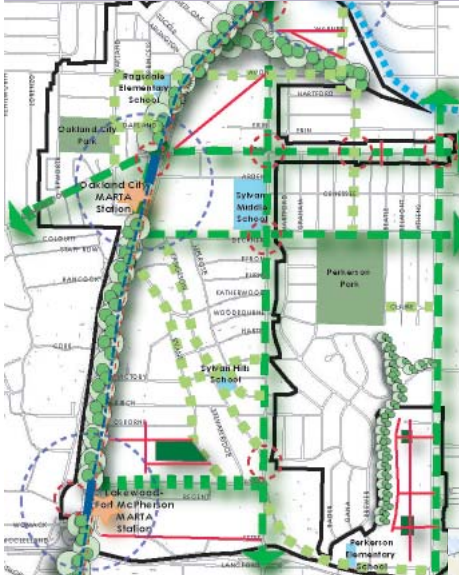




Oakland City/ Lakewood Livable Centers Initiative

Final Report

Submitted August, 6 2004



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Oakland City / Lakewood LCI

Prepared by: **Urban Collage, Inc.** and **City of Atlanta Bureau of Planning** in association with
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TABLE OF CONTENTS

Overview	1
Background	1
The Livable Centers Initiative (LCI) Program	1
Study Area Description	1
Previous Planning Efforts	2
The Planning Process	4
Workshop Week	5
Vision & Goals	7
Vision Statement	7
Goals	7
Existing Conditions	9
Land Use	9
Zoning	9
Building Condition	9
Building Occupancy	10
Transportation Issues	10
Water and Sewer System	11
Community Facilities	11
Issues and Opportunities	18
Development Opportunities	18
Market Analysis	20
Study Area Issues	21
Recommendations	23
Development Plan	23
Oakland City Transit Station Area & T.O.D.	25
Lakewood Transit Station Area & T.O.D.	27
Murphy Triangle / Lee Street	29
Neighborhood Improvement Districts	30
Dill Avenue Corridor	32
Crossroads Village	33
Cleveland Avenue Gateway	34
Mixed-Use Economic Development	35
Circulation / Open Space & Zoning	36
Land Use & Zoning	42
How the Plan Addresses the LCI Goals	46
Action Plan	49
Overall Implementation Strategies	49
Area-Specific Implementation Strategies	50
Phased Approach	55
Implementation Plan	57
5 Year Implementation Plan	63



TABLE OF CONTENTS

Maps and Figures:

Map 1: Study Area Context	3
Map 2: Existing Land Use	12
Map 3: Existing Zoning	13
Map 4: Existing Building Conditions	14
Map 5: Existing Building Occupancy	15
Map 6: Transportation Issues	16
Map 7: Pedestrian Issues	17
Map 8: Development Opportunities	19
Map 9: Development Plan	24
Map 10: Residential Infill	31/ 52
Map 11: Capital Improvement Projects	40
Map 12: Capital Improvement Projects	41
Map 13: Existing 15 Year Land Use	42
Map 14: 15 Year Land Use Recommendations	43
Map 15: Zoning Recommendations	45
Figure 1: Advisory Committee List and Plan Process Events List	4
Figure 2: Workshop Week Pictures	6
Figure 3: Compass Result Images	6
Figure 4: Schools Capacity Within the Study Area	11
Figure 5: Market Demand Potential Table	20
Figure 6: Population and Household Growth Trends and Projections Atlanta MSA, City of Atlanta, 3-Mile Ring of Study Area, and the Study Area - 1990-2008	21
Figure 7: Issues and Opportunities Table	22
Figure 8: Oakland City Transit Station Area Development Plan	25
Figure 8.1: Aerial perspective looking south at Oakland City Station	25
Figure 9: Lakewood Transit Station Area Development Plan	27
Figure 9.1: Aerial Perspective Looking Northeast at the Lakewood TOD	27
Figure 9.2: Aerial Perspective Looking West at the new Sylvan Hills Park	27
Figure 10: Murphy Triangle/ Lee Street Development Plan	29
Figure 10.1: Sylvan Road Before and After Improvements	29
Figure 11: Langston Street Before and After Improvements	30
Figure 11.1: Residential Infill Samples	31
Figure 12: Dill Avenue Corridor Development Plan	32
Figure 13: Crossroads Village Development Plan	33
Figure 14: Cleveland Avenue Gateway Development Plan	34
Figure 15: Mixed-Use Economic Development Context Map	35
Figure 16: Greenway Trails Public Improvement Projects	36
Figure 16.1: Greenway Before and After Improvements	36
Figure 16.2: Beltline Before and After Improvements	36
Figure 17: Primary Streetscape Improvements - Street Section	36
Figure 17.1: Primary Streetscape Public Improvement Projects	36
Figure 17.2: Astor Street Before and After Improvements	36
Figure 18: Secondary Streetscape Improvements - Street Section	37
Figure 18.1: Secondary Streetscape Public Improvement Projects	37
Figure 19: Transit Plazas/ Open Space Public Improvement Projects	37
Figure 20: Drainage Public Improvement Projects	37
Figure 21: Transit Public Improvement Projects	38
Figure 22: Gateways Public Improvement Projects	38



TABLE OF CONTENTS

Figure 23: Pedestrian Crossing/ Pedestrian Bridges Public Improvement Projects	38
Figure 23.1: Pedestrian Crossing Before and After the Improvements	38
Figure 23.2: Pedestrian Crossing Before and After the Improvements	38
Figure 24: Parking Decks Public Improvement Projects	38
Figure 25: New Roadways / Extensions Public Improvement Projects	39
Figure 26: Intersection/Interchange Public Improvement Projects	39
Figure 26.1: Intersection Improvements - Before and After	39
Figure 27: Plan Process Events List	48
Figure 28: Oakland City/ Lakewood LCI – Implementation Plan- Development Projects	48
Figure 29: 25-Year market-driven summary of demand potential for new development in the study area	57
Figure 30: Oakland City/ Lakewood LCI – Implementation Plan- Capital Improvement Projects	58
Figure 31: Oakland City/ Lakewood LCI – 5 Year Implementation Plan- Capital Improvement Projects	62

Appendix

Map 1: Study Area Context
Map 2: Existing Land Use
Map 3: Existing Zoning
Map 4: Existing Building Conditions
Map 5: Existing Building Occupancy
Map 6: Transportation Issues
Map 7: Pedestrian Issues
Map 8: Development Opportunities
Map 9: Development Plan
Map 10: Residential Infill
Map 11: Circulation Plan
Map 12: Circulation Plan
Map 13: Existing 15 Year Land Use
Map 14: 15 Year Land Use Recommendations
Map 15: Zoning Recommendations
Map 16: Renewal Communities
Transportation Assessment Report
Pedestrian Circulation Assessment Report
Market Analysis Report
Renewal Communities Text
COA ADA Existing Programs
Meeting Minutes



Background

The Oakland City/ Lakewood Livable Centers Initiative (LCI) is a planning process conducted by the City of Atlanta in collaboration with MARTA and focuses on developing a long-range plan for the Oakland City and Lakewood-Fort McPherson MARTA Stations. The plan gives comprehensive recommendations for future land use patterns, transportation and circulation options and implementation strategies for the area surrounding the transit stations. While the primary focus of planning work surrounds the transit stations, the Study Area also included the immediate residential neighborhoods and a major commercial corridor in the vicinity Metropolitan Parkway.

An Advisory Committee of residents, local businesses, property owners, nonprofit organizations, and community leaders was convened to review planning documents, define and validate issues for discussion and prioritize implementation steps. A community Workshop Week was held May 15-22 to develop the vision for the study area based on community consensus. Through these public forums, recommendations and an action plan of short and long-term development projects, circulation and open space projects and implementation strategies were developed.

Livable Centers Initiative (LCI) Program

The Livable Centers Initiative is a regional program administered by the Atlanta Regional Commission (ARC) aimed at encouraging increased residential development, mixed-uses and connectivity around transit and activity nodes. Furthermore the program seeks to directly tie transportation improvements to “smart growth” planning and land use while adhering to the following LCI goals:

- 1. Efficiency feasibility of land uses and mix appropriate for future growth including new and /or revised land use regulations needed to complete the development program.**
- 2. Transportation demand reduction measures.**
- 3. Internal mobility requirements (including safety and security of pedestrians), such as traffic calming, pedestrian circulation, transit safety and bicycle circulation.**
- 4. Mixed-income housing, job/housing match and social issues.**
- 5. Continuity of local streets in the study area and development of a network of minor roads.**
- 6. Need/ identification of future transit circulation systems and line haul routes.**
- 7. Connectivity of transportation system to other centers.**
- 8. Center development organization, management, promotion and economic restructuring.**
- 9. Stakeholder participation.**
- 10. Public and private investment policy.**

Upon completion of the Oakland City/ Lakewood LCI, the City of Atlanta intends to work with the ARC to grandfather the plan into the Livable Centers Initiative program, making many of the transportation projects identified eligible for LCI funding.

Study Area Description

The Oakland City/ Lakewood LCI Study Area is located in the southwest quadrant of the City of Atlanta, in Fulton County just north of the City of East Point. The Study Area also straddles City of Atlanta Council Districts 12 & 4 and Neighborhood Planning Units S & X.

The Lee Street corridor is one of the major north-south arterials within the study area and includes two MARTA Stations (Oakland City and Lakewood-Fort McPherson). The distance between the two stations is approximately 1.25 miles. The western boundary of the study area includes the 400 acres of Fort McPherson to the south and the Oakland City neighborhood to the northwest.



OVERVIEW

East of Lee Street is the CSX railroad and Murphy Street corridor which is comprised of an industrial/warehouse district. To the northeast lies the proposed "Beltline" railroad corridor and on the east, Metropolitan Parkway. All of these areas surround the established residential neighborhood of Sylvan Hills. The context map on the following page illustrates additional residential neighborhoods that are adjacent to the study area: Capitol View, Capitol View Manor, Venetian Hills and Perkerson.

For the purposes of this study, a number of locations along Metropolitan Parkway corridor were included due to their proximity to the MARTA Stations, previous planning efforts to revitalize this area, their access to Langford Parkway and I-75/85 and activity centers that currently service the surrounding area. The focus areas along Metropolitan include the Dill Avenue corridor, the Crossroads Shopping Center and the Kroger Citi-Center.

In addition, a portion of the study area is within the Renewal Communities district, an initiative established by the 2000 Community Renewal Tax Relief Act (see Appendix Map 16). This initiative encourages public/private collaboration to generate economic development in distressed communities through the use of tax credits, tax deductions, capital gains exclusions and bond financing. The portion of the study area within the Renewal Communities includes all properties north of Astor and along Metropolitan south of I-85.

Previous Planning Efforts

Several recent planning initiatives exhibit policies and goals that support and strengthen the development of the Oakland City/ Lakewood LCI Study Area.

The **NPU-S Land Use Plan** identifies issues within NPU-S and identifies opportunities to enhance residential uses and strengthen the area's corridors. This document is in draft form, but key recommendations promote the stabilization of the housing stock through preservation, rehabilitation and infill development.

The **NPU-X Strategic Plan** is a planning document that assesses needs, and defines goals, priorities and development opportunities to improve the quality of life for NPU X residential areas. This document is in draft form, but key recommendations promote development reflecting the spirit of City of Atlanta Quality of Life Districts including live-work districts along Murphy, neighborhood commercial districts along Dill Avenue and within the Sylvan Hills neighborhood, and mixed-use development along Metropolitan Parkway.

The **West End Historic District LCI Plan** was adopted in 2001 and identifies opportunities for a mixed-use community around the West End MARTA Station, including redevelopment of industrial properties including the Candler Warehouse and underutilized portions of the West End Mall, creating better linkages north of the Atlanta University Center and investing in public space improvements.

The **Oakland City Historic Designation** - In 2003, the Oakland City neighborhood received a Local Historic District designation (April 10, 2003) and was listed on the National Register of Historic Places (November 10, 2003), designating Oakland City's collection of historic residential and community landmark structures of the early to mid 20th century.

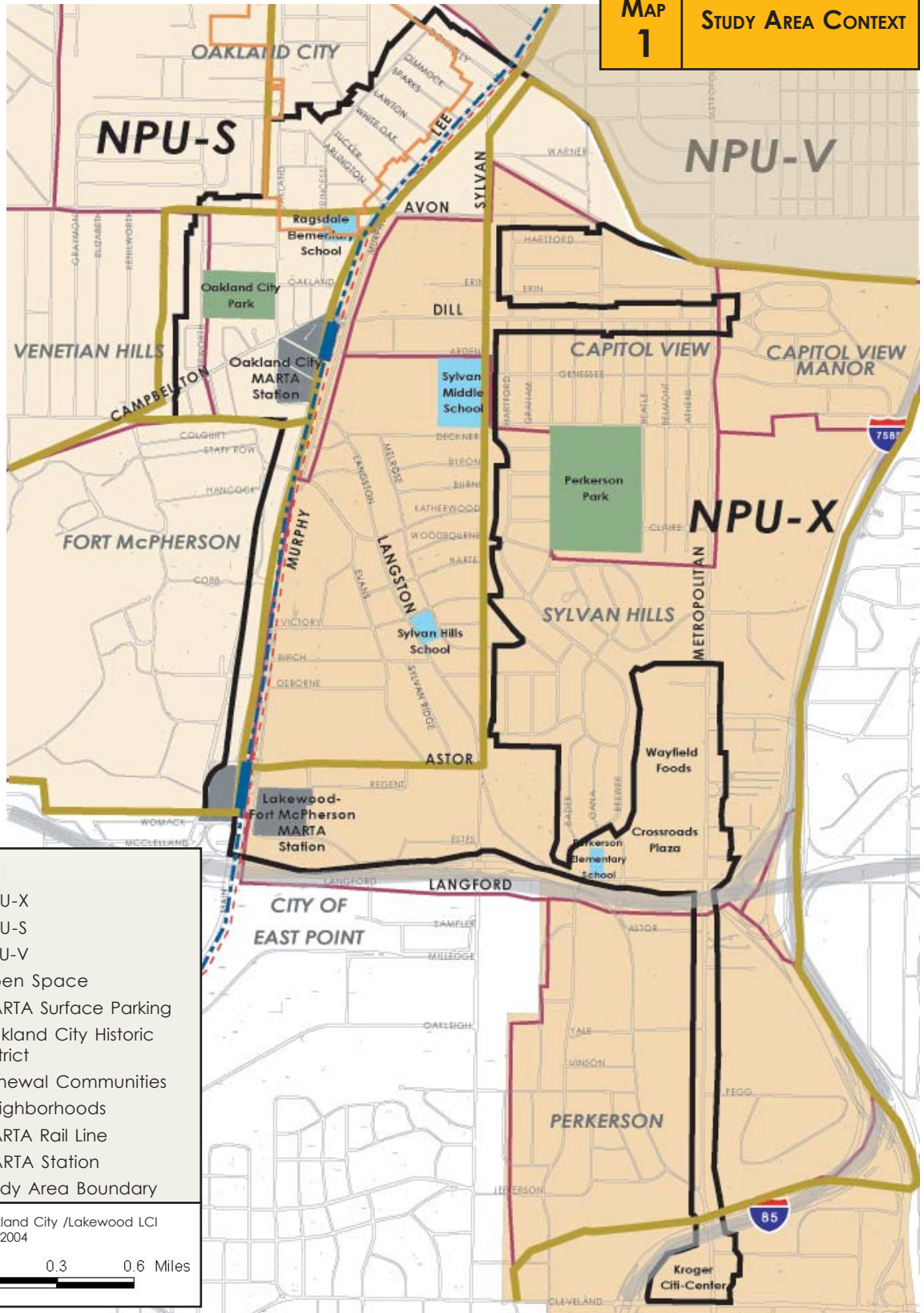
The **Stewart Avenue Redevelopment Plan** was adopted in 1996. It encouraged residential and mixed-use development while investing in public improvements and greenway system connecting to Perkerson Park. This planning effort led to the creation of the Community Alliance for Metropolitan Parkway (CAMP), the community development corporation that seeks to enhance the area through affordable housing and economic development.

The **Atlanta Inner Core Feasibility Study** is currently underway to examine to possibilities of transit along the Beltline rail corridor. The Beltline concept involves implementing a 22-mile transit system along several abandoned or underutilized rail lines that encircle much of the City of Atlanta by connecting several MARTA stations to serve numerous points of interest and employment centers.



OVERVIEW

MAP 1 STUDY AREA CONTEXT



LEGEND

- NPU-X
- NPU-S
- NPU-V
- Open Space
- MARTA Surface Parking
- Oakland City Historic District
- Renewal Communities
- Neighborhoods
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Oakland City /Lakewood LCI
 July 2004

0.3 0 0.3 0.6 Miles

The Planning Process

The planning effort began in the spring of 2004 with a series of community meetings conducted by the Bureau of Planning to engage the property owners, residents, institutions and major stakeholders in discussions regarding study area issues and the vision for future development. The Planning Team, led by Urban Collage, Inc., followed with a three-phase process aimed at assembling an accurate picture of the existing conditions and developing an approach for redevelopment and growth based on community consensus for the Study Area. The Project Management Team met with the Planning Team regularly to review the planning products and to keep the project on schedule. An Advisory Committee, comprised of approximately 20 community stakeholders, met with the Planning Team to receive information and provide input prior to large community forums. The planning process included:

Phase 1 - Inventory and Assessment

The initial phase of work consisted of an inventory and assessment of the existing physical and economic conditions. In addition, the Planning Team conducted a series of stakeholder interviews to help formulate an accurate picture of the existing conditions, issues and forces affecting the area. A detailed, parallel assessment of transportation and open space facilities was carried out along with an independent market analysis. This background information is summarized on the following pages.

Phase 2 - Plan Development

The second phase of work built on the existing conditions assessment and engaged the community in the possibilities during a Workshop Week. Here, the community participated in a collaborative visioning and design session over the course of 8 days that addressed concerns of land use and zoning, housing revitalization, commercial needs, linkages, open space, transportation access and design standards. Details of the Workshop Week are described on page 7. A Development Plan and Circulation / Open Space Plan were created with supporting illustrations to graphically represent the recommendations defined during the Workshop Week.

Phase 3 - Action Plan

The final phase of the planning process included developing an implementation schedule for the development and circulation recommendations, describing the phased development approach, cost, responsible parties, funding sources and review and modifications. Over the course of several weeks, the Planning Team further refined the plan elements and convened strategic implementation discussions with the Advisory Committee, MARTA, City of Atlanta staff, the Georgia Department of Transportation and property owners. In addition, the implementation schedule describes how the recommendations address each of LCI goals. In order to ensure community support of the plan, elements of the Draft Plan and Final Plan were presented to the community at large. Additional public hearings will convene as required by the legislative process to have this plan adopted into the City of Atlanta Comprehensive Development Plan.

Advisory Committee:

Name	Representing
Brendon Barclay	Richland Hills
Lee Biola	Sylvan Hills
John Colquitt	Local Industries
Angel Cotto-Perez	Fort Mc-Pherson
David Dorsey	NPU S
Bill Dunkley	City of Atlanta
Eric High	Local Retailers
J. C. Hills	Capitol View Manor
Jamila Houser	Oakland City
Bonnie Johnson	CAMP
Corey McDaniel	MARTA
Chris Montesinos	City of East Point
Joyce Sheperd	NPU X
Flora Tommie	Perkerson
Steven Walker	Department of Transportation
Johnny Watkins	Capitol View

Plan Process Events:

Event	Date
Kick-Off Meeting	March 3, 2004
Vision & Goals Meeting	March 17, 2004
Issues & Opportunities Meeting	
Land Use, Zoning & Urban Design	March 22, 2004
Focus Group	
Transportation & Circulation	March 24, 2004
Focus Group	
Housing & Economic Development	March 30, 2004
Focus Group	
Issues & Opportunities Meeting (continued)	March 31, 2004
Workshop Week	May 15 - 22, 2004
TOD Workshop	May 15, 2004
Metropolitan Pkwy Workshop	May 19, 2004
Workshop Week Wrap-Up	May 22, 2004
Draft Plan Presentation	June 16, 2004
Draft Plan Presentation	June 30, 2004
Final Plan Presentation	July 28, 2004

Figure 1: Advisory Committee List and Plan Process Events List



Workshop Week

The Development Plan and Circulation/ Open Space Plan for the Oakland City/ Lakewood LCI were generated during an interactive Workshop Week, conducted May 15-22, 2004. The purpose of this Workshop Week was to engage the community participants in the visioning process for the area. The Planning Team established a temporary design studio at the Oakland City Recreation Center located in the Oakland City Park.

The Workshop Week began on May 15th with an interactive design session where residents, property owners, business owners, City Staff and planning consultants were in attendance. The workshop format included a presentation of existing physical conditions within the study area, an overview of transit oriented development case-studies, and the administering of a visioning exercise – The Oakland City / Lakewood LCI *Compass*. The *Compass* consisted of a series of questions and visual images that allowed participants to rate Residential, Commercial/ Mixed-Use, Transportation/ Circulation and Open Space images according to their appropriateness for the study area. Results of this interactive visioning exercise showed a strong interest in single-family detached housing with traditional architecture; improvements to the pedestrian environment to include bike routes, bus shelters, transit; mixed-use development with residential above storefront retail and urban plazas and passive greenspace. The highest ranking images are provided on the following page. An exercise focused on developing the future land use and transportation plan for the area and a development plan for the transit stations followed the *Compass* and utilized large scale base maps, colored markers, ribbon and colored paper. The participants worked in groups with facilitators to capture the vision of the future development pattern for the area. Several conceptual models of future development at the Oakland City and Lakewood-Fort McPherson MARTA Stations were also constructed using building blocks. The Planning Team worked on Monday and Tuesday developing concept designs, illustrations, perspectives and site plans. The design studio was open throughout these days for community stakeholders to view the work in progress.

On Wednesday, May 19th a workshop focused on the activity nodes along Metropolitan Parkway was convened. The participants worked with facilitators to develop concept plans for historic Dill Avenue., the Crossroads Shopping Center and the Kroger Citi-Center. The participants received an overview of strategies used throughout the country to redevelop failing retail strip malls and used these strategies to develop a future land use and circulation plan for these activity nodes. Building blocks were also used to construct two models of the future build-out of the Crossroads Shopping Center.

The Planning Team dedicated Thursday and Friday to further refine and develop conceptual illustrations for the activity nodes and several community stakeholders visited the design studio while the team was in action. The Workshop Week concluded with a final presentation on Saturday, May 22. Total participation during Workshop Week was approximately 70.



OVERVIEW

Workshop Week Summary: May 15-22



Figure 2: Workshop Week Pictures

Compass Results: Highest Ranking Images



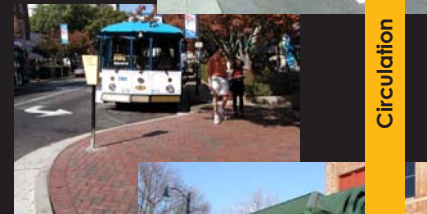
Open Space



Mixed Use / Commercial



Residential



Circulation

Figure 3: Compass Result Images



Oakland City / Lakewood LCI

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VISION & GOALS

During the Oakland City/ Lakewood LCI planning process, a series of public meetings and focus groups were convened to inform the study area constituency of the LCI planning process and to identify issues and opportunities with emphases on land use, transportation and economic development. In addition, the community participants developed a vision statement and goals to establish a framework for future development in the study area.

Vision Statement

- *We envision our community as one of the most desirable locations in the City of Atlanta to live, work, and play: a community of supportive neighborhoods that express their character through quality community gathering places and people- and pedestrian-friendly environments. Our vision is of a community that is sensitive to its historical resources, safe from crime, economically vital, and served by good quality schools.*
- *We envision a community that provides a healthy mix of housing, retail, employment, industrial, and civic places, that provides housing that is affordable and appropriate for all segments of the community, and that actively protects its environmental resources.*
- *We envision a community that provides excellent, convenient, and safe access to its transit facilities by all means of transportation, and that capitalizes on the opportunities of those facilities by encouraging walking, biking, appropriate intensities of development and an efficient mix of uses within transit areas. Our vision is of a highly-connected community that accommodates all persons, including the disabled, in accessing all of its many benefits.*
- *We see a community where people and quality of life are the focus.*

Goals

During the vision and goal-setting process, participants were encouraged to express a wide-ranging list of community-wide goals. The Goals that are directly addressed by this LCI plan are listed below.

Community Character

1. Revitalize the community by providing attractive and affordable housing, promoting economic development, and capitalizing on convenient transportation.
2. Have commercial shops that attract consumers and increase the number of consumers through new housing.
3. Enhance the "people-friendliness" of the community with appropriate retail activity and community centers
4. Beautify the railroad corridor. Encourage development that is sensitive to the degree of railroad noise in various parts of the community.
5. Have mixed-use, pedestrian-friendly development on all major corridors and redevelop all major activity centers.

Civic Spaces

1. Bring people together through quality community places and activities.
2. Improve and add to community centers.
3. Include natural elements, such as ponds, as part of public space.
4. Increase the amount of public art in the community.

Economic Development

1. Demolish vacant and un-restorable buildings.
2. Develop existing vacant land.
3. Redevelop underutilized light industrial uses.
4. Restore and revitalize former economic activity centers.

Housing and Historic Resources

1. Ensure that housing is available for all income levels.
2. Ensure that housing is available for all life-cycle stages.
3. Preserve the existing historic resources of the community.
4. Ensure that new and rehabilitated housing reflects the aesthetic context of the community.
5. Preserve commercial and industrial buildings that contribute to the historic character of the area through adaptive reuse, among other techniques.



VISION & GOALS

Land Use

1. Provide appropriate buffers between more intensive and less intensive uses.
2. Increase the mix of uses and density, as appropriate, throughout the community.
3. Increase density around the transit stations.
4. Provide more opportunities for recreation and entertainment.
5. Encourage a "live-work" community.

Parks and Natural Environment

1. Have parks that are active and used by the entire community.
3. Expand and improve the amount of park space in the community.
4. Increase the amount of park space that is clean, safe, and well-maintained.
5. Increase the degree of connectivity between parks and other major destinations, including streams and creek beds as connections for pedestrians.

Safety

1. Increase the safety of the MARTA station areas and the MARTA bus system.
2. Provide more opportunities for community members to "self-police" their community (e.g., "eyes on the street").
3. Increase the general amount of activity within the community during the day, thereby discouraging criminal activity.
4. Increase the amount of lighting in commercial areas.

Transportation

1. Provide better access through sidewalks and bike paths.
2. Increase connectivity throughout the community, including pedestrian and bicycle paths that are not part of the sidewalk/roadway system.
3. Improve and increase pedestrian connectivity to the transit stations.
4. Provide cost-efficient transportation.



EXISTING CONDITIONS

The inventory of existing physical conditions paints a descriptive picture of the current utilization of existing properties within the Oakland City/ Lakewood LCI boundary area. The analysis utilized a Geographic Information System derived from the City of Atlanta as well as information provided by field surveys. The purpose of gathering the existing physical conditions is to ensure that future development builds upon and addresses existing issues as well as provides a picture of the area from which to begin discussion and ultimately build consensus during the Workshop Week.

Land Use

The Oakland City/Lakewood LCI study area is comprised of 2,323 parcels totaling approximately 1,022 acres of land. Residential uses are the largest in the study area dominated by the Oakland City and Sylvan Hills single family neighborhoods which occupy over 320 acres. Aging multi-family housing developments, including scattered duplexes, are prevalent but contained in the periphery of the study area. Lee Street, Murphy, and Metropolitan contain the majority of the retail and commercial uses in the study area, approximately 219 acres. Along Lee Street are one to two-story buildings containing underutilized retail convenience/ salvage stores and flea markets. Metropolitan Parkway within the Oakland City/ Lakewood LCI study area has diverse commercial uses. The intersection of Dill and Metropolitan contains a once thriving historic neighborhood retail node and others are scattered at major local intersections. The Crossroads Shopping Center is a failing strip mall that was a prime source of shopping in the area twenty years ago. South of Langford Parkway along Metropolitan are numerous auto dealerships and auto auctions. Many of the vacant lots are scattered throughout the study area mostly concentrated in the single-family residential neighborhoods. The Kroger Citi-Center located at Metropolitan and Cleveland Avenue is one of the highest selling Kroger grocery stores in the area. Industrial uses, approximately 100 acres, are concentrated along the CSX railroad corridor along Murphy and Sylvan. These uses are now at varying levels of condition and utilization but those located along Murphy have an architectural character of a once thriving industrial/ warehouse district. Additional industrial uses are located further south along the Murphy corridor, with the most prominent being the Nabisco factory and the Unilever Bestfoods plant. The Study Area includes several faith-based institutions as well as Atlanta Public Schools facilities including Ragsdale Elementary, Sylvan Middle School, Sylvan Hills Early Childhood Center and Perkerson Elementary. Finally, there is a lack of density surrounding the two MARTA stations which were designed and currently operate as commuter stations. The Oakland City and Lakewood-Fort McPherson Stations are approximately 13.7 and 14 acres respectfully, which consists mostly of surface parking.

Zoning

The City of Atlanta regulates the development of all real property through the use of zoning, which legally controls the height, density, setbacks, parking, etc. The existing zoning closely correlates with the existing land use of properties within the study area. Industrial zoning districts are found along Murphy Avenue and commercial districts are concentrated along Lee Street and Metropolitan Parkway. The single-family residential districts are within the Oakland City and Sylvan Hills neighborhoods. In early stakeholder discussions, ensuring appropriate mixed use zoning classifications at activity centers and creating standards for compatible infill housing development were clearly identified as major issues.

Building Condition

An assessment of the physical condition of structures within the Study Area was conducted to provide an overview of structural stability of the existing buildings. The physical condition assessment was based on the overall observation of the exterior during a field survey without taking into account interior renovations or unseen problems. According to the building condition assessment, 72% of the structures are in standard condition while 20% require minimal repair and/or facade improvements, suggesting that the amount of visible deterioration is relatively low, but scattered throughout the area. In addition, 5% of the structures are classified as "deteriorated" thus requiring significant levels of rehabilitation while 3% are potential public safety hazards or "dilapidated". The building condition assessment identifies properties contributing to "Development Opportunities" and helps quantify the magnitude of rehabilitation assistance needed to stabilize existing neighborhoods.



