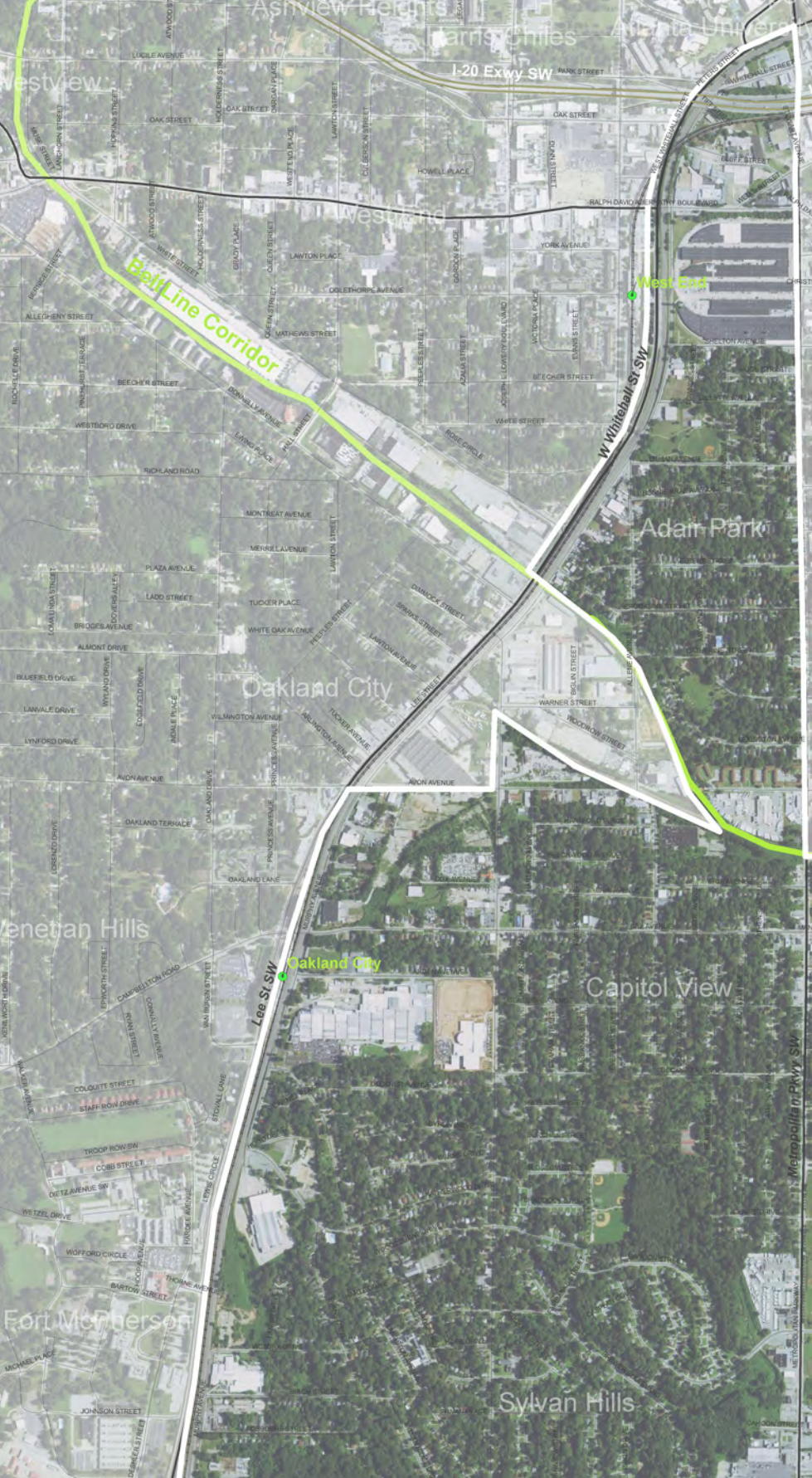




# Atlanta City Council District 12 Neighborhood Blueprint Plan For Adair Park, Capitol View, Capitol View Manor, and Sylvan Hills

October 2018



**SIZEMORE GROUP**  
in association with  
**SYCAMORE CONSULTING AND NOELL CONSULTING**









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**Andre Dickens, Post 3 At Large**

## **Department of City Planning**

**Tim Keane, Commissioner**

## **Office of Zoning and Development**

**Keyetta M. Holmes, Interim Director**

**Jessica Lavandier, Assistant Director**

**Julia Billings, Urban Planner**





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**Tim Keane** - *Commissioner*

### Office of Zoning and Development

**Keyetta Holmes** - *Interim Director*

**Jessica Lavandier** - *Assistant Director Strategic Planning*

**Julia Billings, AICP**, - *Urban Planner, Project Manager*

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**Janide Sidifall** - *Director*

**Jason Morgan** - *Assistant Director Mobility Planning*

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**Melissa Campbell** - *Project Manager*

### Office of Design

**Kevin Bacon** - *Assistant Director, Atlanta City Studio*

## Office of Parks and Recreation

**Dan Calvert** - *Urban Planner*

## Steering Committee\*

**Joyce Sheperd**, *Council member District 12*

**Lydia Glaize**, *Councilmember Sheperd's Office*

**Leah LaRue**, *Councilmember Sheperd's Office*

**Kevin Bacon**, *City of Atlanta*

**Julia Billings**, *City of Atlanta*

**Monique Forte**, *City of Atlanta*

**Melissa Campbell**, *City of Atlanta*

**Emily Giordano**, *City of Atlanta*

**Heather Alhahdeff**, *City of Atlanta*

**Gerard Jackson**, *City of Atlanta*

**Erika Smith**, *Invest Atlanta*

**Greg Floyd**, *MARTA*

**Andrew McBurney**, *MARTA*

**Paul DeNard**, *GDOT*

**Rachel Sprecher**, *Atlanta Public Schools*

**Erica Long**, *Atlanta Public Schools*

**Yulonda Darden Beauford**, *Atlanta Technical College*

**Caroline Angelo**, *Atlanta Technical College*

**Tenneta Rodgers**, *Atlanta Technical College*

**Gary McGaha**, *Atlanta Metropolitan State College*

**Kimberly Grimes-Solomon**, *Atlanta Metropolitan State College*

**Sonja A. Roberts**, *Atlanta Metropolitan State College*

**Lynnette Reid**, *BeltLine*

**Beth McMillan**, *BeltLine*

**Cara Cooper**, *BeltLine*

**Jerald Mitchell**, *BeltLine*

**Andy Friedberg**, *Aluma Farms*

**Andrea Ness**, *Aluma Farms*

**Tayani Suma**, *ANDP*

**Sue Smith**, *Georgia Parent Support Network*

**Odetta Macleish-White**, *Transformation Alliance*

**Marisa Ghani**, *Transformation Alliance*

**Alex Trachtenberg**, *Southface*

**Stephanie Flowers**, *NPU V*

**Columbus Ward**, *NPU V*

**Michael Hopkins**, *NPU X*

**Adrienne Proeller**, *Capitol View Manor*

**Viraj Deshmukh**, *Capitol View Manor*  
**Vivian Clifton**, *Capitol View*  
**Christie Peters**, *Capitol View*  
**Ayisha Weisner**, *Sylvan Hills*  
**John Mangham**, *Developer*  
**Ken Tucker**, *Developer*  
**Trent Gaines**, *Developer*  
**Jenné Shepherd**, *Adair Park Today*  
**Randy Gibbs**, *Adair Park Today*  
**Sam Sparlin**, *Sparlin Clinic*  
**Thomas Wells**, *Crossroads Shopping Center*  
**Larry Wilensky**, *Crossroads Shopping Center*  
**Shannon Goodman**, *Lifecycle Building Center*  
**Bill Gould**, *The B Complex*  
**Marty Long**, *Carter*  
**Adam Parker**, *Carter*  
**Scott Taylor**, *Carter*  
**Chris Carter**, *Property Owner/Developer*  
**Bishop Greg Fann**, *Liberty International Church*  
**Doug Dean**, *Pittsburgh*

## Consultant Team

**LEAD FIRM :: URBAN DESIGN, PLANNING and PROJECT MANAGEMENT**

### **SIZEMORE GROUP**

**Bill de St. Aubin, AIA, LEED AP**

*Principal-in-Charge*

**Deanna Murphy, AICP**

*Principal Planner/Project Manager*

**Chirag Date, MCRP**

*Project Planner*

**Jonne Smith**

*Project Planner*

**PUBLIC ENGAGEMENT**

### **SYCAMORE CONSULTING**

**Jen Price, AICP**

*Project Manager*

**Robert Binder, MCRP**

*Project Outreach*

**MARKET STUDY**

### **NOELL CONSULTING**

**David Laube**

*Principal*

**Catherine Butler**

*Market Analyst*

*\*The Steering Committee is made up of key stakeholders in the Study Area who have committed to provide technical guidance, assist in advertising public meetings, distribute information to the larger community, and provide feedback on materials to be presented at public meetings prior to each opportunity. This group includes individuals who are knowledgeable about the Study Area's issues and opportunities, experts in related fields, and are vital to the implementation of the final plan.*



# Council District 12

Neighborhood Blueprint Plan



## ATLANTA CITY COUNCIL

**Joyce M. Sheperd**  
COUNCILMEMBER  
DISTRICT 12

55 TRINITY AVENUE, S.W.  
SUITE 2900  
ATLANTA, GEORGIA 30303  
TEL (404) 330-6053  
FAX (404) 658-6561  
E-MAIL [jmsheperd@atlantaga.gov](mailto:jmsheperd@atlantaga.gov)

September 2018

Dear Residents,

I am proud to present to you the Neighborhood Blueprint Plan for the Adair Park, Capitol View, Capitol View Manor and Sylvan Hills Communities.

This plan is the result of extensive community engagement and it expresses the collective vision of these four neighborhoods. As Atlanta grows, this blueprint will represent conceptual designs and policies to serve as a guide for future growth and development in and around these communities.

Upon adoption by the City of Atlanta, this Blueprint Plan will be incorporated in the Comprehensive Development Plan and the projects listed in the implementation section will be added to the Community Work Program. Inclusion of a project and initiatives in the implementation plan does not indicate that concepts and projects will be implemented exactly as they appear in the plan. Each recommendation project will go through further vetting and refinement prior to implementation. Additionally, priorities and resource availability may change over time, requiring reevaluation of project feasibility and of other reasons such as funding constraints or evolving community priorities. Therefore, you should remember that the ideas and recommendations presented in this plan are conceptual in nature and may evolve as conditions change in the future.

Thank you to all who participated in this planning process by attending community meetings and offering your ideas. The plan reflects your vision and would not have been possible without you. Special thanks also to the steering committee members for your guidance and your time in attending additional meetings. Your commitment to your community is truly appreciated.

Sincerely,

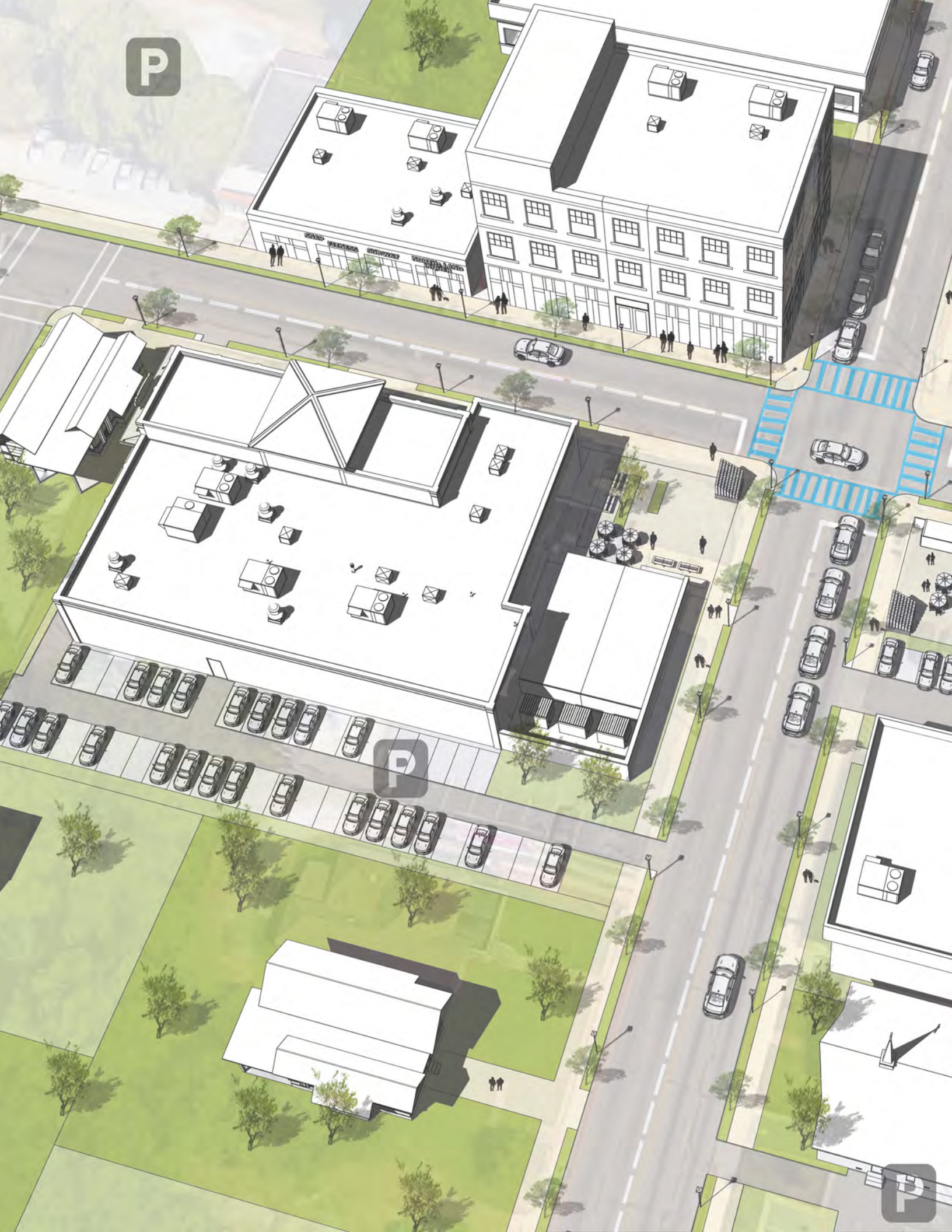
**Joyce M Sheperd**  
Councilmember District 12





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# Executive Summary



# Executive Summary

The Council District 12 Neighborhood Blueprint Plan is a planning study led by District 12 Councilmember Joyce Sheperd's Office and the City of Atlanta Department of City Planning. The District 12 Neighborhood Blueprint Plan focuses on the redevelopment potential at existing neighborhood commercial nodes.

The District 12 Neighborhood Blueprint Plan is envisioned to provide concepts and policies to guide transformative redevelopment at key nodes in the study area. This study aims to serve the multi-generational community with diverse uses and community amenities, and encourages economic development and job growth, while preserving the distinct character and history of each neighborhood for existing and new residents. Key redevelopment nodes/commercial districts were identified, with the help of market analysis and community input. These nodes have the most potential to become thriving commercial districts, due to visibility from through traffic, high traffic counts, existing structures capable of renovation, existing plans, and investors /developers interested in redevelopment.

