%

Table 3 defines 2004 delinquency rates at 2.6% for industrial parcels, 0.4% for duplexes and triplexes, 2.2% for utility and rail properties, and 6.5% for commercial parcels. These amounts combined account for only 5.2% of all tax delinquent property in NPU-S. The survey identified 31.8% of vacant parcels in NPU-S as tax delinquent. Even though NPU-S contains 51 tax delinquent single-family structures, they represent only 1.3% of the single-family parcels in the NPU. Delinquency rates for single-family homes could be lowered if homeowners utilized homestead exemptions. Owners of owner-occupied housing that currently do not utilize the Homestead Exemption will be informed of their rights and opportunities by respective Neighborhood Associations.

The problem of tax delinquency was symptomatic of a weak housing market. Deterioration of physical conditions is accelerated when households have inadequate incomes but also when residents and investors are prepared to abandon maintenance and reinvestment in property. Table 4 illustrates a clear relationship between tax delinquency and substandard structural conditions.



# Map 7 Tax Delinquency



**Table 4 Tax Delinquency and Structure Conditions (2004)**

Structural Condition	Total Parcel	Total Delinquent	Percent of Total
Vacant Land	443	167	37.0%
Dilapidated	13	3	23.1%
Deteriorated	61	4	6.6%
Substandard	85	13	15.3%
Standard	4128	44	1.1%

The Fulton/Atlanta Land Bank Authority (LBA) holds the capacity to extinguish back taxes on the over 231 delinquent parcels in NPU-S if sponsors agree to development that will generate tax revenue in the future, Tax delinquent vacant land presents the largest category of delinquent property. There were only 44 tax delinquent standard housing units in NPU-S. Tax delinquent single-family housing has seen a steady decline from 356 units in 2000 to 163 units in 2002 to 44 units in 2004. This reflects gentrification and a sharp increase in housing demand. The increase in redemptions also signals a lost opportunity to acquire property inexpensively and a diminishing opportunity to use the LBA and the Tax Commissioner to expedite the development of affordable housing in the NPU.

### RESIDENTIAL HOUSING CONDITIONS

The CDCA survey of housing conditions in NPU-S measured levels of condition that included: Standard, Substandard, Deteriorated, Severely Deteriorated, Dilapidated and Vacant. Generally dilapidated means the structure should be demolished; severely deteriorated is beyond repair, deteriorated can be rehabilitated if work were to begin very soon, substandard has some relatively minor repair needs and standard refers to a structure in reasonably good condition. The survey results are displayed in table 5.

**Table 5 Structural Conditions (2005)**

Type of Land Use	Dilapidated	Deteriorated	Substandard	Standard	Total
Single Family	9	46	80	3700	3845
Multi-Family	0	0	1	21	22
Duplex	1	3	1	283	288
Commercial	2	0	24	54	80
Industrial	3	1	4	50	58

The number of standard single-family housing units in 2004 was 3700. The survey measured 12 dilapidated units, 58 deteriorated units, and 75 substandard units. There was only one substandard multi-family property in NPU-S out of twenty-two multi-family properties. The remainder of the multi-family properties was standard. Out of 288 duplex properties in NPU-S, one was dilapidated, three were deteriorated, and one was substandard. The remaining 283 properties were standard. One atypical aspect of

housing conditions in NPU-S is that while owner occupied housing makes up only one third of the NPU, the incidence of substandard conditions are twice as likely to be present in owner occupied units. One hundred five (105) owner occupied units were substandard, deteriorated or dilapidated.

Commercial and industrial parcels were assessed for conditions. In 2004, 54 commercial and 50 industrial properties were standard, 24 commercial and four industrial parcels were substandard, one industrial parcel was deteriorated, and two commercial and three industrial parcels were dilapidated.

## **THE HOUSING MARKET**

Similar to many of Atlanta's inner city neighborhoods, NPU-S has seen a steady increase of housing sales that signal a new set of problems relating to gentrification. Portions of the NPU, most noticeably Oakland City, are burdened with tax delinquent properties, vacant lots and substandard housing. The dismantlement that causes these conditions has accelerated and dilapidated conditions are now a prominent characteristic for sections of the NPU.

The amount of residential housing stock in NPU-S has minimally increased (70 units since 2000). The predominant housing type is a 2- to 3-bedroom 1300 sq ft home. Eastern Oakland City (along Avon Avenue) and Northeast Cascade Avenue possesses some of the oldest houses in the area, with a median year of construction reported as 1946 as opposed to the city's median of 1958. These statistics attest to the fact NPU-S has been experiencing a shrinking residential market. Reasons for the lack or absence of real estate investment dollars in NPU-S include:

- The high crime rate, vandalism and drug problem.
- Lack of financial institutions willing to invest in the area.
- Difficulty in building new homes in the area due to theft and vandalism.
- High cost of renovating deteriorated housing due to structural problems

The NPU-S housing market has experienced a gradual increase in activity for the past five years. The analysis involved research into past housing sales and appraised property values. Data collected for single family housing sales was derived from the TRW Real Estate Data Inc., a national real estate listing firm which issues tri-annual reports on all housing transactions by state, city, district, land lot and address. The data collected for this report covers five years between 2000 and 2004.

### **Single Family Housing Market**

Real estate transfer data for single-family properties in NPU-S identifies trends where the number of sales have nearly tripled between 2000 (139) and 2003 (358). Typical housing in NPU-S are single family, 2 bedroom bungalow units with an average size of 1300 square feet. Single-family homes have sold for an average price of \$119,231 between 2000 and 2004. (Tables 6 and 7)

**Table 6 Average Sales Price and Square Footage**

Year	# of Sales	Avg. Price	Avg. Size (s.f.)
2000	139	\$ 76,154	1387
2001	156	\$ 94,968	1286
2002	222	\$114,546	1329
2003	358	\$133,608	1320
2004 *	282	\$138,345	1245
'00 – '04 Avg		\$119,231	1307

Source: TRW REDI 2000-2004 \* Partial Year

**Table 7 Housing Sales by Neighborhood**

Neighborhood	# of Sales (2000)	Median Sales (2000)	# of Sales (2001)	Median Sales (2001)	# of Sales (2002)	Median Sales (2002)	# of Sales (2003)	Median Sales (2003)	# of Sales (2004)	Median Sales (2004)
Venetian Hills	42	73,055	50	99,810	75	90,010	113	118,160	83	121,830
Oakland City	64	67,020	82	81,775	112	127,220	179	135,775	160	144,535
Cascade Ave	33	97,115	24	129,270	35	126,570	66	156,570	39	146,500
Overall	139	76,154	156	94,968	222	114,546	358	133,608	282	138,345

Source: TRW REDI 2000-2004 \* Partial Year

Sales data indicates a dramatic increase in the average sales price for housing between 2000 (\$76,154) and 2004 (\$138,345). Oakland City, the largest neighborhood in the NPU, had the highest number of property sales in 2003 with 179 transactions. However, Cascade Avenue, the smallest neighborhood in the NPU, recorded 66 transactions.