EXISTING CONDITIONS

Building Occupancy

Each building within the Study Area was checked for signs of occupancy based on clear evidence of habitation by legitimate occupants. The criteria used to determine occupancy included yard maintenance, parked cars, curtains in windows, presence of deliveries such as mail, newspapers, etc. The majority of the structures were observed as occupied, with 16% appearing unoccupied or partially occupied. These properties consist of mostly deteriorated and dilapidated industrial structures along Murphy Avenue. The unoccupied structures inform implementation strategies that minimize displacement of existing businesses and residents.

Transportation Issues

The existing conditions assessment of transportation facilities included the collection of traffic volume data from Georgia Department of Transportation (GDOT), crash data analysis, an assessment of current operations of key intersections and roadway segments, and surveys of existing and programmed facilities and transit services. (More detailed information can be found in the Transportation Assessment Report found in the Appendix.)

Traffic Operations Assessment

The existing transportation system within the Oakland City/ Lakewood LCI Study Area includes a network of federal, state, and local roadways serving residential, business, and regional transportation needs. The current residential areas are provided local and regional transportation access via three primarily north-south roadways, namely Lee Street, Sylvan Road, and Metropolitan Parkway. Area-wide and regional access is provided by Langford Parkway and I-85. Lee Street and Metropolitan Parkway are principal arterials; while Sylvan Road is a minor arterial; and Dill Avenue and Astor Avenue are collectors. Murphy Avenue, Langston Avenue, Perkerson Road, and the remainder of facilities within the core Study Area are generally considered local streets. There is access to Langford Parkway and I-85 at the southern end of the Study Area.

Traffic conditions along the major arterials were assessed for operational issues. Lee Street functions efficiently with three northbound lanes and two southbound lanes. Metropolitan Parkway carries higher volumes and operates with a tolerable amount of congestion during peak periods. Repaving and remarking of Sylvan Road, north of Dill Avenue, may provide a smoother movement of traffic in the region. The operation assessment revealed operational, geometric and safety issues at the following intersections: Lee & Sylvan, Lee & Dill/Campbellton, Lee & Astor, Sylvan & Dill, Sylvan & Deckner, Sylvan & Langston, Sylvan & Perkerson, Dill & Metropolitan, Dill & Murphy, Cleveland & Metropolitan, and Metropolitan & I-85. Operational issues were also observed at the Lee Street and Langford Parkway interchange as well.

Traffic Volumes

During the years 2002 and 2001, Sylvan Road and Lee Street carried an Average Annual Daily Traffic (AADT) of 8,351 and 19,693 respectively, while Langford and Metropolitan Parkways carried an average AADT of 56,990 and 20,389 respectively. Significant truck traffic was also observed during field reviews on Lee Street and Metropolitan Parkway. In general, the volumes along the routes were not observed to exceed their respective capacities based on field observations, and, in many cases, it is thought that major arterials have additional capacity not needed in urban contexts given existing volumes and multiple options within the network.

Crash Analysis

Accident data along major roads within the Study Area was obtained for a two-year period during 2002 and 2001 from the GDOT crash database. Significant accidents were reported at intersections of Lee & Sylvan, Sylvan & Murphy, Lee & Langford Parkway ramps, Metropolitan & Langford Parkway and Metropolitan & Cleveland.

Railroads

An active north/south CSX rail line runs parallel to Lee Street and Murphy Street. This rail line hinders the pedestrian connectivity between the land uses on either side. The Avon Avenue connection across the rail line is no longer accessible and would be essential for connection to future development. To the northeast of the study area lies the "Beltline", an partially active railroad cordon that surrounds central Atlanta that is envisioned for new greenway and transit investment connecting many of Atlanta's intown neighborhoods and destinations.



EXISTING CONDITIONS

Transit

The Oakland City and Lakewood-Fort McPherson MARTA Stations are within the Study Area boundary providing both rail and bus service. The average weekday boarding on the rail line at Oakland City and Lakewood-Fort McPherson stations are 5138 and 3855 respectfully ranking the stations #11 and #19 in the system. MARTA provides many bus routes along residential and commercial roads thus providing good connectivity. The MARTA bus service routes within the Study Area include routes 11, 93, 95, 80, 83 and 72. Both the Oakland City and Lakewood/Ft. McPherson MARTA stations include existing facilities for bus drop-off and parking that must be considered in future TOD development plans. The number of surface parking spaces currently existing on MARTA property are 849 (Oakland City) and 1,005 (Lakewood/Ft. McPherson). There are 412 spaces at the Oakland City Station and 293 spaces at the Lakewood Station that are closed and present some immediate development considerations. The existing utilization of the 437 available parking spaces at the Oakland City Station averages 48% and of the 712 available parking spaces at the Lakewood Station averages 57%.

Pedestrian and Bicycle Circulation Issues

The assessment of the pedestrian circulation within the Study Area included evaluating sidewalks, crosswalks/signalization and pedestrian movements. Sidewalks are generally narrow, in poor condition and lack any buffering from the roads. In many cases sidewalks are absent in the residential neighborhoods. In the commercial and industrial areas, specifically along Metropolitan, Lee and Dill, sidewalks are present but also narrow and lack planting strip or buffering.

Pedestrian connections across the railroad from Lee Street to Murphy Street are also limited. Connections do exist at the Oakland City and Lakewood/Fort McPherson Stations via a pedestrian tunnel and pedestrian bridge. Several intersections along Lee, Sylvan and Metropolitan lack pedestrian features including crosswalks and signalization thus negatively affecting 'walkability' in the area.

The study area currently lacks bicycle facilities although Lee Street is in the City of Atlanta's Greenway and Bikeway Plan as a part of the proposed Airport Trail.

Water and Sewer System

A general observation of the existing study area identifies many areas of poor drainage due to inadequate or blocked drainage structures, typical of an older urban environment. While a detailed assessment of existing water and sewer lines throughout the study area was not feasible, it is well known that much of the Atlanta core, including the Oakland City LCI area, contains combined water and sewer facilities that need to be separated and expanded concurrent with redevelopment activities and ongoing capital investment programs by the Department of Watershed Management.

Community Facilities

Oakland City Park is located in the western portion of the study area, consisting of 14.4 acres and is within a 5-minute walking distance of the Oakland City MARTA Station. The park includes several amenities: one pavilion with grill, three picnic shelters, swimming pool, softball field, and recreation center. Although Perkerson Park is not located within the study area, it is located within a 5- and 10-minute walking distance to a large portion of the residential areas within the study area. The park includes one pavilion with grill, outdoor restroom, playground, two unsheltered picnic areas and grill areas, Little League softball field, adult softball field, baseball field, six tennis courts, one full and one half basketball courts, and a recreation center.

A new City of Atlanta Fire Station is located at the corner of Lee Street and Avon Avenue. Several Atlanta Public Schools facilities are located in the Study Area including: Ragsdale Elementary School (currently under construction), Sylvan Middle School, Sylvan Hills Early Childhood Center and Perkerson Elementary. The Stewart-Lakewood branch of the Atlanta-Fulton Public Library System is located on Lakewood Avenue. As illustrated in the following table, the schools within the LCI Study Area are close to exceeding building capacity and should be assessed as future residential development occurs.

Figure 4: Schools Capacity Within the Study Area

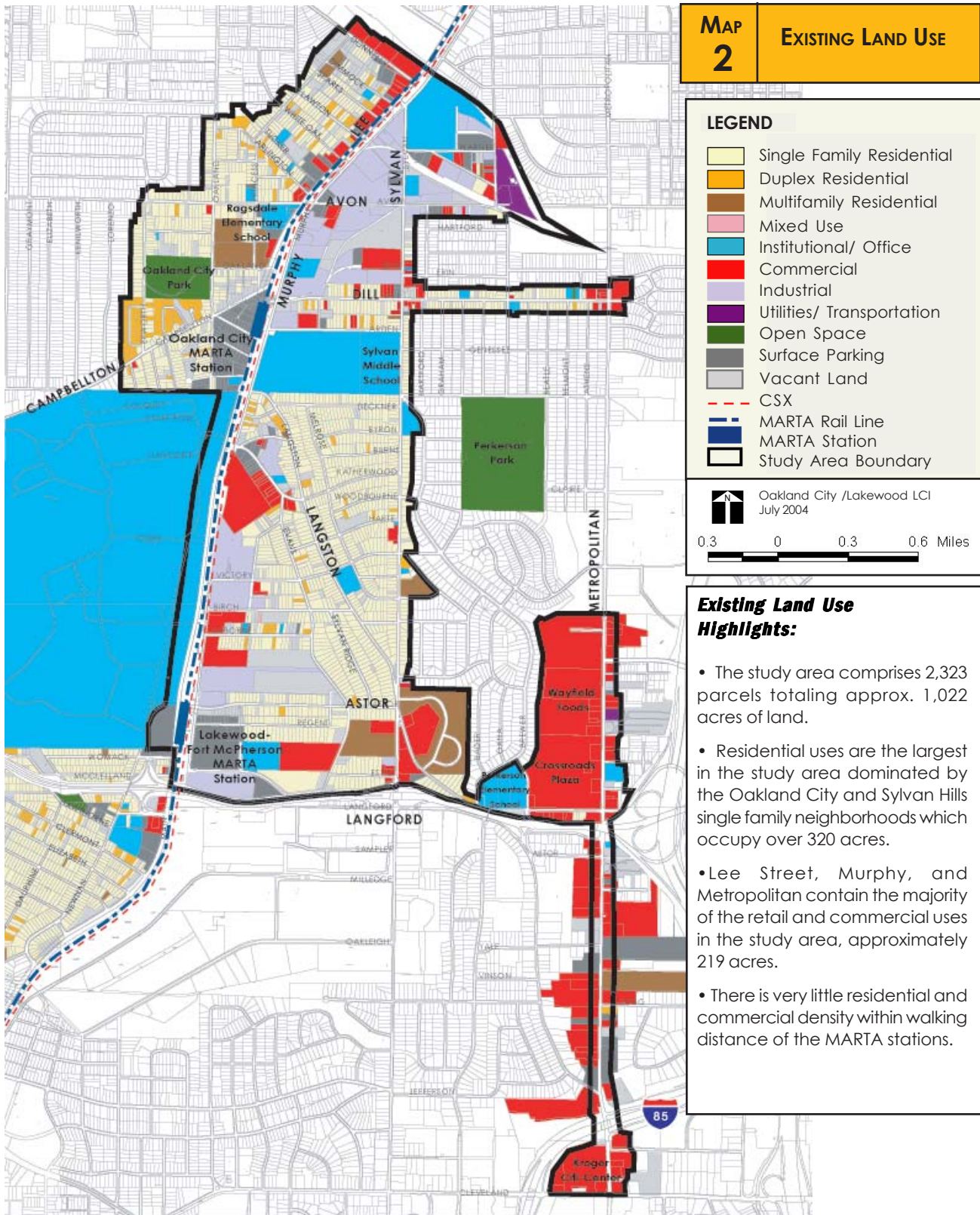
School	Planning Capacity	Enrollment 40th Day as of Oct. 3, 2003
Perkerson Elementary	504	467
Sylvan Middle	780	636
Ragsdale	684	N/A under construction



Oakland City / Lakewood LCI

Prepared by: Urban Collage, Inc. and City of Atlanta Bureau of Planning in association with Grice & Associates, Robert Charles Lesser & Co, EDAW and B. Dona & Smith

EXISTING CONDITIONS



MAP 2 EXISTING LAND USE

LEGEND

- Single Family Residential
- Duplex Residential
- Multifamily Residential
- Mixed Use
- Institutional/ Office
- Commercial
- Industrial
- Utilities/ Transportation
- Open Space
- Surface Parking
- Vacant Land
- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Oakland City /Lakewood LCI
July 2004

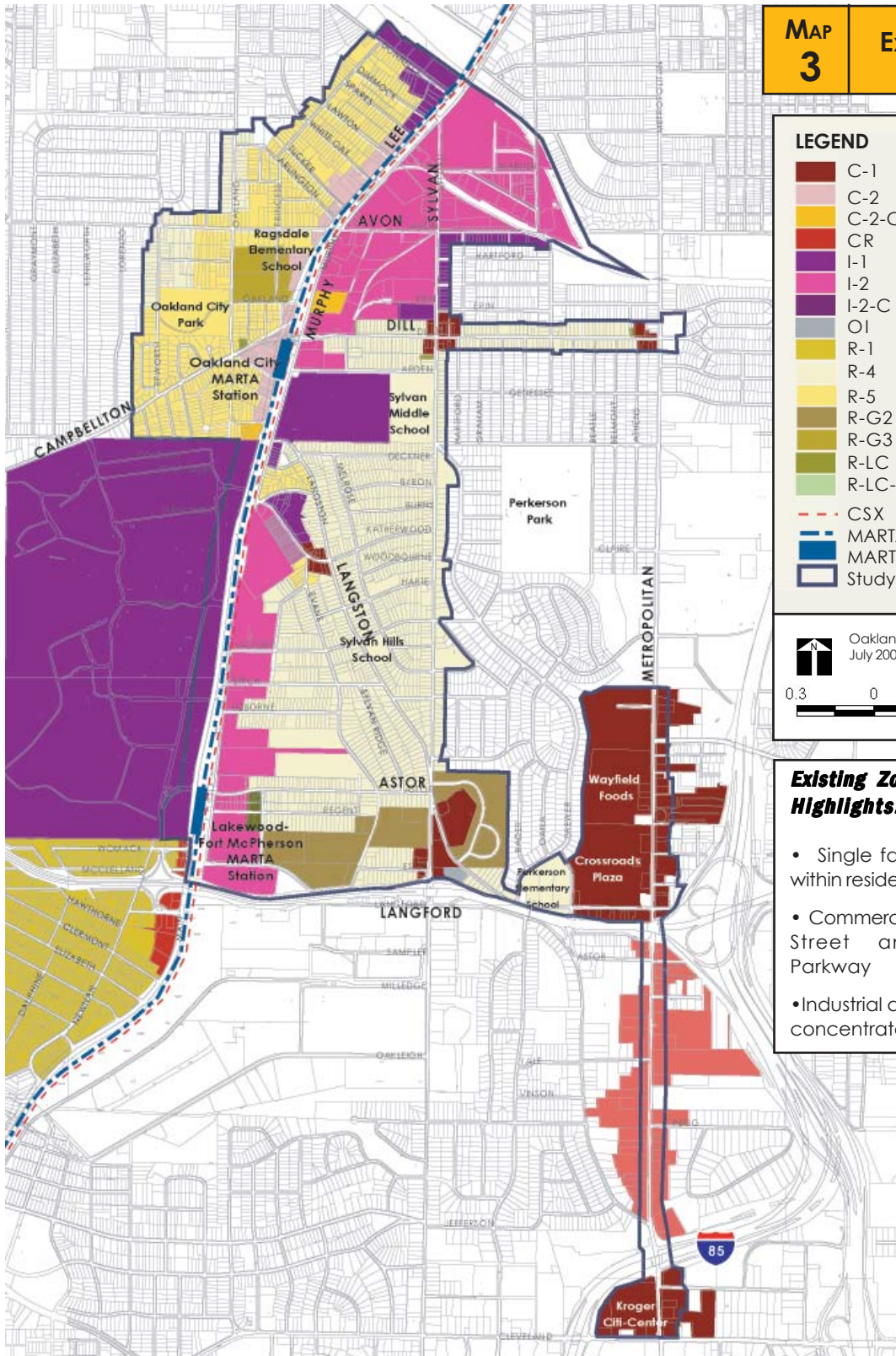
0.3 0 0.3 0.6 Miles

- Existing Land Use Highlights:**
- The study area comprises 2,323 parcels totaling approx. 1,022 acres of land.
 - Residential uses are the largest in the study area dominated by the Oakland City and Sylvan Hills single family neighborhoods which occupy over 320 acres.
 - Lee Street, Murphy, and Metropolitan contain the majority of the retail and commercial uses in the study area, approximately 219 acres.
 - There is very little residential and commercial density within walking distance of the MARTA stations.

EXISTING CONDITIONS

MAP
3

EXISTING ZONING



LEGEND

- C-1
- C-2
- C-2-C
- CR
- I-1
- I-2
- I-2-C
- O1
- R-1
- R-4
- R-5
- R-G2
- R-G3
- R-LC
- R-LC-C

- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Oakland City /Lakewood LCI
July 2004

0.3 0 0.3 0.6 Miles

Existing Zoning Highlights:

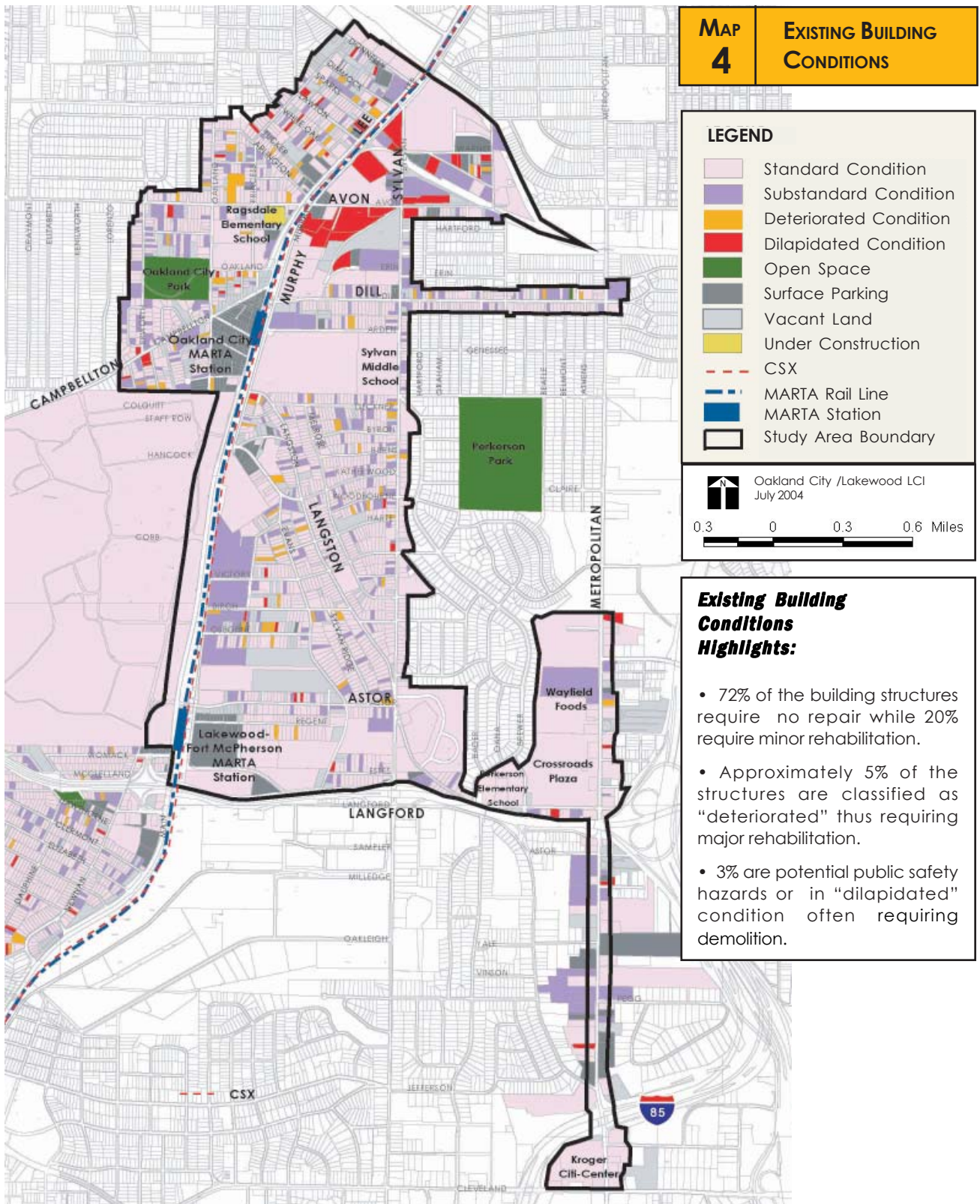
- Single family zoning districts within residential neighborhoods
- Commercial districts along Lee Street and Metropolitan Parkway
- Industrial districts concentrated along Murphy



Oakland City / Lakewood LCI

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EXISTING CONDITIONS



MAP 4 EXISTING BUILDING CONDITIONS

LEGEND

- Standard Condition
- Substandard Condition
- Deteriorated Condition
- Dilapidated Condition
- Open Space
- Surface Parking
- Vacant Land
- Under Construction
- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Oakland City /Lakewood LCI
July 2004

0.3 0 0.3 0.6 Miles

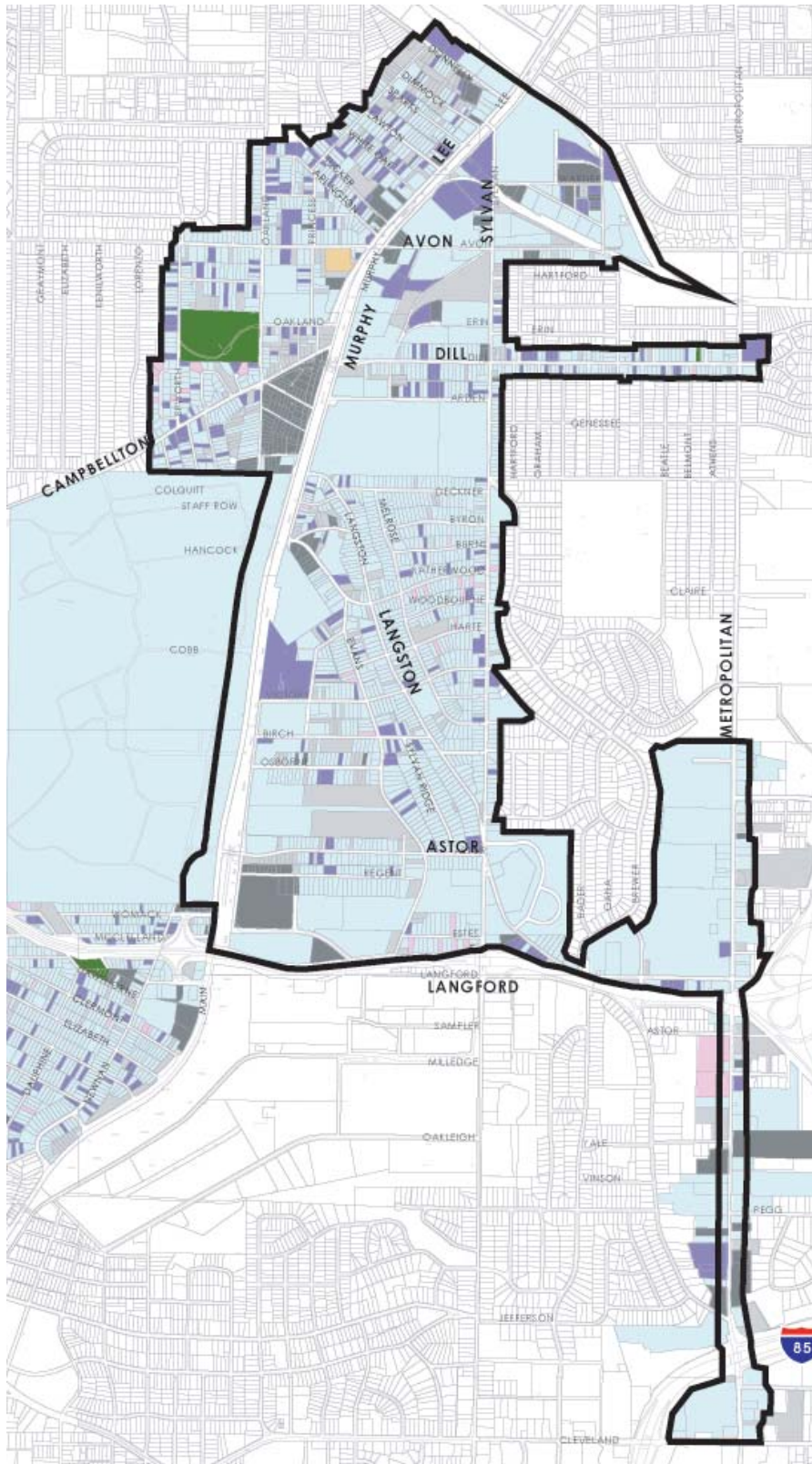
Existing Building Conditions Highlights:

- 72% of the building structures require no repair while 20% require minor rehabilitation.
- Approximately 5% of the structures are classified as “deteriorated” thus requiring major rehabilitation.
- 3% are potential public safety hazards or in “dilapidated” condition often requiring demolition.

EXISTING CONDITIONS

MAP
5

EXISTING BUILDING
OCCUPANCY



LEGEND

- Occupied
- Partially Occupied
- Unoccupied
- Open Space
- Surface Parking
- Vacant Land
- Under Construction
- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Oakland City /Lakewood LCI
July 2004

0.3 0 0.3 0.6 Miles

**Existing Building
Occupancy
Highlights:**

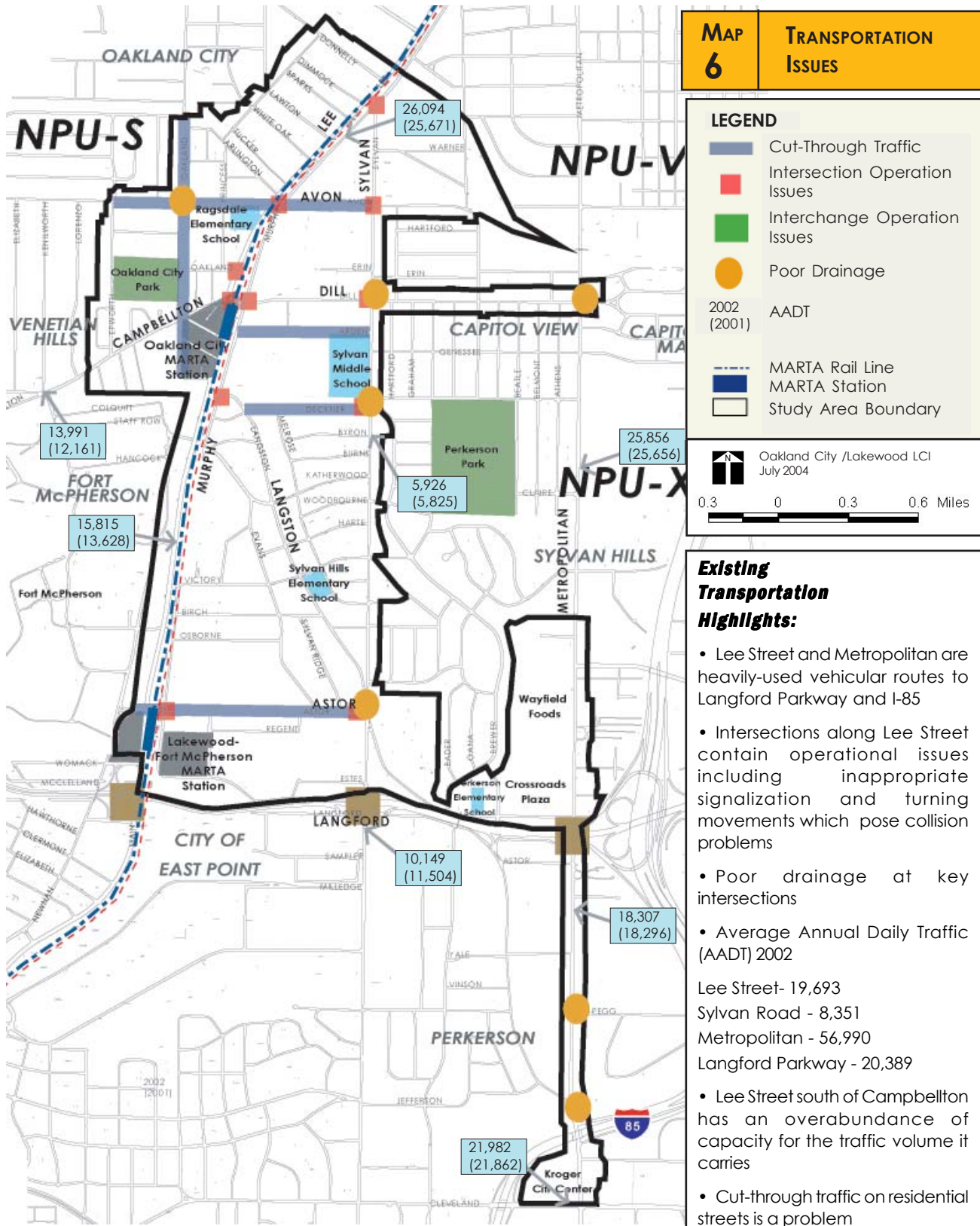
- The majority of the structures are occupied with 16% unoccupied.
- The unoccupied structures consist of mostly dilapidated industrial structures along Murphy.