## Study Area Context

The District 12 Blueprint Plan study area is located southwest of Downtown Atlanta and includes the neighborhoods of Adair Park, Capitol View, Capitol View Manor, and Sylvan Hills in Neighborhood Planning Unit V and X.

The study area is framed by West Whitehall Street/Peters Street to the north and northwest; Lee Street to the southwest, excluding portions of the Oakland City Neighborhood, including the former State Farmer's Market; Arthur B. Langford Parkway to the south; and the I-75 Expressway and Metropolitan Parkway to the east. Refer to Figure 1.

Lee Street, MARTA, and the CSX/Norfolk Southern railroad run along the western boundary of the study area, connecting this community to the Hartsfield-Jackson Atlanta International Airport to the south and into Downtown Atlanta's Business District to the north. Additionally, the Atlanta BeltLine's Westside Trail provides east-west connectivity through the study area.

The District 12 Blueprint Plan study area is ripe with opportunity for growth and redevelopment. Key amenities in the study area include the West End, Oakland

City and Lakewood/Fort McPherson MARTA stations, Met Atlanta, the Metropolitan Library, Perkerson Elementary School, Sylvan Hills Middle School, Atlanta Technical College, Atlanta Metropolitan State College, Adair Park 1 and 2, Perkerson Park, Emma Millican Park, and the Atlanta BeltLine Westside Trail, along with several large industrial employers, including Mondelez International, Gordo's and TOTO.

## The Process

This nine month planning process from December 2017 to September 2018 included analysis of existing conditions, market analysis, inventory of community assets, opportunities, and challenges, creation of inclusive community vision and goals, an intensive community engagement process, and master plan development.

The community engagement process included stakeholder meetings, interviews, visioning sessions, design workshops, and open houses. This collaborative effort is an integral part of gaining consensus and support from various stakeholders in the community. Below is a summary of the project's vision and goals identified through the community process.

## Community Goals

Key issues were identified through an extensive community participation process and include:

- To preserving **affordable housing**
- To **preventing displacement** (particularly seniors) and assisting with maintenance/upgrades.
- To **preserving** great community amenities .
- To preserving and enhancing **historic** neighborhood characters.
- To increasing access to **fresh food**, restaurants, neighborhood services
- To attract **neighborhood scale** businesses
- To improving pedestrian, bicycle, and transit **access**

Based on the community goals, listed above, and analysis of issues and conditions, the following strategies were identified as focus areas within the recommendations for each neighborhood:

- **Marketing and Branding-** Unique characteristics, places, and events were identified that make



# Legend

-  MARTA Rail Stations
-  MARTA Rail Lines
-  Expressways Atlanta Region
-  State Highways
-  Study Area
-  Key Redevelopment Nodes
-  BeltLine Corridor

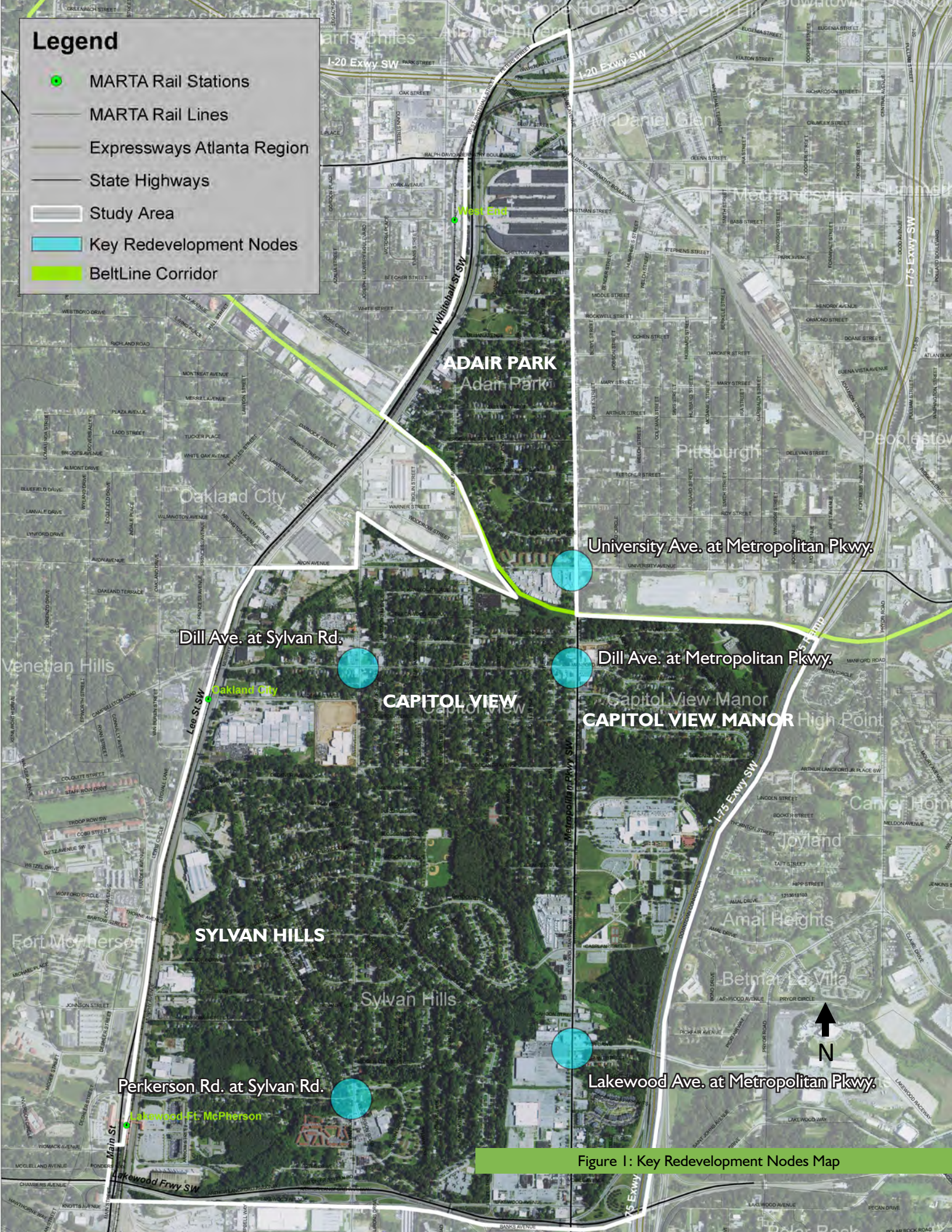


Figure 1: Key Redevelopment Nodes Map



each neighborhood special. Recommendations were developed to emphasize and enhance these characteristics, as means to create a neighborhood brand and identity that could be used to market the area and attract new residents and businesses.

- **Placemaking-** Building from unique neighborhood attributes identified in marketing and branding, placemaking recommendations were developed. Placemaking capitalizes on a local community's assets and opportunities to preserve and enhance a community's sense of identity within. Placemaking is a community led process that results in physical or programmatic interventions, such as painted crosswalks, signage, and art.
- **Transportation-** Recommendations to improve and create safer and more efficient access and connectivity for pedestrian and vehicular movement were developed.
- **Parks-** Preserving, enhancing, and connecting existing park amenities and green-space, in addition to new green-space opportunities, were key to neighborhood improvement recommendations.
- **Neighborhood Redevelopment Nodes-** Key redevelopment nodes/commercial districts were identified, with the help of market analysis and community input. These nodes have the most potential to become thriving commercial districts, due to visibility from through traffic, high traffic counts, existing structures capable of renovation, existing plans, and investors /developers interested in redevelopment.

## Recommendations

### Key Neighborhood Redevelopment Nodes

Initially potential commercial redevelopment nodes were identified for each neighborhood by existing conditions analysis and bolstered through community involvement.

Subsequently, five priority neighborhood redevelopment nodes were distinguished based on visibility, high traffic counts, existing structures capable of renovation, market potential, and investors/developers interested in redevelopment at these nodes. The identified priority neighborhood redevelopment nodes are listed below:

- **Adair Park: University Avenue at Metropolitan Parkway:**

The University Avenue at Metropolitan Parkway node includes the existing Capitol View Apartments, Atlanta Food Mart, Fleet Repair Solution site, among other adjacent sites ripe for redevelopment. Located along the Westside BeltLine Trail, this node has the opportunity for infill residential, retail, and industrial uses, due to its high visibility and high traffic counts along Metropolitan Parkway and University Avenue (which provides access to Interstate 75) existing structures suitable for renovation and reuse, and its demand for market growth (largely due to its proximity to the Westside BeltLine and associate investment). Additionally, through adaptive reuse of existing infrastructure and placemaking strategies, such as gateway signage and painted crosswalks, this node can be transformed to a gateway for all of District 12.

- **Capitol View: Dill Avenue at Sylvan Road**

Dill Avenue at Sylvan Road presents the opportunity to become an active neighborhood node due to its numerous historically commercial vacant structures and active property owners interested in improving the area. Existing within this node is the Sparlins Healthcare, Reggie's Food Mart, and existing vacant buildings. Proposed redevelopment at this node incorporates converting existing buildings into office and retail and building additional residential units. Further enhancement of the sense of community and place at this node includes a street-fronted pocket park, painted intersection and crosswalks, and outdoor cafe seating.

- **Capitol View Manor: Dill Avenue at Metropolitan Parkway**

The neighborhood node at Dill Avenue and Metropolitan Parkway demonstrates potential to provide District 12-wide neighborhood services, such as a grocer, hardware store, and entertainment. Due to its high visibility and traffic counts on Metropolitan Parkway, existing structures with potential for development (most notable the Masonic Temple), and active property owners looking to enhance the area, it has more immediate market potential. Included within this node is the historic Masonic Temple and Fire Station 20, Metropolitan Library, Advanced Autoparts, Metro Quick Mart, among vacant commercial buildings. Recommended redevelopment of this node consists of adaptive reuse of the Masonic Temple with diverse uses, including retail/restaurant, office space, and entertainment space; large and small scale retail/restaurants in vacant buildings; and a grocer at existing Metro Quick Mart. Enhancement of the sense of place with a proposed pedestrian plaza and improvement of the plaza/green-space fronting the Metropolitan Library, amplifies community engagement at this node.



- **Sylvan Hills: Sylvan Road at Perkerson Road**

The Sylvan Road at Perkerson Road node includes the Sylvan Circle residential neighborhood, Sylvan Hills Playlot, D&D Barbecue, ULU Cafe, among other retail shops within the Sylvan Hills Plaza. While this node currently provides neighborhood serving retail, new market growth and redevelopment is challenged due to poor visibility and low traffic counts. Additionally, its existing vehicular layout at the intersection of Sylvan Road and Perkerson Road causes major traffic flow difficulties. The intervention at this node focuses on redesign of this intersection to include an “amoeba-about” to improve traffic wayfinding and slow car movement for pedestrian crossing. Place-making at this node acts as the driving force through the creation of a pocket park and pedestrian plaza at the redesigned amoeba-about. Building from improvements to this intersection and currently proposed residential development, infill retail and entertainment is anticipated to follow, increasing the capability for this node to flourish over time.

- **Sylvan Hills: Lakewood Avenue at Metropolitan Parkway**

The node at Lakewood Avenue and Metropolitan Parkway encompasses Crossroads Shopping Center, home to Lakewood Diner, E.F.F.E.C.T Fitness, Prime Integrative Health, Captain D’s, and McDonald’s. While market potential is enhanced due to high traffic counts on Metropolitan Parkway, area aesthetics are poor and may impact the ability to attract investors. This existing shopping center holds the potential to transform into a neighborhood gateway and destination through the development of a street grid network and place-making strategies. Focused creation of a main street, enhanced entry points, incorporation of shared green-space and an art alley, landscaping improvements, adaptive reuse of existing buildings within the complex, and infill of proposed residential dwellings culminate into a bustling live-work-play environment in the long term .



Figure 2: University Avenue at Metropolitan Parkway

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.





Figure 3: Dill Avenue at Sylvan Road

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.



Figure 4: Dill Avenue at Metropolitan Parkway

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.





Figure 5: Sylvan Road at Perkerson Road

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.



Figure 6: Lakewood Avenue at Metropolitan Parkway

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.









# 1.0 Introduction



# I.0 Introduction

The Council District 12 Neighborhood Blueprint Plan is a planning study led by District 12 Councilmember Joyce Sheperd’s Office and the City of Atlanta Department of City Planning. The Plan represents collective vision, policies, and strategies that will guide future development of the neighborhoods with a focus on the redevelopment potential at existing neighborhood commercial nodes.

## I.1 Location and Context

The District 12 Neighborhood Blueprint Plan study area lies southwest of Downtown Atlanta, totals **1,857 acres of land**, and includes the neighborhoods of Adair Park, Capitol View, Capitol View Manor, Sylvan Hills, and portions of Neighborhood Planning Units V and X.

The study area is framed by West Whitehall Street/Peters Street SW to the north and northwest; Arthur B. Langford Parkway and Lakewood Ave. SW to the south; Lee Street to the southwest; Avon Avenue, Sylvan Road, and the BeltLine Trails to the west; and the I-75 Expressway SW and Metropolitan Parkway SW and I-75/I-85 to the east. Refer to Figure I.1b.

Lee Street, MARTA, and the CSX/Norfolk Southern railroad run along the western boundary of the study area, connecting this community to the Hartsfield-Jackson Atlanta International Airport and into Downtown Atlanta’s Business District. Additionally, the Atlanta BeltLine’s Westside Trail provides east-west connectivity through the study area.

The District 12 Neighborhood Blueprint Plan study area is rife with opportunity for growth and redevelopment. Community landmarks in the study area include the West End, Oakland City and Lakewood/Fort McPherson MARTA stations, Met Atlanta, the Metropolitan Library, Perkerson Elementary School, Capitol View Elementary School, Sylvan Hills Middle School, Atlanta Technical College, Atlanta Metropolitan State College, Adair Park 1 and 2, Perkerson Park, Emma Millican Park, and the Atlanta BeltLine Westside Trail, along with several large industrial employers, including Mondelez International and TOTO.