**The NPU-S Rental Housing and Apartment Market**

Rental housing does not play a major role in the NPU-S housing market except in Oakland City. Both Cascade Avenue and Venetian Hills have only one multi-family development each and a few scattered duplexes. The largest concentration of multi-family developments lies in eastern Oakland City between Oakland Drive and Lee Street. In 1998, over 60% of the housing market was rental housing. Rents are low in comparison to many neighboring communities to City averages. However, they are not the lowest. Average rental rates in NPU-S represent a significant burden on renters. In 1999, average rent costs made up over 35% of household income for almost half of the area residents. Table 8 lists a survey of the average 2001 rental rates.

**Table 8 Monthly Rental Rates (2001)**

Unit Type	Average Monthly Rent
-----------	----------------------

Efficiency	\$ 230
1 Bedroom	\$ 350
2 Bedroom	\$ 475

**Table 9 Multi Family Housing Status Occupancy**

Status	Number of Lots	Number of Units	Percentage of Total
Partially Occupied	1	21	8%
Occupied	15	246	92%
Total	16	267	100.0%

Of the entire multi-family housing supply in NPU-S, only 8% are vacant or partially occupied. This percentage includes vacant or dilapidated duplexes and temporarily vacant apartment units. These vacancy rates suggest potential for the redevelopment of the area's current multi-family housing stock. New construction / redevelopment and rehabilitation of multi-family housing will likely require development on a lot by lot basis due to the scattered locations of sub standard structures.

### **Rooming Houses / Personal Care Homes**

Ten houses have been identified as illegal rooming houses with six clustered on Cascade Avenue at Beecher Street. These homes violate zoning that allows for only six unrelated individuals to an appropriately sized – 3 bedroom house. Houses that exceed six people or that have individual locks on doors an individual mail boxes are required to acquire appropriate zoning. Twelve personal care homes serve the area. The local personal care homes are licensed by the State and have appropriate zoning for institutional use. Map 8 defines locations of personal care homes and rooming houses.

### **Housing Recommendations**

NPU-S is a predominantly single-family residential community. Conventional wisdom holds that single-family housing is difficult to efficiently maintain as rental housing. Maintenance for scattered site single-family units is generally held to be too costly and frequently a signal that housing markets are weak. NPU-S has very low rates of homeownership. Currently only one third of the community is owner occupied. Incentives for homeownership that include down payment assistance and below market interest rates mortgage assistance can support higher levels of homeownership.

NPU-S also is atypical of Atlanta neighborhoods in that 60% of the substandard houses in NPU-S are owner occupied. In NPU-S owner occupied single family homes are much more likely to be substandard than rental units even though there are twice as many single family dwellings that are rental property. Out of the 175 units surveyed to be substandard, 105 were owner occupied. Information and sponsorship of

rehabilitation programs that focus on owner occupied units can address the need for maintenance and rehabilitation. It is a safe assumption that these owners are elderly and have low incomes. Seniors and low-income owners are the targets for predatory lenders seeking to promote usurious rehabilitation loans designed to create default and foreclosure.

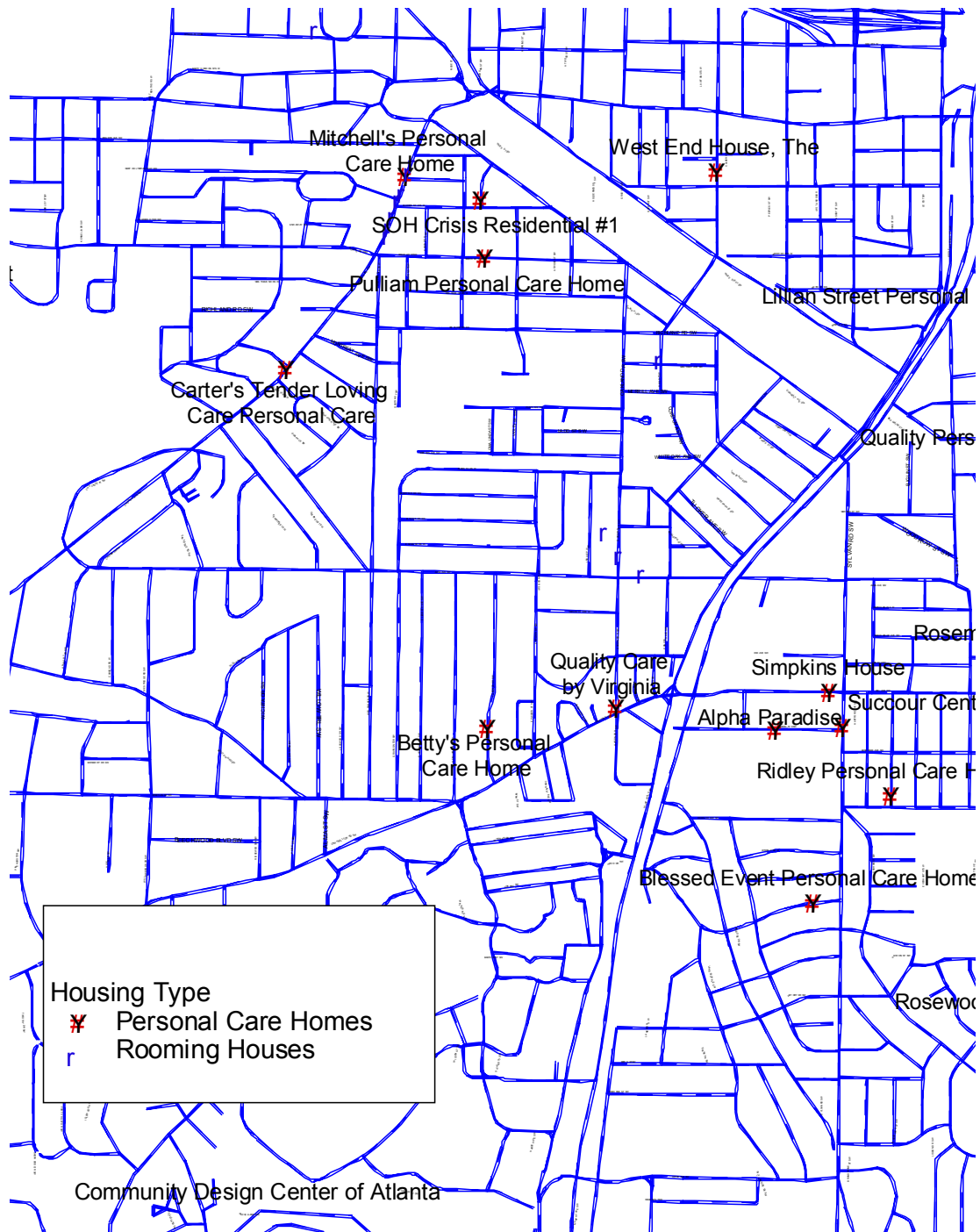
Because tax delinquency continues to be pervasive, particularly in the Oakland City neighborhood, the acquisition of tax delinquent property remains a potentially powerful redevelopment tool. Tax delinquent parcels with clouded titles can be cleaned of barriers to their transfer and development through the LBA and Tax Commissioners office processes. NPU-Support to private for profit and nonprofit development in partnership with the LBA can accelerate the conversion of delinquent properties from a problem to an opportunity. The greatest opportunity of development in NPU-S rests with the 542 vacant parcels that are scattered through out the community. Two hundred eight (208) of these are tax delinquent in 2000 and offer the opportunity for development at substantially discounted land costs.