Oakland City / Lakewood LCI

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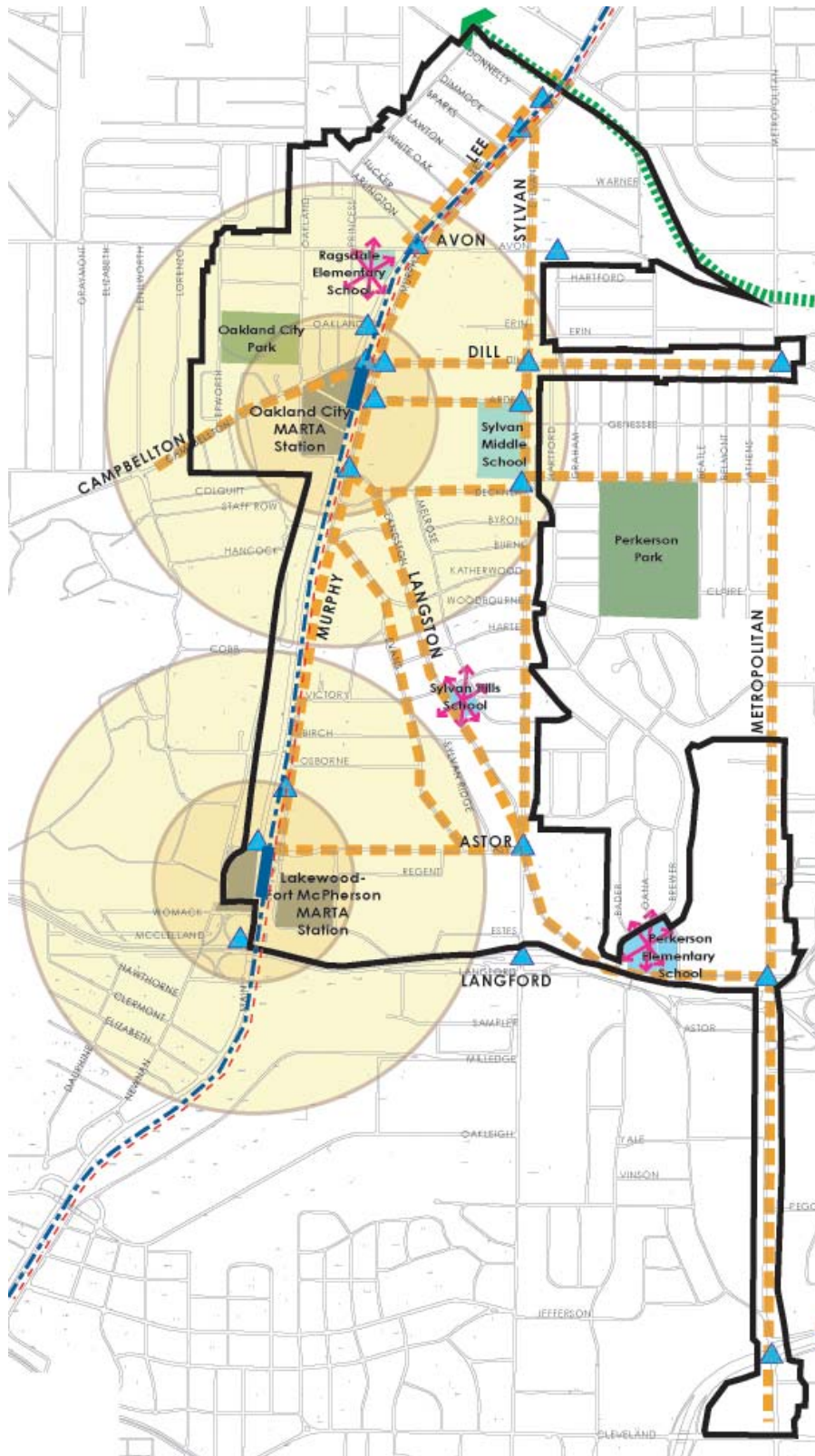
EXISTING CONDITIONS



Oakland City / Lakewood LCI

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EXISTING CONDITIONS



MAP 7 PEDESTRIAN ISSUES

LEGEND

- Intersection with Poor Pedestrian Movements
- Poor Pedestrian Connections
- Inefficient Connections to Schools
- Proposed Beltline
- 1/4 mile Walk Ring
- 1/2 mile Walk Ring
- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Oakland City /Lakewood LCI
July 2004

0.3 0 0.3 0.6 Miles

- Existing Pedestrian Circulation Highlights:**
- Lack of pedestrian connectivity from residential neighborhoods to MARTA Stations, community facilities and schools
 - Sidewalks are missing and/or need repair throughout the study area; major emphasis placed on Lee, Sylvan, Metropolitan, Astor, Dill, Deckner, Evans and Langston.
 - Intersections lack pedestrian features including crosswalks and signalization thus negatively affecting 'walkability'
 - Limited pedestrian access across CSX railroad from Lee Street to Murphy Street
 - As part of the Atlanta Inner Core Feasibility Study, the Beltline creates opportunities of connection east-west along the existing rail lines
 - Lack of signage and connections to MARTA stations



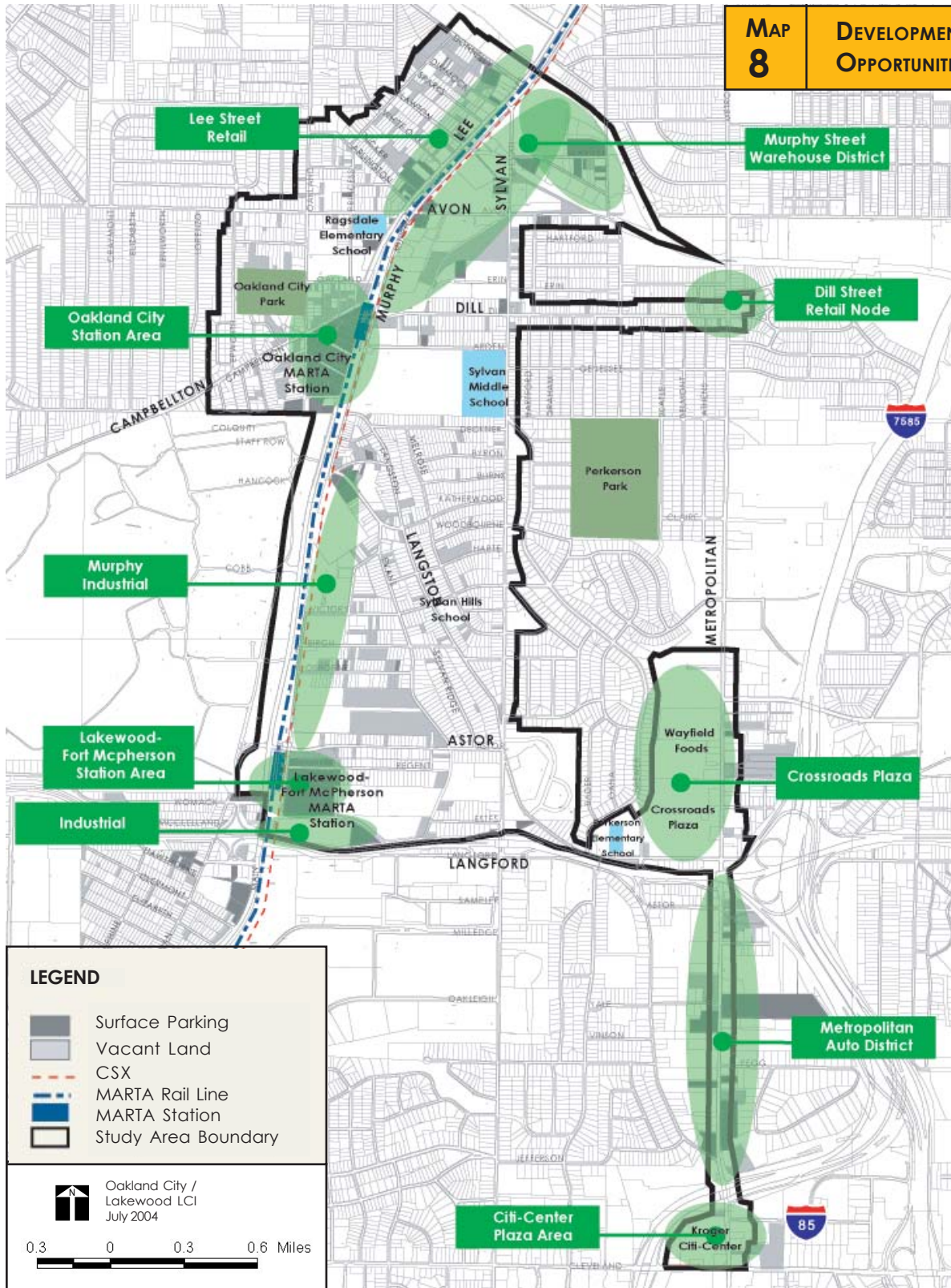
Development Opportunities

Utilizing information gathered on the existing physical conditions of the study area, the market analysis and a series of interviews with local stakeholders, a Development Opportunities map was generated. The map on the following page highlights areas in green that are most likely to redevelop in light of market pressures. Generally, four types of parcels comprise those that are development opportunities: Vacant Land, Surface Parking, Underutilized Land, and Deteriorated/ Dilapidated Structures. On the west side of the study area, the Oakland City and Lakewood/Fort McPherson transit stations and areas within 1/4 mile of the stations present an immediate opportunity as well as the retail node along Lee Street and the Murphy Avenue industrial corridor. Along Metropolitan Parkway, the auto dealership corridor, Kroger Citi-Center and the Crossroads Shopping Center are identified due to their abundance of surface parking and undeveloped land surrounding existing structures. The Workshop Week was set up to explore the potential development character, following established redevelopment principles, of the Development Opportunities in the MARTA station areas, along underutilized industrial and commercial properties and at key activity nodes on Metropolitan Parkway.



ISSUES AND OPPORTUNITIES

MAP 8 **DEVELOPMENT OPPORTUNITIES**



ISSUES AND OPPORTUNITIES

Market Analysis

The Oakland City/ Lakewood LCI included a detailed study to identify trends and place them in context with the local market as significant opportunities for revitalization and redevelopment are created for the Oakland City and Lakewood transit stations as well as Metropolitan Parkway. The trade area used for the purpose of this study is within a two and three-mile radius of a central point between the Oakland City and Lakewood MARTA Stations and Metropolitan Parkway. Two miles defines the trade area for smaller-scale neighborhood services, with 3 miles defining a draw area for regional retail and commercial activities. The key findings of the market analysis were carried out by Robert Charles Lesser include (more details can be obtained in the full market report located in the Appendix):

Demographics

- Households - 17,883 (2-mile radius) 33,913 (3-mile radius)
- 4,856 Workers at Fort McPherson
- 6,650 Students & Staff at Atlanta Metropolitan College & Atlanta Technical College
- 7,245 Employees
- Median Income \$27,000; 76% earn less than \$50,000

Study Area Strengths

- The Oakland City and Lakewood-Fort McPherson MARTA Stations are within the study area
- Heavily utilized bus routes serve the corridor
- Excellent access to downtown and airport employment centers
- Access to I-85 and Langford Parkway
- Single-family neighborhoods have a strong architectural character to build upon
- Opportunity to cater to MARTA ridership for retail services
- Fort McPherson employees, represent a market audience for retail at MARTA Stations
- Opportunity to draw from neighborhood for local and regional retail services at MARTA stations and along Metropolitan Parkway
- Household incomes on the rise

Study Area Challenges

- Perception and prevalence of crime
- Neighborhoods have a high percentage of renter occupancy versus owner occupancy
- Lack of neighborhood retail services
- Existing industrial uses are potential brownfields
- Quality of schools is a challenge for attracting new families in the area
- Underutilized strip centers along Metropolitan Parkway
- Moderate household incomes to support retail services
- No established office location or market
- Lack of pedestrian access to the MARTA Stations from the residential neighborhoods and Fort McPherson
- Unappealing aesthetic on Metropolitan Parkway

Figure 5: Market Demand Potential Table

Demand Potential:	Retail	Office	Apartments	For-Sale Housing
Oakland City Station Area	20,000 Sq.Ft. neighborhood serving (drug store, convenience)	15,000 Sq.Ft.	100-150 units every 2 years	40 units annually—condos and/or townhomes; Pricing \$90K-\$175K
Lakewood-Fort McPherson Station Area	80,000 Sq.Ft. neighborhood serving (drug store, convenience)	10,000 Sq.Ft.	100-150 units every 2 years	40 units annually; Pricing \$90K-\$175K
Metropolitan Pkwy. Retail Activity Areas	150,000 – 200,000 Sq.Ft. at Crossroads Shopping Center (large scale retail, restaurants, grocery)	Limited in short term	200-250 units every 5 years	50 units annually; Pricing \$90K-\$175K
	30,000 Sq.Ft neighborhood serving on Dill Avenue corridor			



ISSUES AND OPPORTUNITIES

Figure 6: Population and Household Growth Trends and Projections Atlanta MSA, City of Atlanta, 3-Mile Ring of Study Area, and the Study Area - 1990-2008

POPULATION AND HOUSEHOLD GROWTH TRENDS AND PROJECTIONS										
ATLANTA MSA /1, CITY OF ATLANTA, 3- MILE RING OF STUDY AREA /2, 2-MILE RING OF STUDY AREA /3, AND THE STUDY AREA /4										
1990-2008										
	CENSUS		PROJECTIONS		ANNUAL NUMERIC CHANGE			COMPOUND ANNUAL GROWTH RATE		
	1990	2000	2003	2008	1990-2000	2000-2003	2003-2008	1990-2000	2000-2003	2003-2008
ATLANTA MSA /1										
Population	2,959,936	4,112,198	4,456,928	5,019,805	115,226	114,910	112,575	3.3%	2.7%	2.4%
Households	1,102,573	1,504,871	1,625,870	1,822,027	40,230	40,333	39,231	3.2%	2.6%	2.3%
Household Size	2.64	2.68	2.69	2.76						
CITY OF ATLANTA										
Population	394,092	416,474	420,964	430,764	2,238	1,497	1,960	0.4%	0.5%	
Households	155,770	168,147	171,208	177,141	1,238	1,020	1,187	0.6%	0.7%	
Household Size	3.18	2.30	2.29	2.27						
CITY OF ATLANTA AS % OF THE MSA										
Population	13%	10%	9%	9%	2%	1%	2%	11%	-1.9%	
Households	14%	11%	11%	10%	3%	3%	3%	19%	-1.6%	
Household Size	3.18	2.30	2.29	2.27						
3-MILE RING AREA /2										
Population	98,399	100,317	100,014	100,168	192	-101	31	0.2%	-0.1%	0.0%
Households	35,027	34,440	34,141	33,913	-59	-100	-46	0.0%	-0.4%	0.0%
Household Size	2.81	2.91	2.93	2.95						
3-MILE RING AREA AS A % OF THE CITY OF ATLANTA										
Population	25.0%	2.4%	2.2%	2.0%	0.2%	-0.1%	0.0%			
Households	22.5%	0.4%	0.4%	0.3%	-0.1%	-0.2%	-0.1%			

1/ The 20-county Atlanta MSA includes Barrow, Bartow, Carroll, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Pickens, Rockdale, Spalding, and Walton Counties.

2/ 3-Mile radius from intersection of Langford & Metropolitan Parkway.

3/ 2-Mile radius from intersection of Lee & Thorn; the mid-point between the Oakland City and Lakewood/ Ft. McPherson MARTA Stations.

4/ Study Area is defined as the census tracts that most closely approximate the defined study area for the Oakland City/ Lakewood LCI and are as follows: 74, 75, 66.01, 66.02, 62 and 65.

SOURCE: Robert Charles Lesser & Co., LLC, Claritas, Inc.

The table above projects a decline in household and population growth for the area up to 2008. This projection is based on current demand for existing housing product, and does not anticipate TOD development or other community renewal.

The annual demand potential for for-sale homes values at \$100-\$150K is 63. There is a potential for 57 rental apartment units between \$625-\$940 price points.

Study Area Issues

Study area issues were identified during public meetings with subsequent stakeholder interviews conducted in the initial phase of the planning process with business owners, neighborhood leadership, residents and property owners. These issues were compiled in an Issues Matrix that highlights seven categories: land use, economic development, housing, historic and natural resources, traffic and transportation, community facilities/ social services, and urban design.

It was clear that the community was excited about the possibilities of increased development around the MARTA stations, specifically retail services, due to the limited quality and quantity retail currently serving this area. Many stakeholders felt that the lack of pedestrian connectivity to the MARTA stations from the residential neighborhood limits their current usage of the transit facilities. Connectivity to schools and community facilities must also be addressed. There was also a concern that increased development could potentially impact the schools in the area.

Preservation of the existing single-family neighborhoods and the architectural character was often stressed by stakeholders and new housing opportunities including loft conversions and multi-family housing at the activity nodes to support the desired retail services is warranted.

Overall, the stakeholders saw potential for new economic development opportunities and housing that creates destination nodes and builds on the historic fabric of the surrounding intown neighborhoods. There was also a recognition that a physical plan could not adequately address all concerns- concurrent work in education/job training, social support programs and public safety will also be needed. (Minutes and more detailed issues are contained in the Appendix.)



ISSUES AND OPPORTUNITIES

Figure 7: Issues and Opportunities Table

Land Use	<ul style="list-style-type: none"> - Underutilized industrial uses along Murphy Avenue - Neighborhood oriented retail not available - Potential environmental contamination at industrial sites along Murphy Avenue - MARTA stations surrounded by surface parking and low density development - Non-Continuous north-south connection along Murphy Avenue - Lack of mixed-use development throughout the study area - Need of neighborhood nodes - Lack of development on all major activity nodes within corridors - Retail and office in general are under represented uses - Vacant land is an over represented use - Areas like large parking lots are used inefficiently
Economic Development	<ul style="list-style-type: none"> - Decaying economic activity along Lee Street and Metropolitan Parkway - Lack of programs for business owners - Lack of development partnerships
Housing	<ul style="list-style-type: none"> - Low percentage of owner occupied housing - Lack of rehabilitation strategies - Lack of housing options for all income levels - Lack of quality special needs housing - Mortgage fraud is a concern - Large amount of unoccupied homes
Historic/ Natural Resources	<ul style="list-style-type: none"> - Retain the historic character of the single family neighborhoods is important - Commercial / industrial sites along Murphy Avenue are historic resources - Perkerson Park is underutilized and should be enhanced
Transportation	<ul style="list-style-type: none"> - Poor pedestrian connectivity at Oakland City & Lakewood MARTA Stations - Speeding is a problem - Mid-block bus stops along Metropolitan are not safe - Lack of alternative modes of transportation i.e. bike, trails, shuttles; transit stations adjacent to Fort McPherson does not have good access - Poor connectivity between residential neighborhoods due to lack of sidewalks - Poor intersections along Sylvan Road - Sidewalks and roads in need of repairs - Access at the Lakewood/Ft McPherson station is problematic for the disabled - Intersections along Lee, Sylvan, and Metropolitan lack crosswalks and sinalization that promote a safe pedestrian environment - Flooding and poor drainage is a problem throughout the study area
Social / Community Services	<ul style="list-style-type: none"> - The performance of public schools deters future residents - Limited community space for community wide events - Lack of community training and education - Poor connectivity to schools from the neighborhood
Urban Design	<ul style="list-style-type: none"> - Existing parks and recreation areas are underutilized - Major arterials lack streescapes - Lack of public art - Lighting in commercial areas is not sufficient - The study area lacks gateways - Above ground utilities are a concern when dealing with streetscape improvements



RECOMMENDATIONS: DEVELOPMENT PLAN

The Development Plan prescribes the desired development on both public and private land within the LCI study area. Building off the existing fabric and opportunities resulting from the public consensus during the Workshop Week, the plan proposes to develop a more cohesive long range development plan for the areas around the Oakland City and Lakewood-Fort McPherson transit stations. A series of redevelopment areas that pose a unique character and vision are highlighted on the following Development Plan Map including opportunities for Transit Oriented Development (TOD) which promotes densifying residential, retail and office uses around transit stations; maintaining the single family core; and reinvigorating neighborhood commercial nodes and major retail centers. These development areas are described in greater detail including a potential development program and illustrations later in this document.

1. Oakland City Transit Station Area: includes the Oakland City MARTA Station and adjacent vacant and/or underutilized properties. When considering development opportunities at the MARTA station, properties within ¼ mile radius or a five-minute walk of the station were also assessed. This area was identified as a potential mixed-use development that will increase MARTA utilization through several hundred units of new housing, a new transit plaza, local serving retail fronting Campbellton and Lee Street, a shared parking deck with dedicated parking for MARTA patrons, reconfiguring the bus turn around as a intermodal drop-off and employment opportunities along Murphy.

2. Lakewood Transit Station Area: the Lakewood-Fort McPherson transit station area is identified as a mixed-use development district. Due to its proximity to Langford Parkway and the Fort McPherson, this project would include a new transit plaza, a shared parking deck with dedicated parking for MARTA patrons as well as for others, office space, residential units, storefront retail and employment center. The new Sylvan Hills park lies just northeast and long-term mixed-use development opportunities also exist adjacent to Langford Parkway on current industrial properties. Recommendations also include an assessment of interchange improvements for Langford Parkway and the future of Fort McPherson affecting the long-term potential of this activity center.

3. Murphy Triangle/Lee Street: includes retail uses fronting Lee Street and an industrial/ warehouse area bounded by Murphy, Dill and Sylvan which present an opportunity for a new higher density residential and retail/ office district. Due to the proximity to the proposed BeltLine, the creation of a new district or "BeltLine TOD" would include loft/office conversions in historically significant structures that complement existing light industrial operations, new residential mixed-use infill on existing vacant lots, small scale office and retail services.

4. Oakland City Neighborhood Improvement District: the Oakland City neighborhood was listed on the National Register for Historic Places in 2003 and has a strong single-family housing stock that should be preserved. Where opportunities exist, the development of new single-family infill on vacant lots with architectural styles similar to the existing character is encouraged.

5. Sylvan Hills Neighborhood Improvement District: presents a great opportunity for preservation of the existing single-family housing stock and new infill single-family development on vacant lots with in the Sylvan Hills neighborhood and the creation of two neighborhood parks.

6. Dill Avenue Corridor: calls for maintaining the single-family character while revitalizing the neighborhood serving retail uses at Sylvan , Allene and Metropolitan. Traffic calming and streetscaping are the major public improvements for this local corridor.

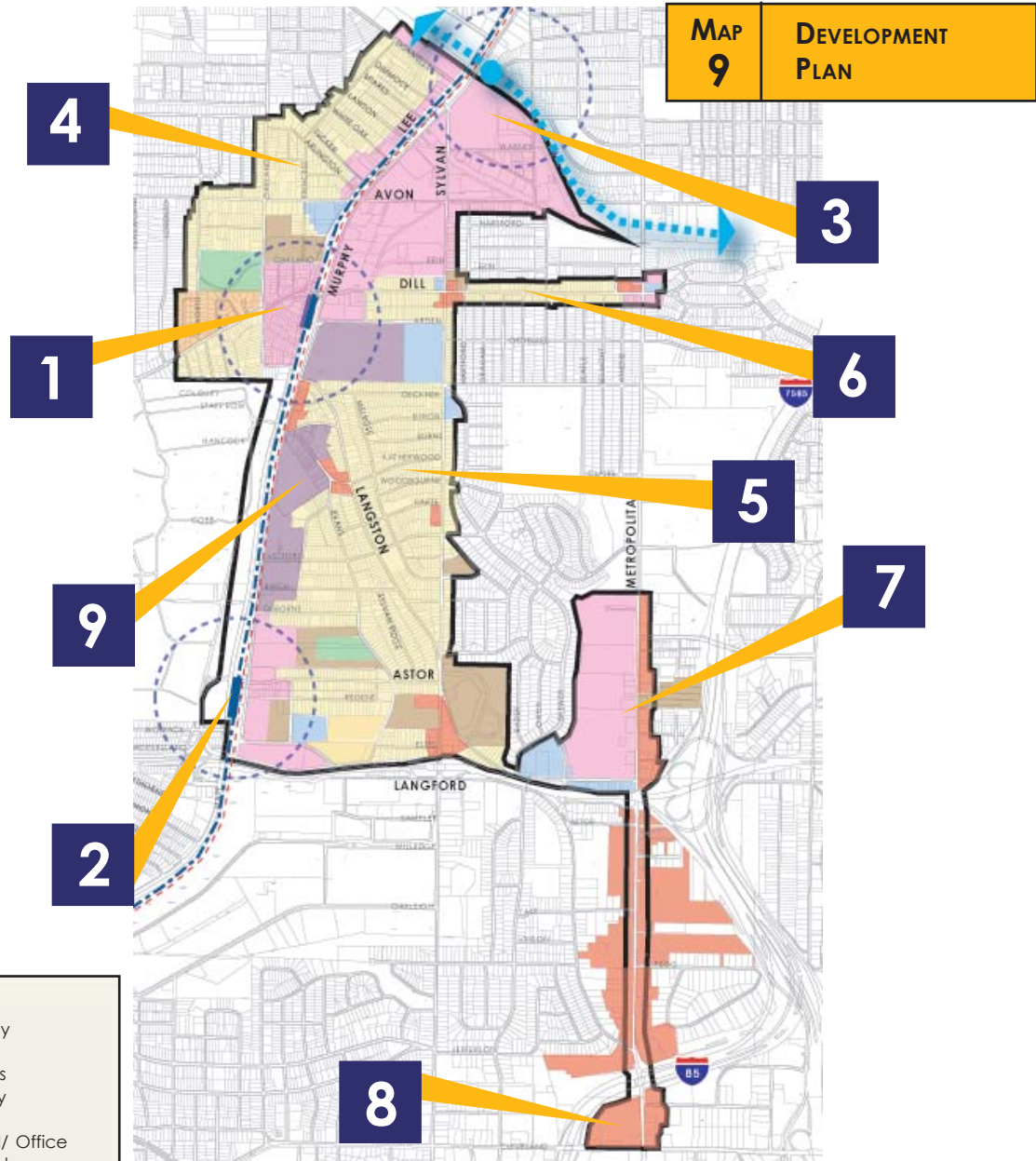
7. Crossroads Village: the plan calls for a more aggressive and dense redevelopment strategy for the Crossroads shopping center and Wayfield Foods by creating a neighborhood village of new international retail uses supported by several hundred units of new housing, senior units and institutions linked by local roads, streetscapes and greenway.

8. Cleveland Avenue Gateway: due to the proximity to Langford Parkway and I-85, the underutilized retail services and undeveloped land along Metropolitan was identified for redevelopment as new retail service "entertainment district" including restaurants and entertainment oriented retail such as a movie theater. In addition, the market analysis suggested large format retailer which could build off of the momentum generated at the Kroger Citi-Center.

9. Mixed-use Economic Development: building off of the recommendation for the Lakewood Station TOD, the plans for this area suggests building capacity for an employment through an employment incubator, technology center or neighborhood friendly industrial uses along Murphy Avenue from Evans to Osborne.



RECOMMENDATIONS: DEVELOPMENT PLAN



MAP 9 DEVELOPMENT PLAN

LEGEND

- Single Family
- Duplex
- Townhomes
- Multi-Family
- Mixed Use
- Institutional/ Office
- Commercial
- Industrial
- Open Space
- 1/4 Mile Walk Circle
- Proposed Beltline & Stop
- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Oakland City /Lakewood LCI
July 2004

0.3 0 0.3 0.6 Miles

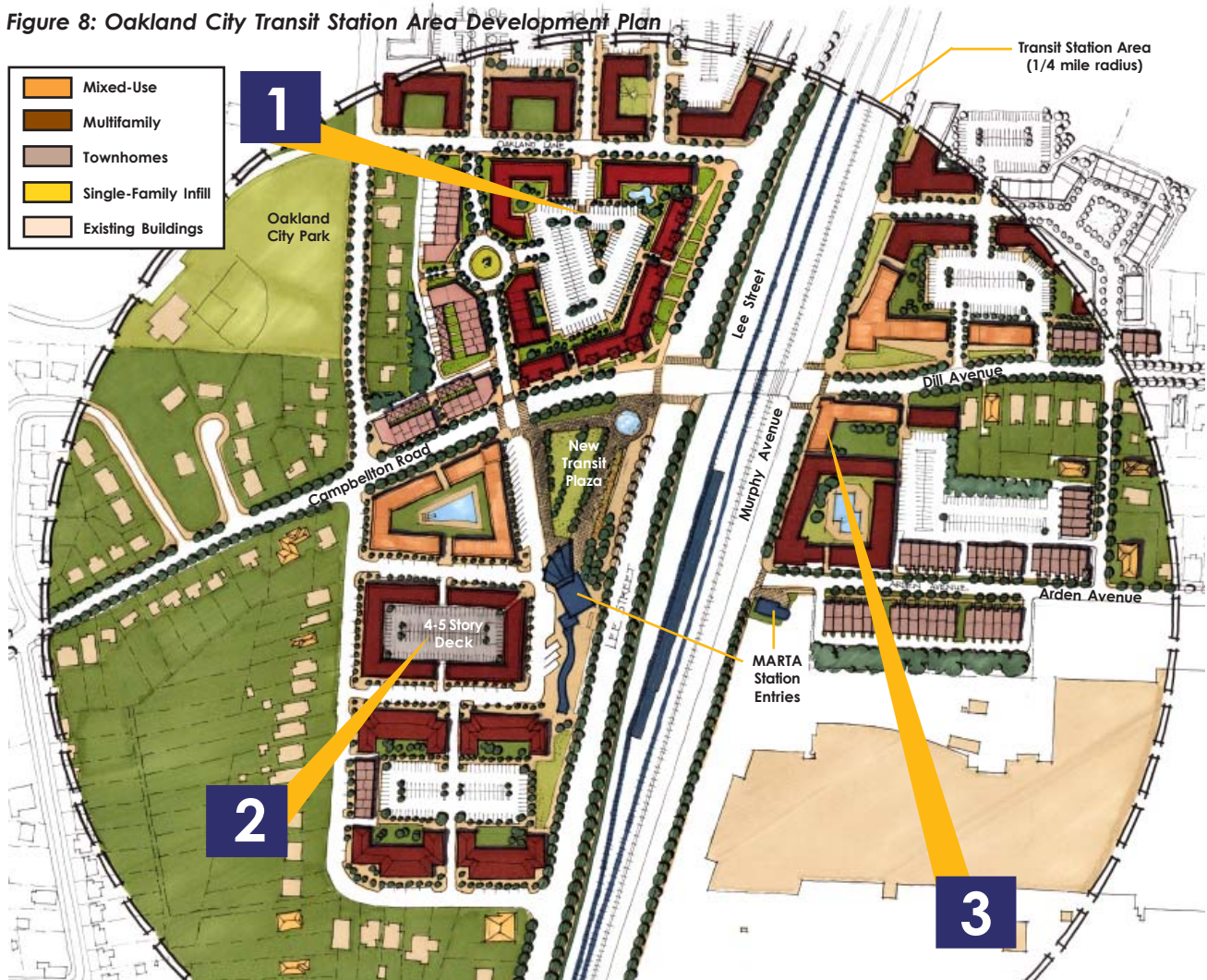
The Development Areas

Nine development areas to revitalize the Oakland City/ Lakewood LCI Study Area:

- | | |
|---|--|
| 1 Oakland City Transit Station Area | 5 Sylvan Hills Neighborhood Improvement District |
| 2 Lakewood Transit Station Area | 6 Dill Avenue Corridor |
| 3 Murphy Triangle/Lee Street | 7 Crossroads Village |
| 4 Oakland Neighborhood Improvement District | 8 Cleveland Avenue Gateway |
| | 9 Mixed-Use Economic Development |

RECOMMENDATIONS: OAKLAND CITY TRANSIT STATION AREA & T.O.D.