## Vision

**Preserve and enhance the area’s affordability and the unique amenities each neighborhood has to offer, while guiding growth and attracting services that improve the quality of life for ALL residents.**

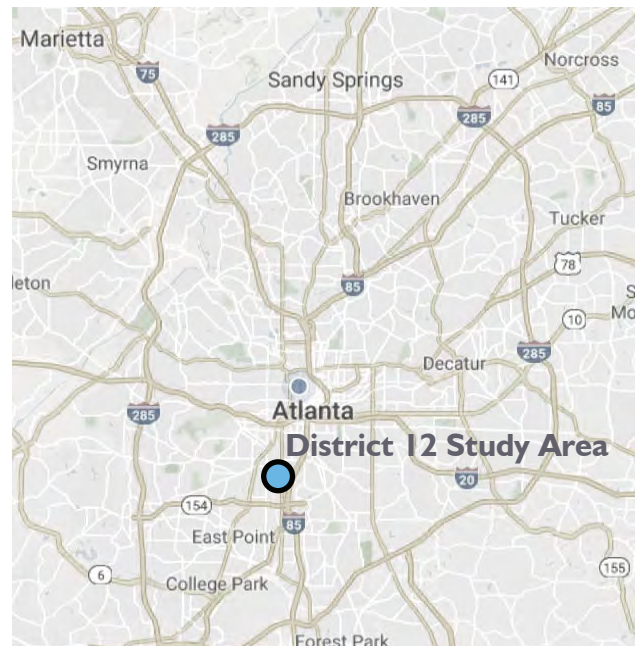


Figure I.1a: Study Area Context Map



# Legend

-  MARTA Rail Stations
-  MARTA Rail Lines
-  Expressways Atlanta Region
-  State Highways
-  Study Area
-  BeltLine Corridor

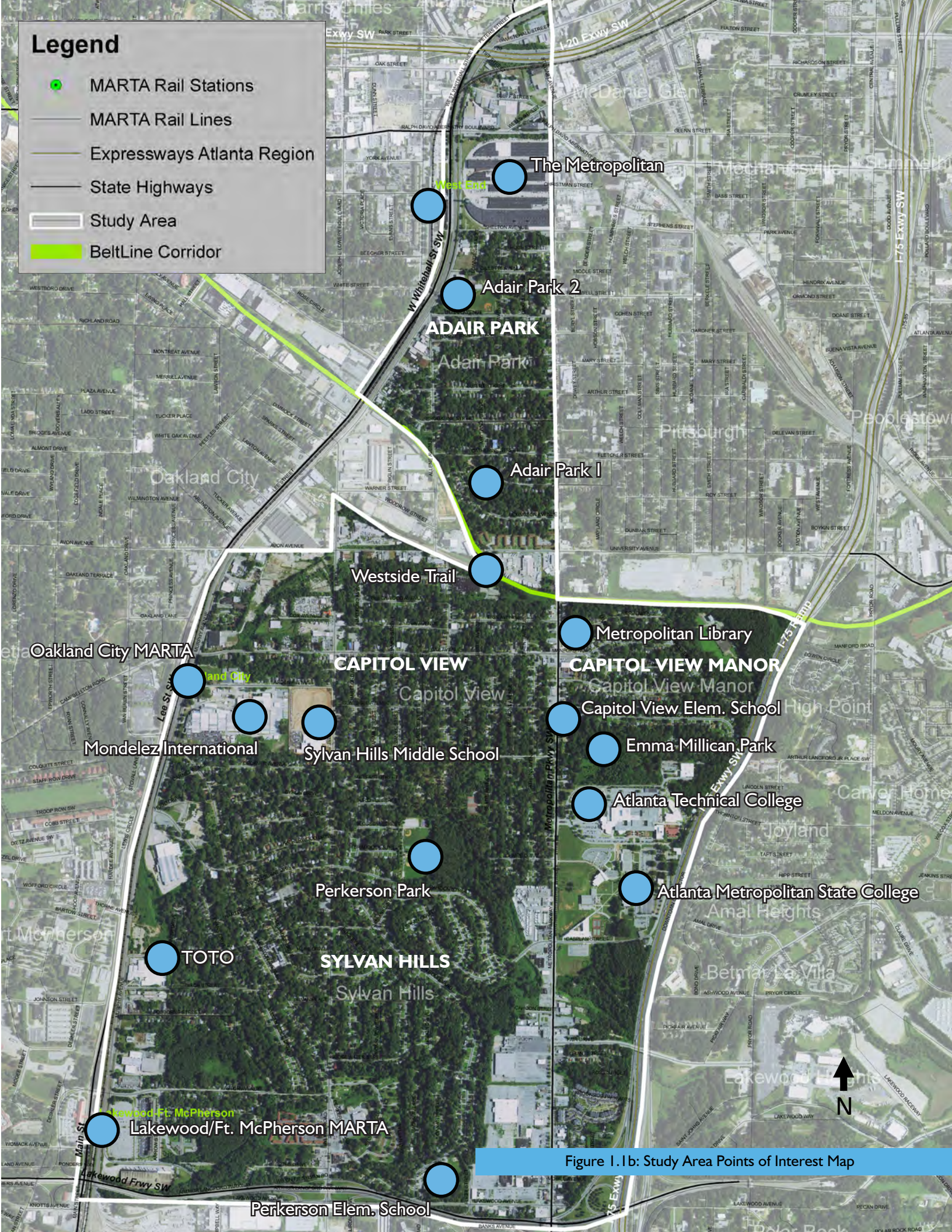


Figure I.1b: Study Area Points of Interest Map



### Key Redevelopment Nodes

Key redevelopment nodes were identified based on accessibility (roads, transit, and future connections), existing neighborhood commercial areas, market understandings of what areas are anticipated to redevelop first, and proximity to existing community assets. The nodes were also vetted by the community. Redevelopment of these nodes, pictured in Figure 1.1c, become the focus of study recommendations. Key redevelopment nodes include:

- University Avenue at Metropolitan Parkway
- Dill Avenue at Metropolitan Parkway
- Dill Avenue at Sylvan Road
- Sylvan Road at Perkerson Road
- Lakewood Avenue at Metropolitan Parkway

### 1.2 The Process

This nine-month planning process from December 2017 to September 2018 included analysis of existing conditions, market analysis, inventory of community assets, opportunities, and challenges, creation of inclusive community vision and goals, an intensive community engagement process, and master plan development.

### ANALYSIS

Key analysis included land conditions, including topography and hydrology; existing community amenities and opportunities; redevelopment potential; land use and zoning; and transportation.

### MARKET

In order to develop a realistic vision, a predictive market analysis was conducted. Section 2.2 of this report provides some key points from the market demand summary. Refer to the Appendix for the complete market study report.

### COMMUNITY ENGAGEMENT

An extensive community engagement program was designed and undertaken with the goal of involving all stakeholders in the study process. Through this effort, an articulated and community supported vision for the study area was developed, along with identification of various issues, needs, and aspirations to be addressed in the master plan. The community engagement included stakeholder meetings, interviews, visioning sessions, design workshops, and open houses. This collaborative effort is an integral part of gaining consensus and support from various stakeholders in the community.

Below is a summary of the vision and goals identified through the community process.

### COMMUNITY VISION

The District 12 Neighborhood Blueprint Plan represents the collective vision, policies and strategies that will guide the future development of the neighborhoods of Adair Park, Sylvan Hills, Capitol View, and Capitol View Manor. This plan captures the history of the neighborhoods, catalogues the community's assets, as well as challenges, and identifies catalytic sites and projects to spur redevelopment within the study area.

***The vision of the District 12 Neighborhood Blueprint Plan is to preserve and enhance the unique amenities each neighborhood has to offer, while guiding growth and attracting services that improve the quality of life for all residents.***

In addition, the plan outlines strategies to leverage development activity in nearby Fort McPherson and nearby MARTA stations, and identifies commercial redevelopment opportunities in neighborhood commercial nodes, along Metropolitan Parkway, and along the Atlanta BeltLine.

### COMMUNITY GOALS

1. To preserve [affordable housing](#)
2. To [prevent displacement](#) (particularly seniors) and assist with maintenance/upgrades.
3. To preserve great [amenities](#) (parks and the Metropolitan Library)
4. To preserve and enhance [historic](#) neighborhood character.
5. To incorporate signage and wayfinding - [branding](#).
6. To attract [neighborhood scale](#) businesses
7. To increase access to [fresh food, restaurants, neighborhood services](#) (preserve affordability - keep the money in the neighborhood)
8. To improve pedestrian, bicycle, and transit [access](#)



# Legend

-  MARTA Rail Stations
-  MARTA Rail Lines
-  Expressways Atlanta Region
-  State Highways
-  Study Area
-  Key Redevelopment Nodes
-  BeltLine Corridor

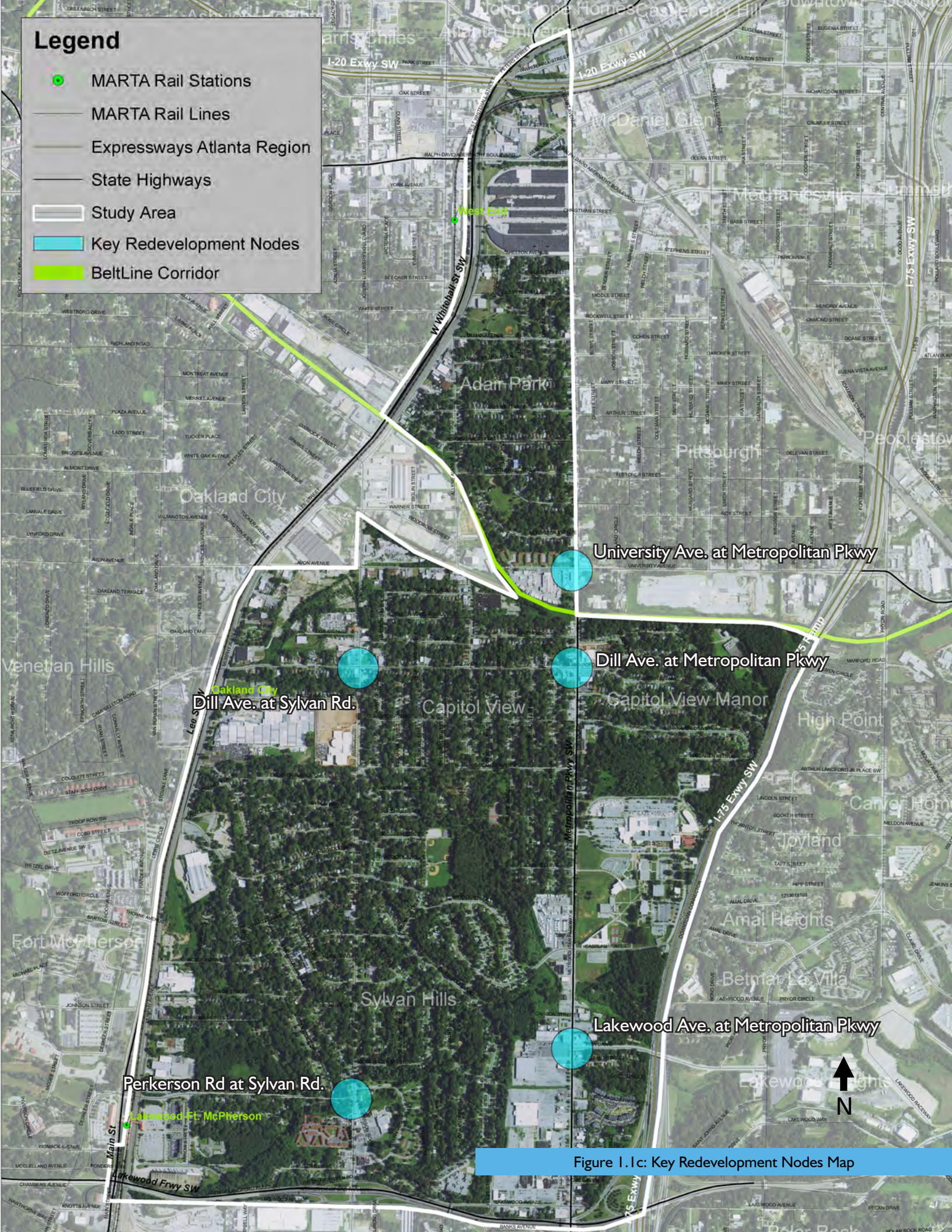


Figure I.1c: Key Redevelopment Nodes Map



### 1.3 Review of Previous Plans and Studies

In the past 15 years, several plans and studies have been developed for the areas surrounding and partially overlapping with the District 12 Neighborhood Blueprint Plan study area. These previous plans and studies are listed below and displayed in the following maps and summarized in this section.

#### CITYWIDE PLANS:

- Atlanta City Design (2017)
- Comprehensive Development Plan (2016)
- Connect Atlanta Plan (2008), and appendices including Cycle Atlanta (2015), Cargo Atlanta (2015), and Streetcar System Plan (2015); Atlanta's Transportation Plan (2018)
- City of Atlanta Consolidated Plan (2015-2019)
- Strategic Community Investment Report (2013)

#### NEIGHBORHOOD AND SMALL AREA PLANS AND STUDIES:

- Atlanta Brownfields Area-Wide Planning Program (2012)
- BeltLine Subarea 2 Master Plan (2009) and 2018 Update
- NPU-X Comprehensive Plan (2005)

#### LIVABLE CENTERS INITIATIVE PLANS:

- Oakland City/Fort McPherson LCI (2016)
- Turner Field/Stadium Neighborhoods LCI (2016)
- Oakland City TOD Station Engagement Report (2015)
- Lakewood LCI (2013)
- West End LCI (2001)

In addition to the plans summarized in this section, the following map shows other completed plans for the area surrounding the study area.

CD 12 Neighborhood Blueprint Plan and Neighborhood Plans/Studies



CD 12 Neighborhood Blueprint Plan and BeltLine Subarea Plans

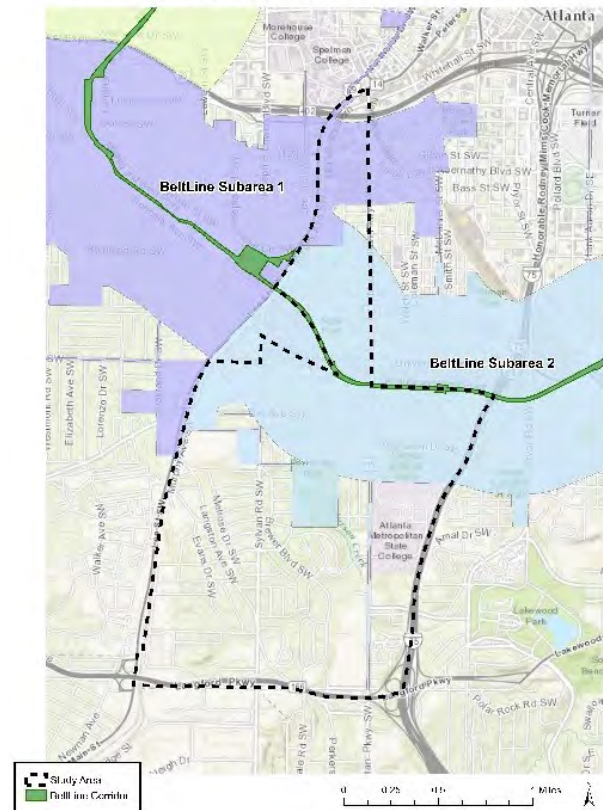
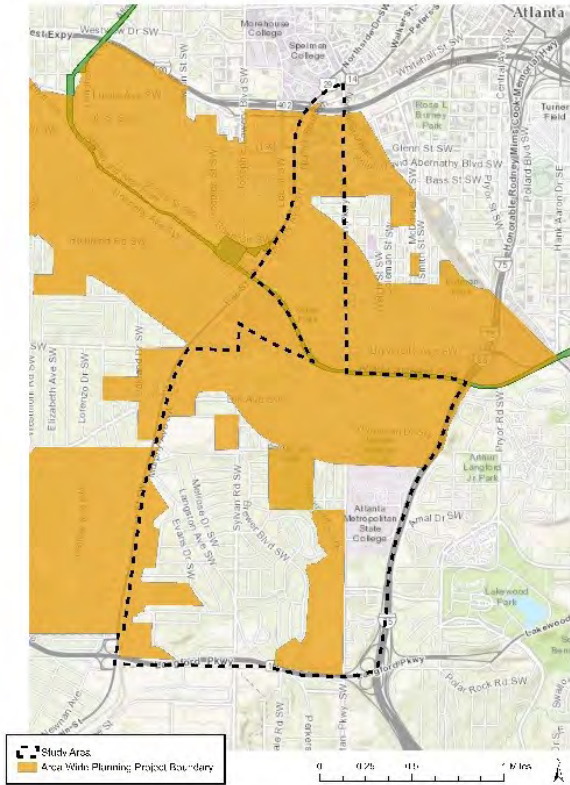