Residents need to be made aware of the availability of counseling services so that when problems meeting mortgage obligations occur, those problems can be attacked before it is too late to maintain ownership. Neighborhood Associations, area churches, and non-profit housing counseling services provide counseling help that can support the distribution of information that can help residents to avoid loan default and eviction and to promote informed consumer decisions.

Housing goals that assist NPU-S to maintain its residential character include:

1. Preservation of existing housing stock.
2. Promotion of rehabilitation targeted to substandard residential structures.
3. Development of new residential construction on vacant residential property in targeted development areas.
4. Promote lending programs that support affordable house ownership opportunities.

# Map 8 Personal Care Homes / Rooming Houses



## RECOMMENDED PROPERTY ACQUISITION AND DISPOSITION

Proposed redevelopment sites in NPU-S that are designated for affordable housing are defined in Map 9. The proposed sub-area sites support the NPU's adopted housing goals that promote large-scale preservation and improvements to all vacant and substandard properties in the neighborhood. Criteria for acquisition include all obsolete industrial property, parcels that abut and include the rail corridor, and open storage lots inconsistent with NPU-S' residential environment.

### Development Specific Sub-Areas

Development specific sub-areas within NPU-S targeted for acquisition are listed in Tables 10 and 11, and Map 9. Separate issues relating to topography, nonresidential uses, historic sections of Oakland City and Cascade Avenue, and abandoned housing in substandard or deteriorated condition define each sub-area. Development teams in each of the sub-areas will include investors and current property owners, neighborhood community development corporations, nonprofit developers, Atlanta Development Authority as well as non-profit equity funds e.g. the Atlanta Neighborhood Development Partnership and the Enterprise Foundation.

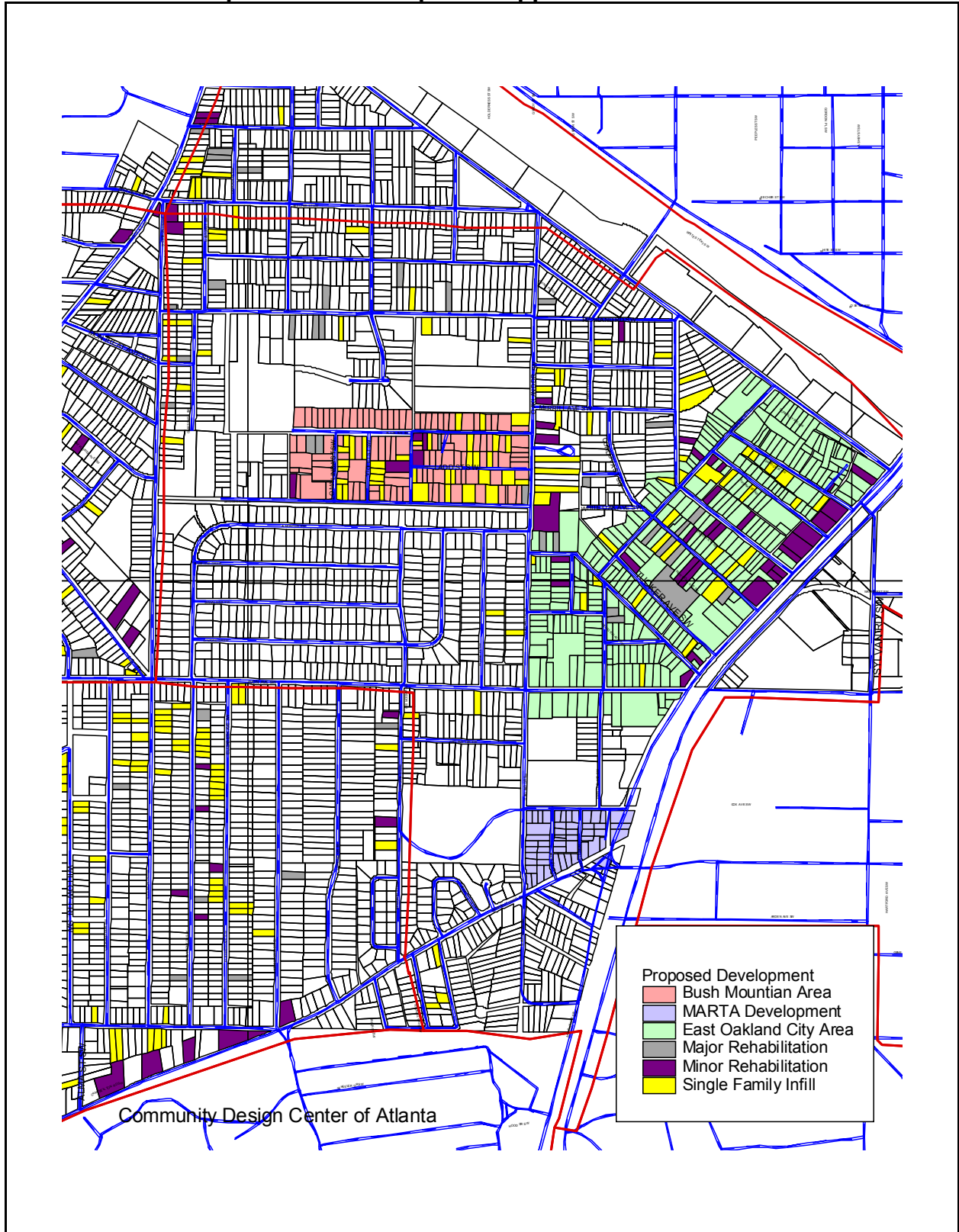
**Table 10 Land Acquisition Cost by Project**

Project Name	No. of Parcels	No. of Tax Delinquent Parcels	Acquisition Cost
Bush Mountain Project	34	20	\$176,000
Eastern Oakland City Project	40	21	\$184,000
Oakland City MARTA Station Area	42	21	\$134,000
	116	62	\$753,000

The Bush Mountain Project involves supporting the efforts of Habitat for Humanity to develop affordable housing on vacant parcels within an overlooked portion of the Oakland City neighborhood. Bush Mountain is an extremely hilly community located in the heart of Oakland City. The community contains several substandard homes and duplexes that are offset by the introduction of new single-family infill developed by Habitat for Humanity. Ten units can be developed with this study area. In addition, there are seven vacant single-family homes that can be renovated for use by residents seeking affordable housing.



# Map 9 Development Opportunities in NPU-S



The Eastern Oakland City Project area is located between Lee Street, Donnelly Avenue, Peeples Street, and Avon Avenue. This area has the largest percentage of pre-1950 housing units in NPU-S, has a number of scattered vacant lots. Lee Street is a commercial / industrial corridor dominated by warehouses, two convenience/gas stations and used car lots. The eastern side of the street is dominated by the presence of the MARTA and Central of Georgia rail corridor. Although there has been an increase in single-family renovation by new homeowners and prospective developers, a program to encourage affordable infill housing should be supported.

The Oakland City MARTA Station project involves the development of affordable multi-family housing on parcels north of the transit station in an area bound by Campbellton Road, Lee Street, Oakland Drive and Oakland Terrace. Currently, the 20 lots that comprise this area are vacant parcels. With the recent trend of developing residential / commercial communities adjacent to MARTA transit stations gaining momentum, this project will provide an opportunity to inject an affordable housing component into the latest development scenarios that can be considered.