Figure 8: Oakland City Transit Station Area Development Plan



1. Campbellton Medium Density

Multi-family residential development with a combination of rental apartments and for-sale townhomes

2. Oakland City Transit Village

Mixed-use development on MARTA property including: low-density rental apts. (south block); medium-density apts/condos w/shared parking deck (middle block); mixed-use resid. over retail/office (north block); bus loop intermodal; and new transit plaza on east block

3. Dill Medium-Density

New mixed-use development including: lofts (rental or owner); for-sale townhomes; and live-work studios (along Dill)

Figure 8.1: Aerial perspective looking south at Oakland City Station



Oakland City / Lakewood LCI

Prepared by: Urban Collage, Inc. and City of Atlanta Bureau of Planning in association with
Grice & Associates, Robert Charles Lesser & Co, EDAW and B. Dona & Smith

RECOMMENDATIONS: OAKLAND CITY TRANSIT STATION AREA & T.O.D.

The Oakland City Transit Station Area generally consists of all the property within a quarter-mile (i.e., a +/-5 minute walk) of the Oakland City MARTA Station. Within this targeted area, there is significant opportunity for new development including a new Transit-Oriented Development (TOD) on existing MARTA owned property directly adjacent to the west MARTA station entrance (currently used for surface parking).

The TOD plan calls for the creation of a mixed-use, pedestrian-oriented neighborhood center that can serve existing residents, new residents and workers, and an increasing amount of visitors accessible through MARTA and the adjacent Lee Street and Campbellton Road corridors. The highlight of the new center is a pedestrian transit plaza at the corner of Lee Street and Campbellton Road, ringed by housing above active retail and local serving office uses (i.e. doctor offices and social services.) This would require reworking the existing MARTA bus drop-off to loop through the new development. At these stations, the opportunity exists for several hundred new multi-family apartments and/or condos at various price points supported by one centralized parking deck. The deck would potentially support the residential units (approximately 300 spaces) and the projected parking needs for MARTA patrons (approximately 350 spaces)*; totaling approximately 650 spaces in a 4-6 story deck. It is thought that MARTA would be a partner in these developments through offering ground leases to a developer, but the plan recognizes the need for public subsidy (such as through the LCI program) for the cost of providing MARTA patron parking spaces and not for the construction of the entire parking deck. Surrounding residential development would vary in intensity with approximately 5 story development nearest the MARTA entry gate and dropping to approximately 3 stories near adjacent single-family areas to the west.

North of Campbellton Road in the broader Transit Station Area lies a large, mostly vacant property ideal for the development of new multi-family, maintaining connections through the small blocks to Oakland City Park and the Oakland City neighborhood to the northwest. Additional development opportunities exist on the east side of the railroad/MARTA line along and south of Dill Avenue on vacant and underutilized property with immediate access to the secondary Oakland City MARTA Station entrance. Increased density at this location will potentially reduce the crime that currently plagues this MARTA entrance. Dill Avenue is recommended as mixed use, with the possibility of limited retail and/or office on the ground floor (in live-work arrangements), with townhomes and other multi-family as the predominate new development. Critical to the success of the Transit Station Area and the TOD will be streetscape improvements along Campbellton/Dill and radiating out along all neighborhood streets surrounding the station as well as pedestrian-oriented intersection improvements and signals to facilitate safe and comfortable movement of pedestrians. Bisecting the Transit Station Area is the new Lee Street Greenway, linking the area to adjacent neighborhoods and activity centers to the north and south.

Conceptual Development Program	
New Single-Family Infill Homes:	10-15 units
New Townhomes:	100-120 units
New Apartments/Lofts:	1,000-1,200 units
New Live-Work Studios:	30-40 units
Housing Subtotal:	1,140-1,375 units
New Storefront Retail:	+/-25,000 square feet
New Community Office/Services:	+/-5,000 square feet
Commercial Subtotal:	+/-30,000 square feet

Supportive Public Improvement Projects	
S-2	Dill/Campbellton Streetscape
S-5	Lee Streetscape
S-6	Murphy Streetscape
SS-11	Oakland City Transit Station Area Sidewalks
O-1	Oakland City Station Transit Plaza
G-2	Lee Street Greenway
I-2	Lee & Dill/Campbellton Intersection Improvements
I-9	Dill & Murphy Intersection Improvements
R-4	Oakland City Transit Station Area New Roadways
T-2	Oakland City Bus Bays
T-3	Oakland City Master Plan
PD-1A & B	Oakland City Parking Deck
<i>(see Action Plan later in this report for more details)</i>	

* These numbers represent the existing and projected future use of parking, not the total amount of parking available at the current time.

RECOMMENDATIONS: LAKEWOOD TRANSIT STATION AREA & T.O.D.

Figure 9: Lakewood Transit Station Area Development Plan

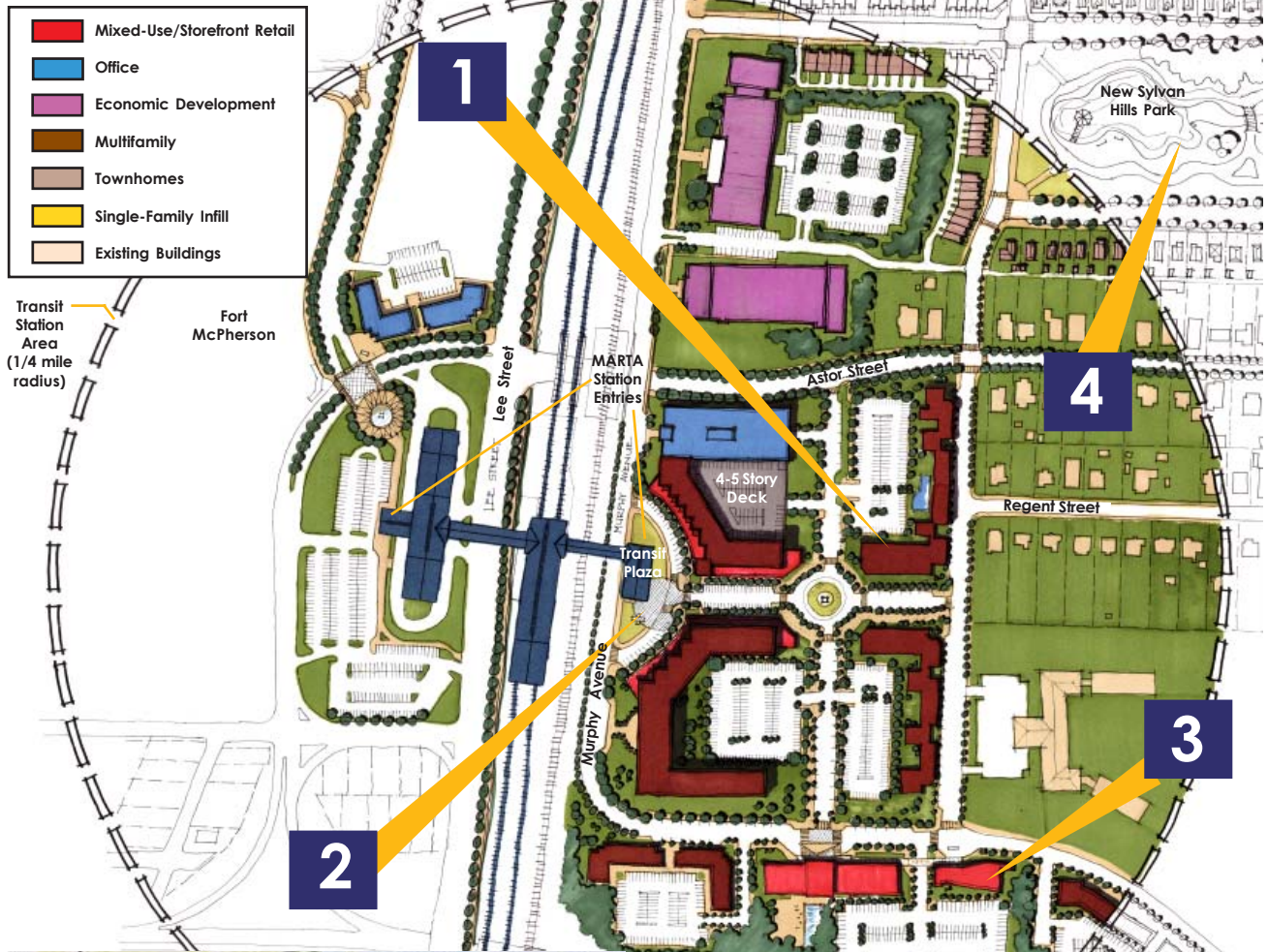


Figure 9.1: Aerial perspective looking northeast at the Lakewood TOD



1. Medium Density Residential

Proposed Urban Residential Finance Authority (URFA)/ Columbia Residential development project on existing MARTA parking lot

2. Lakewood Transit Village

Mixed-use development on existing MARTA property including: 2 multifamily residential towers (4-8 stories); storefront retail; mid-rise office tower (3-5 stories); shared parking deck; and pedestrian transit plaza

3. Hotel / Mixed-Use Development

Redevelopment of existing industrial site to multifamily residential and a new hotel/conference center

4. Sylvan Hills TND & Park

New Traditional Neighborhood Development (TND) including townhomes and a new neighborhood park

Figure 9.2: Aerial perspective looking west at the new Sylvan Hills Park



RECOMMENDATIONS: LAKEWOOD TRANSIT STATION AREA & T.O.D.

The second Transit Station Area (i.e., all properties generally within a quarter-mile/5 minute walk of the MARTA station) is the area surrounding the Lakewood/Fort McPherson MARTA Station. The primary development opportunity within this area is the Lakewood Transit-Oriented Development (TOD) project located within existing underused MARTA parking lots on the east side of the tracks.

The TOD concept seeks to capitalize on access from Langford Parkway and the employment/visitor base at Fort McPherson. The TOD includes a new 3-5 story office building (+/-100,000 square feet), mixed-use retail (approximately 30,000 square feet) and 2 residential towers (approximately 300 units) surrounding the new "Lakewood Crescent"- a dynamic "main street" of neighborhood and regional retail services. The opportunity exists for a centralized parking deck to support both the traditional office tower and the residential development, which could be a combination of apartments and condos at various price points. The Lakewood deck would potentially support the residential units and office space with approximately 500 spaces and MARTA patron parking with approximately 550 spaces*; totaling approximately 1050 spaces in a 4- 5 story deck. Key to the concept of creating a new "main street" is the reconfiguring of the turnstiles at the Lakewood-Fort McPherson Station to allow unhindered pedestrian circulation from the Fort McPherson side of the tracks. Over the longer-term, additional development of Fort McPherson near the gate would facilitate a better pedestrian connection to the station and allow for increased density to take advantage of the transit connection. The future of Fort McPherson should also be taken under consideration as the Federal Government evaluates to potential closure of the base. If closed, the Lakewood Transit Station Area has the potential of being the largest TOD in the region (i.e., by incorporating additional land for redevelopment).

In addition to the immediate TOD site, additional, industrial warehousing properties near Langford Parkway at the south end of the site may make sense for conversion to higher density housing and possibly hotel/conference center development next to the station. Significant employment and even residential opportunities exist to the north and northeast of the TOD along Murphy Avenue and Astor Avenue, including a new technology center within existing and/ or redeveloped industrial uses and new for-sale townhomes surrounding the new Sylvan Hills Park, developed in the current vacant land just minutes from the MARTA Station.

Similar to the Oakland City Transit Station Area, public improvements along Astor, Murphy, Estes and all neighborhood streets in the immediate vicinity to the station itself will be critical, along with improved vehicular access from Langford Parkway, possibly through improved connections at the Sylvan Road exit. Finally, pedestrian-oriented intersection improvements and new roads linking the Murphy Avenue employment center and the new Sylvan Hills Park development back to Astor would be wise investments in increased connectivity.

Conceptual Development Program	Supportive Public Improvement Projects																
<table> <tr> <td>New Townhomes:</td> <td>100-130 units</td> </tr> <tr> <td>New Apartments/Lofts:</td> <td>400-500 units</td> </tr> <tr> <td>Housing Subtotal:</td> <td>500-630 units</td> </tr> <tr> <td>New Hotel:</td> <td>+/-75,000 square feet</td> </tr> <tr> <td>New Storefront Retail:</td> <td>+/-30,000 square feet</td> </tr> <tr> <td>New Office:</td> <td>+/-100,000 square feet</td> </tr> <tr> <td>New Commercial/Econ. Development:</td> <td>+/-100,000 square feet</td> </tr> <tr> <td>Commercial Subtotal:</td> <td>+/-305,000 square feet</td> </tr> </table>	New Townhomes:	100-130 units	New Apartments/Lofts:	400-500 units	Housing Subtotal:	500-630 units	New Hotel:	+/-75,000 square feet	New Storefront Retail:	+/-30,000 square feet	New Office:	+/-100,000 square feet	New Commercial/Econ. Development:	+/-100,000 square feet	Commercial Subtotal:	+/-305,000 square feet	<ul style="list-style-type: none"> P-4 Lakewood Pedestrian Bridge Improvements S-5 Lee Streetscape S-6 Murphy Streetscape SS-12 Lakewood Transit Station Area Sidewalks O-2 Lakewood Station Transit Plaza O-3 Sylvan Hills Park G-2 Lee Street Greenway I-3 Astor & Lee Intersection Improvements I-12/R-6 Langford Parkway Interchange Review/Estes Extension R-2 Sylvan Hills New Roadways R-5 Lakewood Transit Station Area New Roadways T-3 Lakewood Master Plan PD-2A & B Lakewood Parking Deck <p><i>(see Action Plan later in this report for more details)</i></p>
New Townhomes:	100-130 units																
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New Commercial/Econ. Development:	+/-100,000 square feet																
Commercial Subtotal:	+/-305,000 square feet																

* These numbers represent the existing and projected future use of parking, not the total amount of parking available at the current time.



RECOMMENDATIONS: MURPHY TRIANGLE/LEE STREET

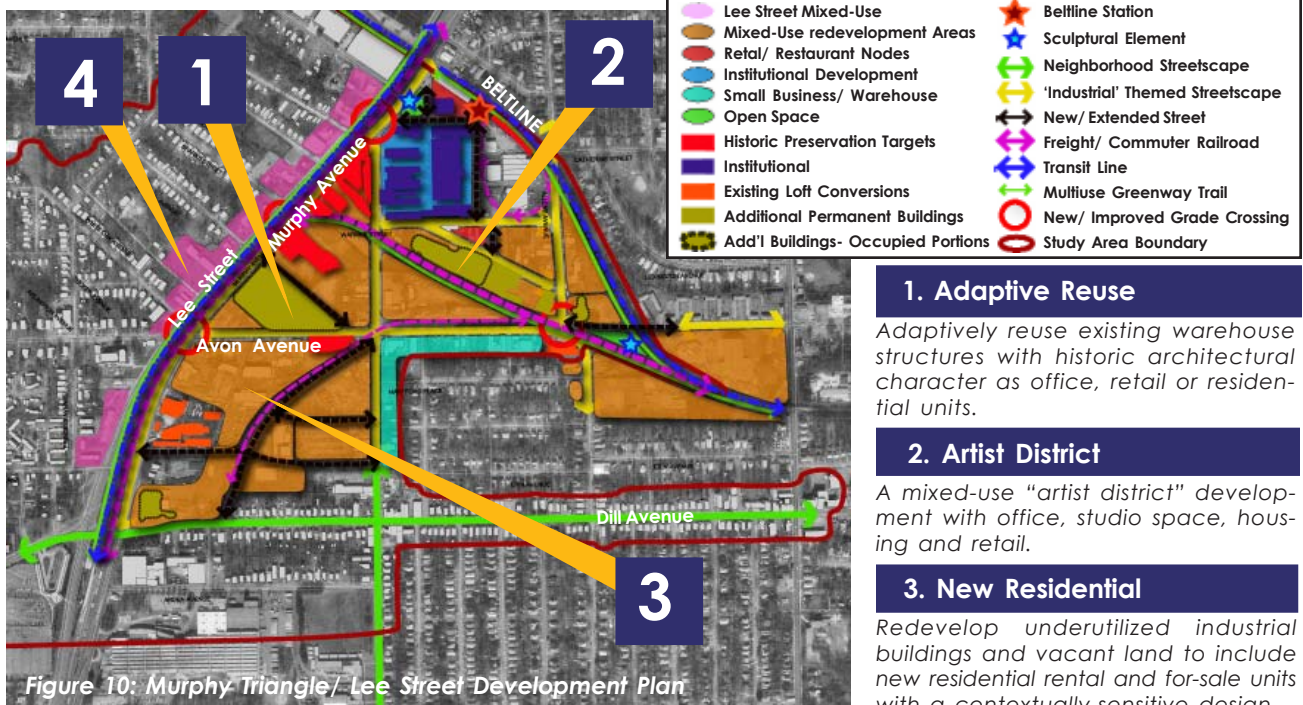


Figure 10: Murphy Triangle/ Lee Street Development Plan

1. Adaptive Reuse

Adaptively reuse existing warehouse structures with historic architectural character as office, retail or residential units.

2. Artist District

A mixed-use "artist district" development with office, studio space, housing and retail.

3. New Residential

Redevelop underutilized industrial buildings and vacant land to include new residential rental and for-sale units with a contextually-sensitive design.

4. Lee Street Mixed-Use

Redevelop underutilized retail structures and vacant land as mixed-use and facade improvements on existing retail structures where appropriate.

Figure 10.1: Sylvan Road Before and After Improvements



In recent years, Atlanta has seen a rebirth of several industrial districts throughout the City—areas that have tapped into a market for "artistic" office, retail and residential space. In this light, the underutilized properties and vacant lots (potentially environmentally contaminated) along Murphy and Sylvan present a tremendous opportunity to create a new mixed use neighborhood, containing light industrial operations, small-scale office space, retail services, restaurants and stores and new loft housing. Considering that this development area is located in the Renewal Communities District, it is recommended that it retain a theme and character true to its historic industrial roots through the rehabilitation of several structures and public improvements. New housing could be a mix of rental apartments and for-sale condos. It will be critical to link this new district with the existing and planned retail/mixed use along Lee Street and Donnelly and the Lee Street Greenway to the west through

Conceptual Development Program

New Loft Conversion Units:	150-200 units
New Commercial/Econ. Development:	+/-150,000 sq. ft.

Supportive Public Improvement Projects

P-1,2,3	Lee St. Pedestrian Crossings (Sylvan, White, Avon)
S-1	Sylvan Streetscape
S-6	Murphy Streetscape
S-9	Metropolitan Streetscape
G-1	Beltline Greenway
G-2	Lee St. Greenway
G-3	Murphy Triangle/Lee Street Greenway
I-1	Lee & Sylvan Intersection Improvements
R-1	Murphy Triangle/Lee Street New Roadways
R-7	Avon Extension
T-1	Beltline Station

(see Action Plan later in this report for more details)

streetscape improvements and pedestrian railroad crossings and to the existing neighborhoods to the north and south via Allene and Sylvan and to the east via University. Connectivity within the Murphy Triangle/ Lee Street development area can also be enhanced through new internal street grid.



Oakland City / Lakewood LCI

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RECOMMENDATIONS: NEIGHBORHOOD IMPROVEMENT DISTRICTS

As described in the existing conditions analysis, the majority of the Oakland City/ Lakewood LCI study area is comprised of single-family residential neighborhoods. These structures have historic building elements and styles that are the foundation of the character of this area. The Oakland City neighborhood has a local historic designation that signifies the importance of preserving and restoring the dwellings in a fashion that is compatible with the existing historic character. Similarly, the Sylvan Hills neighborhood has a historic single-family residential fabric. The Oakland City Neighborhood Improvement District and the Sylvan Hills Neighborhood Improvement District suggests an approach that preserves the existing housing stock through rehabilitation strategies and identifies opportunities for infill development on existing vacant lots. The following guidelines were established to encourage appropriate development of single-family on infill lots with compatible housing types and styles similar to the existing housing stock.

Single Family Infill Guidelines

- **Demolish existing dilapidated houses & unoccupied deteriorated apartments.**
- **In some cases resubdivide multiple adjacent vacant lots into new housing sites**
- **New lots should be between 34 feet (rear access only) and 55 feet**
- **Don't build any houses that are less than 24 feet wide (no shotguns)**
- **Align the front of new houses with existing houses**
- **New alleys to be constructed only in locations where feasible (property is controlled)**
- **New houses to be architecturally compatible (big front porches, details)**
- **New houses should be varied in height, color and shape**
- **Build larger homes on corners and include wrap-around porches**

Conceptual Development Program

Oakland City Neighborhood Improvement District:	
New Infill Homes:	80-100 units
Rehabilitated Homes:	175-200 units
Housing Subtotal:	255-300 units
Target blocks/ streets: Block bounded by Donnelly/Peebles/Lawton/Lee Arlington/Wilmington/Princess/White Oak Epworth Street	
Sylvan Hills Neighborhood Improvement District:	
New Infill Homes:	70-90 units
Rehabilitated Homes:	185-215 units
Housing Subtotal:	255-305 units
Target blocks/ streets: Osborne Street	

Supportive Public Improvement Projects

Oakland City Neighborhood Improvement District:	
SS-5	Avon Streetscape
SS-6	Oakland Drive Streetscape
SS-7	Oakland Lane Streetscape
SS-8	Princess Streetscape
Sylvan Hills Neighborhood Improvement District:	
S-4	Astor Streetscape
S-8	Deckner Streetscape
SS-1	Evans Streetscape
SS-2	Langston Streetscape
SS-3	Victory Streetscape
SS-4	Claire Streetscape
SS-9	Perkerson Streetscape
I-5	Sylvan & Deckner Intersection
I-6	Langston & Sylvan Intersection
I-7	Perkerson & Sylvan Intersection
<i>(see Action Plan later in this report for more details)</i>	

Figure 11: Langston Street Before and After Improvements



RECOMMENDATIONS: NEIGHBORHOOD IMPROVEMENT DISTRICTS

MAP 10 RESIDENTIAL INFILL

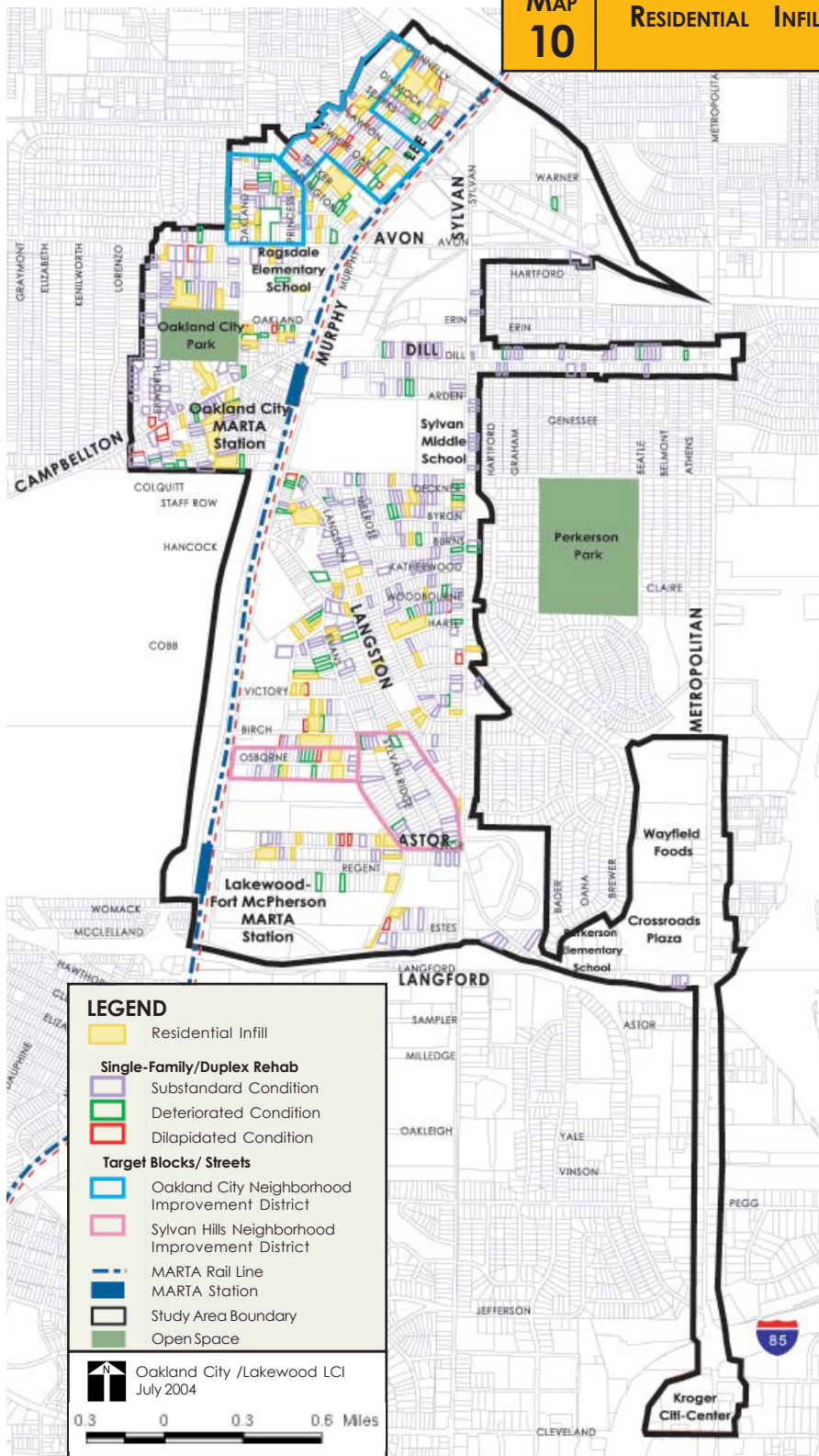
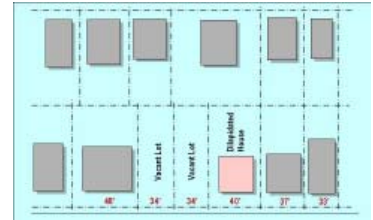
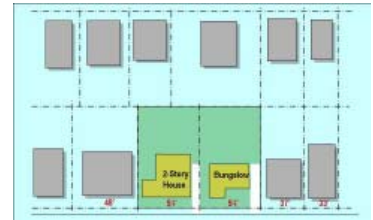


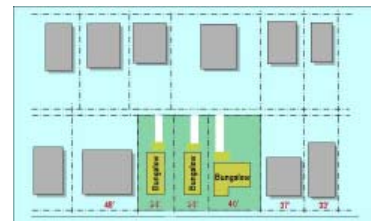
Figure 11.1: Residential Infill Samples



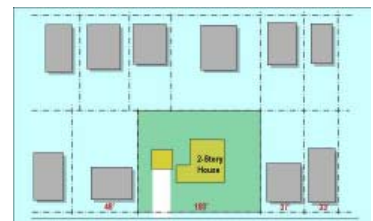
SAMPLE EXISTING CONDITION



PREFERRED INFILL DEVELOPMENT:
DRIVEWAY LOT VERSION



PREFERRED INFILL DEVELOPMENT:
ALLEY LOT VERSION



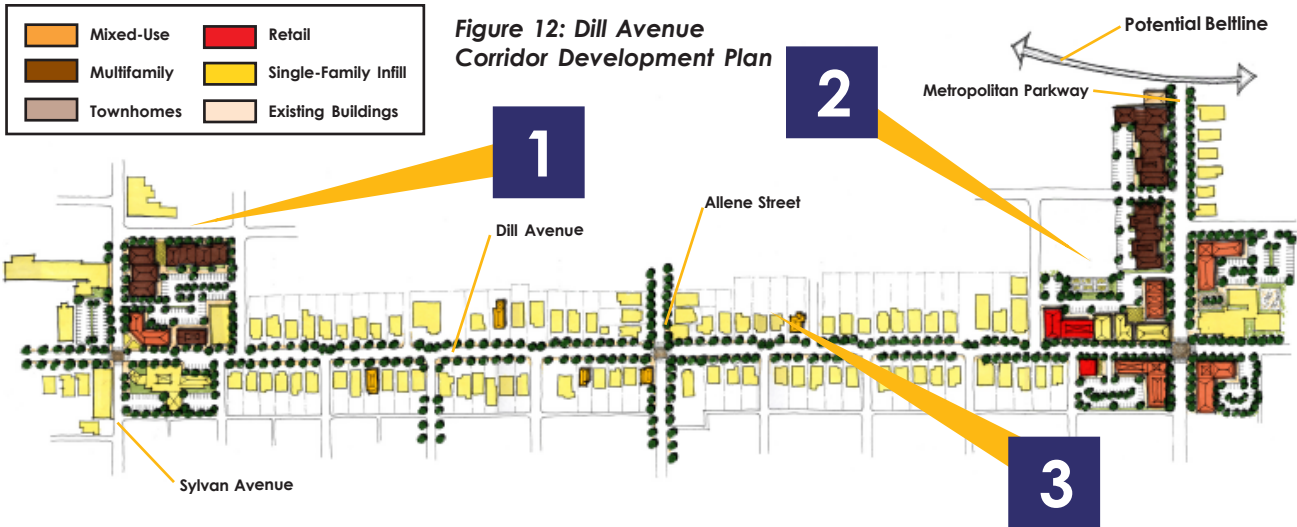
DISCOURAGED INFILL DEVELOPMENT



Oakland City / Lakewood LCI

Prepared by: Urban Collage, Inc. and City of Atlanta Bureau of Planning in association with
Grice & Associates, Robert Charles Lesser & Co, EDAW and B. Dona & Smith

RECOMMENDATIONS: DILL AVENUE CORRIDOR



1. Sylvan Road Mixed-Use

Mixed-use development site with retail surrounded by multi-family units on existing vacant lots.

2. Metropolitan Parkway Mixed-Use

Adaptively reuse existing structures with historic architectural character. Redevelop existing retail as ground floor retail with housing above to increase residential base

3. Single-Family Preservation/ Infill

Preserve the single-family character of the Dill Corridor while taking advantage of opportunities for infill development on existing vacant lots.