Figure 1.3a-b: Study Areas of Previous Plans



CD 12 Neighborhood Blueprint Plan and Areawide Brownfields Plan Study Area



CD 12 Neighborhood Blueprint Plan and Redevelopment Plans

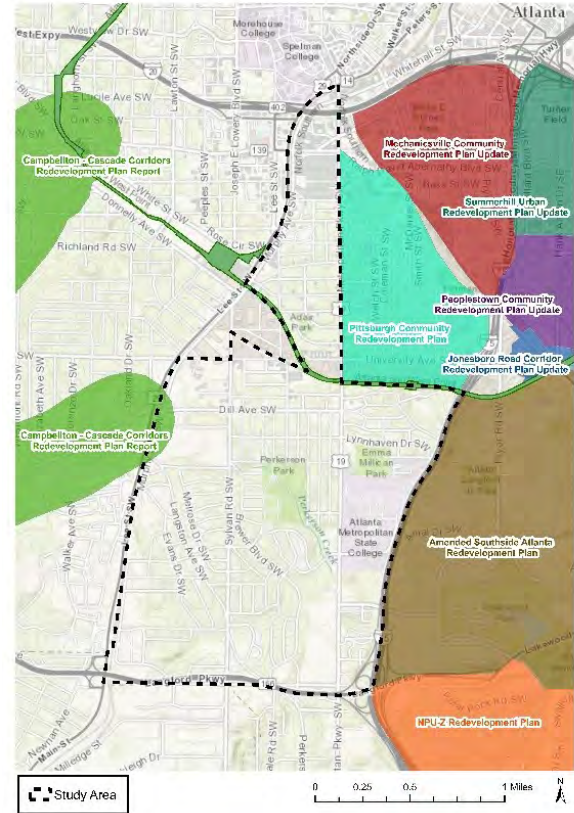


Figure I.3e: Study Areas of Previous Plans surrounding the Blueprint Study Area

CD 12 Neighborhood Blueprint Plan and LCI Plans

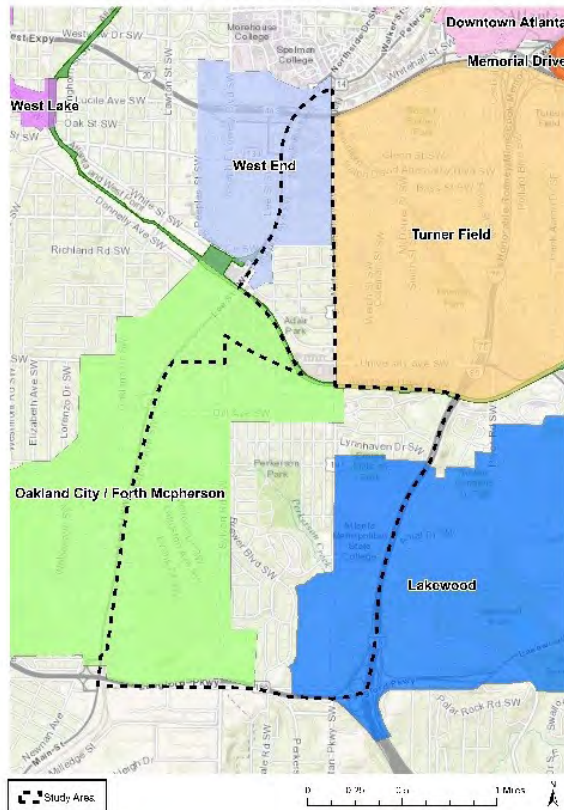
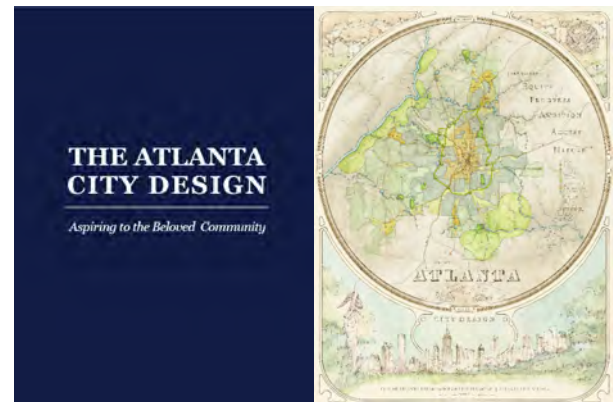


Figure I.3c-d: Study Areas of Previous Plans

### ATLANTA CITY DESIGN: ASPIRING TO THE BELOVED COMMUNITY (2017)



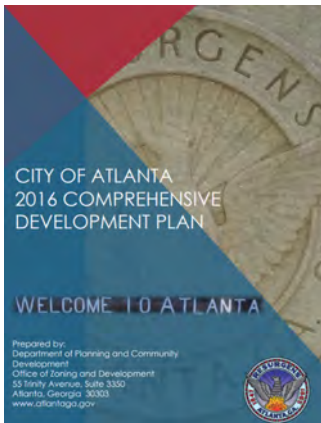
The City of Atlanta Department of City Planning completed Atlanta City Design: Aspiring to the Beloved Community in 2017. The book articulates an overarching vision for the city, based on the concept of Dr. Martin Luther King, Jr.'s Beloved Community to guide the city's growth and inform future plans, policies, and investments. Informed by Atlanta's history and projected growth, the Atlanta City Design's is organized around five core values of Equity, Progress, Ambition, Access, and Nature. It aspires to Design for People

by identifying growth areas, Design for Nature by limiting growth in areas less suitable for development, and Design for People in Nature by recognizing the relationship between the two and ensuring access for everyone.

Within CD 12 Neighborhood Blueprint study area, the areas along Metropolitan Parkway, Murphy Avenue, and the BeltLine are shown as Corridor Growth Areas, which are intended to become the Main Streets of every community with growth and commercial development fostering vibrant public life. The primarily residential interior of the study area is shown as an Urban Neighborhood Conservation Area. These are areas intended to be maintained as walkable, historic neighborhoods. A section along Metropolitan Parkway in Sylvan Hills is shown as a Growth Cluster called the Crossroads Eco-Development Cluster. Centered on the Crossroads Shopping Center, formerly the Stewart-Lakewood Center, an open-air mall on Metropolitan Parkway near Langford Parkway, the Crossroads Eco-Development Cluster is located along Metropolitan Parkway in Hammond Park, Sylvan Hills, Capitol View, and Capitol View Manor. Crossroads is described as an Eco-Development cluster and a potential model for development organized around nature. The plan's ideas for Crossroads include:

- Innovative, eco-focused, mixed-use district
- Integration with Atlanta Metropolitan State College campus
- Complete Street redesign of Metropolitan Parkway
- West Paces/Airport BRT on Metropolitan, providing direct access to the Airport (3.5 miles)
- Langford BRT west to Fort McPherson MARTA Station (1.25 miles), and Greenbriar (5.5 miles)
- Stormwater park network

**CITY OF ATLANTA: COMPREHENSIVE DEVELOPMENT PLAN (2016)**



The City of Atlanta 2016 Comprehensive Development Plan (CDP) guides the city's growth and development and fulfills the requirements of the Georgia Planning Act of 1989 and the Charter of the City of Atlanta. According to these standards, local comprehensive plans serve as fact-based resource for local constituents that track implementation of community-based policies. Local comprehensive planning explores important relationships among community issues, creates an environment of predictability for business and industry, investors, property owners, tax payers and the general public, and helps local governments to recognize and implement economic development and revitalization initiatives.

CDP Character Areas for the four study-area neighborhoods include: Traditional Neighborhood Existing, Traditional Neighborhood Redevelopment, Neighborhood Center, Industrial Live Work, Industrial, Redevelopment Corridor, and Other/Institutional.

The CDP Future Land Use designations within the study are described in the Existing Land Use and Zoning section. The CDP also includes specific policies from each NPU.

**CONNECT ATLANTA PLAN (2008), AND APPENDICES INCLUDING CYCLE ATLANTA 1.0 (2015), CARGO ATLANTA (2015), AND STREETCAR SYSTEM PLAN (2015); ATLANTA'S TRANSPORTATION PLAN (2018)**



Completed in 2008, the Connect Atlanta Plan was the city's first comprehensive transportation plan. In 2016-2018, the Department of City Planning Office of Mobility conducted public outreach and analysis necessary to update the city's comprehensive transportation plan. The new plan, Atlanta's Transportation Plan is expected to be adopted in 2018. In support of the long-term vision of the Atlanta City Design, Atlanta's Transportation Plan provides policy and project recommendations to build a world class transportation system that is sustainable, safe, efficient, and equitable and that addresses congestion and anticipated growth.

According to the draft project list available on the Atlanta's Transportation Plan project website as of March, 2018, the following projects (refer to table I.3a) are proposed for the CD 12 Neighborhood Blueprint Plan study area.

Project ID#	Project Name	Project Source	Type	Description
BI-005	Wells St/ Fulton St/ Glenwood Ave	Atlanta's Transportation Plan (DRAFT); Turner Field LCI	On-Street Bicycle Facility	High quality bicycle facilities and streetscape improvements including, but not limited to, landscaping, lighting, sidewalks, and milling and resurfacing.
BI-020	Lee Street Trail	TIP, Atlanta's Transportation Plan (DRAFT)	Trail / Off-Street Path	New multi-use trail along the eastern side of Lee Street adjacent to the railroad right-of-way and MARTA north-south line. Project serves two MARTA rail stations and the Fort McPherson redevelopment site.
EX-006	Langford Parkway and Metropolitan Parkway - Improve access between Langford Parkway and Metropolitan Parkway	Atlanta's Transportation Plan (DRAFT); Lakewood LCI	Expressway Access	Improve access between Langford Parkway and Metropolitan Parkway.
NS-055	New Streets / Oakland City MARTA - New Street Grid New Streets	Atlanta's Transportation Plan (DRAFT); Connect Atlanta (2008)	Development Related	New Street Grid New Streets.
OP-006	Metropolitan Avenue/ Ralph David Abernathy / Glenn Street - Redesign intersection to accommodate realignment of Glenn Street south to York Avenue	Atlanta's Transportation Plan (DRAFT); Connect Atlanta (2008)	Intersection Reconstruction	Redesign intersection to accommodate realignment of Glenn Street south to York Avenue.
OP-041	Langford Parkway - Study the most efficient and cost effective long-term fate of Langford Parkway (Urban Boulevard Conversion)	Atlanta's Transportation Plan (DRAFT); Lakewood LCI	Street Operations	Study the most efficient and cost effective long-term fate of Langford Parkway (Urban Boulevard Conversion).
SA-003	Dill Ave	Atlanta's Transportation Plan (DRAFT); Oakland City / Ft McPherson LCI	Road Diet	Restripe the existing 30 foot, two-lane roadway east of Division Place to Metropolitan Parkway, which could include a combination of bicycle lanes, shoulders, and 10 foot vehicular lanes with on-street parking located along redevelopment frontages. Multimodal improvements on Dill Street between Murphy Avenue and Division Place should be coordinated with future streetcar plans. (Connect Atlanta Plan Secondary Bicycle Connection).
SA-027	University Ave Multimodal Street Replacement Project	Atlanta's Transportation Plan (DRAFT); Renew Atlanta	Street Reconstruction	Multimodal Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements from Metropolitan Parkway to Hank Aaron Drive.
SW-005	Ralph David Abernathy Blvd / Georgia Ave	Atlanta's Transportation Plan (DRAFT); Turner Field LCI	Street Reconstruction	High quality bicycle facilities and streetscape improvements including, but not limited to, landscaping, lighting, sidewalks, and milling and resurfacing. Freeway underpass should include lighting, paint, art, and moving sidewalks away from the road. Connect Atlanta Core Bicycle Connection.
TR-006	Peachtree-Campbellton Line	Atlanta's Transportation Plan (DRAFT); More MARTA	Transit	LRT along designated guideway between Downtown and Greenbriar Mall.
TR-016	Northside Drive BRT	Atlanta's Transportation Plan (DRAFT); More MARTA	Transit	BRT guideway from I-75 (Piedmont Hospital) to Atlanta Metropolitan College along Northside-Metropolitan corridor.
TR-018	Crosstown Crescent Line	Atlanta's Transportation Plan (DRAFT); More MARTA	Transit	Connect the west and southeast portions of the BeltLine with streetcars running on Joseph E. Lowery Boulevard, Ralph David Abernathy Boulevard and the Georgia Avenue corridors. Key stops: Ashby MARTA station, Atlanta University Center, West End MARTA station, Turner Field, Grant Park and Boulevard Crossing Park.
TR-027	BeltLine West Corridor Transit Streetcar	Atlanta's Transportation Plan (DRAFT); Oakland City / Ft McPherson LCI	Transit	The base transit corridor generally runs approximately 4.3 miles north-south along the BeltLine West Corridor from University Avenue on the south to DL Howell Parkway on the north. Additional segments may include connections to the north and south of the base corridor, including connections to nearby MARTA rail stations and future proposed streetcar alignments. The NEPA process is ongoing, with a FONSI expected in calendar year 2016.