### Scattered Site Development Areas

Development opportunities are present in NPU-S for the rehabilitation of 45 units of deteriorated and vacant residential property. Scattered site rehabilitation and new construction infill development can best be accomplished through neighborhood community development corporations and partnerships with private investors. CDCs can market the improved units for sale; manage units as rental or lease to own property and sponsor non-profit developers or non-profit sponsors of special needs residential projects. Designated scattered site developments are defined on Map 9 and Table 11.

**Table 11 Scattered Site Projects**

Type of use	Number of Units	Acquisition Cost
Apartment Rehabilitation	15	\$285,000
Single Family Rehabilitation	30	\$935,000
Apartment New Construction	30	\$64,000
Single Family New Construction	25	\$129,000
Total	100	\$1,413,000

## IMPLEMENTATION PROGRAM

The Implementation Program outlines the next steps after adoption of this plan by the City of Atlanta. It includes a list of projects, time lines and responsible parties and is intended to serve as a blueprint for achieving the community's vision for its future.

Recommendations are provided on a 15-year year time line, although some can clearly extend beyond this time period as funding becomes available. Projects in the near future represent those addressing areas with the most critical need for public improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the long-term success of this plan.

Stakeholders identified several efforts to assure implementation. These included continued diligence on the part of area residents, businesses, and the City to monitor development and ensure compliance with the vision of this plan. Part of this should be revisions to the plan, as needed. Stakeholders must also work with the City to implement land use and zoning changes which support the vision.

### **Note on Projects Identified In the Oakland City/Lakewood LCI Plan (2004)**

This Implementation Plan includes by reference the implementation projects of the 2004 Oakland City/Lakewood Transit Areas Livable Centers Initiative (LCI) Plan that are located in NPU-S. The Oakland City/Lakewood LCI Plan was completed immediately prior to this NPU-S Plan, and contains implementation projects in the vicinity of the Oakland City MARTA Rail Station, the Oakland City Neighborhood, the Lee Street Corridor, the Donnelly Corridor, and portions of the "Murphy Triangle" area that are located in NPU-S.

The Oakland City/Lakewood LCI Plan was accepted into the LCI program ("grandfathered") by the Atlanta Regional Commission (ARC) in 2004, and as such the transportation projects contained in that plan are eligible for competitive implementation funding through the LCI program. The Oakland City/Lakewood LCI Plan was also officially adopted by the Atlanta City Council in 2004.

Rather than have those projects explicitly duplicated here, it was determined to be less prone to confusion during plan update and implementation to have the details of those projects remain in the Oakland City/Lakewood LCI Plan. Readers of this plan document can obtain the Oakland City/Lakewood LCI Plan from the City of Atlanta Bureau of Planning, from the Atlanta Regional Commission, or directly on-line from the project web site ([www.AtlantaGA.gov](http://www.AtlantaGA.gov) -- Dept of Planning/Bureau of Planning/Plans and Studies). As a reference, however, projects from the LCI plan are listed along with the tables below.

## **Implementation Strategy**

A good implementation strategy will strike a balance between addressing stakeholder priorities and using limited public funds as efficiently and equitably as possible. It will also attempt to apply public funds very strategically – in many cases to “prime the pump” for private development to eventually become the major contributor to community improvements. In addition, many projects of different types will have dependencies on each other because of their location, or for other factors. It will also have to consider the degree to which funds have been available in the past, and how funding sources are likely to change in the future.

## **Phasing**

In order to efficiently apply funding over the long term of this implementation, projects have been identified to occur in phases. First phase projects are those that the community identified were of the highest priority, would yield a high benefit for a relatively low cost, or were required to implement early because they were necessary for subsequent projects. Projects are also grouped into phases based upon locational proximity where they were likely to affect each other, and where efficiencies could be realized by executing the projects together.

In some cases, projects that had high implementation costs but were also identified as high priorities are recommended for later phases because of the long lead times needed to plan for and secure major sources of funding. Often this may involve coordinating multiple funding sources, which increases the complexity and therefore the schedule of such projects dramatically.

In general, projects were identified to be completed in one of the following phases:

**Phase 1:** Short-Term Projects (generally 2006-2008)

**Phase 2:** Middle-Term Projects (generally 2008-2012)

**Phase 3:** Long-Term Projects (generally 2012-2020)

**Ongoing:** Projects that will be executed continually over the implementation period

## Implementation Projects

The following sections list recommended implementation projects for each project type.

**Project ID** the unique identifier of the project, within this plan. For ease of coordination, project IDs have been coordinated with projects from the Oakland City/Lakewood LCI Plan. Therefore, there may appear to be gaps in the project ID sequence.

**Name** short name of the project.

**Description** project description, including end points, if appropriate.

**PA** Project Area (see table below)

**CA** = Cascade Avenue

**OC** = Oakland City

**VH** = Venetian Hills

**Phase** the recommended phase for the **construction or completion** of the project (see the Phasing section above for phase years). If required, engineering/design work should be scheduled in the year preceding the construction year.

### Eng/Des Cost

estimated cost for the preliminary engineering or design of the project, in thousands of dollars (\$000) – usually 15-25% of the construction cost.

### ROW/Acq Cost

estimated cost to acquire necessary right-of-way or acquire land for the project, in thousands of dollars (\$000). Right-of-way costs in urban areas can sometimes be the largest component of total project cost, and unfortunately can be very difficult to estimate with any accuracy, since they are highly changeable and generally determined by arms-length negotiations. In cases where variability was deemed to be too high to state an estimate due to market or other conditions, this column may state “YES” – indicating that ROW/acquisition costs will need to be considered, but cannot be estimated at this time.

**Const Cost** estimated construction cost of the project, in thousands of dollars (\$000).

**Total Cost** estimated total cost of the project, in thousands of dollars (\$000). If ROW/Acq cost has not been estimated, this value will appear with an asterisk (\*).

**Funding** potential funding sources for the project – see funding source descriptions below for codes used in the project tables.

**Local Match** estimated minimum amount of funding that must be provided by the City of Atlanta to match funds anticipated from other non-local programs. Most Federal programs require a minimum 20% match amount.

**Resp** agency responsible for project implementation (see table below).

**BOP** = Bureau of Planning

**DPW** = Dept. of Public Works

**DWM** = Dept. of Watershed Management

**DPRCA** = Dept. of Parks, Recreation and Cultural Affairs

**GDOT** = Georgia Department of Transportation

### Transportation Projects

The City of Atlanta should work with ARC staff to ensure that projects that require transportation funds are included in future Regional Transportation Plans (RTPs). Revisions to such are made every five years.

Most funds using Federal dollars will require a twenty percent local match. In addition, Federal transportation funding sources have strict requirements on what types of projects and what activities within those projects are eligible for funding as part of that program. It is very important to note that **most Federal sources cannot be used to fund the preliminary engineering/design phase of projects or for right-of-way acquisition** – they can generally be used for project construction only. For this reason, securing adequate local funding is absolutely critical. Although it is generally understood that most Federal and State transportation programs require local governments to contribute a “twenty percent match” – this is for the construction phase only. Since the engineering/design phase of a project usually costs approximately 15-25% of construction costs and almost always must be paid out of local funds – taken as a whole, most transportation projects will end up requiring approximately 30-35% “matching” funds from the local government.