Conceptual Development Program

New Single-Family Homes:	+/-5 units
New Apartments/Lofts:	105-135 units
Housing Subtotal:	110-140 units
New Storefront Retail:	+/-55,000 sq. ft.

Supportive Public Improvement Projects

S-2	Dill/Campbellton Streetscape
SS-10	Allene Streetscape
SS-13	Dill Avenue On-Street Parking
G-1	Beltline Greenway
I-4	Dill & Sylvan Intersection Improvements
I-8	Dill & Metropolitan Intersection Improvements

(see Action Plan later in this report for more details)

Dill Avenue forms a critical east-west connection, stretching from the Oakland City MARTA Station, through Sylvan Hills and towards Metropolitan Parkway and points further east. While the street is mainly residential in character, the plan calls for reinvigoration of the nodes at Sylvan, Allene and Metropolitan with rehabilitation of existing retail structures and the construction of new small-scale mixed-use buildings. The largest mixed-use node exists at Metropolitan Parkway, including reuse of the existing unoccupied church with a new institutional use and shared parking, a community garden and redevelopment of the southwest and southeast corners. Another neighborhood-oriented retail node exists at Sylvan because it is within walking distance of the Oakland City MARTA Station. The largest opportunity from redevelopment and densification is on the northeast corner due to the amount of vacant land. Both of these neighborhood mixed-use nodes should be linked along Sylvan and Metropolitan with sidewalks and streetscapes. The Metropolitan node provides an opportunity to connect to the Beltline (north end of Metropolitan) and to develop new townhomes/lofts along Metropolitan. Development in the two nodes will be challenged by the difficulty in providing adequate parking. To the greatest extent possible, new parking should be consolidated, shared and located to the rear of development. Other than the two nodes, remaining infill housing opportunities on Dill are few (+/-5 lots) with the CAMP organization prepared to complete their ongoing residential revitalization project. As a traffic calming measure (and to institutionalize on-street parking), corner bulb-outs are recommended on the north side of Dill as part of the Dill Avenue Streetscape Project.



Oakland City / Lakewood LCI

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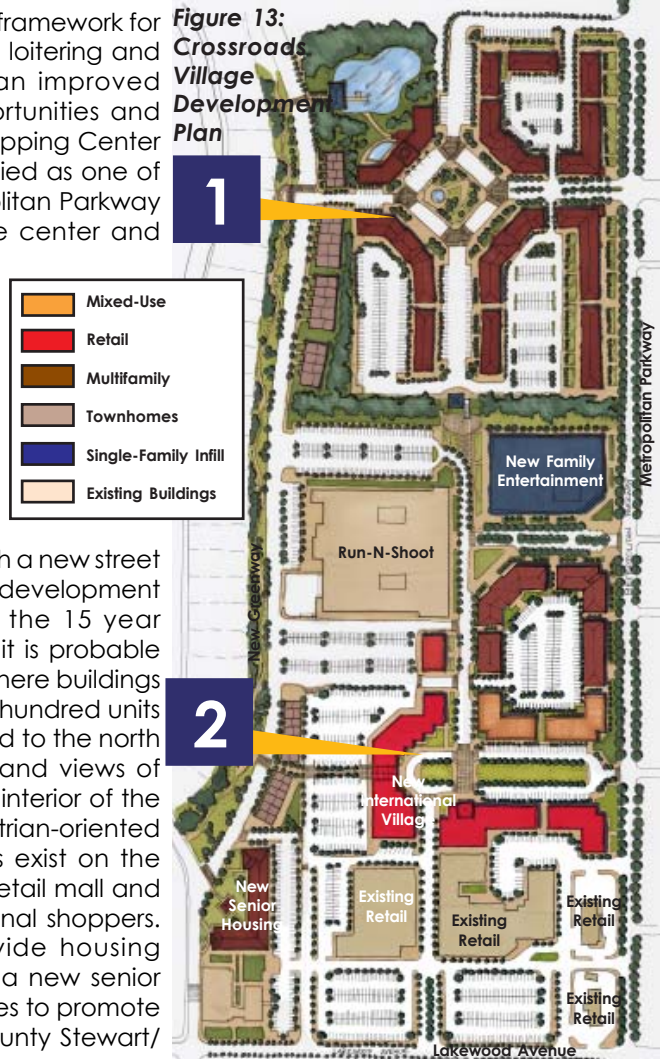
RECOMMENDATIONS: CROSSROADS VILLAGE

In 1996 the Stewart Avenue Master Plan provided the framework for revitalizing this corridor once plagued by high crime, loitering and countless failing retail services to an area with an improved economic base surrounded by new housing opportunities and supportive public improvements. The Crossroads Shopping Center and adjacent Wayfield Foods block has been identified as one of the greatest opportunities for change along Metropolitan Parkway building off of its history as a regional retail service center and activity node. The plan calls for reinvigorating this underutilized strip center and abundance of surface parking as a new neighborhood village through the creation of new residential units, and retail and community oriented services that can serve existing residents in the area as well as attract new visitors to positively impact the economic base for the area.

The new village center includes a long-term redevelopment strategy that includes redeveloping the two mall sites and breaking up the super blocks with a new street network and centralized courtyards. The complete redevelopment of the Crossroads Shopping Center is unlikely in the 15 year development cycle of this planning document, but it is probable that out parcel development can occur on the site where buildings are unoccupied. A residential block includes several hundred units of three-story multi-family apartments that are oriented to the north of the site to take advantage of the topography and views of downtown Atlanta. Surface parking is located in the interior of the block with centralized courtyards creating a pedestrian-oriented environment. Significant commercial opportunities exist on the southern end of the block including a new outdoor retail mall and urban market that can service both local and regional shoppers. Building off of previous planning efforts to provide housing opportunities for the aging population in the area, a new senior residential development has been included with hopes to promote multi-generational activities at the existing Fulton County Stewart/Lakewood Library and Perkerson elementary school.

Public improvements to provide pedestrian-oriented movements and new roads and intersections at Metropolitan Parkway and within this new development will be critical. New landscaped plazas and a greenway trail link the proposed Perkerson Greenway to the institutional uses while creating an amenity for the new residential units and commercial center.

Figure 13:
Crossroads Village Development Plan



1. Medium-Density Residential

New +/-300 unit Apartment development with pedestrian link to new village center

2. Mixed-Use Village Center

New mixed-use village and urban market in the southern portion of development site.

Conceptual Development Program

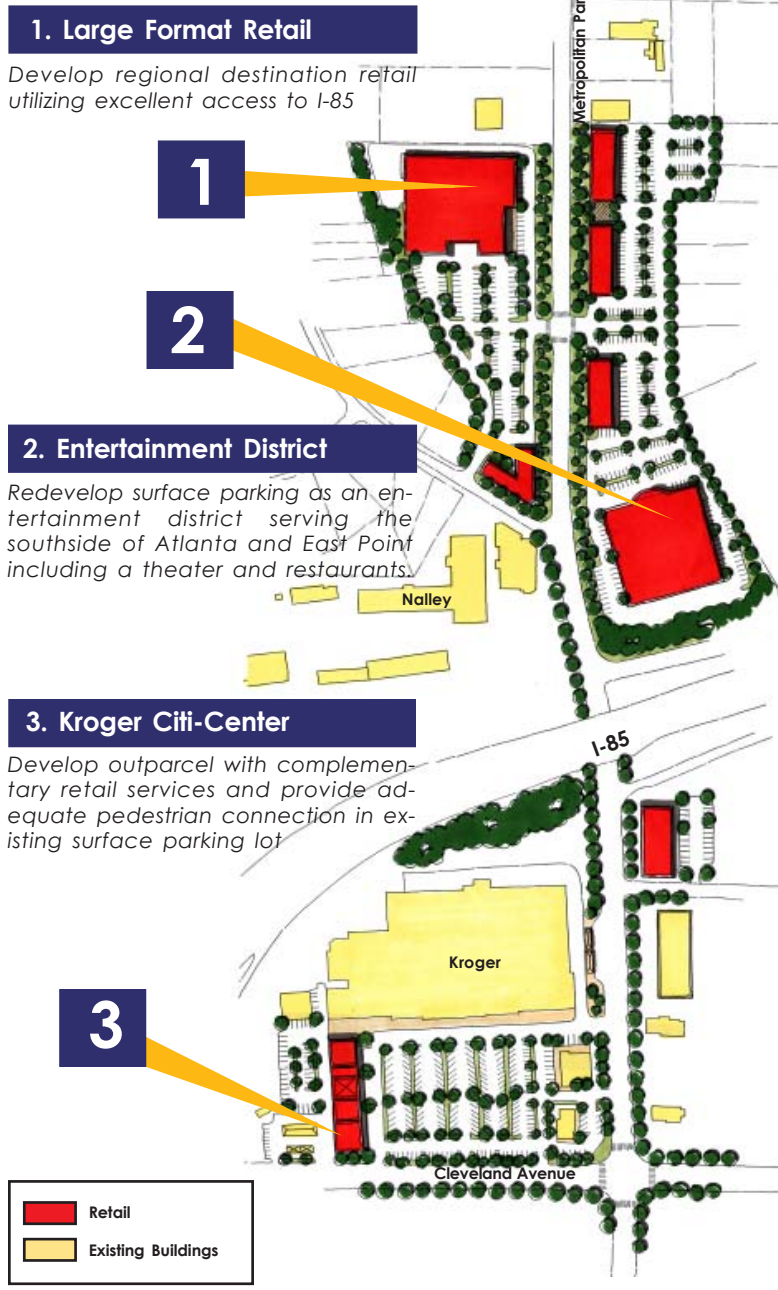
New Townhomes:	30-45 units
New Apartments:	370-420 units
New Mixed-Use Village Lofts:	25-30 units
New Senior Apartments:	50-70 units
Housing Subtotal:	475-565 units
New Storefront/Village Retail:	+/-40,000 square feet
New Family Entertainment:	+/-20,000 square feet
New Urban Market Store:	+/-20,000 square feet
New Community Office/Services:	+/-10,000 square feet
Commercial Subtotal:	+/-90,000 square feet

Supportive Public Improvement Projects

SS-15	Crossroads Village Sidewalks
O-4	Crossroads Village Plaza
G-4	Perkerson Greenway
R-3	Crossroads Village New Roadways
<i>(see Action Plan later in this report for more details)</i>	

RECOMMENDATIONS: CLEVELAND AVENUE GATEWAY

Figure 14: Cleveland Avenue Gateway Development Plan



For the purpose of this study, the existing commercial uses along Metropolitan Parkway north of I-85 and extending south to Cleveland Avenue encompass the Cleveland Avenue Gateway project area. The Kroger Citi-Center is a recently developed shopping center that currently serves the south side of Atlanta and portions of East point.

The stakeholders and community participants during this planning process enunciated concern with the lack of pedestrian facilities at the Kroger Citi-Center. The vast surface parking lot is not pedestrian friendly, lacking sidewalks and landscaping. The plan recommends constructing sidewalks and landscape buffers to shield pedestrians from heavy vehicular movements in the parking lot. In addition, there are limited opportunities to develop additional retail outparcels in order to frame the parking lot.

Infill opportunities also exist along Metropolitan Parkway just north of the I-85 interchange. On the east side of Metropolitan, an "Entertainment District" was identified to include restaurants, family-oriented entertainment retail and a movie theater. The market analysis suggests that due to the proximity to I-85, this type of use would be a regional destination. Adjacent to the entertainment Center project, on the west side of Metropolitan is a proposed "large format" retail development, such as a Target or Wal-Mart which currently does not exist in this area. Any large format retail development should be carefully designed so as to minimize the visual impact of large parking areas.

Conceptual Development Program

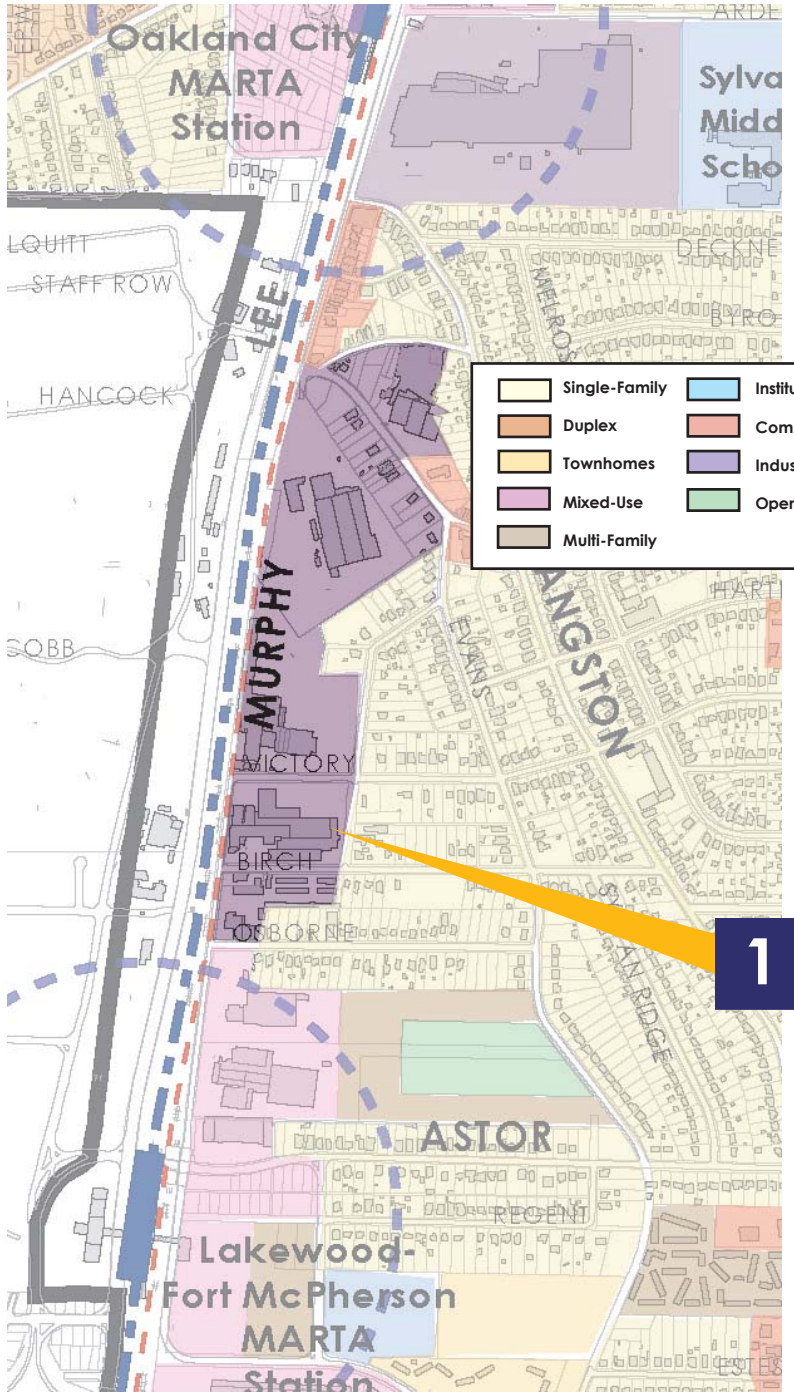
New Retail:	+/-60,000 square feet
New Entertainment Retail:	+/-57,500 square feet
New Large Format Retail:	+/-53,000 square feet
New Community Office/Services:	+/-20,000 square feet
Commercial Subtotal:	+/-190,500 square feet

Supportive Public Improvement Projects

S-7	Metropolitan Streetscape
SS-14	Kroger Citi-Center Sidewalks & Landscape Buffers
I-10	Cleveland & Metropolitan Intersection Improvements
I-11	Metropolitan & I-85 Ramp Intersection Improvements
<i>(see Action Plan later in this report for more details)</i>	

RECOMMENDATIONS: MIXED-USE ECONOMIC DEVELOPMENT

Figure 15: Mixed-Use Economic Development Context Map



The plan refers to the industrial properties along Murphy Avenue south of Evans and north of Osborne as the Mixed-Use Economic Development area. The stakeholders and community participants during this planning process enunciated the desire to provide employment opportunities to the area and revitalize the Murphy Avenue corridor to complement the proposed activity at the Lakewood MARTA Station.

Due to its proximity to the proposed Lakewood and Oakland City TODs, Fort McPherson and Langford Parkway, the plan calls for exploring opportunities to reinvigorate this area through rehabilitation of existing industrial uses and redevelopment of underutilized properties as a new mixed-use area to include a technological center or employment incubator and neighborhood friendly industrial uses. This area also is within the Renewal Communities District which can provide tax incentives to developers. The plan also recommends exploring opportunities to increase accessibility to this area via improvements to the Langford Parkway interchange at Lee Street, and extending Estes Drive to Murphy Avenue. Future development and supportive public improvements in this area must be explored in more detail at a later date.

1. Mixed-Use Economic Development

Building off of the recommendation for the Lakewood and Oakland City Station TODs, the plans for this area suggests building capacity for an employment through an employment incubator, technology center or neighborhood friendly industrial uses.

Conceptual Development Program

TO BE DETERMINED AT A LATER DATE

Supportive Public Improvement Projects

TO BE DETERMINED AT A LATER DATE



Oakland City / Lakewood LCI

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RECOMMENDATIONS: CIRCULATION/ OPEN SPACE PLAN

The plan identifies transportation and circulation projects to assist in the accessibility of the proposed development projects, improvements to the functionality of intersections and roadways while also proposing new facilities to encourage alternative transportation modes. The maps 11 & 12 identify the location of circulation and open space improvement projects described as follows:

Greenway Trails: the BeltLine concept involves implementing a transit and greenway/ multi-use trail system along several abandoned or underutilized rail lines that encircle much of the City of Atlanta by connecting several MARTA stations to serve numerous points of interest and employment centers. The Circulation/ Open space Plan builds off of the proposed BeltLine and recommends 22,600 linear feet of greenway trails within the study area to better utilize the railroad corridors as means for alternative modes of transportation. The plan suggests incorporating a new greenway along the proposed BeltLine route running along the northern boundary of the LCI study area. A potentially regional significant greenway trail is also recommended along the east side of Lee Street along the rail line extending from the BeltLine to East Point. There is also an opportunity to enhance the existing railroad spurs north of Avon from Lee to Allene within the proposed Murphy Triangle/Lee Street development area with a greenway. The NPU-X Strategic Plan also recommends building on the natural resources surrounding the Perkerson Park to develop a greenway system. This greenway would serve as an amenity and connect the park to a proposed new community facility on Metropolitan and potentially extend to the Crossroads redevelopment and Perkerson Elementary. Although the connection from Perkerson Park to the community center is not within the LCI study area, it is important to note its logical extension.

Primary Streetscape Improvements: streetscapes are recommended on Lee, Murphy, Sylvan, Metropolitan, Astor, Deckner, and Campbellton/Dill to include sidewalks, street trees, lighting, etc. as a means to improve the pedestrian environment on these primary streets.

Figure 17: Primary Streetscape Improvements - Street Section

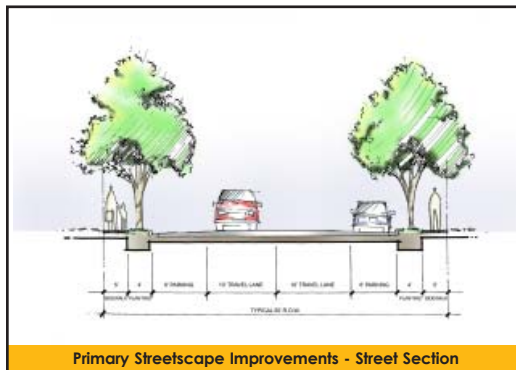


Figure 16: Greenway Trails Public Improvement Projects

Public Improvement Projects	
G-1	Beltline Greenway
G-2	Lee Street Greenway
G-3	Murphy Triangle/Lee Street Greenway
G-4	Perkerson Greenway
<i>(see Action Plan later in this report for more details)</i>	



Figure 16.1: Greenway Before and After Improvements



Figure 16.2: Beltline Before and After Improvements

Figure 17.1: Primary Streetscape Public Improvement Projects

Public Improvement Projects	
S-1	Sylvan Streetscape
S-2	Dill/ Campbellton Streetscape
S-3	Metropolitan Streetscape
S-4	Astor Streetscape
S-5	Lee Streetscape
S-6	Murphy Streetscape
S-7	Metropolitan Streetscape
S-8	Deckner Streetscape
<i>(see Action Plan later in this report for more details)</i>	



Figure 17.2: Astor Street Before and After Improvements



RECOMMENDATIONS: CIRCULATION / OPEN SPACE PLAN

Secondary Streetscape Improvements: several local and neighborhood streets in the study area that are lacking pedestrian facilities/ sidewalks. The lack of sidewalks limits safe connections to community and civic uses and the transit stations for pedestrians. In particular, sidewalks are missing or need to be repaired on Evans, Langston, Victory, Claire, Avon, Oakland Drive, Oakland Lane, Princess, Perkerson and Allene. Sidewalks are also recommended to enhance the pedestrian environment at the Oakland City Transit Station Area, Lakewood Transit Station Area, Kroger-City Center and Crossroads Village. In addition, recommendations to the Dill Avenue corridor includes instituting on-street parking on the north side of Dill Avenue. Currently vehicles are parked on both sides of the street inhibiting vehicular and pedestrian movements.

Figure 18: Secondary Streetscape Improvements - Street Section

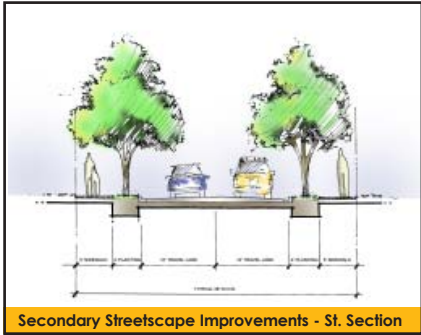


Figure 18.1: Secondary Streetscape Public Improvement Projects

Public Improvement Projects			
SS-1	Evans Streetscape	SS-9	Perkerson Streetscape
SS-2	Langston Streetscape	SS-10	Allene Streetscape
SS-3	Victory Streetscape	SS-11	Oakland City Transit Station Area Sidewalks
SS-4	Claire Streetscape	SS-12	Lakewood Station TOD Sidewalks
SS-5	Avon Streetscape	SS-13	Dill Ave. On-street Parking
SS-6	Oakland Drive Streetscape	SS-14	Kroger-City Center Sidewalks & Landscape buffers
SS-7	Oakland Lane Streetscape	SS-15	Crossroad Village Sidewalks
SS-8	Princess Streetscape		(see Action Plan later in this report for more details)

Transit Plazas / Open Space: hardscaped transit plazas are proposed at the MARTA Stations as an outdoor amenity that serves as a gateway into the development and provides a refuge for MARTA patrons, residents and visitors. The improvements include brick pavers, seating, and trees creating an identity and theme for the station area. Similar plazas are recommended at the Crossroads Village to promote and enhance the pedestrian environment. A new neighborhood park with new residential units fronting it is identified in the Sylvan Hills neighborhood on existing vacant land adjacent to the Lakewood Station TOD. This area is within a flood plain and has a creek running through a portion which would serve as natural retention area. This park development is currently being pursued by the Sylvan Hills neighborhood. To assist with pedestrian connectivity from the Oakland City MARTA Station to the Oakland City Park, the plan recommends incorporating a new park entrance at the southeast corner of Oakland City Park. The improvements should include new access with pedestrian paths, signage lighting and details similar to the existing entrances.

Figure 19: Transit Plazas/ Open Space Public Improvement Projects

Public Improvement Projects	
O-1	Oakland City Station Transit Plaza
O-2	Lakewood Station Transit Plaza
O-3	Sylvan Hills Park
O-4	Crossroads Village Plaza
O-5	Oakland City Park Entrance
	(see Action Plan later in this report for more details)

Drainage: as identified in the existing conditions analysis there are several intersections that have drainage issues. Georgia Department of Transportation District 7 has agreed to address the drainage issues as ongoing routine maintenance. The streets/ intersections to be addressed include: Metropolitan Parkway, from Avery Road to Perkerson Road; Metropolitan Parkway & Dill Avenue; Metropolitan Parkway & Deckner Avenue; Lee Street, from Donnelly to Dill Avenue; Lee Street & Avon Avenue; Lee Street & White Oak Avenue; and Lee Street & Lawton Avenue.

Figure 20: Drainage Public Improvement Projects

Public Improvement Projects	
D-1	Drainage Improvements
	(see Action Plan later in this report for more details)

RECOMMENDATIONS: CIRCULATION / OPEN SPACE PLAN

Transit: building off the proposed BeltLine and the Murphy Triangle/Lee Street, the installation of a transit station as a transfer point between MARTA, the BeltLine and potentially commuter rail is recommended. The location of this station is recommended at the unoccupied Women's Prison which will potentially serve as a catalytic project for adjacent mixed-use development. The proposed TOD at the Oakland City station recommends relocating the existing bus bays in order to incorporate future development and a transit plaza. The LCI plan also recommends the development of more detailed master plans for the TOD areas.

Gateways: while the proposed developments at the MARTA Stations will serve as major identity markers, there is a need to enhance the visibility and identity of the entire LCI study area. These visual enhancements will provide an organizational element to anchor this community thus several key locations for gateway installations are identified: Metropolitan & Dill, Metropolitan & Lakewood, Sylvan & Langston, Sylvan & Lee.

Pedestrian Crossings/ Pedestrian Bridges: pedestrian movements from Lee to Murphy Street are currently limited due to lack of crosswalks, signalization and signage. The plan proposes incorporating improvements at Lee Street at Avon, White Oak and Sylvan for pedestrian movements across the CSX rail lines. As identified through this planning process, the community is concerned about the lack of pedestrian connections to the MARTA stations from the adjacent neighborhoods. To improve pedestrian access to the proposed Lakewood Station TOD, the plan suggests reconfiguring the turnstiles on the pedestrian bridge at the Lakewood-Fort McPherson Station in order to provide pedestrian access from the west parking lot to the new development.

Parking Decks: a parking deck is warranted for the proposed development at the Oakland City Station TOD and the Lakewood Station TOD due the necessity of utilizing the existing surface parking for new residential, office, and retail uses. The much smaller footprint of structured parking will also greatly facilitate the pedestrian-friendliness of the TODs. These decks will replace existing parking for MARTA patrons as well as support the parking demand of proposed new development.

New Roadways/ Extensions: Several new streets are proposed to assist with circulation at the major redevelopment project areas. These new streets are recommended to breakup these "super blocks" for future development sites and provide improved connectivity. These new roadways will incorporate on street parking where appropriate, street trees and pedestrian amenities to enhance the walk-ability amongst the diversity of uses proposed in the redevelopment areas including Murphy

Figure 21: Transit Public Improvement Projects

Public Improvement Projects	
T-1	Beltline Station
T-2	Bus Bays
T-3	Oakland City TOD Master Plan
T-4	Lakewood TOD Master Plan
(see Action Plan later in this report for more details)	

Figure 22: Gateways Public Improvement Projects

Public Improvement Projects	
GW-1	Gateways
(see Action Plan later in this report for more details)	



Figure 23.1: Pedestrian Crossing Before and After the Improvements

Figure 23.2: Pedestrian Crossing Before and After the Improvements

Figure 23: Pedestrian Crossing/ Pedestrian Bridges Public Improvement Projects

Public Improvement Projects	
P-1	Lee & Sylvan Pedestrian Crossing
P-2	Lee & White Pedestrian Crossing
P-3	Lee & Avon Pedestrian Crossing
P-4	Lakewood Pedestrian Bridge Improvements
(see Action Plan later in this report for more details)	

Figure 24: Parking Decks Public Improvement Projects

Public Improvement Projects	
PD-1A and B	Oakland City Parking Deck
PD-2A and B	Lakewood Parking Deck
(see Action Plan later in this report for more details)	



RECOMMENDATIONS: CIRCULATION / OPEN SPACE PLAN

Triangle/Lee Street, surrounding Sylvan Hills Park, Crossroads Village, Oakland City Transit Station Area, and Lakewood Station Transit Station Area for Langford Parkway, the plan recommends extending Estes Street to Murphy. In addition, there is also an opportunity to improve east west connections to University Avenue in the Murphy Triangle/Lee Street development area by extending Avon.

Figure 25: New Roadways/ Extensions Public Improvement Projects

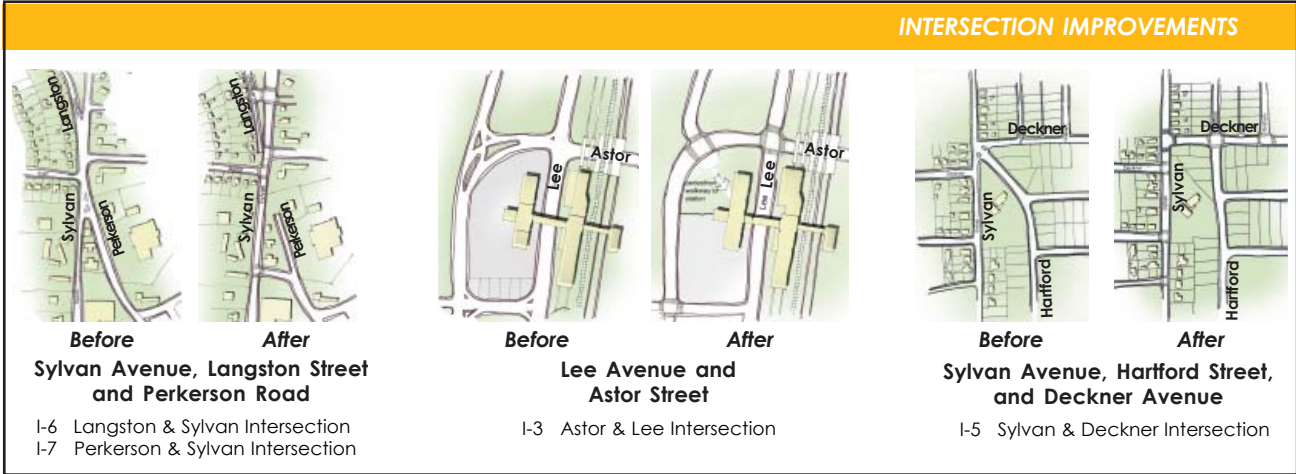
Public Improvement Projects	
R-1	Murphy Triangle/Lee Street New Roadways
R-2	Sylvan Hills New Roadways
R-3	Crossroads Village New Roadways
R-4	Oakland City Transit Station Area New Roadways
R-5	Lakewood Transit Station Area New Roadways
R-6	Estes Extension (See also I-12)
R-7	Avon Extension
(see Action Plan later in this report for more details)	

Intersection/ Interchange Improvements: due to associated visibility and safety concerns, intersection and interchange improvements are recommended throughout the study area. The intersection of I-85 and Metropolitan should be studied for possible signalization. The intersection of Cleveland Avenue at Metropolitan Parkway is currently experiencing significant traffic and should be studied for signal timing optimization and protected left-turn phasing needs. This intersection may require a left turn signal or signal timing optimization; and improved grades. The Y intersection along Langston into Sylvan north of Astor should be relocated one block north of Astor to alleviate safety concerns. The following intersections lack adequate crosswalks and are dangerous for pedestrians: Lee & Sylvan, Sylvan & Dill, Metropolitan & Dill, Lee & Dill/ Campbellton, Astor & Lee, Sylvan & Deckner, Perkerson & Sylvan, Dill & Murphy. The plan recommends geometric, safety and operational improvements to these intersections. With the proposed developments at the Lakewood MARTA Station and along the Murphy corridor, a direct access from the Langford Parkway would make these developments more viable. An interchange justification review is recommended to explore the feasibility of interchange improvements at the Langford Parkway/ Lee Street interchange in the long-term.