Table 1.3a: Projects proposed for the CD 12 Neighborhood Blueprint Plan



# Council District 12

## Neighborhood Blueprint Plan

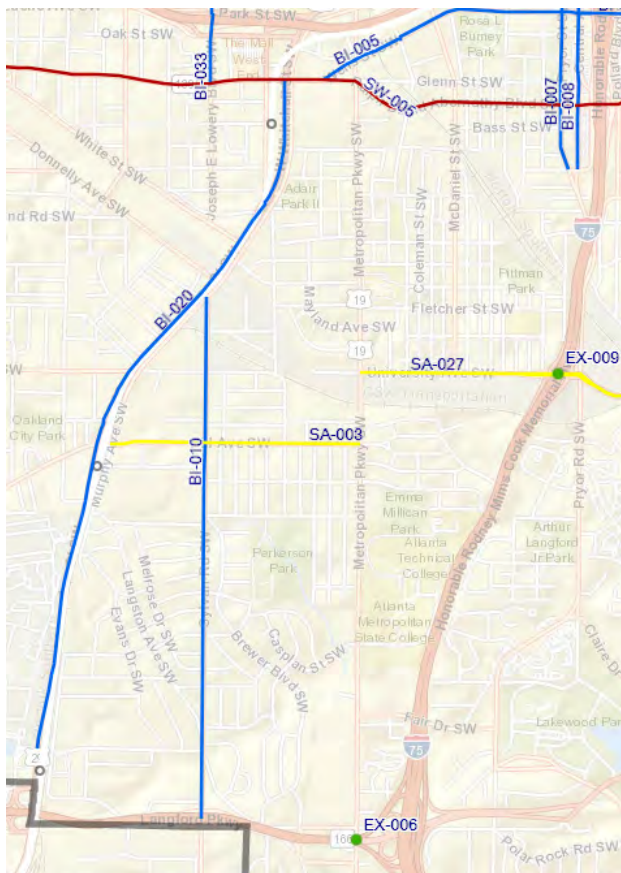
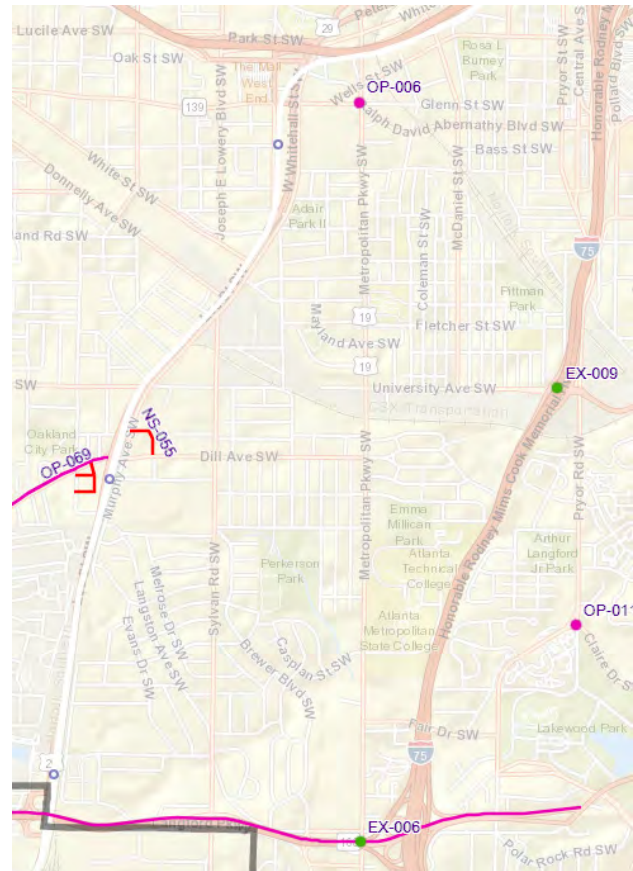
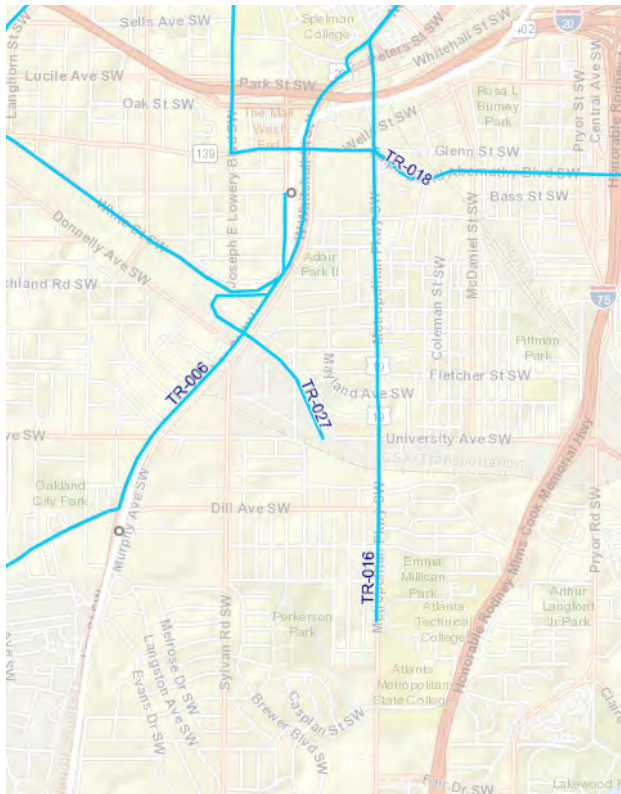


Figure I.3f-h: Draft Project Maps for Atlanta's Transportation Plan: Transit; Streetscapes, Bike, and Pedestrian; Operations and Roadway Improvement Projects.

Following the 2008 Connect Atlanta Plan, several supplemental studies were adopted in 2015, including Transit Oriented Atlanta, Cycle Atlanta Phase I.0, Cargo Atlanta, and the Streetcar System Plan.

**Transit Oriented Atlanta** outlines a vision and strategy for transit-oriented development within the city and identified station typologies for each MARTA rail station. For the stations located near the CD 12 Neighborhood Blueprint Plan study area, West End was identified as a Transit Community typology (target residential density of 15 dwelling units per acre), Oakland City was identified as a Neighborhood typology (target residential density of 9 dwelling units per acre), and Lakewood/Ft. McPherson was identified as a Town Center typology (target residential density of 20 dwelling units per acre).



**Cycle Atlanta Phase 1.0** identified a network of Core Bicycle Connections and Secondary Bicycle Connections with preliminary designs and cost estimates for bicycle facility investments required to connect the Atlanta BeltLine and surrounding residential areas to job centers, MARTA stations, and other destinations in the city's core. Cycle Atlanta phase 2.0 is underway. Within the CD 12 Neighborhood Blueprint Plan study area, the Connect Atlanta plan identified Murphy Avenue and Whitehall Street as Core Bicycle Corridors, and the Cycle Atlanta 1.0 plan further specified proposed bike lanes for Murphy Avenue and alternative facility options for Whitehall Street, both of which are in "Corridor A" in the Cycle Atlanta Plan.

Corridor A Network Design Map



Figure 1.3i: Cycle Atlanta 1.0, page 22

**Cargo Atlanta** was adopted in 2015 as an appendix to the Connect Atlanta Plan. It defines City of Atlanta Freight Routes and depicts State and Regional Freight Routes. Within the CD 12 Neighborhood Blueprint Plan study area, Avon Avenue, University Drive, Sylvan Road (north of Dill Avenue), and Dill Avenue are City of Atlanta Freight Routes. Metropolitan Parkway, Lakewood Freeway, and I-20 are State and Freight Routes, as well as Lee Street (just west of the study area, parallel to Murphy Avenue).

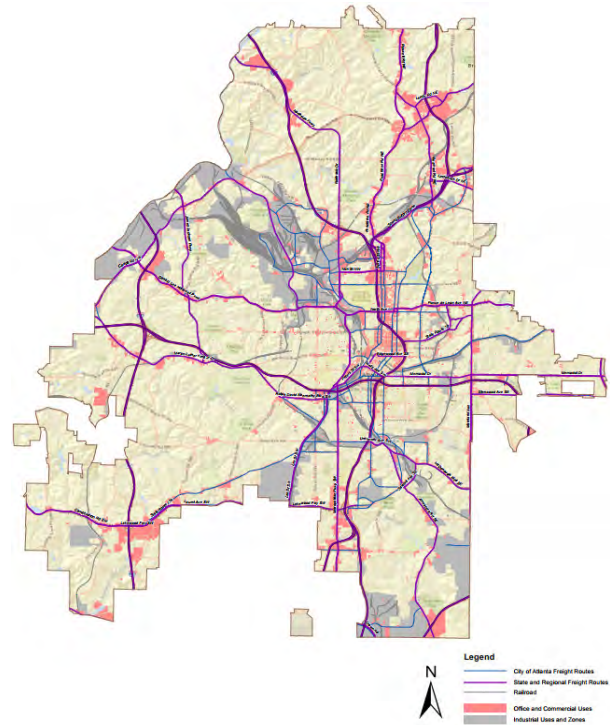


Figure 1.3j: City of Atlanta Freight Route Map. Cargo Atlanta: A Citywide Freight Study, page 21

**The Streetcar System Plan (SSP)** was adopted in 2015, and lays out the proposed streetcar network, which includes the following routes through the CD 12 Neighborhood Blueprint Plan study area:

- Beltline Central Loop (along the BeltLine)
- Crosstown Inner Loop (along the BeltLine)
- Crosstown Outer Loop (along the BeltLine)
- Crosstown Peachtree Line (along Lee Street)
- Crosstown Crescent Line (along Ralph David Abernathy Boulevard)



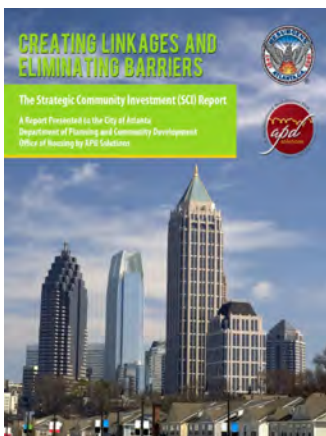
Figure 1.3k: Atlanta Streetcar System Plan, page ES-3

### CITY OF ATLANTA CONSOLIDATED PLAN (2015-2019)

As a U.S. Department of Housing and Urban Development (HUD)-designated Entitlement Community, the City of Atlanta is eligible to receive HUD entitlement grant funding and must prepare a five-year Consolidated Plan. The 2015-2019 City of Atlanta Consolidated Plan identifies housing and community development priorities that align the City's funding choices for its entitlement grants, which primarily benefit low and moderate income people and households. The plan focuses on three areas: affordable housing for low-income persons, homeless assistance and homelessness prevention, and housing and related services for persons living with HIV/AIDS.

The Consolidated Plan identifies a Community Development Impact Area (CDIA) where at least 51% of the households earn less than 80% of the City median income, based on 2010 U.S. Census data. The CDIA includes the entire study area for the CD 12 Community Blueprint Plan. Needs in the CDIA include housing rehabilitation, infill residential construction, demolition of blighted properties, renovation and accessibility improvements for public facilities and infrastructure, and commercial and retail opportunities.

### STRATEGIC COMMUNITY INVESTMENT REPORT (2013)



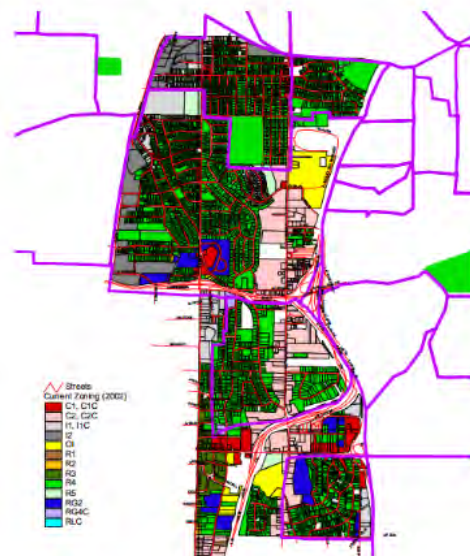
The Strategic Community Investment (SCI) Report is a comprehensive overview of observed housing vacancy, parcel conditions, and neighborhood analysis of over 200 communities in the City of Atlanta. It is a residential parcel survey including data obtained from “windshield” surveys, supplemented by information from the Atlanta Police Department, Fulton County tax records, and other sources to capture neighborhood characteristics. The

report documents the conditions of Atlanta's residential properties, highlights strengths and weaknesses of the city's housing market, and identifies strategies for attracting investment and development.

The report scored neighborhoods according to five categories, each defined by several metrics (25 total). The categories include: Quality of Life, Condition, Amenities, Return on Investment, and Demographics/Diversity. The report's Neighborhood Typology Heat Map has eight neighborhood typologies ranging from Fragile to Exceptional. Adair Park is classified as a Transitional neighborhood and Sylvan Hills, Capitol View, and Capitol View Manor as Trending neighborhoods.

### NPU-X COMPREHENSIVE PLAN (2005)

#### NPU-X Comprehensive Plan



Prepared by: The Community Design Center of Atlanta  
NPU-X Land Use Committee

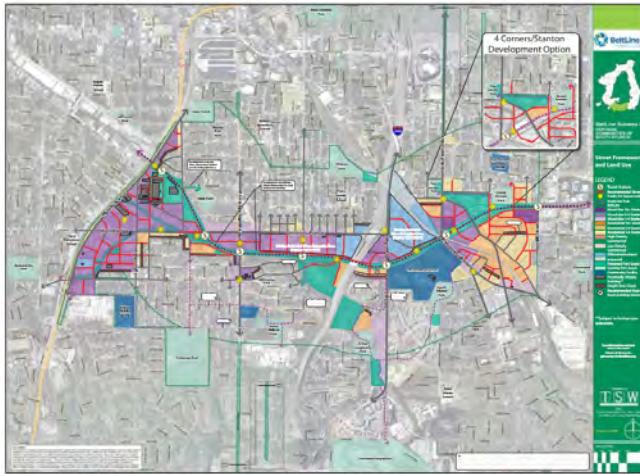
May 2005

Serving as an update to the 1996 Stewart Avenue Redevelopment Plan and extension of the 2004 Oakland City – Lakewood Livable Centers Initiative, the NPU-X Comprehensive Plan was a community-driven effort to develop a vision for the area's growth and development. The community vision was “to aggressively address deficiencies in commercial service quality and neighborhood retail availability, to be inclusive and promote “smart growth,” public transportation, affordable single family and multifamily housing, human services, a clean and



safe environment, and to advocate expansion and improvements to open space, infrastructure and parks in each of the five neighborhoods.” The CD 12 Neighborhood Blueprint Plan overlaps with the NPU-X Comprehensive Plan in the Capitol View, Capitol View Manor, and Sylvan Hills neighborhoods.

### BELTLINE SUBAREA 2 MASTER PLAN (2009)



Map showing recommended future land uses, proposed multi-use trails, and recommended streets

The Atlanta BeltLine Subarea 2 Master Plan for the Heritage Communities of South Atlanta was completed in 2009 and will be updated in 2018. Subarea 2 covers the BeltLine’s southern end, including portions of NPUs S, V, X, and Y and the neighborhoods of Adair Park, Capitol View, Capitol View Manor, Chosewood Park, High Point, Oakland City, Peoplestown, Pittsburgh, and South Atlanta. The BeltLine Subarea 2 Master Plan overlaps with the CD 12 Neighborhood Blueprint Plan in Adair Park, Capitol View, and Capitol View Manor. A portion of the northern end of Adair Park is included in the BeltLine Subarea 1 Master Plan.

### ATLANTA BROWNFIELDS AREA-WIDE PLANNING PROGRAM (2012)



The Atlanta Brownfields Area-Wide Planning Program Implementation Plan was completed in 2012 and outlines strategies, partnerships, and resources for brown-field redevelopment in the pilot program study area. Areas of the study area that are also within the study area of the Council District 12 Neighborhood Blueprint Plan include most of Adair Park and Capitol View, all of Capitol View Manor, and parts of Sylvan Hills along Murphy Avenue and Metropolitan Parkway. The plan’s recommendations focus on redevelopment strategies and specific brownfield sites in key nodes.

### OAKLAND CITY/FORT MCPHERSON LCI (2016)



The Oakland City/Fort McPherson Livable Centers Initiative (LCI) Plan was completed in 2016. Its study area overlaps with the CD 12 Neighborhood Blueprint Plan study area in the western portion of Sylvan Hills, the northern and western portions of Capitol View, and small sections of Capitol View Manor (east of Metropolitan Parkway, including intersections with Erin Avenue and Dill Avenue) and Adair Park along the BeltLine.