The following are examples of local monies (local matches) that can be used for local match amounts:

- General Obligation Bonds (GO) – Authorized by the City Council once a year, and backed by the full faith and credit of the City of Atlanta. The City is authorized to issue up to \$8 million in General Obligation Bonds each fiscal year. A City ordinance must be passed to issue G.O. Bonds. The City is required to have a referendum passed by the citizens, if the City wishes to issue GO bonds greater than \$8 million.
- The City of Atlanta Quality of Life Bonds (QOL) – Passed by referendum in 2000. Total of \$150,000,000 authorized to be distributed in three bond issues. The

monies are divided as part of the referendum among four categories of capital projects:

Sidewalks  
Public Plazas and Greenspaces  
Streets, Bridges and Viaducts  
Public Traffic Control Devices

Since passed by voters in 2000, the first and second bond issues have been completed. Each bond issue identifies the specific projects on which the monies will be spent. Monies in each category are traditionally allocated evenly among City Council Districts.

- Transportation Impact Fees (TIF) – Impact fees are collected from developments to offset the cost of providing infrastructure. Monies are allocated to specific projects annually by ordinance of the City Council. Over the last several years, \$1.5 to 2.5 million per year has been distributed in transportation impact fees.
- Community Development Block Grants (CDBG) – Community Development Block Grants are administered by the City and can comprise over \$10 million of funding annually.
- State Funding (GDOT) – State-level funding may be available for routes that are a part of the state highway system. The only roadway in NPU-S that is a state route is Lee Street.
- Transportation Enhancement Program (TE) – Administered by the Georgia Department of Transportation, Transportation Enhancement funding is obtained competitively, and can be used for capitol projects that provide infrastructure for pedestrians and bicyclists.
- Private Donations – Local matches could also be obtained by soliciting area property owners, businesses, and residents. Although highly unusual, this method was used in Downtown to fund public improvements in the Fairlie-Poplar district.
- Private funds may also be used to fund specific “special interest” projects. For example, the PATH Foundation funds multi-use greenway trails, while the Trust for Public Lands and the Blank Foundation sometimes fund urban park projects.

## **Cost Assumptions**

As with any macro-level planning process, it is impossible to perfectly assign costs to future projects. However, it is possible to estimate based on standard cost assumptions. The following assumptions are used in the Action Program Matrices found on the following pages; all costs include demolition and installation:

- Street trees = \$600 each
- Atlanta Light Type “C” pedestrian lights = \$4,500 each
- Concrete sidewalks = \$5.50/sf
- Bulbouts = \$3,000 each
- Landscape strip on existing streets = \$1.50/sf
- Duratherm crosswalks = \$9/sf or \$4,500/leg
- Thermoplastic crosswalks = \$3,000/leg



## New Streets and Street Pavings

Project ID	Name	Description	PA	Phase	Total Cost	Funding	Resp
SP-1	Brewster Street Paving	Pave unimproved section of Brewster Street, 600 ft, 16' wide, 9600 sf pavement	OC	1	\$11.8	Local	DPW
SP-2	Dorsey Street Paving	Pave unimproved section of Dorsey Street, 450 ft, 16' wide, 7200 sf pavement	OC	1	\$8.9	Local	DPW
SP-3	Tucker Avenue Paving	Pave unimproved section of Tucker Avenue, 1100 ft, 16' wide, 17,600 sf pavement	OC	1	\$21.7	Local	DPW
SP-4	Cahaba Drive Paving	Pave unimproved section of Cahaba Drive, 500 ft., 16' wide, 8000 sf pavement	VH	1	\$9.8	Local	DPW

Additional projects in this category identified in the Oakland City/Lakewood LCI Plan:

**R-1** Oakland City Transit Station Area New Roadways (Oakland City TOD street Network on MARTA site and North of Campbellton Road - Estimate for 5 miles urban streets)

**R-2** Murphy Triangle/ Lee Street New Roadways (Murphy Warehouse District)

## Streetscapes

Streetscape projects include wider sidewalks, street trees, pedestrian lighting, “bulb-outs” at intersections where appropriate, and ramps.

Project ID	Project Name	Description	PA	Phase	Eng/Des Cost	Const Cost	Total Cost	Local Match	Funding	Resp
S-1*	Campbellton West Streetscape	Campbellton from OCL Plan Boundary (betw Oakland Drive and Lorenzo) to Central Villa	OC / VH	2	\$578	\$2,890	\$3,468	\$694	TE/QOL/TF	BOP/DPW
S-3	Venetian Drive Streetscape	Venetian from Central Villa to Campbellton Road	OC	3	\$580	\$2,900	\$3,480	\$696	TE/QOL/TF	BOP/DPW
S-4	Sandtown Road Streetscape	Sandtown from Cascade Road to Venetian Drive	VH	2	\$131	\$656	\$787	\$157	TE/QOL/TF	BOP/DPW
S-5	Oakland Drive Streetscape	Oakland Drive from Donnelly Avenue to Campbellton Road	VH	2	\$130	\$651	\$781	\$156	TE/QOL/TF	BOP/DPW
S-6	Westridge Road Streetscape	Westridge from Venetian Drive to Avon Avenue	OC	3	\$130	\$651	\$781	\$156	TE/QOL/TF	BOP/DPW
S-7	Anchor Terrace Streetscape	Anchor Terrace from Sandtown Road to Avon Avenue	VH	2	\$72	\$360	\$432	\$86	TE/QOL/TF	BOP/DPW
S-8	Tucker Street Streetscape	Tucker from Lee to Peeples (paving new street and sidewalk installation)	CA	3	\$41	\$207	\$248	\$50	TE/QOL/TF	BOP/DPW
S-9	Donnelly Streetscape	Donnelly from Cascade to Lee	OC	1	\$36	\$182	\$218	\$44	TE/QOL/TF	BOP/DPW
S-10	Cascade Streetscape	Cascade Avenue from Central Villa to Beecher/Westmont	CA	1	\$65	\$263	\$328	\$53	TE/QOL/TF	BOP/DPW
S-11	Cascade & Beecher Neighborhood Commercial Node	Cascade & Beecher Neighborhood Commercial Node Streetscapes and Crosswalks	CA	1	\$60	\$300	\$360	\$60	TE/QOL/TF/IF/CDBG	BOP/DPW

\*this project is contiguous with project S-2 listed below. Design of the two projects should be coordinated.

Additional streetscape projects identified in the Oakland City/Lakewood LCI Plan:

**S-2** Dill/Campbellton Streetscape (Dill/Campbellton Kenilworth to Metropolitan Parkway)

S-5 Lee St Streetscape (Lee from Donnelly to Van Buren Street on west side of Lee Street)

## Sidewalks

Sidewalk installation projects assume 6-foot wide poured concrete paving.