Figure 26: Intersection/Interchange Public Improvement Projects

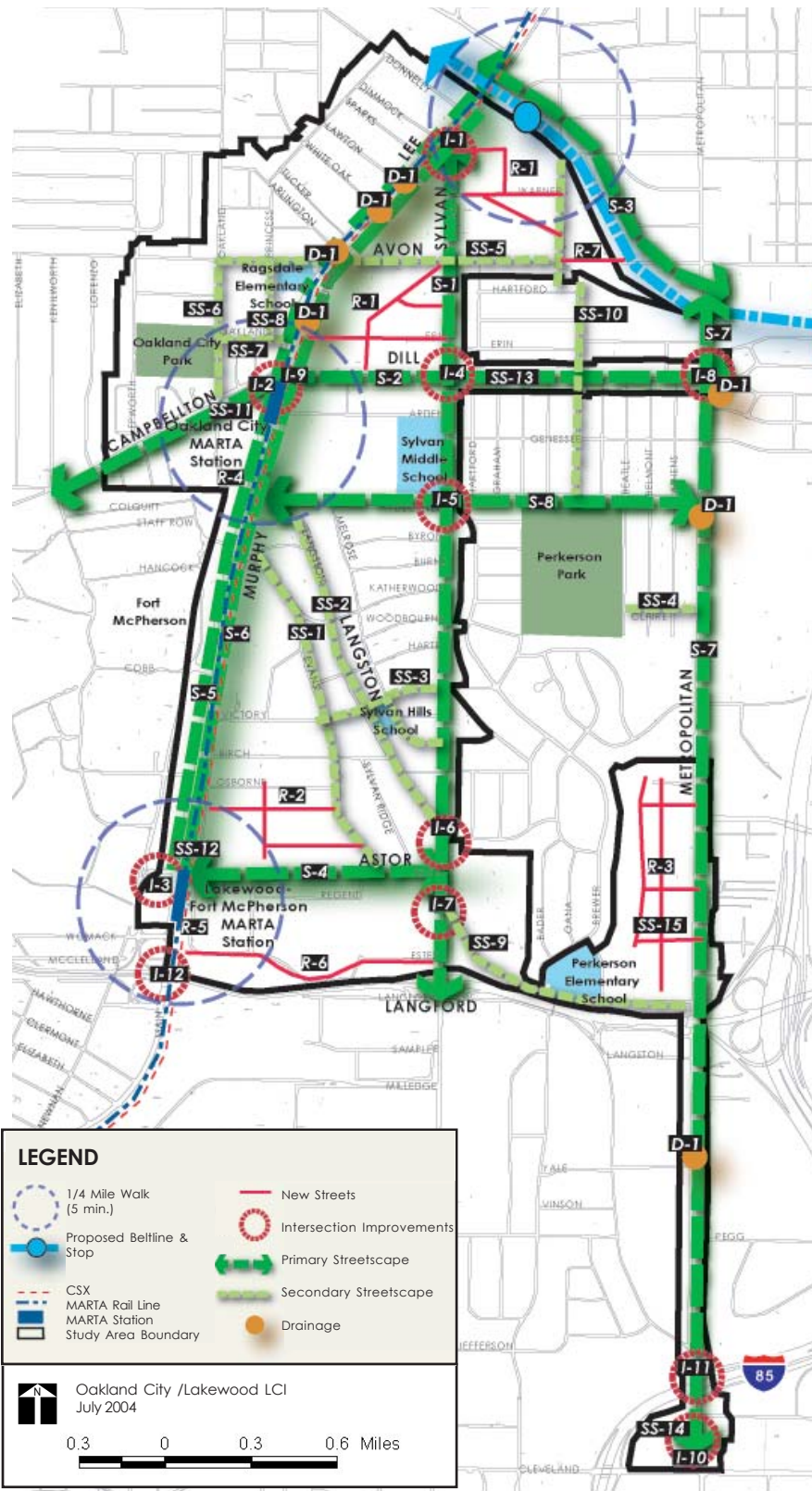
Public Improvement Projects			
I-1	Lee & Sylvan Intersection	I-7	Perkerson & Sylvan Intersection
I-2	Lee & Dill/ Campbellton Intersection	I-8	Dill & Metropolitan Intersection
I-3	Astor & Lee Intersection	I-9	Dill & Murphy Intersection
I-4	Dill & Sylvan Intersection	I-10	Cleveland & Metropolitan
I-5	Sylvan & Deckner Intersection	I-11	Metropolitan & I-85 ramp Intersection
I-6	Langston & Sylvan Intersection	I-12	Langford Parkway Interchange Justification Review (See also R-6)
(see Action Plan later in this report for more details)			

Figure 26.1: Intersection Improvements - Before and After



RECOMMENDATIONS: CIRCULATION / OPEN SPACE PLAN

MAP 11 CAPITAL IMPROVEMENT PROJECTS



Primary Streetscape

- S-1 Sylvan
- S-2 Dill/ Campbellton
- S-3 Metropolitan
- S-4 Astor
- S-5 Lee
- S-6 Murphy
- S-7 Metropolitan
- S-8 Deckner

Secondary Streetscape

- SS-1 Evans
- SS-2 Langston
- SS-3 Victory
- SS-4 Claire
- SS-5 Avon
- SS-6 Oakland Drive
- SS-7 Oakland Lane
- SS-8 Princess
- SS-9 Perkerson
- SS-10 Allene
- SS-11 Oakland City TOD Sidewalks
- SS-12 Lakewood Station TOD Sidewalks
- SS-13 Dill Avenue On-Street Parking
- SS-14 Kroger Citi-Center Sidewalks/ Landscape
- SS-15 Crossroads Village Sidewalks

Intersection/ Interchange Improvements

- I-1 Lee & Sylvan
- I-2 Lee & Dill/ Campbellton
- I-3 Astor & Lee
- I-4 Dill & Sylvan
- I-5 Sylvan & Deckner
- I-6 Langston & Sylvan
- I-7 Perkerson & Sylvan
- I-8 Dill & Metropolitan
- I-9 Dill & Murphy
- I-10 Cleveland & Metropolitan
- I-11 Metropolitan & I-85
- I-12 Langford Parkway Interchange Justification Report

New Roadways/ Extension

- R-1 Murphy Triangle/ Lee Street
- R-2 Sylvan Hills New Roadways
- R-3 Crossroads Village
- R-4 Oakland City Station Area
- R-5 Lakewood Station Area
- R-6 Estes Extension
- R-7 Avon Extension

Drainage

- D-1 Drainage Improvements

(see Action Plan later in this report for more details)

LEGEND

- 1/4 Mile Walk (5 min.)
- Proposed Beltline & Stop
- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary
- New Streets
- Intersection Improvements
- Primary Streetscape
- Secondary Streetscape
- Drainage

Oakland City / Lakewood LCI
July 2004

0.3 0 0.3 0.6 Miles

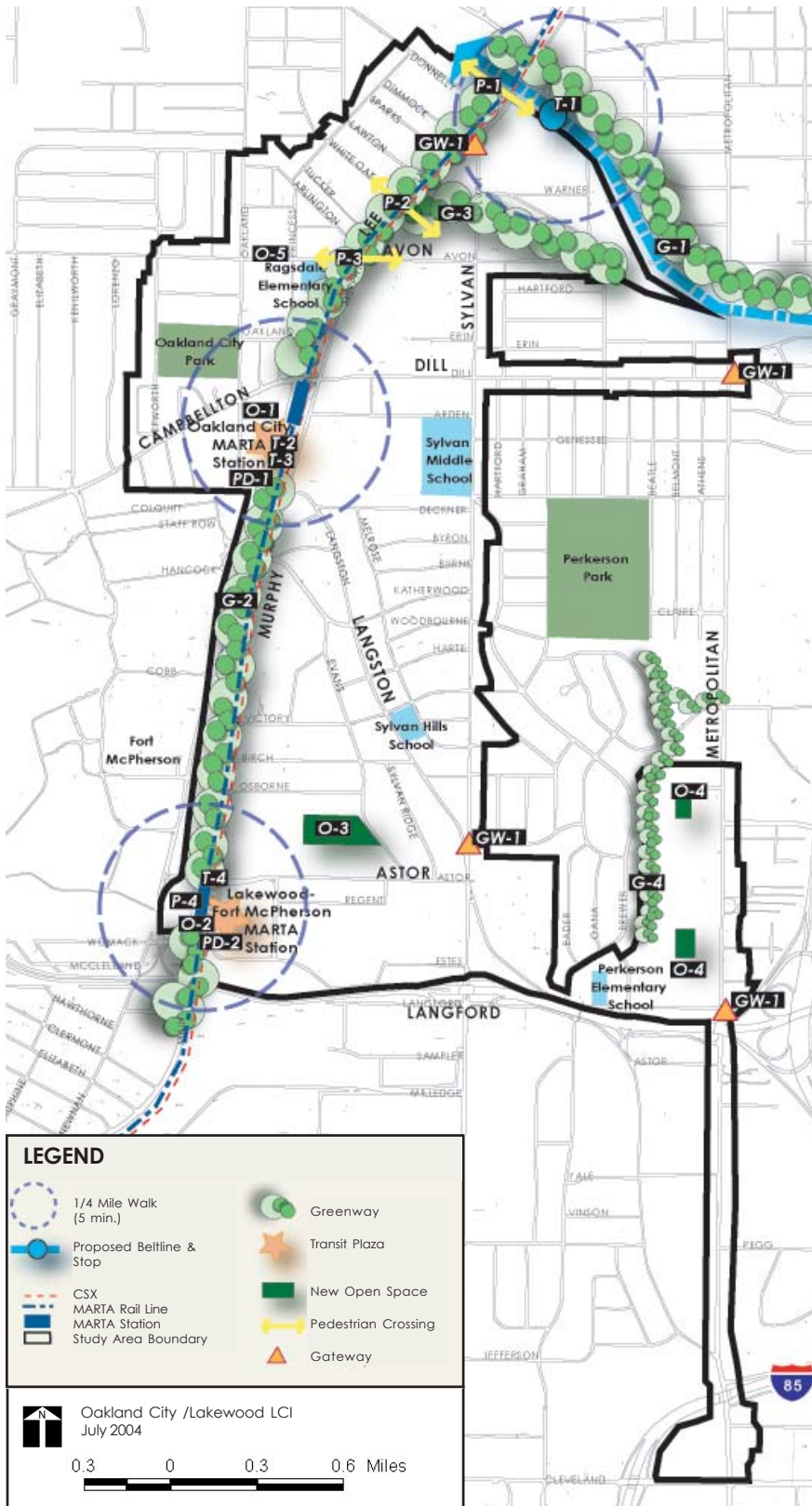


Oakland City / Lakewood LCI

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RECOMMENDATIONS: CIRCULATION / OPEN SPACE PLAN

MAP 12 CAPITAL IMPROVEMENT PROJECTS



Greenway Trails

- G-1 Beltline Greenway
- G-2 Lee Street Greenway
- G-3 Murphy Triangle/
Lee Street Greenway
- G-4 Perkerson Greenway

Transit Plazas/ Open Space

- O-1 Oakland City Station
Transit Plaza
- O-2 Lakewood Station
Transit Plaza
- O-3 Sylvan Hills Park
- O-4 Crossroads Village Plaza
- O-5 Oakland City Park
Entrance

Transit

- T-1 Beltline Station
- T-2 Oakland City Bus Bays
- T-3 Oakland City TOD Master Plan
- T-4 Lakewood TOD Master Plan

Pedestrian Crossings/ Pedestrian Bridges

- P-1 Lee & Sylvan Pedestrian
Crossing
- P-2 Lee & White Pedestrian
Crossing
- P-3- Lee & Avon Pedestrian
Crossing
- P-4 Lakewood Pedestrian
Bridge Improvements

Other

- PD-1A and B Oakland City Parking
Deck
- PD-2A and B Lakewood Parking
Deck
- GW-1 Gateways

(see Action Plan later in this report for more details)



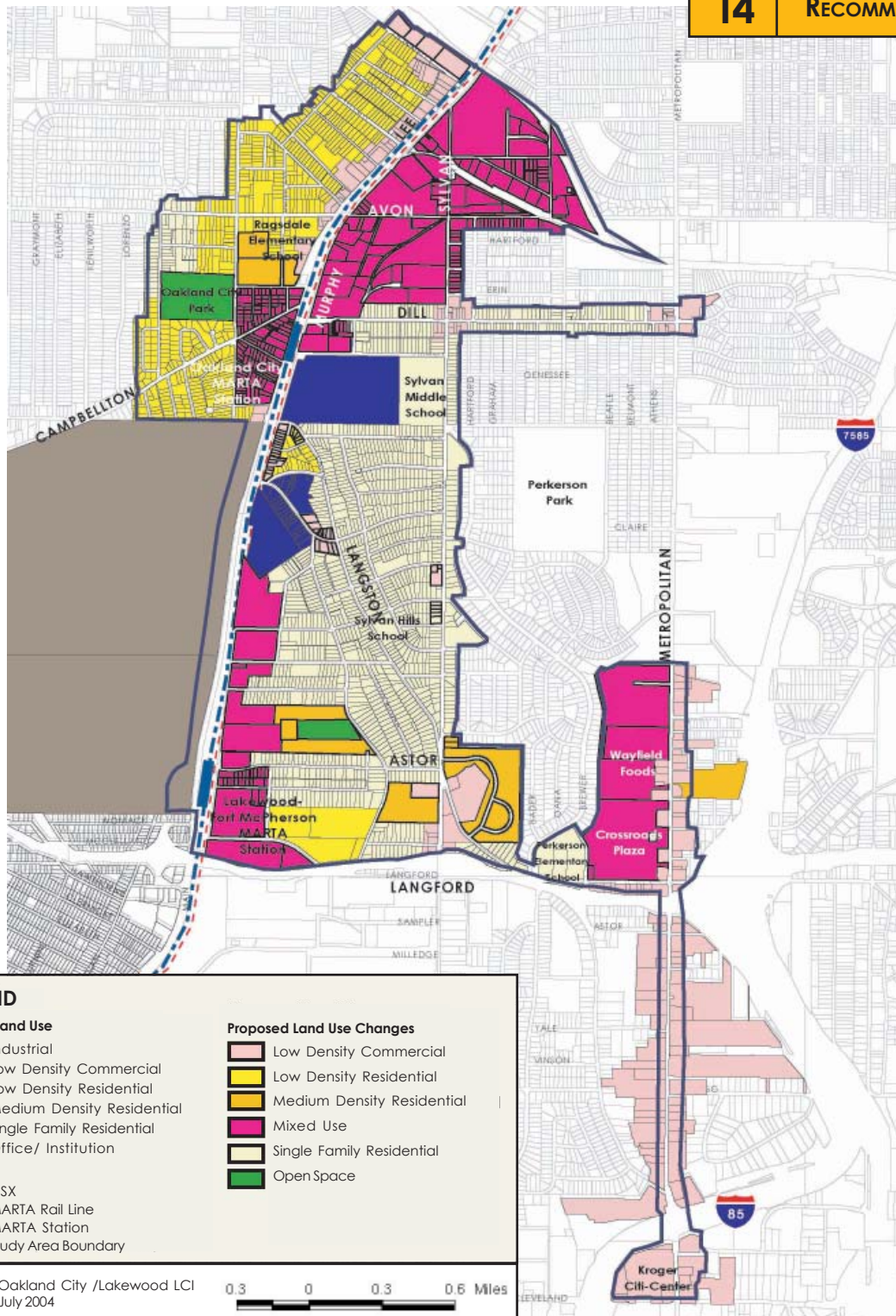
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RECOMMENDATIONS: LAND USE & ZONING

MAP
14

15 YEAR LAND USE
RECOMMENDATION



LEGEND

Existing Land Use

- Industrial
- Low Density Commercial
- Low Density Residential
- Medium Density Residential
- Single Family Residential
- Office/ Institution

- CSX
- MARTA Rail Line
- MARTA Station
- Study Area Boundary

Proposed Land Use Changes

- Low Density Commercial
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Single Family Residential
- Open Space



Oakland City /Lakewood LCI
July 2004

0.3 0 0.3 0.6 Miles



Oakland City / Lakewood LCI

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RECOMMENDATIONS: LAND USE & ZONING

The Oakland City/Lakewood LCI has developed a vision of the future of the study area. In many cases, this vision is consistent with the existing development on the ground due to the preservation intent of many subareas. In these areas, primarily the single family neighborhoods, the existing CDP land use and zoning is not recommended for change. However, along the MARTA line, within the TOD's, along Metropolitan Parkway and in the underutilized industrial properties, the plan proposes changes to existing Comprehensive Development Plan (CDP) land use and the existing zoning. The attached maps illustrate conceptual recommendations on updates to the City's CDP and the zoning regulations to establish the policy framework and regulatory environment supportive of the plan. While the groundwork of community consensus has been laid in the plan, these recommendations would need to be followed up with a more intensive process by the City to involve property owners and other stakeholders in a legal process of updating the regulatory framework. While the CDP amendments could be made in the City's next update cycle, the process of rezoning would likely necessitate several months of work before final adoption. Furthermore, the Oakland City/Lakewood LCI contains, in some cases, a portion of larger neighborhoods and NPU's, so rezoning would need to be accomplished under logical geographic/political considerations.

LAND USE

To lay the policy framework that supports the plan's long-term physical development, several modifications are recommended to the current 15-Year CDP Land Use Plan for the area. Within the TOD's, the plan recommends changing the existing Low Density Commercial around the Oakland City MARTA Station and the Medium Density Residential around the Lakewood MARTA Station to Mixed Use, reflective of the mix of residential, office and retail envisioned immediately around the stations. Mixed Use is also called for at the Crossroads Village area along Metropolitan Parkway and within the Murphy Triangle, once again reflective of the desire to incorporate mixed use development in these parcels. To encourage redevelopment and rooftops around the Oakland City MARTA Station, a portion of the Oakland City neighborhood north of Campbellton is recommended for Medium Density Residential. The plan also looks towards a critical mass of commercial along Lee Street and Donnelly, with Donnelly transitioning from its existing industrial use to commercial activities. Finally, the plan anticipates redevelopment of residential along Sylvan close to Langford Parkway (currently shown as single family residential for the most part) and allowing Medium Density Residential around the new Sylvan Hills Park to facilitate the provision of new open space.

ZONING

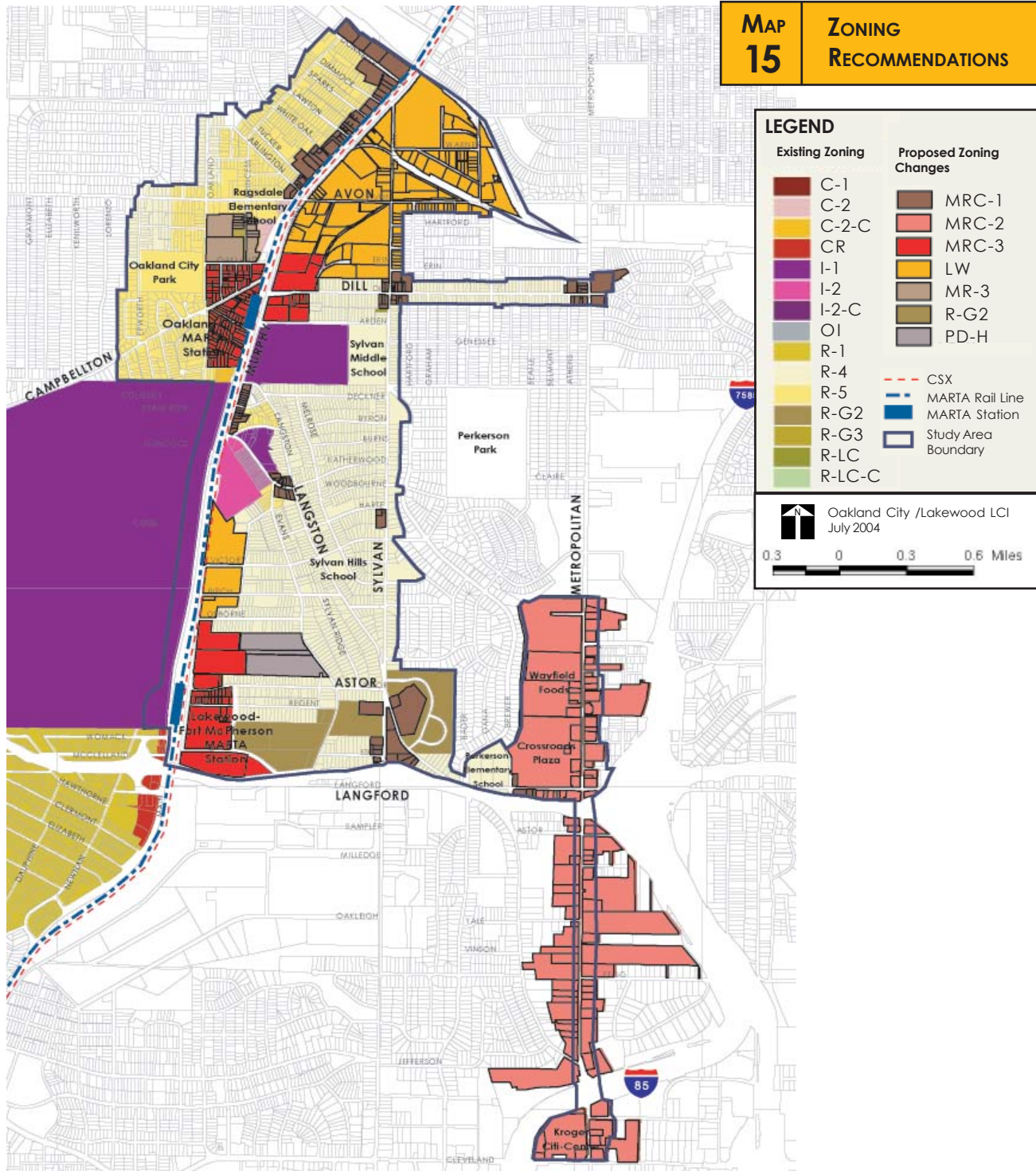
As mentioned previously, the Oakland City/Lakewood LCI will not rezone properties, only make recommendations as to rezonings that reflect professional thoughts on improvements to the existing regulations and that support the plan goals. To ease the implementation and administration of the new regulations, effort was taken to incorporate the City's new Quality of Life Codes as much as possible. These QOL Codes incorporate general guidelines of urban design with an allowance for a mix of uses.

Specifically, the MARTA Station TOD's are recommended as "MRC-3", which allows the density necessary for the transit-supportive uses proposed in this development plan. Metropolitan Parkway is recommended as "MRC-2" to reflect mixed use of a lower density and portions of the Murphy Avenue frontage, the neighborhood retail nodes and the Lee/Donnelly frontages are recommended as "MRC-1" to once again step down to a more neighborhood-oriented mixed use. The Murphy Triangle and a portion of the Murphy Avenue industrial frontage, both envisioned to transition from solely industrial to light industrial/commercial/residential, is recommended as "Live/Work," but with a caveat that the City's new Live/Work classification does not exactly match the magnitude of light industrial that is desired to remain as an employment base. Consistent with the CDP recommendations, a portion of Oakland City north of Campbellton is recommended as "MR-3" and the commercial zoning on the existing apartment complex at Sylvan and Langford is recommended as "RG-2." Assuming negotiated development of Sylvan Hills Park, that area of Sylvan Hills is recommended as "PD-H."



RECOMMENDATIONS: LAND USE & ZONING

An evaluation of the current zoning, community desires, proposed development and best practices led the recommendations to zoning changes from properties within the Study Area. The recommended changes for a number of properties include utilizing the City of Atlanta's Quality of Life Zoning Codes (MR-3, MRC-1, MRC-2, MRC-3, R-G2, PD-H and LW). The following map illustrates the proposed zoning modifications.



Oakland City / Lakewood LCI

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RECOMMENDATIONS: HOW THE PLAN ADDRESSES THE LCI GOALS

The following section describes how the Oakland City/ Lakewood LCI plan addresses each of the 10 goals required by the Atlanta Regional Commission's Livable Centers Initiative.

1. Efficiency/ feasibility of land uses and mix appropriate future growth including new and/or revised land use regulations needed to complete the development program.

The Oakland City/ Lakewood LCI plan promotes diverse mix of land uses including residential, retail, mixed-use, office, institutional and open space. The plan focuses on creating mixed-use communities at the Oakland City and Lakewood MARTA stations to help shape these into 24-hour transit oriented developments. The TOD's are fueled by multi-family residential opportunities and supportive retail services that complement the surrounding residential/ industrial and institutional fabric.

The plan recommends utilizing the City of Atlanta quality of life zoning ordinances that encourage and support the proposed development projects including Live Work (LW), and Mixed Residential Commercial (MRC) and Multifamily Residential (MR) districts.

2. Transportation demand reduction measures

A series of multi-purpose greenway trail is proposed along Lee Street and the BeltLine rail corridor, through the Murphy Triangle/ Lee Street and connecting Perkerson Park to the Crossroads Village and Perkerson Elementary School. This greenway system will improve the pedestrian environment by promoting walking and bicycling within the LCI Study Area. In addition, the streetscape improvements proposed throughout the study area will enhance connectivity throughout the residential neighborhoods and along heavily traveled roadways also promoting walk-ability and pedestrian accessibility while reducing transportation demand. Finally, the proposed new residential and commercial development at the MARTA stations will ultimately encourage increased utilization and ridership of MARTA thus making transit more feasible.

3. Internal mobility requirements (including safety and security of pedestrians), such as traffic calming, pedestrian circulation, transit circulation and bicycle circulation.

The Oakland City/ Lakewood LCI recommends public improvements that complement new development and connectivity of land uses in proposed development areas. The proposed transit plazas at the Oakland City and Lakewood TOD's offer a safe and aesthetically appealing transition between the rail station, proposed mixed-use development and the surrounding uses. The sidewalks, streetscapes and roadway improvements at the stations will increase the pedestrian and vehicular mobility within the development area. In addition, new street grids within the Murphy Triangle/ Lee Street and Crossroads Village offer multiple options for vehicular and pedestrian circulation while promoting inter-parcel connectivity.

The greenway system connects the MARTA stations as an alternative mode of transportation for pedestrians through its multi-purpose trails. This system also extends along the BeltLine rail corridor, through the Murphy Triangle and from Perkerson Park to Crossroads Village to enhance pedestrian accessibility.

Major streetscape and intersection improvement are recommended through the LCI Study Area to further enhance pedestrian safety. These improvements included crosswalks, signalization, lighting, new and widened sidewalks. Traffic calming is expected as new buildings within these proposed development areas are pulled up to the street and as on street parking is instituted within the developments.

4. Mixed-income housing, jobs/housing match and social issues.

The Oakland City/ Lakewood LCI calls for a mix of housing types and options including multi-family, townhomes, residential lofts above retail, new single-family, single-family rehabilitation, and senior housing. The development of 3,515 total new units at the combined developments will provide a range of housing options in the area. They will be offered to serve the rising population of families, empty nesters, couples with no children and singles at a variety of price points. In addition, the rehabilitation programs for the existing housing stock will contribute to the stability of the owner



RECOMMENDATIONS: HOW THE PLAN ADDRESSES THE LCI GOALS

occupied neighborhoods of Oakland City and Sylvan Hills. Through the development of mixed-use development, retail/commercial, medium density office, this plan attempts to balance the number of jobs to households and establishes an area where residents can live, work and play.

5. Continuity of local streets in the study area and development of a network of minor roads.

The proposed development areas (Oakland City Transit Station Area, Lakewood Transit Station Area, Murphy Triangle and Crossroads Village) include new streets and improvements to existing local streets and connections to provide more options for circulation that include:

- Primary Streetscape improvements on major arterials
- Secondary Streetscape improvements on local streets
- New roadways in the Oakland City TOD, Lakewood TOD, Crossroads Village, Murphy Triangle/ Lee Street
- Extension of Estes Road

6. Need/identification of future transit circulation systems.

MARTA currently runs several active bus routes within the Study Area in addition to the rail service provided at the Oakland City and Lakewood MARTA Stations. As the proposed residential and commercial uses are developed at the MARTA stations there will also be a need for increased connectivity and service including additional bus stop and bus routes to surrounding neighborhoods, community facilities, employment generators and transit systems. In addition, the proposed multi-purpose greenway system is a recommended circulation system to provide such connectivity.