Oakland City/Fort McPherson LCI Plan recommendations relevant to the CD 12 Blueprint Plan study area include:

- Preserve Sylvan Hills and Oakland City as primarily single-family residential
- Mixed-use redevelopment including flex office space and semi-industrial uses for the industrial warehouse areas along the BeltLine corridor and overlay district
- Industrial preservation for manufacturing and warehousing properties along the Murphy Avenue corridor between the Oakland City and Lakewood-Ft. McPherson MARTA stations
- Trails and linear green-space features should be developed to link the BeltLine with adjacent neighborhoods and redevelopment areas
- Industrial Mixed-Use zoning for some properties along the BeltLine and Murphy Avenue corridor



## Council District 12

### Neighborhood Blueprint Plan

- Medium to high intensity mixed use zoning (MRC-2) with strong residential component and ground floor retail for areas immediately adjacent to MARTA stations
- Lower intensity mixed use zoning (MRC-1) for redevelopment areas further from transit
- Rezone some RG-2 and RG-3 residential areas to districts of similar density that include urban design standards (such as MR-2 and MR-3) to encourage walkability
- For the BeltLine development: Develop a marketing brochure that highlights the future vision
- Study the feasibility of a CID in the study area
- Develop policies to stabilize abandoned/vacant housing properties
- Encourage reinvestment and rehabilitation of deteriorated housing in the study area
- Encourage the demolition and repurposing of dilapidated properties
- Encourage first-time home buyers to move to the area and invest in home rehabilitation
- Provide policies that allow seniors and long-time residents to remain in the area
- Provide assistance to homeless veterans
- Develop housing policies that assist in keeping the neighborhood character and affordable housing options
- Sylvan Road Multimodal Improvements
- Oakland City MARTA Station Tunnel Access Improvements
- Astor Avenue Multimodal Improvements
- Avon Avenue/University Avenue Extension
- BeltLine West Corridor Transit Streetcar
- BeltLine West Trail Spur
- Murphy Avenue Extension/Arrow Street Extension
- Campbellton Road Transit Corridor
- Additional railroad crossing (tunnel or bridge) between the MILRA redevelopment area and the Sylvan Hills neighborhood

### OAKLAND CITY TOD STATION ENGAGEMENT REPORT (2015)



The Oakland City TOD Station Engagement Report was the result of collaboration among the Atlanta Regional Commission (ARC), City of Atlanta, the Metro Atlanta Regional Transit Authority (MARTA), the TransFormation Alliance, and community stakeholders to develop a con-

cept for transit oriented development at the Oakland City MARTA Station. The Oakland City MARTA station is located immediately to the west of the Council District 12 Neighborhood Blueprint Plan study area.

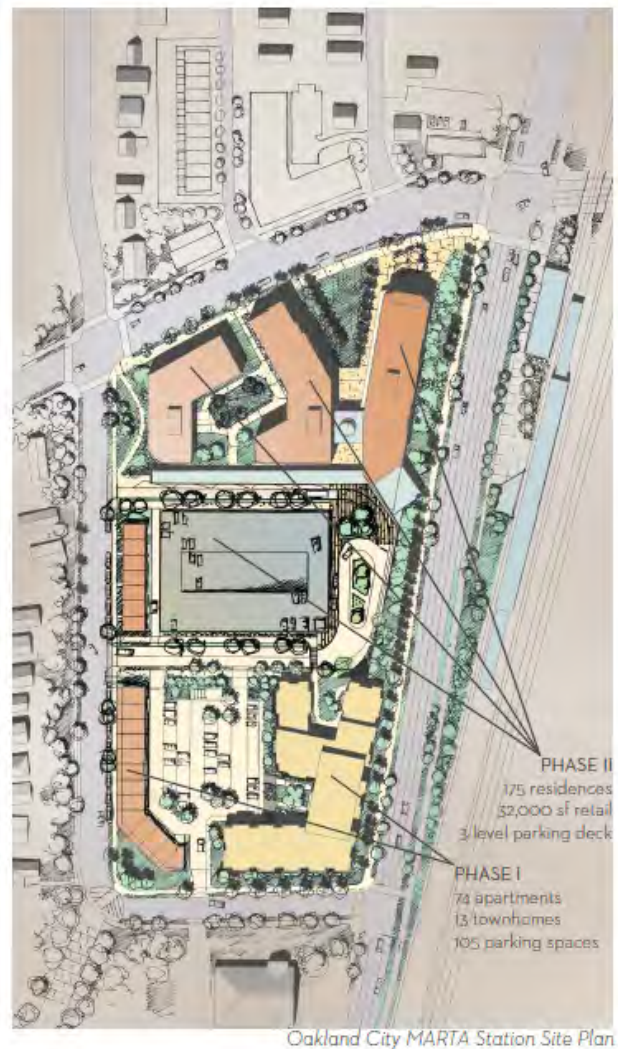


Figure 1.3I: Oakland City TOD Station Engagement Report - Concept Plan

The concept plan for the Oakland City MARTA parking lot included 262 residential units, office space, 32,000 square feet of retail (residents recommended access to healthy food, dry cleaners, boutiques, youth and/or senior services, sit-down restaurants), outdoor gathering space, interior courtyards, wide sidewalks, links to Fort McPherson and the BeltLine, a transit plaza. The development was recommended to be 2 to 3 stories fronting on Lee Street, Van Buren Street, and Oakland Drive and 4 to 5 stories fronting on Campbellton Road.

## TURNER FIELD/STADIUM NEIGHBORHOODS LCI (2016)



The Turner Field/Stadium Neighborhood Livable Centers Initiative Plan was completed in 2016. Recommendations focused on Transportation, Green Infrastructure, Land use and Housing, with 13 Design Parameters identified for the Core Area.

The Turner Field/Stadium Neighborhood LCI study area does not overlap with the Council District 12 Neighborhood Blueprint Plan study area but is directly adjacent where the Pittsburgh neighborhood meets Adair Park along Metropolitan Parkway and Capitol View Manor along the BeltLine corridor.

## LAKEWOOD LCI (2013)

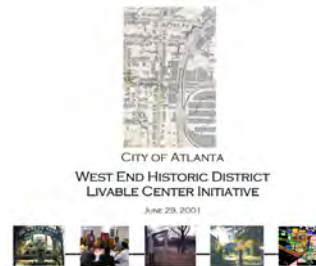


The Lakewood Livable Centers Initiative (LCI) Plan was a community-based, economic development focused plan for the Lakewood Fairgrounds area. The study area included the historic Lakewood Fairgrounds and Amphitheater (now Screen Gems Studios); the Metropolitan Parkway, Jonesboro Road, and Lakewood Avenue corridors; and nearby historic, single-family residential neighborhoods. The Lakewood LCI study area overlaps with the CD 12 Neighborhood Blueprint Plan in the eastern part of Sylvan Hills along Metropolitan Parkway and the southern part of Capitol View Manor to Deckner Avenue and Emma Millican Park. Recommendations focused on Land Use & Housing, Transportation, Economic Development, Urban design & Historic Resources, and Public Space, Environment, Health, & Community Facilities. A concept Plan was developed for Metropolitan Parkway from Lakewood Avenue to Calhoun Street.



Figure 1.3m: Lakewood LCI Plan, Metropolitan Parkway North Redevelopment Concept, page 86

## WEST END LCI (2001)



The West End Historic District Livable Centers Initiative (LCI) Plan was completed in 2001 and is due for a major update, expected in 2019. The plan's vision was: "To encourage development which utilizes sensitive design to reflect the historical context of the West End while increasing opportunities for living, working, shopping, recreating and worshipping in the West End and Adair Park neighborhoods." A concept plan was developed for the study area including six major community gateways; a pedestrian circuit with a hierarchy of pedestrian thoroughfares; a hierarchy of parks; housing recommendations; mixed-use development; historic district markers and expansion; institutional/cultural/walking tour; connectivity via two pedestrian bridges at the MARTA station; coordinated, structured, and shared parking; and office space and structured parking at the MARTA station.

A portion of the study area for the 2001 West End Historic District LCI plan overlaps with the CD 12 Neighborhood Blueprint Plan in the northern half of Adair Park.









# 2.0 Existing Conditions



## 2.0 Existing Conditions

Section 2.0 identifies existing study area conditions, including assets; existing land use, zoning, and land conditions; existing economic development tools; and transportation conditions.

### 2.1 Study Area Assets

The LCI study area includes four Atlanta neighborhoods, Adair Park, Capitol View, Capitol View Manor, and Sylvan Hills. Neighborhoods surrounding the study area include Oakland City, Fort McPherson, Lakewood Heights, Pittsburgh, and West End.

The City of Atlanta provides opportunities for neighborhood and community-level community input through a system of Neighborhood Planning Units (NPU), which are comprised of several adjacent neighborhoods. The NPUs provide recommendations to the Mayor and City Council on zoning, land use, and other planning issues. The study area includes parts of NPU X (Capitol View, Capitol View Manor, and Sylvan Hills) and NPU V (Adair Park). Refer to Figure 2.1b. NPU and Neighborhood Association leaders were invited to and participated in this process.

### Neighborhood Descriptions and Histories

**Sylvan Hills:** Sylvan Hills' northern boundary includes Arden Avenue, Deckner Avenue. and the southern boundary of Perkerson Park. The eastern boundary is Interstate 75/85. Arthur B. Langford Jr. Parkway provides the south boundary with Lee Street/Murphy Avenue and the CSX Norfolk Southern Railroad to the west.

The Sylvan Hills neighborhood was founded in 1920 and houses historic post World War I bungalows, similar to Capitol View and Capitol View Manor. Its sense of community and access to nature exudes a friendly and unique atmosphere. Full of pride, one resident declared "Let's make it funky!"

The name Sylvan Hills comes from the Latin word *sylva*, meaning forest, referring to the area's extensive tree canopy. It is the youngest of the neighborhoods in the study area, beginning its development during the building boom after WWI. After slowing down during the Depression, construction resumed after WWII. Earlier homes in this neighborhood are Queen Anne Cottage and Bungalow type homes with Ranch houses appearing more recently.

The District 12 neighborhoods are deeply rooted in Atlanta's Civil Rights history and have been referenced by Civil Rights leaders such as, Dr. Martin Luther King Jr. Funtown, a former amusement park located

## Atlanta City Council District 12

2 NPUs  
NPU V  
NPU X

4 Neighborhoods  
Adair Park  
Capitol View  
Capitol View Manor  
Sylvan Hills

on Metropolitan Avenue, south of Atlanta Technical College, was referenced by Dr. King Jr. in his writings. He and his family would often pass by the park and his children clamored to go to the park, but Jim Crow Laws prevented access. Dr. King and his children did get to finally enjoy this park with desegregation laws fought so passionately for by Dr. King and his associates.



Figure 2.1a: Funtown manager Buddy Farnan performing a magic trick, 1967, Special Collections and Archives, Georgia State University, Atlanta. <http://digitalcollections.library.gsu.edu/cdm/ref/collection/ajc/id/13128>



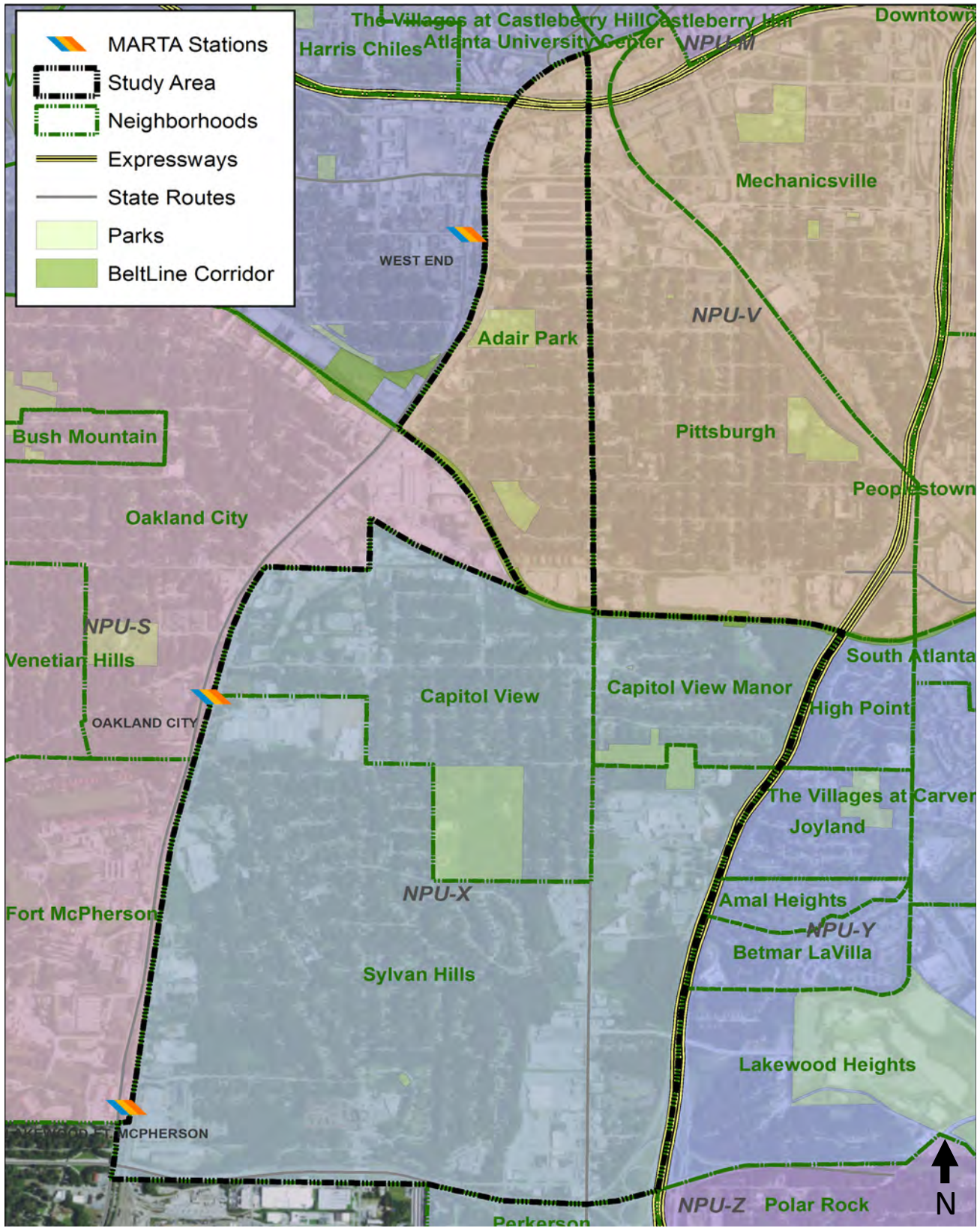


Figure 2.1b: City of Atlanta Neighborhoods and NPU's Map



Figure 2.1c: Funtown Amusement Center in ruins, Atlanta, 1981, Special Collections and Archives, Georgia State University, Atlanta. <http://digitalcollections.library.gsu.edu/cdm/ref/collection/ajc/id/11894>

**Capitol View:** The Capitol View neighborhood boundary begins at the Atlanta BeltLine Westside Trail and Avon Avenue to the north, Murphy Avenue/Lee Street and the CSX/Norfolk Southern railroad track to the west. The southern boundary begins at the intersection of Murphy Avenue and Arden Avenue, travels down Sylvan Road, then heads west on Deckner Avenue, encompassing the notable, Perkerson Park. Its western boundary is Metropolitan Parkway.