Project ID	Project Name	Description	PA	Phase	Eng/ Des Cost	Const Cost	Total Cost	Local Match	Funding	Resp
SS-2*	Avon West Sidewalks	Install sidewalks on Avon from Oakland Drive to Cascade	OC/VH /CA	1	\$39	\$393	\$432	\$79	TE/QOL/ TIF	BOP/ DPW
SS-3	Princess Sidewalks	Install sidewalks on Princess from Avon to Oakland Lane	OC	3	\$6	\$63	\$69	\$13	TE/QOL/ TIF	BOP/ DPW
SS-4	Richland Sidewalks	Install sidewalks on Richland from Westmont Road to Lawton Street	OC	3	\$7	\$73	\$80	\$15	TE/QOL/ TIF	BOP/ DPW
SS-5	Lawton Sidewalks	Install sidewalks on Lawton from Lee Street to Donnelly Avenue	OC	3	\$17	\$172	\$189	\$34	TE/QOL/ TIF	BOP/ DPW
SS-6	Violet Avenue Sidewalks	Install sidewalks on Violet from Bridges Avenue to Plaza Avenue	OC	1	\$4	\$36	\$40	\$7	TE/QOL/ TIF	BOP/ DPW
SS-7	Loma Linda Avenue Sidewalks	Install sidewalks on Loma Linda from Bridges Avenue to Plaza Avenue	OC	2	\$4	\$36	\$40	\$7	TE/QOL/ TIF	BOP/ DPW
SS-8	Dover Street Sidewalks	Install sidewalks on Dover from Bridges Avenue to Plaza Avenue	OC	1	\$4	\$36	\$40	\$7	TE/QOL/ TIF	BOP/ DPW
SS-9	Montreat Avenue Sidewalks	Install sidewalks on Montreat from Oakland Drive to Hall Street	OC	1	\$3	\$28	\$31	\$6	TE/QOL/ TIF	BOP/ DPW
SS-10	Ewing Place Sidewalks	Install sidewalks on Ewing from Oakland Drive to Hall Street	OC	1	\$4	\$40	\$44	\$8	TE/QOL/ TIF	BOP/ DPW
SS-11	Ladd Street Sidewalks	Install sidewalks on Ladd from Dover Street to Oakland Drive	OC	3	\$6	\$63	\$69	\$13	TE/QOL/ TIF	BOP/ DPW
SS-12	Hall Street Sidewalks	Install sidewalks on Hall from Donnelly Avenue to Merrill Avenue	OC	1	\$7	\$74	\$82	\$15	TE/QOL/ TIF	BOP/ DPW
SS-13	Merrill Avenue Sidewalks	Install sidewalks on Merrill from Oakland Drive to Lawton Street	OC	2	\$7	\$74	\$82	\$15	TE/QOL/ TIF	BOP/ DPW
SS-14	Rochelle Street Sidewalks	Install sidewalks on Rochelle from Richland Road to Copeland Street	OC	1	\$12	\$122	\$134	\$24	TE/QOL/ TIF	BOP/ DPW
SS-15	Pinehurst Terrace Sidewalks	Install sidewalks on Pinehurst Terrace from Allegheny Street to Montreat Avenue	OC	3	\$14	\$135	\$149	\$27	TE/QOL/ TIF	BOP/ DPW
SS-16	Westboro Drive Sidewalks	Install sidewalks on Westboro Drive from Gaston Street to Oakland Drive	OC	3	\$18	\$178	\$196	\$36	TE/QOL/ TIF	BOP/ DPW
SS-17	Wilmington Avenue Sidewalks	Install sidewalks on Wilmington from Oakland Drive to Princess Avenue	OC	3	\$4	\$40	\$44	\$8	TE/QOL/ TIF	BOP/ DPW
SS-18	Cahaba Drive Sidewalks	Install sidewalks on Cahaba from Sandtown to Venetian	VH	2	\$9	\$92	\$102	\$18	TE/QOL/ TIF	BOP/ DPW
SS-19	Allegheny Street Sidewalks	Install sidewalks on Allegheny from Cascade Avenue to Donnelly Avenue	OC	1	\$12	\$119	\$131	\$24	TE/QOL/ TIF	BOP/ DPW
SS-20	Arlington Sidewalks	Install sidewalks on Arlington from Lee Street to Oakland Drive	OC	3	\$12	\$117	\$129	\$23	TE/QOL/ TIF	BOP/ DPW

\*this project is contiguous with project SS-5 listed below. Design of the two projects should be coordinated.

Additional sidewalk projects identified in the Oakland City/Lakewood LCI Plan:

**SS-1 Oakland City TOD Sidewalks** (Install sidewalk within the Oakland City TOD development to improve pedestrian access and circulation [Dorsey Avenue and Brewster Street])

**SS-5 Avon Sidewalks** (Install Sidewalks on Avon from Oakland Drive to Allene Avenue)

## Pedestrian Crossings

Additional projects in this category identified in the Oakland City/Lakewood LCI Plan:

- P-1** Lee & Sylvan Pedestrian Crossing (*Construct pedestrian crossing at Lee & Sylvan to include striping, ramps, signalization*)
- P-2** Lee & White Pedestrian Crossing (*Construct pedestrian crossing at Lee & White Oak to include striping, ramps, signalization*)
- P-3** Lee & Avon Pedestrian Crossing (*Construct pedestrian crossing at Lee & Avon to include striping, ramps, signalization*)

## Traffic Calming

The following projects call for the installation of speed humps to slow traffic. For maximum effectiveness, speed humps should be installed no further than 500 feet apart.

Project ID	Project Name	Description	PA	Phase	Const Cost	Funding	Resp
TC-1	Cahaba Drive Project	Installation of speed humps and/or other traffic calming measures between Venetian Drive and Avon Avenue (3 humps)	VH	1	\$7.5	Local	DPW
TC-2	Oakland Drive Project	Installation of speed humps and/or other traffic calming measures between Donnelly Avenue and Campbellton Road (12 humps)	OC	1	\$30.0	Local	DPW
TC-3	Kenilworth Drive Project	Installation of speed humps and/or other traffic calming measures between Venetian Drive and Avon Avenue (8 humps)	VH	1	\$20.0	Local	DPW
TC-4	Oglethorpe Avenue Project	Installation of speed humps and/or other traffic calming measures between Donnelly Avenue and Cascade Avenue (5 humps)	VH	1	\$12.5	Local	DPW
TC-5	Eastridge Road Project	Installation of speed humps and/or other traffic calming measures between Westridge Drive and Cascade Avenue (6 humps)	VH	1	\$15.0	Local	DPW

## Intersections

The following intersections have been identified as in need of improvement because of safety and/or operational issues. Effective intersection improvements can vary widely in cost – if pavement markings or signalization alterations alone are sufficient the resulting cost will be relatively low. However, if intersection redesign, geometric changes, major realignments, and/or right-of-way acquisition is needed, costs can escalate rapidly.

In this situation it is first necessary to perform an operational analysis on the existing intersection, followed by a re-design proposal that will address the specific deficiencies that are identified. In addition, intersections that are located on the same corridors should be studied together to determine the overall effects on the corridor. The result will be a much more accurate cost estimate and project scope than could be specified as part of this broad planning process. For this reason, the following projects estimate only design costs. Once determined, implementation costs should be added to the projects.