7. Connectivity of transportation system to other centers.

With the Oakland City and Lakewood-Fort McPherson MARTA stations located in the LCI study area, the plan promotes connectivity between the existing system and the proposed development areas. The recommendations include improvements to the existing system including reorienting the Oakland City station bus bays and improvements to the Lakewood station pedestrian bridge. In addition, a greenway system, streetscape and pedestrian improvements are recommended. The greenway system includes a series of multi-purpose trails that extends along the proposed BeltLine railroad corridor providing connectivity from to the MARTA stations along Lee Street to the West End MARTA Station and the City of East Point. It also encourages pedestrian connections through the Murphy Triangle district and the proposed Belt Line, Perkerson Park and the Crossroads Village development. The plan also recommends improvements to the Langford Parkway/ Lee Street interchange to increase connectivity to the proposed development areas and Langford Parkway connecting to employment centers outside the study area.

8. Center development, organization, management, promotion and economic restructuring.

Successful redevelopment of the Oakland City/ Lakewood LCI area will rely upon partnerships amongst the City of Atlanta, MARTA, and private developers that must assume a number of roles in leading a redevelopment effort. The PATH foundation and the Atlanta Development Authority are also likely partners to contribute to future development in the area. In addition, the plan supports community based organizations to play integral roles in implementation. There is an existing community development corporation for NPU-X, CAMP, which will continue to play a vital role in ensuring the vision is accomplished. It is also important to establish such a community-based organization for the Oakland City and Lakewood Transit Station Areas.

9. Stakeholder participation and support

The Oakland City/ Lakewood LCI process involved a number of methodologies and public outreach mechanisms to involve a diverse group of constituents to get an accurate picture of existing conditions and vision for developing an action plan for future development.

The public participation component included:

The **Project Management Team** was created to keep the planning team on schedule, receive project updates, review documents and strategize about various elements of the planning process.



RECOMMENDATIONS: HOW THE PLAN ADDRESSES THE LCI GOALS

This team met regularly and was comprised of representatives from the City of Atlanta Bureau of Planning, MARTA, and the Consultant Team.

The **Resource Team**, comprised of City of Atlanta staff including Watershed Management, Public Works, and Park Design reviewed planning documents, served as resources during Workshop Week, and provided feedback on project recommendations.

The **Advisory Committee** was comprised of representatives of a larger body of constituents including residents/ neighborhood leaders, business owners, property owners, institutions, City of Atlanta, City of East Point, and MARTA.

The Planning Team conducted a series of one-on-one **stakeholder interviews** with constituents/ stakeholders representing the residential, business, institutional, and governmental interests to provide information about the planning process and to gather opinions and perceptions of the area's strengths and weaknesses.

There were **public forums** designed to provide information on the plan elements and to engage and gather input from the participants. Figure 27 shows the dates of the public forums.

Figure 27: Plan Process Events List

Plan Process Events:	
Event	Date
Kick-Off Meeting	March 3, 2004
Vision & Goals Meeting	March 17, 2004
Issues & Opportunities Meeting	
Land Use, Zoning & Urban Design	March 22, 2004
Focus Group	
Transportation & Circulation	March 24, 2004
Focus Group	
Housing & Economic Development	March 30, 2004
Focus Group	
Issues & Opportunities Meeting	March 31, 2004
(continued)	
Workshop Week	May 15 - 22, 2004
TOD Workshop	May 15, 2004
Metropolitan Pkwy Workshop	May 19, 2004
Workshop Week Wrap-Up	May 22, 2004
Draft Plan Presentation	June 16, 2004
Final Plan Presentation	June 30, 2004

10. Public and private investment policy.

The public improvements identified in the LCI such as the Lee Street Greenway and streetscape improvements are opportunities to use public investment to catalyze private development in the area. In addition, public finance incentives such as tax credits can be utilized at the at the Oakland City and Lakewood TODs and the Crossroads Village to jump start redevelopment in areas until the market takes hold.



ACTION PLAN: OVERALL IMPLEMENTATION STRATEGIES

The plan laid out on the previous pages is consciously ambitious. To accomplish its goals of strengthened neighborhoods, increased access to retail services, new development opportunities around the MARTA stations, Murphy Avenue and Metropolitan Parkway and an unprecedented system of parks, open space and greenways, many partners and resources for implementation will be necessary. The Action Plan described on the following pages attempts to lay out a strategic course of action by announcing: Implementation strategies, regulatory enhancements, and project details (such as timetables, priorities, costs and potential funding sources).

Overall Implementation Strategies:

Given the scope and complexity of the study area, it is critical to define several fundamental implementation strategies that impact the entire area.

Revising the Regulatory Framework- a comprehensive effort to incorporate plan recommendations into the Comprehensive Development Plan (CDP) and make appropriate revisions to existing zoning classifications to support planned development should be made as part of early efforts.

Overall Implementation Strategies

Revising The Regulatory Framework
"Critical Mass" Development
Establishing Partnerships
Community-Based Implementation
Leveraging Public Improvements
Targeted Neighborhood Conservation Areas
Market Timing
Utilization of Existing Programs

"Critical Mass" Development- creating an atmosphere of investment, in some cases changing existing perceptions, requires a critical mass of new development that can physically establish an anchor that additional revitalization and development efforts can spring from. The plan recommends concentrating on no more than two coordinated large-scale development projects in the immediate term in order to create a meaningful catalyst. Candidates include the Lakewood and Oakland City TOD's, Crossroads Village and the Murphy Triangle/ Lee Street development areas.

Establishing Partnerships- as much as possible, a wide variety of public and private sector partners must be brought together to accomplish the plan's goals. The City of Atlanta, MARTA, the PATH Foundation and the Atlanta Development Authority (ADA) are all key likely partners for immediate projects- the TOD's, the Lee Street Greenway and Crossroads Village, respectively. Early projects will likely necessitate a larger public investment to kickstart new development. Early public/private projects may approach 20-40% in public investment, declining over time to minimal public expenditures.

Community-Based Implementation- the plan contains significant economic development opportunities and it will be key for community-based organizations to play key roles in implementation, ensuring the vision is accomplished and allowing existing residents, property owners and businesses to share in the economic return of new investments. One existing community development corporation, CAMP, exists in the eastern portion of the study area covering Sylvan Hills and Metropolitan Parkway. It will be important that a strategy for a locally-based partner for the Lakewood and Oakland City TOD areas is also identified.

Leveraging Public Improvements- new public investment in streetscapes, the Lee Street and Perkerson Greenway, Sylvan Hills Park, railroad crossings, the Beltline and the transit plazas should be leveraged for development potential. In addition, existing programs, such as the Quality of Life Bonds, LCI funds and other existing resources should be capitalized for early projects in a time of fiscal constraints.

Market Timing- the plan calls for maintaining significant existing employment and commercial bases along Murphy Avenue and Lee Street, larger-scale regional retail near I-85 and Langford Parkway, mixed use commercial at the MARTA stations and encourages the revitalization of several small-scale retail centers within the neighborhoods. This commercial development significantly exceeds the five to seven-year estimated market demand for this large study area. Therefore, key five-year commercial projects will need to be prioritized. In addition, key decisions regarding the future of Fort McPherson will likely be made next year, which could significantly affect the Lakewood Transit Station Area.



ACTION PLAN: AREA-SPECIFIC IMPLEMENTATION STRATEGIES

Utilization of Existing Programs

The *Renewal Communities Program* is an effort to encourage public-private collaboration to generate economic development through the use of tax credits, tax deductions, capital gains exclusions and bond financing. The Renewal Communities initiative administered through Atlanta Neighborhood Development Partnership and a map identified the portion of the LCI Study Area within Renewal Communities is provided in the appendix.

Economic Development and Housing Programs are also provided by the City of Atlanta and the Atlanta Development Authority for rehabilitation, development. A list of these programs are also provided in the Appendix of this report.

Area-Specific Implementation Strategies:

In addition to Overall Implementation Strategies, there are four key area-specific strategies that will be critical in the effort to demonstrate early success. Each strategy addresses very different physical/market considerations. Luckily, recent experience around the country and in Atlanta with each of these types of redevelopment efforts has defined some highly successful implementation principles that can be followed to catalyze revitalization and reinvestment.

Area-Specific Implementation Strategies

- Transit-Oriented Development**
(Oakland City & Lakewood Transit Station Areas)
- Neighborhood Improvement**
(Oakland City & Sylvan Hills Neighborhoods)
- Brownfield Redevelopment**
(Murphy Triangle/Lee Street)
- Retail "Strip Recovery"**
(Metropolitan Parkway)

1. Transit-Oriented Development (Oakland City and Lakewood Transit Station Areas)

The existing underutilized parking lots currently owned by MARTA provide a unique opportunity to create Transit Oriented Development (TOD) Projects. This type of development model is becoming increasingly popular across the country and has led to several important implementation principles that should be applied:

- **Create new/improve existing pedestrian links to MARTA station**
- **Develop higher-density mixed-use immediately adjacent to MARTA station.**
- **Create "Core Commercial Area" and add services that might be lacking in the nearby community.**
- **Provide green-space for new and existing neighborhoods.**
- **Develop an overall mixed-use program.**
- **Improve Wayfinding (signage) and access to MARTA station.**
- **Develop on top of, or above, existing parking lots.**
- **Break up parking lots with trees, landscaping and new streets. Build structured and shared parking.**
- **Insure inter-parcel connectivity.**
- **Analyze existing zoning, and develop appropriate design guidelines.**

The idea of these principles is to create both an origination for transit trips (residential) and a destination for transit trips (commercial, institutional and retail.) From a design perspective, the strategies seek to make sure there is an adequate and comfortable pedestrian environment on all streets within ¼ mile of the transit station, some attractive open spaces and plazas and good wayfinding.

While the foundation for a strong TOD at each station exists, a critical mass of transit-oriented retail and residential units needs to replace current surface parking lots, vacant land and underutilized industrial properties. New transit plazas need to be constructed at the stations and much work is needed on surrounding streets to create new sidewalks, lighting and landscaping on arterials such as Campbellton/Dill and Astor as well as other surrounding local streets connecting to surrounding neighborhoods. In both cases, the increased density in a TOD would require at least one shared structured parking deck be built at each station. In addition, the Lee Street Greenway strengthens



ACTION PLAN: AREA-SPECIFIC IMPLEMENTATION STRATEGIES

both TOD's while providing a regional bike/pedestrian link between East Point and Downtown Atlanta. Due to limited short-term market viability (as demonstrated in the detailed market report contained in the appendix of this report), it is suggested that concentrated redevelopment efforts be focused on one station area within the first five years of implementation, with implementation in the second station area lagging by several years to allow for market absorption. Deciding which station area to focus on initially is not a clear cut choice given that both areas possess certain strengths and limitations. Lakewood possesses stronger retail demand with the adjacent Fort McPherson, better access through Langford Parkway and a current residential development in the eastern parking lot. Oakland City, on the other hand, has stronger neighborhood support and a larger overall redevelopment potential within the transit station area.

In consultation with the Advisory Committee, MARTA and the City, it was determined that the initial 5-year implementation would focus more heavily on the Oakland City Transit Station Area, including a comprehensive strategy of incorporating financial incentives, land offerings and public improvements. Specifically, MARTA would offer all or a portion of the existing surface parking lots for new housing and mixed use development, with consideration for moving the existing bus drop-off and building replacement MARTA parking into a new parking deck built to support new development. Possible funding options may include establishing a local Enterprise Zone for local tax abatement, the BeltLine Tax Allocation District (TAD) currently being considered by the Atlanta Development Authority and the City of Atlanta, and applying for LCI construction funding for the parking deck, Lee Street Greenway and/or the Oakland Transit Plaza. Next steps would include finalizing a conceptual public incentive program, including possible LCI applications and offering the development site(s) after second quarter, 2005.

2. Neighborhood Conservation & Revitalization (Oakland City and Sylvan Hills Neighborhoods)

Neighborhood preservation and infill is a key component of the plan recommendations for the Sylvan Hills and Oakland City

neighborhoods. These neighborhoods represent a great opportunity to preserve affordable in-town living options in a single-family neighborhood setting. Due to its development history, these neighborhoods contain many historic bungalows and cottages on tree-lined streets. Long time residents have begun reinvesting in the community and newer "urban pioneers" have brought new investment in the form of rehabbed homes and yards. The plan recommends preserving these communities in an aggressive manner through a variety of key implementation strategies.

- **Code Enforcement:** While many homes in these neighborhood's are in excellent condition, there are a few notable exceptions that require immediate attention. It will be critical for the City's code enforcement division to provide immediate and concentrated code enforcement to address the most serious cases affecting public health and safety. This effort must precede infill housing construction in order to ensure a receptive market to incoming residents.
- **Housing Rehabilitation:** While Code enforcement in and of itself can be beneficial to the community, it places financial stress on the property owner. Financial assistance can provide homeowners the necessary tools to bring their homes up to code and to improve the overall aesthetics of the neighborhood. Money can be provided in a variety of formats such as: outright grants; deferred payment loans (in which funds are paid back when and if the house is sold); low-interest loans (in which funds are paid back on a regular payment schedule but at below market rates). Grant funds will be particularly important in the case of long-time residents that do not have the means to take out loans or are in danger of being priced out of the community. In the case of loans, the ability for the public-sector to recoup funds provides for the ability to roll monies into subsequent target areas. Money to fund such rehab programs is often difficult to come by but may be provided from the City's CDBG allotment or from existing rehab programs already offered by the City. In addition, non-profit CDCs (such as CAMP) are sometimes able to secure capital resources to operate their own rehab program. See Appendix for City of Atlanta Housing Programs.
- **Acquisition of Vacant Lots:** Both neighborhoods contain isolated instances of vacant lots. These areas create an unsightly character that often times stunt a neighborhood's ability to revitalize.

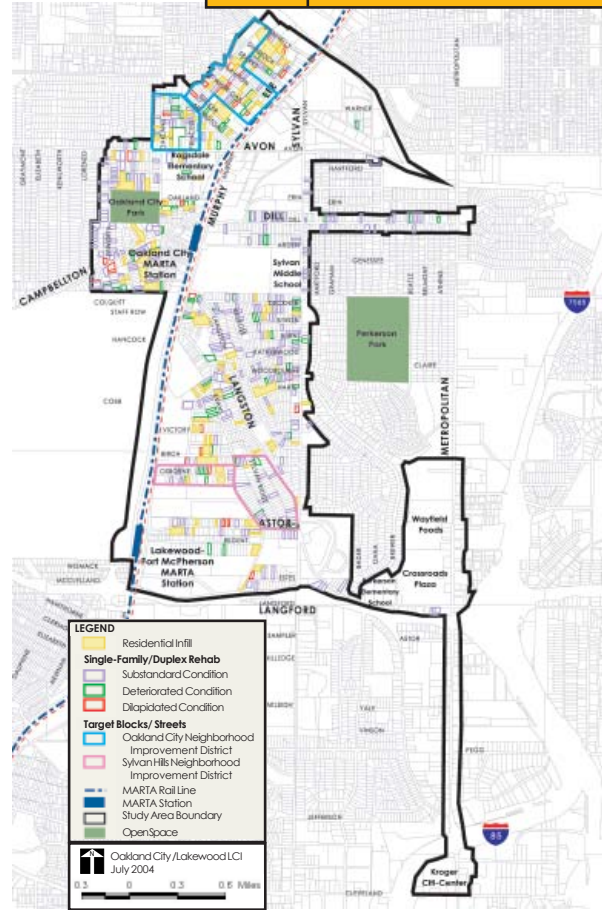


ACTION PLAN: AREA-SPECIFIC IMPLEMENTATION STRATEGIES

The ability to quickly gain sight control of these properties will be important in the effort to provide immediate “clean and green” improvements as well as keep property costs at a reasonable level. In addition to private sector developers, local CDCs such as CAMP have proven successful at acquiring vacant lots, typically through the Fulton County Land Bank Authority.

- Infill Construction:** Once acquired, construction of infill homes can greatly improve the overall health of a neighborhood. Several Atlanta CDCs (such as CAMP) have become adept at building new homes on narrow lots that are historically compatible and reasonably priced. One tool that can assist infill construction is the establishment of Housing Enterprise Zone. These zones create an incentive for new homebuyers in emerging but risky markets (such as Oakland City and Sylvan Hills) by freezing property taxes for the first five years and phasing them in over the next five years. Habitat for Humanity can also be a resource for providing new housing at a very affordable price but comes with challenges and community concerns relative to historic compatibility.
- Sidewalk Repair and Construction:** Both of these neighborhoods have areas with missing sidewalks or sidewalks in disrepair. Providing safe sidewalks are important in improving the quality of life for existing residents and assisting the market around infill areas for new residents. In areas with contiguous infill development private developers can construct new sidewalks with costs being rolled into the sales price of new homes. However, in most cases, the public sector will be required to carry this burden. The City of Atlanta’s Quality of Life Bonds provide perhaps the best opportunity and should be strongly considered (though they may have to be reprogrammed).

MAP 10 RESIDENTIAL INFILL



The most important aspect of all of these neighborhood revitalization strategies is the ability to coordinate and target public and private resources. Three to four block pilot areas should be chosen in which all of these strategies applied collaboratively and simultaneously. Success in these pilot areas will allow implementation efforts to move on to adjacent blocks with the level of public subsidy progressively decreasing as the market for private capitalization in the area improves. Areas that have been identified by the neighborhoods as the target blocks/ streets to address first are identified on Map 10 and listed as follows:

Oakland City

- White Oak (Lee to Peoples)
- Lawton (Lee to Peoples)
- Princess (Arlington to Avon)
- Oakland Drive (Avon to boundary)
- Peoples (Arlington to Donnelly)

Sylvan Hills

- Osborne Street
- Sylvan Ridge

3. Brownfield Redevelopment (Murphy Triangle)

Due to its history as a warehousing and manufacturing district, the Murphy Triangle/ Lee Street faces considerable challenges relative



Oakland City / Lakewood LCI

Prepared by: Urban Collage, Inc. in association with

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ACTION PLAN: AREA-SPECIFIC IMPLEMENTATION STRATEGIES

to adaptive reuse and redevelopment. This type of area (commonly referred to as "Brownfields") requires specific and careful planning/implementation efforts. While preliminary concept planning has been undertaken as a part of this LCI plan, further planning steps are required to more fully understand potential site contamination issues. These steps include:

- **Assemble the constituency:** Public involvement is key to determining the best and most acceptable use for contaminated property as well as the level of cleanup activity. Individual accounts of factory work by local residents who were employed in the plants are also useful for initial assessment of contamination scope.
- **Do the research:** A 'Phase I' assessment will help determine the likelihood of contamination on each parcel. Phase I assessments rely heavily on documentation of land use and ownership from tax records and business directories, but also rely on investigation of Sanborn fire insurance maps for successive historical uses on single parcels. EPA material lists on brownfields contaminants can then be used to rank the district parcels for their potential contamination.
- **Map the condition:** In addition to conditions already mapped for the Murphy Triangle/ Lee Street (i.e. land use, zoning, ownership, condition etc.), it will be important to document potential contaminated areas that emerge from the additional research.
- **Build the inventory:** Once the Phase I assessment is complete, a 'Phase II' assessment may be in order. This includes actual testing of soil, water, air or surfaces for traces of contamination. A valuable resource during this stage is toxicological information from the Agency for Toxic Substances and Disease Registry (ATSDR), which will help determine the severity of contamination and the hazard level for redevelopment.
- **Create the detailed plan:** This will require additional community workshops, a parcel specific market analysis, and detailed conversations with EPA, the City and existing property owners/tenants.
- **Structure the implementation:** It will be critically important to clearly define cleanup periods, costs, physical limitations, implementation partners, etc. In some cases, money is available from EPA to pay for cleanup activities (The most difficult part to pay for through private-sector redevelopment).

To facilitate planning and implementation of Brownfields, there are several EPA grants available. **Brownfields Grants** continue to serve as the foundation of EPA's Brownfields Program. These grants support revitalization efforts by funding environmental assessment, cleanup, and job training activities. **Assessment Demonstration Pilots and Grants** provide funding for brownfield inventories, planning, environmental assessments, and community outreach. **Brownfields Cleanup Revolving Loan Fund Pilots and Grants** provide funding to capitalize loans that are used to clean up brownfields. **Brownfields Job Training Pilots and Grants** provide environmental training for residents of brownfields communities. Brownfields Cleanup Grants provide direct funding for cleanup activities at certain properties with planned greenspace, recreational, or other nonprofit uses. Additional funding sources to consider is the BeltLine Tax Allocation District (TAD) currently being considered by the Atlanta Development Authority and the City of Atlanta

4. Retail "Strip Recovery" (Metropolitan Parkway)

As demonstrated in this LCI plan and the previously completed Stewart Avenue Redevelopment Plan (Stewart Avenue is the former name of Metropolitan Parkway), the Metropolitan corridor is a prime example of failing "strip" development. This type of sprawling retail corridor is very pervasive in America and requires a unique and comprehensive way of thinking to implement changes (such as are envisioned in this plan). In particular, a 12-step recovery program ("Strip Recovery") is offered as a model for Metropolitan Parkway (based on the Urban Land Institutes "10 Steps for reinvigorating Strip Corridors"):

Step 1: Ignite the public leadership

- Formulate a plan & strategy
- Create partnerships for implementation
- Involve stakeholders: businesses, residents, institutions & government
- Create a delivery mechanism that can: do marketing/promotion, Coordinate information, improve security, manage traffic and parking, and coordinate public agency efforts



ACTION PLAN: AREA-SPECIFIC IMPLEMENTATION STRATEGIES

Step 2: Know the market

- Commercial strips without regional access will reflect the demographics of the immediate area
- Revitalization and development plans should be guided by an understanding of the market
- Know your market and their shopping patterns
- What is a realistic future for the strip

Step 3: Anticipate market evolution

- Retail competition is intensifying
- Markets are changing (elderly, singles, two income, single parents, immigrants)
- Retail products are changing in response (town centers, streetfront, entertainment, mixed-use)
- Suburban residents are looking for a sense of community (public gathering places, more livable environment, more convenience in daily life)

Step 4: "Prune" the retail-zone land

- Not every major arterial must be lined with retail
- Surplus of retail-zoned land makes it too easy to abandon old centers and keep extending the strip
- Scale the amount of retail-zoned land commensurate with the size of the market

Step 5: "Pulse" the development

- Use key intersections/transit stops to create walkable cores
- Use higher densities to achieve pedestrian concentrations that create an active street
- Use special implementation tools (TDRs, BIDs, eminent domain, tax abatement, accelerated processing) to achieve the "pulse points" of new live-work, high-value community development

Step 6: Tame traffic

- Road as "Seam" vs. "Edge"
- Less than 8 lanes and speeds less than 30 to 35 MPH for "Seam"
- Accommodate the needs of through & destination traffic
- Traffic is good for business 20,000 to 30,000/day
- Too much traffic can be a problem maybe a need for alternatives

Step 7: Enhance connectivity

- Provide multiple options for circulation (i.e. lots of smaller roads instead of one main corridor)
- Integrate alternative forms of transit (bus, rail, bike, pedestrian)
- Make sidewalks safe and attractive
- Facilitate access between different land uses (housing & commercial)

Step 8: Eradicate ugliness

- Improve aesthetic experience
- Put utilities underground
- Landscaping: Use mature trees
- Create pleasant pedestrian experience
- Provide ample and appropriate lighting
- Allow only organized and attractive signage
- Require landscaping in all parking areas
- Place retail shops and restaurants close to and parallel to the road with parking behind
- Demand architectural excellence

Step 9: Create a "place"

- Create attractive pedestrian connections between uses
- The presence of people maximizes retail health, rents and capital value
- A well designed development has more value than a stand-alone building in a parking lot
- Plan sidewalks so people feel safe and comfortable
- Put active uses along the sidewalk(dining/sales/displays) creating vitality
- Introduce "townscape" - small streets and secondary streets
- Design parking and access so that getting to and from the place is enjoyable and efficient
- Sleeve big boxes and decked car parks with active retail or service users
- Careful placement of landscaping elements (including big trees) to enhance the Place but not detract from the retail sightlines



ACTION PLAN: PHASED APPROACH

Step 10: Diversify the character

- Encourage mixed use development to address escalating land costs
- Use new mixed-use areas to reinforce the edge of the major artery and improve human scale
- Provide for high density housing at nodes to support mixed use
- Concentrate mixed use along the major arteries to conserve single-family neighborhoods
- Create pedestrian usage and reduce vehicular trips

Step 11: Put your money & regulations where your policy is

- If the private sector is to invest, the public sector must invest also
- Make capital improvements that achieve multiple purposes (e.g. traffic flow, aesthetic and environmental improvements)
- Consider public actions to deal with numerous parcels and land assembly
- Zoning policy must implement the strategy
- Integrate public services and actions by multiple agencies
- Abate nuisances

Step 12: Facilitate partnerships for implementation

- Coordinate mutual interests
- Involve community stakeholders: businesses, residents, institutions & government
- Define realistic and achievable projects
- Establish a single entity to guide implementation efforts

These principles are designed to provide an approach to reinvigorate failing strip centers along regionally significant retail corridors. The 12-step recovery program serves as a model for Metropolitan Parkway

Phasing Strategy

It is important to recognize that while all the projects have a significant impact in the Oakland City / Lakewood LCI Study Area, it will take many years to implement these projects and complete full build out of the recommended development. Therefore projects have been divided into three distinct phases based on a variety of factors such as current or likely funding available, implementation activities currently underway, importance to the community, available market, proximity to other projects, etc. Due to the complexity and scope of many of the projects, activities may begin in one phase and not be completed until the subsequent phase. In addition, a number of projects are ongoing and not associated with any phase. The following implementation tables list the recommended development/ capital improvement projects and the phases in which they will be implemented.

Implementation Phases

Phase	Years
I	2005-2010
II	2010-2015
III	2015-2020

Five Year Development Strategy

While the Implementation Plan outlines the phased approach for capital improvement projects over the next 15 years, it should be noted that the following 5-year strategy contained herein highlights critical development projects for achieving the overall vision for the LCI plan. Thus, while development will be ongoing at several locations in the study area, coordinated public/private investment is recommended in the areas of greatest community priority and catalytic impact within the initial five years of the implementation plan. The immediate focus is on one TOD, creating the Lee Street Greenway, Crossroads Village and neighborhood target areas, but work can be ongoing to assess environmental concerns in the Murphy Triangle, conduct preliminary engineering on larger-scale public improvements (such as reworking of the Sylvan/Langford interchange) and in small-scale infill redevelopment. At the Lakewood TOD, the construction of the Urban Residential Finance Authority's (URFA's) multi-family development will move forward immediately, laying the groundwork for additional development at



ACTION PLAN: PHASED APPROACH

a later date, particularly once a more definitive decision on the future of Fort McPherson is known in the upcoming year. While the existing base provides a tremendous employment base to the area and an untapped residential demand, reuse of the Fort also would create large-scale redevelopment opportunities that should be explored in relation to the TOD development or it serves as the catalytic project for the station area.

Throughout the month of July, the Planning Team and the Advisory Committee have struggled with the complexity and inter-relatedness of the implementation strategy along with the challenges of realistic market-driven development that cannot likely occur at all places immediately. Consciously, the discussions have focused on the next five to ten years and what are the market realities of new development in that timeframe, what are the projects that have the greatest catalytic affect and what projects represent community priorities.

One focus of discussion has been the need to prioritize a critical mass of redevelopment at one MARTA station with the community desire to ideally pursue both stations concurrently. The implementation strategy laid out assumes that the first comprehensive, large-scale TOD development occurs at the Oakland City MARTA Station, followed quickly within the next five to ten years by the Lakewood Station. After lengthy discussions with MARTA, this priority was established based on the community consensus, the early year market demand for residential (as opposed to the higher intensity commercial called for at Lakewood), the uncertainty of the future of Fort McPherson at this date, the concurrent and complementary work unfolding on the Beltline and the physical magnitude of affected development around the Oakland City Station.

A second strategic issue was the priority areas for neighborhood improvement, assuming coordinated and targeted rehabilitation, new construction and public improvement projects carried out in three to four-block areas in order to make a significant difference and then move on to the next target area. Both Sylvan Hills and Oakland City have identified several priority areas for concentrated efforts, as described earlier. In these areas, existing City programs of rehabilitation loans/grants, QOL bonds, and other neighborhood improvement programs should be directed.

A clear goal of the Oakland City/Lakewood LCI is also to develop and prioritize public improvement projects that would be eligible for LCI construction grants. Assuming the study can be "grandfathered" by the Atlanta Regional Commission as an official LCI, priority projects could be applied for as early as the beginning of 2005. Likely LCI projects include the Lee Street Greenway, the major east-west streetscape/bicycle projects, and the transit plazas and parking decks with the TOD's. MARTA has clearly communicated its desire to replace a portion of the existing surface parking around the stations with structured parking for its patrons as part of new private development. Given that the existing surface parking lots are not completely utilized, MARTA has also been clear that only a percentage of existing spaces, based on projected need, need to be provided at each TOD. However, given the market dynamics in the short-term, it is MARTA and the Planning Team's belief that this replacement parking will need to be subsidized by the public, such as through LCI. However, the community consensus has definitively been towards applying for the Lee Street Greenway as the highest priority project. In the end analysis, a compromise was reached that documents the overall top priority of the Lee Street Greenway for immediate implementation funding, but allows alternatives (TE grants, the Beltline TAD and others) to be explored over the next six months before an LCI application would be made necessary.

Finally, the Crossroad Village center on Metropolitan Parkway has been discussed with existing property owners and stakeholders. The plan proposed recognizes the need to keep some longer-term commercial leases in place while allowing phased, mixed use infill over time. It further assumes a high priority of implementing streetscape improvements along Metropolitan in this area.