The Capitol View neighborhood is a diverse, predominantly residential community, characterized by historic Victorian homes and historic industrial buildings along Murphy Avenue and Avon Avenue.

The Capitol View neighborhood began as a small settlement of farming families, including the Deckner family, after the Civil War. The land was subdivided in the early 1900s and advertised as reasonably priced suburban homes. When the neighborhood was annexed in 1913, Capitol View gained access to city utilities and growth flourished. Demographics shifted by 1970 as African Americans purchased homes in the neighborhood. Capitol View portrays 100 years of architectural styles, creating an architecturally diverse neighborhood.



Figure 2.1d: Brick Single-Family Home on Mellview Ave: Capitol View Manor

**Capitol View Manor:** The Capitol View Manor neighborhood is bounded to the north by the Atlanta BeltLine Westside Trail and Metropolitan Parkway to the west. The southern boundary begins at the intersection of Deckner Avenue and Metropolitan Parkway and continues longitudinally through Emma Millican Park to the eastern boundary, Interstate 75/85.

Capitol View Manor is the smallest of the District 12 neighborhoods. Unique qualities of this diverse community include its assortment of 1920s to mid-1940's single-family homes and iconic historic landmarks. Additionally, the neighborhood's convenient proximity to surrounding areas, i.e. Downtown Atlanta, via Metropolitan Parkway and Interstate 75/85 makes for a highly accessible community.

The Capitol View Manor neighborhood was developed during the 1920s through the 1930s by a group of investors. This group, led by banker and attorney Joseph E. Boston purchased, built, and subdivided the land in response to Atlanta's rapid population growth and the need for affordable housing for middle-class workers in the area. Designed by civil engineer, Olin I. Freeman, who was involved in other neighborhood developments at the time, the street network differs from the surrounding neighborhoods. Capitol View Manor homes include a variety of architectural styles and types, including Bungalows, English Vernacular Revival Cottages, Colonial Revival American Small Houses, and mid-twentieth century Ranch houses.

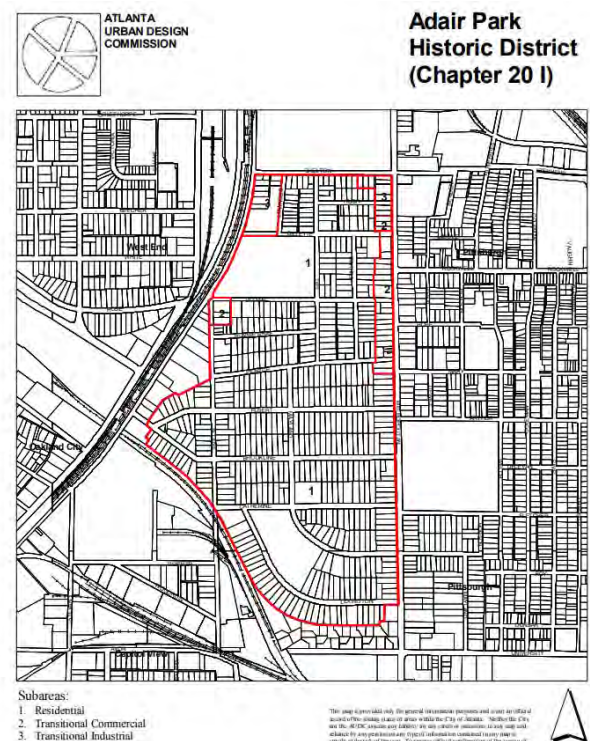


Figure 2.1e: Chapter 20I: Adair Park Historic District



**Adair Park:** Adair Park is bounded by Peter Street to the north, West White Hall Street/Lee Street to the west. The BeltLine Westside Trail bounds the southern edge of the neighborhood, and Metropolitan Parkway defines the eastern boundary.

The Adair Park neighborhood is comprised of historic housing within a historic and compact street grid. The unique character of this mixed generational neighborhood is further enhanced with its convenient MARTA access, connection to agriculture, and various community events.

Adair Park developed in the 1890s to 1940s as land speculators, including George Washington Adair for whom the neighborhood is named, purchased property and provided trolley access to the neighborhood. During this time, commercial uses were replacing residential in the downtown area, and residential “trolley neighborhoods” like Adair Park developed on the city’s periphery. Early property deeds restricted occupancy to whites only, but the neighborhood has become more diverse over time, particularly in the last few decades. The neighborhood has maintained much of its original design, characterized primarily by one to one-and-a-half story Craftsman style Bungalow homes on small, narrow lots. Notable buildings include the George W. Adair School, constructed in 1912 in the Gothic Revival style, the Stewart Avenue Methodist Episcopal Church South, and the Adair Park Baptist Church. The neighborhood’s recreational parks, Adair Park I and II, were built in 1922 and 1980 and serve as community gathering spaces. The City of Atlanta Urban Design Commission designated most of the neighborhood as the Adair Park Historic District in 1994, creating chapter 20I – Adair Park Historic District as a zoning overlay district.

## MARTA Stations

**West End:** The West End MARTA station is located outside of the District 12 Neighborhood Blueprint Plan study area near the northwest boundary of the study area and is separated from the District 12 neighborhoods by the CSX/Norfolk Southern rail lines within the study area. The station is surround by multi-family housing and shopping, including the West End Mall. Servicing the Red and Gold MARTA Rail Lines, this station additionally offers access to local MARTA bus service, as well as the Atlanta University Center Shuttle.

**Oakland City:** This station on Lee Street at Arden Avenue lies along the western boundary of the study area. The station has a main entrance from Campbellton Road and a pedestrian entrance tunnel at Murphy Avenue. The area is surrounded by residential housing and a few neighborhood parks are close to the station.

**Lakewood/Fort McPherson:** This station is near the southern boundary of the study area and is also separated by the railroad, which is raised at this location, allowing access under at Aster Avenue. It is the closest station to the Fort McPherson entrance and to the anticipated main entrance to Tyler Perry Studios.

## Schools

### Primary and Secondary School:

There are two Atlanta Public Schools (APS) within the study area. Both are part of the Carver Cluster. APS is in the process of identifying curriculum/program focuses for the Carver Cluster. Focus concepts include Performance Arts (to support the existing Carver High School Performance Arts Program) and College/Career Preparation. Study area schools include:

- **Perkerson Elementary School**
- **Sylvan Middle School**

APS is interested in identifying ways to better connect the schools to the community, via infrastructure improvements and programs. Student safety, health, and academic growth are key areas of interest.



Sylvan Hills Middle School



Fire Station 20

Figure 2.1f: Study Area Assets: Images

Refer to Figure 2.1h for more information regarding primary and secondary school locations surrounding the study area.

**Higher Education:**

In addition to local primary and secondary schools, four higher education institutions are within the study area. In the north, just outside of the study area, the Morehouse School of Medicine is nestled along Peters Street Southwest. Further south, The Salvation Army Evangeline Booth College is located in the Pittsburgh neighborhood along the heavily traversed Metropolitan Parkway. Atlanta Technical College and the Atlanta Metropolitan State College are positioned adjacent to one another along the southern end of Metropolitan Parkway. These higher education institutions offer the surrounding neighborhoods the opportunity for training, enrollment in education programs such as Business Technology and Dental Assisting, and offer community space, facilities, and job opportunities.

**Fire Station**

Atlanta Fire-Rescue Station 20 is located along Manford Road, adjacent to the Metropolitan Library. The Fire Station, built in 1926, is a community landmark and is part of the historic fabric of the Capitol View Manor neighborhood.

**Library**

The Atlanta-Fulton Public Metropolitan Library is located on the eastern boundary of the study area, at Metropolitan Parkway and Dill Avenue. This new library opened in October of 2015 and provides a great amenity for this community, including access to books, computers, and community meeting space.

**Parks**

The District 12 Neighborhood Blueprint study area is home to a variety of parks, anchored within and surrounding the neighborhoods. Below are highlights of a few of the neighborhoods' valued parks.

**Adair Park 1 and 2:**

Adair Park 1, located near the Westside Atlanta BeltLine Trail at the intersection of Catherine Street and Lexington Avenue SW, is 6.4 acres. The park is accented at it's entries with tree-like sculptures and is covered throughout with a beautiful tree canopy. Primarily, the park offers walkways, open green-space and playground to create a welcoming and relaxing atmospheres for casual recreation.

Similar to Adair Park 1, Adair Park 2 offers a great opportunity for community connection. This 10.6 acre park is bounded by Gillette Avenue to the north; Murphy Avenue to the west; Lillian Avenue to the south; and Tift Avenue to the East. Public amenities include winding walkways, open green-space, picnic tables, basketball and tennis courts, and a baseball diamond.

**Perkerson Park:**

Perkerson Park is centrally located between the Capitol View, Capitol View Manor, and Sylvan Hills neighborhoods. This 50 acre park includes a variety of recreational amenities, six tennis courts, softball and baseball fields, and a basketball court. A splash pad, disc golf course, large picnic pavilion, and a recreation building are the loci of community fun and entertainment.

**Emma Millican Park:**

Located at the intersection of Metropolitan Parkway and Lynnhaven Drive SW, Emma Millican Park is the second largest park within the District 12



Metropolitan Library



Perkerson Park

Figure 2.1g: Study Area Assets: Images



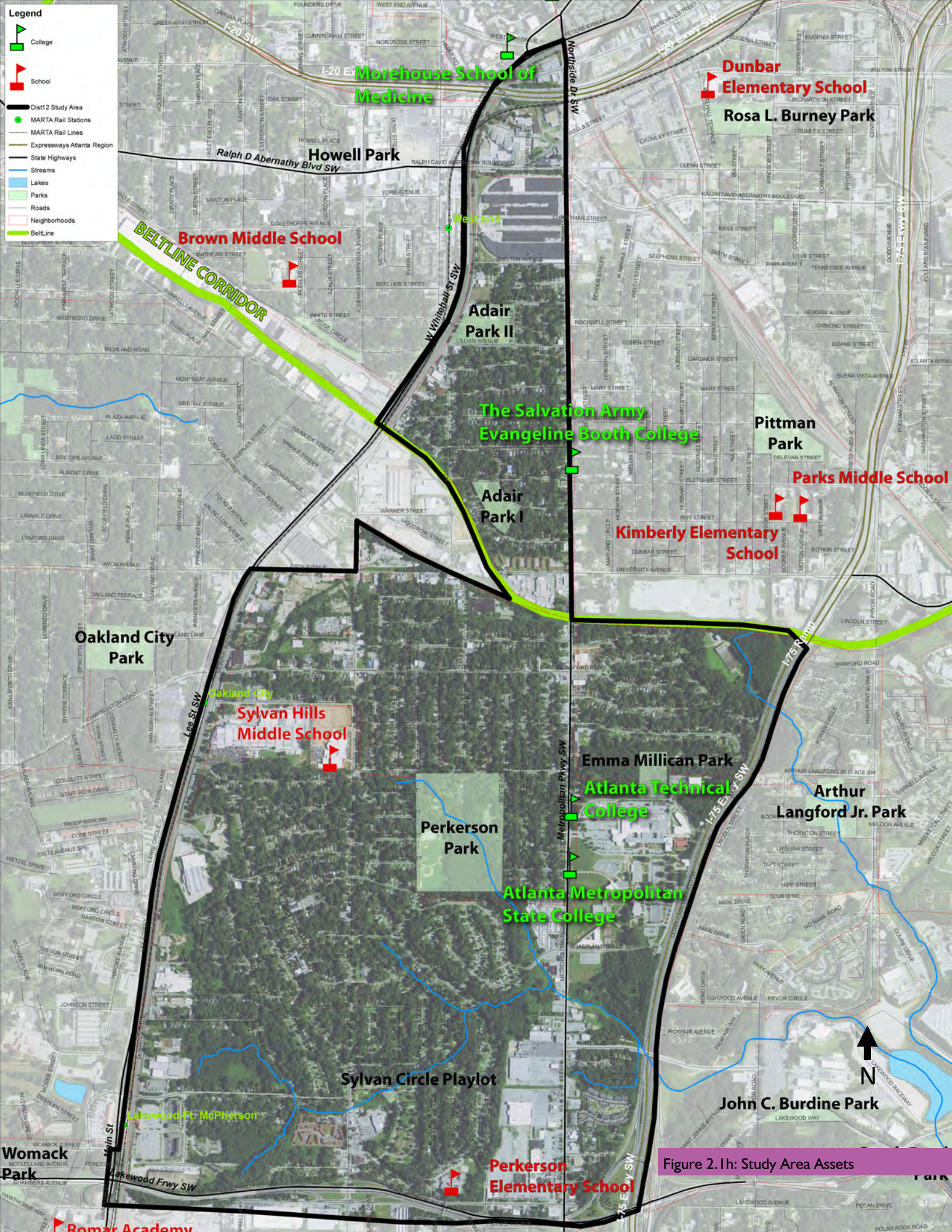


Figure 2.1h: Study Area Assets



Neighborhood Blueprint study area. This 9.7 acre park features shaded trees, a large playground, pavilion, picnic areas, a paved walking loop, and hiking trail for all to enjoy.

**Sylvan Circle Playlot:**

The Sylvan Circle Playlot, at 0.5 acres, is the smallest park in the study area. It sits behind the Atlanta Hope Center in the demolished Sylvan Circle residential area. The park does not see much use as it is relatively hidden in these conditions and remains largely inaccessible due to the fence surrounding the former housing development. However, the park has potential for increased use as the Atlanta Neighborhood Development Partnership (ANDP) moves forward with residential redevelopment plans at Sylvan Circle.

**Atlanta BeltLine and Former State Farmers' Market**

The Atlanta BeltLine Westside Trail runs east-west through the center of the study area. The Westside Trail is a three-mile addition to the BeltLine network, connecting 10 southwest Atlanta neighborhoods with over \$43 million in private and public investment.

The Atlanta BeltLine Inc. has purchased the former State Farmers' Market, approximately 16 acres, a key piece of real estate adjacent to the BeltLine Westside Trail in a pocket of southwest Atlanta in need of investment. Recently, a Request For Proposal (RFP) to study the economic potential of the site was released. There are plans for redevelopment of this former State Farmers' Market site in the near future.

**Aluma Farms**

The Atlanta BeltLine Inc. also owns and operates a sustainable urban farm, adjacent to the State Farmers' Market. It is the BeltLine's first farm site and will act as a model for other farms along the BeltLine corridor.

**Stream Buffer Potential**

There are several streams within the study area, particularly in the southern portion of Sylvan Hills. The City of Atlanta requires a 75 ft. undisturbed stream buffer on either side of a stream. Stream buffers and wetlands associated with these streams have left portions of land undeveloped and undevelopable. There is potential to provide community amenities, such as parks and trails, within these undevelopable areas.

**2.2 Demographics and Market Demand Summary**

Following is a summary of the existing demographic conditions for the study area.