Project ID	Project Name	Description	PA	Phase	Des/ Eng	ROW Cost	Const Cost	Total Cost	Local Match	Funding	Resp
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					Cost						
I-3	Cascade Road / Sandtown Road / Pollard Drive Intersection	Redesign of intersection of Sandtown Road, Cascade Road, and Pollard Drive and the use of one-way streets, traffic signals and/or the development of a traffic circle.	CA	1	\$10	TBD	TBD	TBD	TBD	Local	DPW
I-4	Sandtown Road & Central Villa Intersection	Install 4-Way Stop at Intersection to improve safety.	VH	1	NA	NA	\$1.5	TBD	TBD	Local	DPW
I-5	Venetian Drive & Westridge Drive Intersection	Install 4-Way Stop at Intersection to improve safety.	VH	3	NA	NA	\$1.5	TBD	TBD	Local	DPW
I-6	Venetian Drive & Graymont Drive Intersection	Install 3-Way Stop at Intersection to Improve Safety.	VH	2	NA	NA	\$1.5	TBD	TBD	Local	DPW
I-7	Venetian Drive / Sandtown Road / Sarah Harding Drive Intersection	Reconstruct and Signalize Intersection to Improve Geometrics and Safety.	VH	3	\$10	TBD	TBD	TBD	TBD	Local	DPW
I-8	Pineview Terrace & Westmont Intersection	Install 4-Way Stop at Intersection to improve safety.	CA	2	NA	NA	\$1.5	TBD	TBD	Local	DPW
I-9	Beecher & Rochelle Intersection	Add Traffic Signal at Intersection.	CA	3	NA	NA	\$10	TBD	TBD	Local	DPW
I-10	Cascade & Venetian Intersection	Intersection project at Venetian & Cascade to include geometric, safety and operational improvement.	CA	1	\$10	TBD	TBD	TBD	TBD	Local	DPW

Additional intersection projects identified in the Oakland City/Lakewood LCI Plan:

**I-1 Lee & Sylvan Intersection** (Intersection project at Lee (US 29/ SR 139) & Campbellton/Dill to include geometric, safety and operational improvement.)

**I-2 Lee & Dill/Campbellton Intersection** (Intersection project at Lee (US 29/ SR 139) & Campbellton/Dill to include geometric, safety and operational improvement.)

## Transit

Transit projects identified in the Oakland City/Lakewood LCI Plan:

**T-1 Beltline Station** (Construct a station to serve as transfer point between MARTA, the Beltline and Commuter Rail)

**T-2 Oakland City Bus Bays** (Relocate Turn Around/ Bus Intermoda)

**T-3 Oakland City Master Plan** (Develop a detailed Master Plan for the development site)

PD-1A and PD-1B Oakland City Parking Deck (Construct parking deck at Oakland City Station Transit-Oriented Development (TOD))

## Parks, Greenspace and Community Beautification Projects

### Gateways

Project ID	Name	Description	PA	Phase	Total Cost	Funding	Resp
GW-1	Gateways	<i>Install gateways including signage and identity markers (Cascade &amp; Beecher, Lee &amp; Campbellton, Donnelly and Lee)</i>	CA, OC	1	\$15	Local	BOP

### Parks and Open Space

Project ID	Name	Description	PA	Phase	Des/Eng Cost	Acq Cost	Const Cost	Total Cost	Local Match	Funding	Resp
O-2	John A. White Park	<i>Construct walking trails, renovate swimming pool, and refurbishing parking area</i>	CA	2		NA					DPRCA
O-3	Willowbrook / Campbellton Open Space	<i>Development of wooded vacant lots in Venetian Hills as park/open space</i>	VH	3		YES					DPRCA/DWM
O-4	Willow Trail (Arkwright ES) Open Space	<i>Development of wooded vacant lots in Venetian Hills adjacent to Arkwright ES as park/open space</i>	VH	3		YES					DPRCA/DWM
O-5	Donnelly / Peeples Open Space	<i>Development of wooded vacant lots in Oakland City in proximity to Boys &amp; Girls Club as park/open space</i>	OC	3		YES					DPRCA/DWM
O-6	Oakland Drive Open Space	<i>Development of vacant lots along Oakland Drive at the intersections of Campbellton Road and Avon Avenue in as open space</i>	OC	3		YES					DPRCA/DWM
O-7	Oakland Drive / Merrill Avenue Open Space	<i>Development of wooded vacant lots in Oakland City adjacent to Outdoor Activity Center as open space</i>	OC	2		YES					DPRCA/DWM
O-9	Oakland City Park	<i>Construct walking trails, renovate swimming pool, renovate community center, refurbish picnic area and refurbishing parking area</i>	OC	2		NA					DPRCA
O-10	Peggie Quick Park	<i>Improve landscaping and install benches</i>	VH	2		NA					DPRCA

Additional parks & openspace projects identified in the Oakland City/Lakewood LCI Plan:

O-1 Oakland City Station Transit Plaza (*Oakland City Station Transit Plaza*)

O-11 Oakland City Park Entrance (*Construct additional entrance at Oakland Drive to improve connections to Oakland City MARTA Station*)

## Greenways and Trails

Project ID	Project Name	Description	PA	Phase	Des/En g Cost	ROW Cost	Const Cost	Total Cost	Local Match	Funding	Resp
G-4	Barbara McCoy Park Greenway	Construct a greenway system to include multi-purpose trails, pedestrian lighting (McCoy Park to Arkwright Elementary)	CA	1	\$103	TBD	\$515	\$618	\$103	Local/Private	COA

Additional parks & openspace projects identified in the Oakland City/Lakewood LCI Plan:

- G-1 Lee Street Greenway (Construct a greenway system to include multi-purpose trails, pedestrian lighting (Loop B: Lee Street))  
 G-2 Bellline Greenway (Construct a greenway system to include multi-purpose trails, pedestrian lighting (Loop A: along proposed Belt Line Route))  
 G-3 Murphy Triangle/ Lee Street Greenway (Construct a downtown greenway system to include multi-purpose trails, pedestrian lighting (Loop C: Along railroad spurs from Lee to Allene))

## Environmental Projects

### Storm Water and Drainage

Project ID	Project Name	Description	PA	Phase	Total Cost	Funding	Resp
D-2	Oakland Drive Drainage Improvements	Address drainage issues as routine maintenance; drainage improvements along Oakland Drive intersections at Wilmington, Violet, Plaza Drive and properties located at 1130, 1144 & 1124 Oakland Drive	OC	1	TBD	Local	DPW/DWM
D-3	Venetian Hills Drainage Improvements	Address drainage issues as routine maintenance; develop drainage trenches along Elizabeth Avenue, Graymont Avenue, Avon Avenue and Ladd Street to control erosion	VH	2	TBD	Local	DPW/DWM
D-4	Bush Mountain Stormwater and Drainage Improvements	Address drainage issues as routine maintenance; repair stormwater and sewage drains at 1364 Plaza Avenue, 1293 Richland Drive, 1533 Pineview Terrace	BM	1	TBD	Local	DPW/DWM
D-5	John A White Park Stormwater and Drainage Improvements	Address drainage issues as routine maintenance; repair stormwater and sewage drains along Cascade Avenue in and around White Park	CA	1	TBD	Local	DPW/DWM
D-6	Sandtown Road Stormwater and Drainage Improvements	Address drainage issues as routine maintenance; repair stormwater and sewage drains along Sandtown Road at intersection with Venetian Road and Westridge Drive	VH	2	TBD	Local	DPW/DWM

Additional drainage projects identified in the Oakland City/Lakewood LCI Plan:

- D-1 Drainage Improvements (GDOT District 7 has agreed to address drainage issues as routine maintenance; drainage at intersection improvements will be considered during the geometric design)

## Land Use, Zoning and Historic Preservation

Implementation of zoning changes identified in this plan should be coordinated with zoning implementation of the Oakland City/Lakewood LCI Plan.