ACTION PLAN: IMPLEMENTATION PLAN

Figure 28:

OAKLAND CITY/ LAKEWOOD LCI

Implementation Plan

Development Projects

Project ID	Project Name	Existing Use	Proposed Mix of Uses	Dev. Qty.	Units		
1	Oakland City Transit Station Area	MARTA Surface Parking	Single Family	15	housing units		
		Single-family	Townhouse	120	housing units		
		Industrial	Apartments	1,200	housing units		
		Undeveloped	Live Work	40	housing units		
		Housing Subtotal:			1,375	housing units	
			Storefront retail	25,000	square feet		
			Community Office	20,000	square feet		
	Parking Deck	650	spaces				
Commercial Subtotal:			45,000	square feet			
2	Lakewood Transit Station Area	MARTA Surface Parking	Townhouse	130	housing units		
		Industrial	Apartments	500	housing units		
		Undeveloped	Housing Subtotal:			630	housing units
			Storefront retail	30,000	square feet		
			Office	100,000	square feet		
			Commercial	100,000	square feet		
			Hotel	75,000	square feet		
	Parking Deck	1,050	spaces				
Commercial Subtotal:			305,000	square feet			
3	Murphy Triangle/ Lee Street	Industrial	Loft Conversion	200	housing units		
			Commercial	150,000	square feet		
4	Oakland City Neighborhood Improvement District	Single-Family Residential	Single Family Infill	100	housing units		
			Single-Family Rehab.	200	housing units		
Housing Subtotal:			300	housing units			
5	Sylvan Hills Neighborhood Improvement District	Single-Family Residential	Single Family Infill	90	housing units		
			Single-Family Rehab.	215	housing units		
Housing Subtotal:			305	housing units			
6	Dill Avenue Corridor	Single-Family Residential/ Retail	Single-family Infill	5	housing units		
			Apartments/ Lofts	135	housing units		
			Housing Subtotal:			140	housing units
	Storefront Retail	55,000	square feet				
7	Crossroads Village	Strip Mall	Townhouse	45	housing units		
		Surface Parking	Apartments	420	housing units		
			Lofts	30	housing units		
			Senior	70	housing units		
		Housing Subtotal:			565	housing units	
			Storefront Retail	40,000	square feet		
			Family Oriented Entertainment	20,000	square feet		
	Grocery Store	20,000	square feet				
	Community Office	10,000	square feet				
Commercial Subtotal:			90,000	square feet			
8	Cleveland Avenue Gateway	Commercial	Storefront Retail	60,000	square feet		
		Surface Parking	Family Oriented Entertainment	57,500	square feet		
			Large Format Retail	53,000	square feet		
			Community Office	20,000	square feet		
		Commercial Subtotal:			190,500	square feet	
9	Mixed-Use Economic Development	Industrial	TBD				
		Undeveloped Land					

Total Commercial 835,500 square feet
Total Office 150,000 square feet
Total Residential 3,515 housing units
Total Parking Spaces 1,700 spaces



ACTION PLAN: IMPLEMENTATION PLAN

25-Year Population and Employment Projections

By adhering to the recommendations, proposed development program and implementation guidelines addressed in this report, there would begin a growth in population as well as employment base within the Study Area. The following figure shows the net growth in population, households and jobs that could be reasonably anticipated in the next 25 years.

Figure 29: 2000-2025 Population and Employment Projections for the Study Area

POPULATION AND EMPLOYMENT PROJECTIONS /1 OAKLAND CITY AND LAKEWOOD STUDY AREA /2 2000 - 2025

	2000	2005	2010	2015	2020	2025
OAKLAND CITY AND LAKEWOOD STUDY AREA /1						
Population	18,119	19,855	20,780	21,215	21,603	22,108
Households	6,448	7,447	8,482	9,325	9,825	9,900
Employees	7,245	8,078	8,801	9,564	10,292	10,778
Average Hh Size	2.81	2.67	2.45	2.28	2.20	2.23
Jobs to Housing Ratio	1.12	1.08	1.04	1.03	1.05	1.09

1/ Projections based off of Atlanta Regional Commission 2003 base numbers and building out development program according to phasing. Assumes 250 SF per office employee and 350 - 550 square feet per retail employee.

2/ Study Area is defined as the census tracts that most closely approximate the defined study area for the Oakland City/ Lakewood LCI and are as follows: 74, 75, 66.01, 66.02, 62 and 65.

SOURCE: Robert Charles Lesser & Co., LLC; based upon data from the Atlanta Regional Commission, Claritas, Inc. and build-out of LCI plan.



ACTION PLAN: IMPLEMENTATION PLAN

Figure 30:
OAKLAND CITY/ LAKEWOOD LCI
Implementation Plan

Capital Improvement Projects

Project ID	Project Name	Description Pedestrian Crossings/ Pedestrian Bridges	Type of Improvement	Infrastructure Improvements (Linear Feet)	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party (see legend at end of table)	Potential Funding Source(s)
P-1	Lee & Sylvan Pedestrian Crossing	Construct pedestrian crossing at Lee & Sylvan to include striping, ramps, signalization	Pedestrian Crossing	72	I	\$11,000	\$29,600	\$40,600	BOP/ DPW/ GDOT	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
P-2	Lee & White Pedestrian Crossing	Construct pedestrian crossing at Lee & White Oak to include striping, ramps, signalization	Pedestrian Crossing	84	I	\$11,000	\$29,700	\$40,700	BOP/ DPW/ GDOT	COA/Quality of Life Bonds/ GDOT/ property owners/ LCI
P-3	Lee & Avon Pedestrian Crossing	Construct pedestrian crossing at Lee & Avon to include striping, ramps, signalization	Pedestrian Crossing	66	I	\$16,500	\$44,500	\$61,000	BOP/ DPW/ GDOT	COA/Quality of Life Bonds/ GDOT/ property owners/ LCI
P-4	Lakewood Pedestrian Bridge Improvements	Reconfigure turnstiles and access at Lakewood MARTA Station for access to the TOD	Pedestrian Crossing		I	\$10,000	\$100,000	\$110,000	MARTA	MARTA/ LCI
		Primary streetscape improvements to include sidewalk, curb, and ramp								
S-2	Dill/ Campbellton Streetscape	Dill/ Campbellton from Kenilworth to Metropolitan Parkway	Streetscapes	16500	I	\$431,700	\$1,166,800	\$1,598,500	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ LCI
S-5	Lee Streetscape	Lee from Donnelly to Langford Parkway on west side of Lee Street	Streetscapes	24750	I	\$324,300	\$876,400	\$1,200,700	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ LCI
S-7	Metropolitan Streetscape	Metropolitan from White to Cleveland	Streetscapes	21120	I	\$550,200	\$1,487,100	\$2,037,300	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
S-4	Astor Streetscape	Astor from Lee to Sylvan	Streetscapes	6270	II	\$161,500	\$436,500	\$598,000	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
S-6	Murphy Streetscape	Murphy from Sylvan to Lakewood Avenue	Streetscapes	19800	II	\$504,200	\$1,362,800	\$1,867,000	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
S-8	Deckner Streetscape	Deckner from Murphy to Metropolitan	Streetscapes	11550	II	\$301,500	\$815,700	\$1,117,200	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
S-9	Metropolitan Streetscape	Belt Line Station - sidewalks along Metropolitan from Dill to Bellline Station	Streetscapes	1320	II	\$34,800	\$94,200	\$129,000	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
S-1	Sylvan Streetscape	Sylvan from Murphy to Langford	Streetscapes	20460	III	\$528,200	\$1,427,500	\$1,955,700	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
		Secondary streetscape improvements including sidewalk installations								
SS-11	Oakland City TOD Sidewalks	Install sidewalk within the Oakland City TOD development to improve pedestrian access and circulation	Streetscapes	4500	I	\$114,400	\$309,100	\$423,500	MARTA/Private	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-12	Lakewood Station TOD Sidewalks	Install sidewalk within the Lakewood Station TOD development to improve pedestrian access and circulation	Streetscapes	11200	I	\$281,300	\$760,400	\$1,041,700	MARTA/Private	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-13	Dill Ave. On-street Parking	Dill Avenue On-street parking & bulbouts	Streetscapes	5000	I	\$33,400	\$90,300	\$123,700	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-1	Evans Streetscape	Install sidewalks on Evans from Hancock to Astor	Streetscapes	8680	II	\$158,600	\$429,200	\$588,000	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-2	Langston Streetscape	Install sidewalks on Langston from Deckner to Astor	Streetscapes	8910	II	\$164,400	\$444,200	\$608,600	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI



ACTION PLAN: IMPLEMENTATION PLAN

OAKLAND CITY/ LAKEWOOD LCI Implementation Plan

Capital Improvement Projects

Project ID	Project Name	Description	Type of Improvement	Infrastructure Improvements (Linear Feet)	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party (see legend at end of table)	Potential Funding Sources
SS-3	Victory Streetscape	Install sidewalks on Victory from Evans to Sylvan	Streetscapes	2970	II	\$55,600	\$150,300	\$205,900	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-4	Claire Streetscape	Install sidewalks on Claire from Beale to Metropolitan Parkway	Streetscapes	1980	II	\$38,800	\$104,400	\$143,200	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-5	Avon Streetscape	Install sidewalks on Avon from Oakland Drive to Allene Avenue	Streetscapes	8250	II	\$152,900	\$413,200	\$566,100	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-6	Oakland Drive Streetscape	Install sidewalks on Oakland Drive from Avon to Campbellton	Streetscapes	3300	II	\$61,500	\$166,300	\$227,800	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-7	Oakland Lane Streetscape	Install sidewalks on Oakland Lane from Oakland Drive to Lee	Streetscapes	1650	II	\$33,700	\$91,000	\$124,700	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-8	Princess Streetscape	Install sidewalks on Princess from Avon to Oakland Lane	Streetscapes	1980	II	\$36,700	\$99,200	\$135,900	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-9	Perkerson Streetscape	Install sidewalks on Perkerson from Sylvan to Metropolitan Pkwy	Streetscapes	7590	II	\$137,600	\$371,800	\$509,400	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-10	Allene Streetscape	Install sidewalks on Allene Avenue from Warner to Declner	Streetscapes	7260	II	\$136,500	\$368,800	\$505,300	BOP/DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-14	Kroger Citi-Center Sidewalks & Landscapes	Kroger Citi-Center Sidewalks and landscape buffers	Streetscapes	1186	II	\$29,300	\$79,300	\$108,600	Private	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-15	Crossroad Village Sidewalks	Install sidewalks within the Crossroads Village development to improve pedestrian access and circulation	Streetscapes	22600	III	\$564,000	\$1,524,200	\$2,088,200	Private	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
Transit Plaza/ Open space										
O-1	Oakland City Station Transit Plaza	Oakland City Station Transit Plaza	Open space	22611	I	\$307,300	\$630,600	\$1,137,900	MARTA/ Private	MARTA/Private/LCI
O-2	Lakewood Station Transit Plaza	Lakewood-Fort McPherson Station Transit Plaza	Open space		I	\$116,000	\$313,400	\$429,400	MARTA/ Private	MARTA/Private/LCI
O-3	Sylvan Hills Park	Construct new neighborhood park in the Sylvan Hills neighborhood	Open space	3000	I	\$146,500	\$396,000	\$542,500	BOP	LWCF/TPU/Blank Foundation/ LCI
O-4	Crossroads Village Plaza	Construct plazas at Crossroads Village	Open space		III	\$183,200	\$495,000	\$678,200	BOP / Private	LWCF/TPU/Blank Foundation
O-5	Oakland City Park Entrance	Construct additional entrance at Oakland Drive to improve connections to Oakland City MARTA Station	Urban Design		II	TBD	TBD	TBD	BOP/ COA	COA
Greenway Trails										
G-2	Lee Street Greenway	Construct a greenway system to include multi-purpose trails, pedestrian lighting (Loop B: Lee Street)	Greenway	10725	I	\$797,600	\$2,155,700	\$2,953,300	BOP/ COA	TEAPATH/LWCF/GDOT/Georgia Greenspace/TAD/ LCI
G-1	Belline Greenway	Construct a greenway system to include multi-purpose trails, pedestrian lighting (Loop A: along proposed Belt Line Route)	Greenway	5115	II	\$375,900	\$1,024,100	\$1,400,000	BOP/ COA	TEAPATH/LWCF/GDOT/Georgia Greenspace/TAD/ LCI
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)	Greenway	2310	II	\$174,600	\$471,800	\$646,400	BOP/ COA	TEAPATH/LWCF/GDOT/Georgia Greenspace/TAD/ LCI
G-4	Perkerson Greenway	Construct a downtown greenway system to include multi-purpose trails, pedestrian lighting (Loop D: Perkerson Park to Crossroads Village)	Greenway	4455	III	\$264,900	\$716,000	\$980,900	BOP/ COA	TEAPATH/LWCF/GDOT/Georgia Greenspace/TAD/ LCI



Oakland City / Lakewood LCI

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ACTION PLAN: IMPLEMENTATION PLAN

OAKLAND CITY/ LAKEWOOD LCI Implementation Plan

Capital Improvement Projects

Project ID	Project Name	Description	Type of Improvement	Infrastructure Improvements (Linear Feet)	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party (see legend at end of table)	Potential Funding Source(s)
I-1	Lee & Sylvan Intersection	Intersection project at Lee (US 29/SR 139) & Sylvan to include geometric, safety and operational improvement and pedestrian crossing.	Intersection/ Interchange		I	\$90,000	\$890,000	\$970,000	COA, GDOT	STP/CMAQ/ LCI
I-2	Lee & Dill/ Campbell Intersection	Intersection project at Lee (US 29/ SR 139) & Campbell/Dill to include geometric, safety and operational improvement.	Intersection/ Interchange		I	\$60,000	\$480,000	\$560,000	COA, GDOT	STP/CMAQ/ LCI
I-3	Astor & Lee Intersection	Intersection project at Astor & Fort McPherson gate (Lee US 29/SR 139) to geometric, safety, pedestrian accessibility and operational improvement	Intersection/ Interchange		I	\$90,000	\$480,000	\$560,000	COA, GDOT	STP/CMAQ/ LCI
I-12	Langford Parkway Interchange Justification Report (See also R-6)	Study to examine the transportation network in proximity to the Lakewood Station including the Estes Drive Extension and other routes	Intersection/ Interchange		I	\$200,000		\$200,000	COA, GDOT	Federal/ GDOT/ LCI
I-6	Langston & Sylvan Intersection	Intersection project at Langston & Sylvan to include geometric, safety and operational improvement.	Intersection/ Interchange		II	\$90,000	\$900,000	\$980,000	COA, GDOT	Local/ LCI
I-8	Dill & Metropolitan Intersection	Intersection project at Dill & Metropolitan (US 19/41) to include geometric, safety and operational improvement.	Intersection/ Interchange		II	\$90,000	\$325,000	\$405,000	COA, GDOT	STP/CMAQ
I-9	Dill & Murphy Intersection	Intersection project at Dill & Murphy to include safety and operational improvements.	Intersection/ Interchange		II	\$30,000	\$200,000	\$230,000	COA, GDOT	Local/ LCI
I-4	Dill & Sylvan Intersection	Intersection project at Dill & Sylvan to include geometric, safety and operational improvement.	Intersection/ Interchange		II	\$90,000	\$325,000	\$405,000	COA, GDOT	Local/ LCI
I-5	Sylvan & Decler Intersection	Intersection project at Sylvan & Decler to include geometric, safety and operational improvement.	Intersection/ Interchange		II	\$60,000	\$400,000	\$460,000	COA, GDOT	Local/ LCI
I-7	Perkerson & Sylvan Intersection	Intersection project at Perkerson & Sylvan to include geometric, safety and operational improvement.	Intersection/ Interchange		II	\$90,000	\$500,000	\$590,000	COA, GDOT	Local/ LCI
I-10	Cleveland & Metropolitan	Intersection project at Cleveland & Metropolitan (US 19/41) to include operational improvements	Intersection/ Interchange		II	\$25,000	\$150,000	\$175,000	COA, GDOT	STP/CMAQ/ LCI
I-11	Metropolitan & I-85 ramp Intersection	Intersection project including at the I-85 ramp & Metropolitan (US 19/41) to include operational improvements	Intersection/ Interchange		II	\$25,000	\$150,000	\$175,000	COA, GDOT	STP/CMAQ/ LCI
New roadways/ extensions										
R-2	Sylvan Hills New Roadways	New roadways to support the Sylvia Hills park and residential development	Roadways	TBD in PE	I	\$108,000	\$1,080,000	\$1,188,000	BOP/ DPW	Local/Private/ LCI
R-4	Oakland City Transit Station Area New Roadways	Oakland City TOD street Network on MARTA site and North of Campbell Road - Estimate for 5 miles urban new roadways	Roadways	TBD in PE	I	\$72,000	\$720,000	\$792,000	Private/ MARTA	MARTA/Private/ LCI
R-5	Lakewood Transit Station Area New Roadways	Lakewood Station TOD street network - Estimate for 5 miles urban new roadways	Roadways	TBD in PE	I	\$72,000	\$720,000	\$792,000	Private/ MARTA	Local/ LCI
R-1	Murphy Triangle/ Lee Street New Roadways	Murphy Warehouse District	Roadways	TBD in PE	II	\$96,000	\$960,000	\$1,056,000	BOP/ DPW/ GDOT	Local/ LCI
R-3	Crossroads Village New Roadways	Crossroads Village	Roadways	TBD in PE	II	\$180,000	\$600,000	\$780,000	BOP/ DPW	Local/ LCI
R-6	Estes Extension (See also I-12)	Estes Extension	Roadways	TBD in PE	II	\$36,000	\$360,000	\$396,000	BOP/ DPW/ GDOT	Local/ LCI



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ACTION PLAN: IMPLEMENTATION PLAN

OAKLAND CITY/ LAKEWOOD LCI Implementation Plan

Capital Improvement Projects

Project ID	Project Name	Description	Type of Improvement	Infrastructure Improvements (Linear Feet)	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party (see legend at end of table)	Potential Funding Source(s)
R-7	Avon Extension	Connect Avon to University	Roadways	TBD in PE	II	\$60,000	\$600,000	\$660,000	BOP/DPW	Local/LCI
		Drainage								
		GDOT District 7 has agreed to address drainage issues as routine maintenance. Drainage at intersection improvements will be considered during the geometric design.			Ongoing	TBD			GDOT	State
		Transit								
T-2	Oakland City Bus Bays	Relocate Turn Around/ Bus Intermodal	Transit		I	\$100,000	\$1,400,000	\$1,500,000	Private/ MARTA	LCI
T-3	Oakland City Master Plan	Develop a detailed Master Plan for the development site	Transit		I	\$150,000		\$150,000	Private	LCI
T-4	Lakewood Master Plan	Develop a detailed Master Plan for the development site	Transit		I	\$150,000		\$150,000	Private	LCI
T-1	Bellline Station	Construct a station to serve as transfer point between MARTA, the Bellline and Commuter Rail	Transit		II				MARTA/ others	Local
		Others								
PD-1A	Oakland City Parking Deck	Construct parking deck at Oakland City Station TOD including development spaces incl MARTA patron spaces (300 spaces)	Parking Deck		I	\$210,000	\$4,200,000	\$4,410,000	Private/ MARTA	LCI/Private
PD-1B	Oakland City Parking Deck	Construct parking deck at Oakland City Station TOD including only MARTA patron spaces (350 spaces)	Parking Deck		I	\$245,000	\$4,900,000	\$5,145,000	Private/ MARTA	LCI/Private
PD-2A	Lakewood Parking Deck	Construct parking deck at Lakewood Station TOD including development spaces incl MARTA patron spaces (300 spaces)	Parking Deck		I	\$350,000	\$7,000,000	\$7,350,000	Private/ MARTA	LCI/Private
PD-2B	Lakewood Parking Deck	Construct parking deck at Lakewood Station TOD including only MARTA patron spaces (350 spaces)	Parking Deck		I	\$385,000	\$7,700,000	\$8,085,000	Private/ MARTA	LCI/Private
GW-1	Gateways	Install gateways including signage and identity markers (Metropolitan & Dili, Metropolitan & Perkinson, Sylvan & Langston, Sylvan and Lee)	Urban Design		II	TBD	TBD	\$20,000	BOP/COA	
		Land Use								
		Land Use Changes	Land Use		I			0	BOP	N/A
		Zoning	Zoning		I			0	BOP	N/A
		Property Acquisition	Economic Development		Ongoing			TBD	CDC/Private/BOP	Varies
		Residential Rehab	Economic Development		Ongoing			TBD	CDC/Private/BOP	Public/ Private
		SF Infill	Economic Development		Ongoing			TBD	CDC/Private/BOP	Public/ Private
		CDC	Economic Development		I			TBD	Council District 4	TBD
		Greenspace Acquisition	Greenspace Development		I			TBD	COA/ Sylvan Hills	GA Greenspace Grant/ CDBG/Blank Foundation
		Brownfields Program	Economic Development		I			TBD	BOP	TBD
		Totals				\$10,396,800	\$54,715,100	\$65,131,900		

NOTES:
 COA = City of Atlanta
 BOP = Bureau of Planning
 DPW = Department of Public Works
 GDOT = Georgia Department of Transportation

S/P = Surface Transportation Program
 CMAQ - Congestion Mitigation Air Quality
 TEA = Transportation Equity Act
 LWCF - Land and Water Conservation Fund
 TPL - Trust for Public Land
 LCI - Livable Centers Initiative

Phase I - 2005-2010
 Phase II - 2011-2015
 Phase III - 2016-2020



ACTION PLAN: 5 YEAR IMPLEMENTATION PLAN

Figure 31:

OAKLAND CITY/ LAKEWOOD LCI Implementation Plan

Capital Improvement Projects

Project ID	Project Name	Description	Type of Improvement	Infrastructure Improvements (Linear Feet)	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party (see legend at end of table)	Potential Funding Source(s)
		Pedestrian Crossings/ Pedestrian Bridges								
P-1	Lee & Sylvan Pedestrian Crossing	Construct pedestrian crossing at Lee & Sylvan to include striping, ramps, signalization	Pedestrian Crossing	72	I	\$11,000	\$29,600	\$40,600	BOP/ DPW/ GDOT	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
P-2	Lee & White Pedestrian Crossing	Construct pedestrian crossing at Lee & White Oak to include striping, ramps, signalization	Pedestrian Crossing	84	I	\$11,000	\$29,700	\$40,700	BOP/ DPW/ GDOT	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
P-3	Lee & Avon Pedestrian Crossing	Construct pedestrian crossing at Lee & Avon to include striping, ramps, signalization	Pedestrian Crossing	66	I	\$16,500	\$44,500	\$61,000	BOP/ DPW/ GDOT	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
P-4	Lakewood Pedestrian Bridge Improvements	Reconfigure turnstiles and access at Lakewood MARTA Station for access to the TOD	Pedestrian Crossing		I	\$10,000	\$100,000	\$110,000	MARTA	MARTA/LCI
		Primary streetscape improvements to include sidewalk, curb, and ramp								
S-2	Dill/ Campbellton Streetscape	Dill/ Campbellton from Kenilworth to Metropolitan Parkway	Streetscapes	16500	I	\$431,700	\$1,166,800	\$1,598,500	BOP/ DPW	COA/Quality of Life Bonds/GDOT/LCI
S-5	Lee Streetscape	Lee from Donnelly to Langford Parkway on west side of Lee Street	Streetscapes	24750	I	\$324,300	\$676,400	\$1,200,700	BOP/ DPW	COA/Quality of Life Bonds/GDOT/LCI
S-7	Metropolitan Streetscape	Metropolitan from White to Cleveland	Streetscapes	21120	I	\$550,200	\$1,487,100	\$2,037,300	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
		Secondary Streetscape Improvements including sidewalk installations								
SS-11	Oakland City TOD Sidewalks	Install sidewalk within the Oakland City TOD development to improve pedestrian access and circulation	Streetscapes	4500	I	\$114,400	\$309,100	\$423,500	MARTA/Private	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-12	Lakewood Station TOD Sidewalks	Install sidewalk within the Lakewood Station TOD development to improve pedestrian access and circulation	Streetscapes	11200	I	\$281,300	\$760,400	\$1,041,700	MARTA/Private	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
SS-13	Dill Ave. On-street Parking	Dill Avenue On-street parking & bulbouts	Streetscapes	5000	I	\$33,400	\$90,300	\$123,700	BOP/ DPW	COA/Quality of Life Bonds/GDOT/ property owners/ LCI
		Transit Plazas/ Open space								
O-1	Oakland City Station Transit Plaza	Oakland City Station Transit Plaza	Open space	22611	I	\$307,300	\$630,600	\$1,137,900	MARTA/ Private	MARTA/Private/LCI
O-2	Lakewood Station Transit Plaza	Lakewood-For McPherson Station Transit Plaza	Open space		I	\$116,000	\$13,400	\$429,400	MARTA/ Private	MARTA/Private/LCI
O-3	Sylvan Hills Park	Construct new neighborhood park in the Sylvan Hills neighborhood	Open space	3000	I	\$146,500	\$396,000	\$542,500	BOP	LWCF/TPU/Blank Foundation/ LCI



ACTION PLAN: 5 YEAR IMPLEMENTATION PLAN

OAKLAND CITY/ LAKEWOOD LCI Implementation Plan

Capital Improvement Projects

Project ID	Project Name	Description	Type of Improvement	Infrastructure Improvements (Linear Feet)	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party (see legend at end of table)	Potential Funding Source(s)
G-2	Lee Street Greenway	Greenway Trails Construct a greenway system to include multi-purpose trails, pedestrian lighting (Loop B, Lee Street)	Greenway	10725	I	\$797,600	\$2,155,700	\$2,953,300	BOP/ COA	TEA/PATH/LWCF/GDOT/Georgia Greenspace/TAD/ LCI
I-1	Lee & Sylvan Intersection	Intersection/ Interchange Improvements Intersection project at Lee (US 29/SR 139) & Sylvan to include geometric, safety and operational improvement and pedestrian crossing.	Intersection/ Interchange		I	\$80,000	\$890,000	\$970,000	COA, GDOT	STP/CMAQ/ LCI
I-2	Lee & Dill/ Campbellton Intersection	Intersection project at Lee (US 29/ SR 139) & Campbellton/Dill to include geometric, safety and operational improvement.	Intersection/ Interchange		I	\$80,000	\$480,000	\$560,000	COA, GDOT	STP/CMAQ/ LCI
I-3	Astor & Lee Intersection	Intersection project at Astor & Fort McPherson gate (Lee US 29/SR 139) to geometric, safety, pedestrian accessibility and operational improvement	Intersection/ Interchange		I	\$80,000	\$480,000	\$560,000	COA, GDOT	STP/CMAQ/ LCI
I-12	Langford Parkway Interchange Justification Report (See also R-6)	Study to examine the transportation network in proximity to the Lakewood Station including the Estes Drive Extension and other routes	Intersection/ Interchange		I	\$200,000		\$200,000	COA, GDOT	Federal/ GDOT/ LCI
New roadways/ extensions										
R-2	Sylvan Hills New Roadways	New roadways to support the Syva Hills park and residential development	Roadways	TBD in PE	I	\$108,000	\$1,080,000	\$1,188,000	BOP/ DPW	Local/Private/LCI
R-4	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 new roadways	Roadways	TBD in PE	I	\$72,000	\$720,000	\$792,000	Private/ MARTA	MARTA/Private/LCI
R-5	Lakewood Transit Station Area New Roadways	Lakewood Station TOD street network - Estimate for 5 miles urban new roadways	Roadways	TBD in PE	I	\$72,000	\$720,000	\$792,000	Private/ MARTA	Local/ LCI
Drainage										
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	Drainage		Ongoing	TBD			GDOT	State
Transit										
T-2	Oakland City Bus Bays	Relocate Turn Around/ Bus Intermodal	Transit		I	\$100,000	\$1,400,000	\$1,500,000	Private/ MARTA	LCI
T-3	Oakland City Master Plan	Develop a detailed Master Plan for the development site	Transit		I	\$150,000		\$150,000	Private	LCI
T-4	Lakewood Master Plan	Develop a detailed Master Plan for the development site	Transit		I	\$150,000		\$150,000	Private	LCI



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OAKLAND CITY/ LAKEWOOD LCI Implementation Plan

Capital Improvement Projects

Project ID	Project Name	Description	Type of Improvement	Infrastructure Improvements (Linear Feet)	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party (see legend at end of table)	Potential Funding Source(s)
		Others								
PD-1A	Oakland City Parking Deck	Construct parking deck at Oakland City Station TOD: development spaces (not MARTA patron spaces (300 spaces))	Parking Deck		I	\$210,000	\$4,200,000	\$4,410,000	Private/ MARTA	LCI/Private
PD-1B	Oakland City Parking Deck	Construct parking deck at Oakland City Station TOD: MARTA patron spaces (350spaces)	Parking Deck		I	\$245,000	\$4,900,000	\$5,145,000	Private/ MARTA	LCI/Private
PD-2A	Lakewood Parking Deck	Construct parking deck at Lakewood Station TOD: development spaces (not MARTA patron spaces (500 spaces))	Parking Deck		I	\$350,000	\$7,000,000	\$7,350,000	Private/ MARTA	LCI/Private
PD-2B	Lakewood Parking Deck	Construct parking deck at Lakewood Station TOD: MARTA patron spaces (550 spaces)	Parking Deck		I	\$385,000	\$7,700,000	\$8,085,000	Private/ MARTA	LCI/Private
GW-1	Gateways	Install gateways including signage and identity markers (Metropolitan & Dill, Metropolitan & Perkinson, Sylvan & Langston, Sylvan and Lee)	Urban Design		II	TBD	TBD	\$20,000	BOP/COA	
	Land Use	Implement Study-Area Wide Land Use Changes	Land Use		I				BOP	N/A
	Zoning	Implement Study-Area-Wide Zoning Changes	Zoning		I				BOP	N/A
	Property Acquisition	Acquire targeted residential properties for rehabilitation, renovation, and resale	Economic Development		Ongoing			TBD	CDC/Private/BOP	Varies
	Residential Rehab	Continue Residential Rehabilitation in all neighborhoods of the study area	Economic Development		Ongoing				CDC/Private/BOP	Public/ Private
	SF Infill	Continue targeted Single-Family Infill Development in Oakland City and Sylvan Hills Neighborhoods	Economic Development		Ongoing			TBD	CDC/Private/BOP	Public/ Private
	CDC	Establish Community Development Corporation (CDC) for western part of study area.	Economic Development		I			TBD	Council District 4	TBD
	Greenspace Acquisition	Acquire greenspace for Sylvan Hills Park, or work with property owners/developers to create conservation easement.	Greenspace		I			TBD	COA/ Sylvan Hills	GA Greenspace Grant/ CDBG/Blank Foundation
	Brownfield Assessments	Conduct brownfield assessment on key properties in Murphy Triangle area.	Economic Development		I			TBD	BOP	TBD
		Totals				\$5,433,200	\$38,159,600	\$43,612,800		

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