Project ID	Project Name	Description	PA	Phase	Resp
LU-1	Implement Land Use Changes	<i>Implement Land Use Changes as Described in this Plan.</i>	ALL	1	BOP
Z-1	Implement Cascade/Beecher Neighborhood Commercial (NC) Zoning District	<i>Establish a Neighborhood Commercial Zoning District for the Cascade/Beecher commercial node.</i>	CA	1	BOP
Z-3	Rezone Oakland Drive Properties	<i>Rezone 1060 Oakland Drive and 1060 (rear) Oakland Drive from I-1 to R-5. Rezone 986, 992, 1001, and 1004 Oakland Drive from C-1 to R-5.</i>	OC	1	BOP
HP-5	Implement Retail Design Standards	<i>Adopt local design standards that would enhance the identity of the retail community.</i>	ALL	2	UDC, Community
HP-6	Implement Westview/Cascade Avenue Historic District	<i>Establish Westview/Cascade Avenue Historic Districts.</i>	CA	2	UDC, Community

## Housing and Economic Development

Many of the recommendations contained in this plan are for the rehabilitation of vacant and/or dilapidated single family houses within the residential neighborhoods. The identified properties are mostly scattered, and therefore not highly amenable to upgrade by a private sector developer. In addition, property owners are often difficult to locate, or highly unresponsive, even when faced with legal code violations. A key part of this implementation plan therefore is to enable the non-profit sector to take on this rehabilitation.

An effective vehicle for this type of work is the Community Development Corporation (CDC). A CDC is a non-profit, community-based organization that can play a significant role in raising the funds necessary to acquire and rehabilitate targeted properties, reselling them once they are brought up to the desired community standards. CDCs can also positively affect the community's housing stock in many other ways, for example, through loans and grants. It is highly recommended that the neighborhoods with significant single family rehabilitation needs join together to form a non-profit Community Development Corporation, or to work with an existing CDC that currently works in adjacent or nearby communities. Since starting a new CDC and raising enough funding to be effective often takes years of concentrated effort, the latter approach may yield more effective results in a much shorter time frame.

Project ID	Name	Description	Phase	Resp
HE-1	Establish CDC	<i>Establish a Community Development Corporation to Facilitate Rehabilitation of Residential Units, or Partner with a Neighboring CDC.</i>	1	Community
HE-2	Preserve Historic Dwellings	<i>Preservation of historic dwellings along Lawton Avenue, Arlington Avenue, Avon Avenue, Princess Street, Donnelly Avenue, Westboro Road, Allegheny Street, Cascade Avenue, Ewing Place, Montreat Avenue, Indale Place, Oakland Terrace, Copeland Avenue, Oglethorpe Avenue, and Cascade Place.</i>	Ongoing	CDC, UDC
HE-3	Establish Residential Design Standards	<i>Establish criteria and standards to promote high levels of maintenance and attractive design for all residential structures in NPU-S.</i>	2	UDC, Community
HE-4	Establish Business Improvement Loan Fund	Establish a Business Improvement Loan Fund District dedicated to local retailers and improvements to their businesses.	2	CDC, ADA
HE-5	Property Acquisition	<i>Acquire targeted residential properties for rehabilitation, renovation, and resale</i>	Ongoing	CDC
HE-6	Residential Rehab	<i>Continue Residential Rehabilitation in all neighborhoods of the study area</i>	Ongoing	CDC
HE-7	SF Infill	<i>Continue targeted Single-Family Infill Development in Cascade Avenue Neighborhood</i>	Ongoing	CDC
HE-8	Brownfield Assessments	<i>Conduct brownfield assessments on key properties Lee Street Corridor.</i>	1/2	BOP



## APPENDIX: INVESTMENTS IN NPU-S, 2002 THROUGH 2005

During the past 3 years, the following investments have been made in NPU-S:

### 1. Capitol Improvements

#### **A. Sidewalks (\$415,000)**

- Avon Avenue, SW (from Cascade Avenue to Wyland Drive, SW), \$100,000
- Lockwood Drive, SW (from Avon Avenue to Arkwright Elementary School), \$25,000
- Donnelly Avenue, SW (from Lawton Street to Cascade Road), \$140,000
- Venetian Drive, SW (from Sandtown Road to Graymont Drive, SW), \$50,000
- Westridge Road, SW (from Sandtown Road to Venetian Road, SW), \$100,000

#### **B. Traffic Control / Traffic Calming (\$80,000)**

- Traffic Light Installation (corner of Avon Avenue and Cascade Avenue, SW), \$80,000

#### **C. Public Safety (\$2.6 million)**

- New Fire Station #14 (corner of Lee Street and Avon Avenue, SW), \$2,600,000

#### **D. Water and Sewer (\$40 million)**

- Installation of New Sewer Lines as part of Utoy Creek Sewer Separation, \$40,000,000

#### **E. Parks and Greenspace (\$367,000)**

- **Barbara McCoy Park** (includes walking trail at the corner of Kenmore Street and Chatham Avenue, SW), \$150,000
- **Oakland City Park** Bathhouse Renovation, \$177,000
- **Greenspace Addition** (Oakland Drive and Merrill Avenue, SW), created a greenspace in a formerly kudzu-strewn vacant lot by planting 800 plants and 40 trees and installing a walking trail and wooden fencing, \$40,000

## **2. Maintenance**

### **Street Resurfacing (\$202,673)**

- Eastridge Road, SW (from Cascade Road to Westridge Road), \$67,674
- Edgefield Drive, SW (from Almont Drive to Wyland Drive, SW), \$34, 571
- Lockwood Drive, SW- from Avon Avenue to Venetian Drive, SW, \$80,120
- Oakland Lane, SW (from Lee Street to Oakland Drive, SW), \$20,308

## **3. Land Use and Zoning**

**The Oakland City Historic District was adopted in November, 2004.**

## **4. Development Activity**

### **A. Commercial Development (over \$1,350,000)**

Cascade Avenue and Beecher Street, SW (investment value given where known)

- Family Dollar Store, \$350,000
- Eckerd's Drugstore, Cascade and Westwood Avenues SW, \$1,000,000
- Cheap Charlie's Electronics, 798 Cascade Avenue SW
- Joe's Cleaners, 795 Cascade Avenue SW
- New Jack Fashions & Variety Shoppe, 795 Cascade Avenue SW
- Dollar One Wholesale & Retail, 799 Cascade Avenue SW

### **B. Residential Development (99 new housing units)**

#### New Housing Units

- Arlington Avenue, 6
- La Rosa Terrace, 2
- Elizabeth Avenue, 2
- Venetian Drive, 3
- Sandtown Road, 14
- Willow Trail, 3
- Gaston Street, 3
- Oakland Drive, 2
- Plaza Avenue, 10
- Bridges Avenue, 9
- Loma Linda St, 5
- Ladd St., 11
- Dover Lane, 1
- Violet St., 3
- Peebles St., 1
- Dimmock St., 4
- Sparks St, 12
- White Oak Ave., 4
- Lawton Ave., 4