**Population:**

- The 2016 estimated population of the study area is 10,425, an increase of 954 people or 10% since 2010.
- In 2016, there were 3,494 households, a decrease of 300 or 8.5% households since 2010. Most of the of the households (48.6%) are single person households, 33.4% are family/other, 9% are married and 8.9% are roommates/unmarried couples.
- The median age of the population ranges from 34 in Adair Park to 35.7 in Sylvan Hills to 41.3 in Capitol View and Capital View Manor.
- Between 2010 and 2016, the percentage of the households with population under 18 decreased slightly from 29.8% to 29.65%. The percent of the population between 18-34 years old increased from 25.7% to 26.2% and the population over 55 increased from 20.5% to 21.5%.
- In 2016, 16% of the population had a bachelor's degree or higher, a decrease from 19.8% in 2010. However, there was slight increase in those age groups - 18 to 34 years old (25.7% in 2010 to 26.2% in 2016).

**Income:** Varied median household income from \$29,114 in 2010 to \$28,901 in 2016

**Jobs:**

- The median household income in 2016 was \$28,901 a decrease of \$213 from \$29,114 in 2010.
- The majority of renters make under \$35,000 and are under the age of 54, with the bulk aged 45 to 64.
- The majority of homeowners are aged 45-64, making between \$35,000-\$99,999.

**Market Analysis:** A thorough market analysis was completed for the study area (refer to the Appendix for the full market analysis study). Following is a summary of five-year market demand estimates:



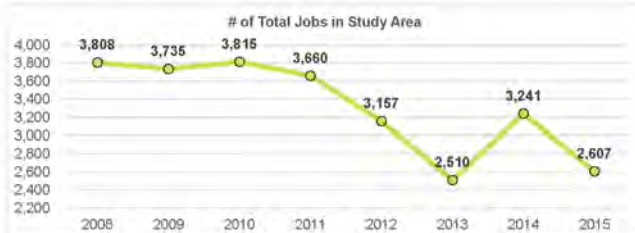
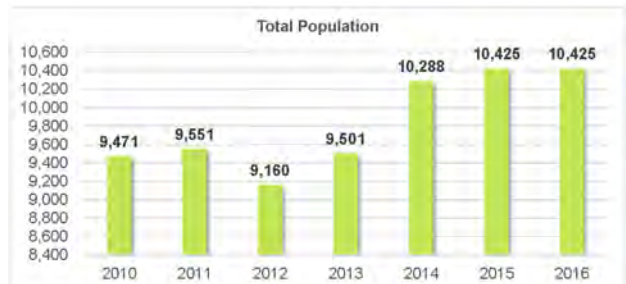
- Rental Apartments: Estimated total demand till 2022 is 580 units with recommended surface parking densities up to 35/acre.
- Single Family Housing: Total demand from 2018-2022 is estimated to be 5 units per year or 25 units in total.
- Townhomes: Total demand (2018-2022) estimated at 18 per year or 90 units in total.
- Neighborhood Retail/Restaurant: Mostly adaptive reuse or renovated spaces, the estimated total demand for this product is 58,000 sf.
- Small Services: Estimated total demand of 31,000 sf.
- Class A/B Office: Total demand estimated at 7,000 per year till 2022 or 35,000 sf. in total.

**Neighborhood Commercial Nodes:**

Neighborhood commercial nodes were evaluated and rated based on the availability of existing structures, visibility and traffic counts, existing development plans, the depth of the market, experienced development team, critical mass and location at a signalized intersection. The Figure 2.2i shows their scores.

	Existing Structure	Visibility/Traffic Counts	Existing Dev. Plan	Depth of Market	Exp. Dev. Team	Critical Mass	Signalized Intersection	Score
<b>Weight</b>	25%	20%	20%	15%	10%	5%	5%	100%
Metropolitan Lofts	5	4	3	3	5	5	5	4.1
Metropolitan @ Dill	3	5	3	4	3	3	5	3.65
Metropolitan @ University	4	4	2	4	2	3	5	3.4
Sylvan @ Dill	4	2	1	3	1	2	5	2.5
Sylvan @ Astor	4	2	1	3	1	2	5	2.5
Metropolitan @ Fair	2	4	2	1	1	3	4	2.3
APS Lot	1	4	1	2	1	1	1	1.75

Figure 2.2i: Scores of Neighborhood Commercial Nodes



SOURCE: Noell Consulting Group, US Census Bureau, Social Explorer

Figure 2.2j: Study Area Demographic Data

## 2.3 Existing Conditions

### Land Use and Zoning

The study area includes primarily single-family and low density residential uses in the center of the study area and within each of its neighborhoods, with a mix of commercial and industrial uses along major corridors that bound the study area.

The 2016 Comprehensive Development Plan's Future Land Use designations for the study area include mostly residential (Single Family Residential and Low Density Residential) in the interior of each of the four neighborhoods with a mix of Industrial, Mixed Use, and Office/Institutional, Low Density Commercial, and Medium Density Residential along the study area boundaries of Murphy Avenue, Metropolitan Parkway, and I-75/I-85.

### The Atlanta BeltLine

The Atlanta BeltLine crosses through the study area at the southern end of Adair Park and the northern parts of Capitol View and Capitol View Manor. Much of the study area is within the BeltLine Overlay district, which is intended to ensure that redevelopment near the BeltLine Corridor entails a compatible mixture of residential, commercial, cultural and recreational uses and meets design standards conceptualized in the BeltLine Redevelopment Plan.

In November 2017, the Atlanta City Council and Mayor adopted ordinance 17-O-1542, mandating affordable housing within the BeltLine Overlay zoning district. The law requires new multi-family residential rental developments with ten or more units to provide at least 10% of the units at rents affordable to those making 60% of the Area Median Income (AMI) or 15% of the units at rents affordable to those making 80% AMI.

### Adair Park - Land Use and Zoning

Neighborhood Summary:

- Area: 289 acres
- Primary Land Uses: single-family residential, industrial
- Primary Future Land Use Designations: Low Density Residential and Mixed Use
- Parks: Adair Park I, Adair Park II

- MARTA Stations: close to West End MARTA station with access via Lee Street

Adair Park is approximately 289 acres with a mix of land use designations and zoning districts. The northern and western parts of the neighborhood contain industrial and commercial structures and uses with Mixed Use future land use designation and Historic West End/Adair Park Special Public Interest District (SPI-21) zoning. The SPI-21 zoning district was established in 2005 as a means of implementing the 2001 Historic West End Livable Centers Initiative Plan. Adair Park includes properties zoned for SPI-21 subareas 4 (Neighborhood Commercial), 5 (Village Center Residential), 9 (Adair Park Live/Work), and 10 (Candler District).

The residential core of the neighborhood has mostly single-family homes with Low Density Residential 0-8 units per acre future land use and Adair Park Historic District (HC-20I, SA1) and Single-Family Residential (R4-A) zoning. The Adair Park Historic District was designated in 1994 and applies in addition to the underlying zoning for the area.

Along Metropolitan Parkway, structures and uses include industrial and commercial at the northern end with the Metropolitan warehouse occupying nearly 40 acres between Ralph David Abernathy Boulevard and Shelton Avenue, single-family homes and a few commercial buildings from Shelton Ave to Lexington Ave, and commercial and multi-family at the southern end with gas stations, strip commercial development, and apartments. Future land use designations along Metropolitan include Mixed Use with SPI-21 Subarea 9 and 10 to the north, Industrial with I-1 (Light Industrial) zoning south of Sheldon Avenue, Low Density Commercial with C-1 (Community Business) and C-1-C (Community Business - Conditional), and Low Density Residential with R4-A zoning to the south.

Along the BeltLine corridor, there is a truck facility to the south of University Avenue and apartments to the north where the BeltLine Westside Trail recently opened. Future land use for the area is Low Density Mixed Use with RG-3 (Residential General – Sector 3) zoning, Medium Density Mixed Use with C-1 zoning, and Industrial with I-1 zoning. Most of the neighborhood is also within the BeltLine Overlay District.

Adair Park has two public parks: Adair Park I and Adair Park II, which have Open Space future land use designation along with the corner of Bonnie Brae Avenue and Tift Avenue and the corner of Elbert Street and Brookline Street.



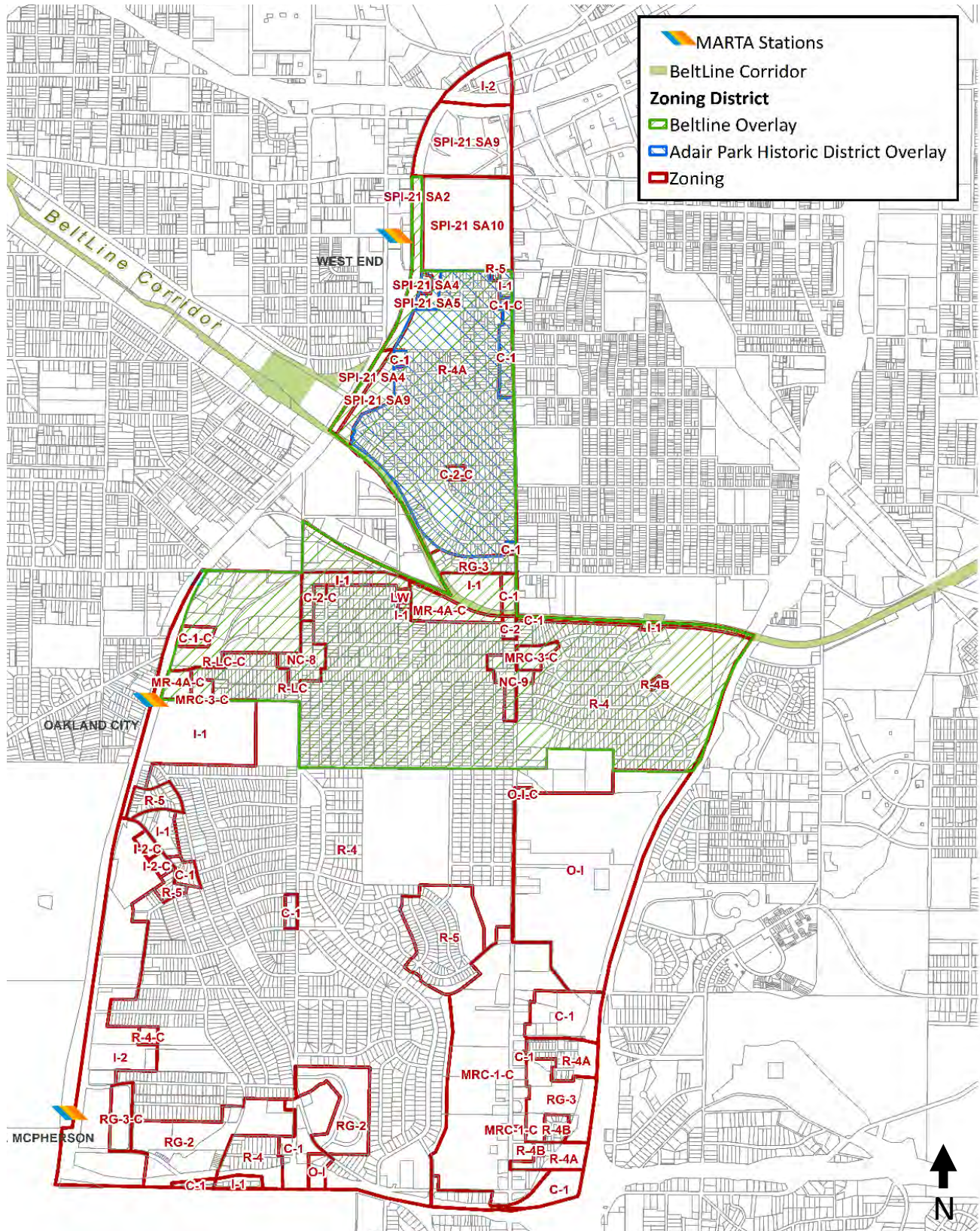


Figure 2.3a: Existing Zoning Map

### Capitol View - Land Use and Zoning

#### Neighborhood Summary:

- Area: 369 acres
- Primary Land Uses: single-family residential, industrial along Murphy Avenue and Sylvan Road, commercial nodes at Dill Avenue at Sylvan and Dill Avenue at Metropolitan Parkway
- Primary Future Land Use and Zoning Designations: Single Family Residential, Industrial, Mixed Use, Low Density Commercial
- Parks: Perkerson Park
- MARTA Stations: close to Oakland City MARTA station with access at Murphy Avenue & Arden Avenue

Capitol View is approximately 369 acres and primarily residential with some industrial and mixed use along Murphy Avenue and the BeltLine corridor. The future land use designations are Single Family Residential with R-4 zoning in the residential area; Industrial with I-1 (Light Industrial), LW (Live Work), and C-1-C (Community Business – Conditional) and Mixed Use with MR-4A-C (Multi-Family Residential – Conditional), MRC-3-C (Mixed Residential and Commercial – Conditional), and C-2 (Commercial Service) zoning along Murphy Avenue and the BeltLine. Capitol View also has two commercial nodes at the intersections of Dill Avenue at Sylvan Road and Dill Avenue at Metropolitan Parkway with Low Density Commercial future land use designations and Neighborhood Commercial zoning (NC-8 and NC-9). The BeltLine corridor forms the northern border of the neighborhood, and the entire neighborhood is within the BeltLine Overlay district. Perkerson Park has an Open Space land use designation.

### Capitol View Manor - Land Use and Zoning

#### Neighborhood Summary:

- Area: 147 acres
- Primary Land Uses: single-family residential
- Future Land Use Designations: Single Family Residential, Open Space, Community Facilities,

Transportation/Communications/Utilities, Mixed Use, Low Density Commercial

- Community Resources and Educational Facilities: Metropolitan Library, Atlanta Fire Rescue Station 20
- Parks: Emma Millican Park, Hillside Park (future park)

Capitol View Manor is approximately 147 acres and is primarily single family residential. Most of the neighborhood is comprised of single family homes with Single Family Residential future land use designation with R-4 zoning. There is a small area with Mixed Use land use and MRC-3-C zoning at Metropolitan Parkway from Dill Avenue to Erin Avenue at the Metropolitan Library branch, and Low Density Commercial with NC-9 zoning just south of the Dill Avenue/Metropolitan Parkway intersection where there is an auto parts business and a church. The Capitol View Elementary School at the corner of Lynnhaven Drive and Metropolitan Parkway has Community Facility future land use designation, and the Emma Millican Park to the south has Open Space future land use with R-4 zoning. The northeast corner of the neighborhood is a tree covered area with a City of Atlanta water quality control facility. The neighborhood is almost entirely within the BeltLine Overlay district with the BeltLine corridor running along the northeastern border of the neighborhood.

### Sylvan Hills - Land Use and Zoning

#### Neighborhood Summary:

- Area: 1,053 acres
- Primary Land Uses: single-family residential; some multi-family residential and commercial nodes; industrial uses along Murphy Avenue, Langford Parkway, and Metropolitan Parkway
- Future Land Use Designations: Single Family Residential, Office-Institutional, Mixed Use, Low Density Commercial, Medium Density Residential, Low Density Residential, Community Facilities, Industrial, Open Space
- Educational Institutions: Atlanta Technical College, Atlanta Metropolitan State College, Sylvan Hills Middle School, Perkerson Elementary School



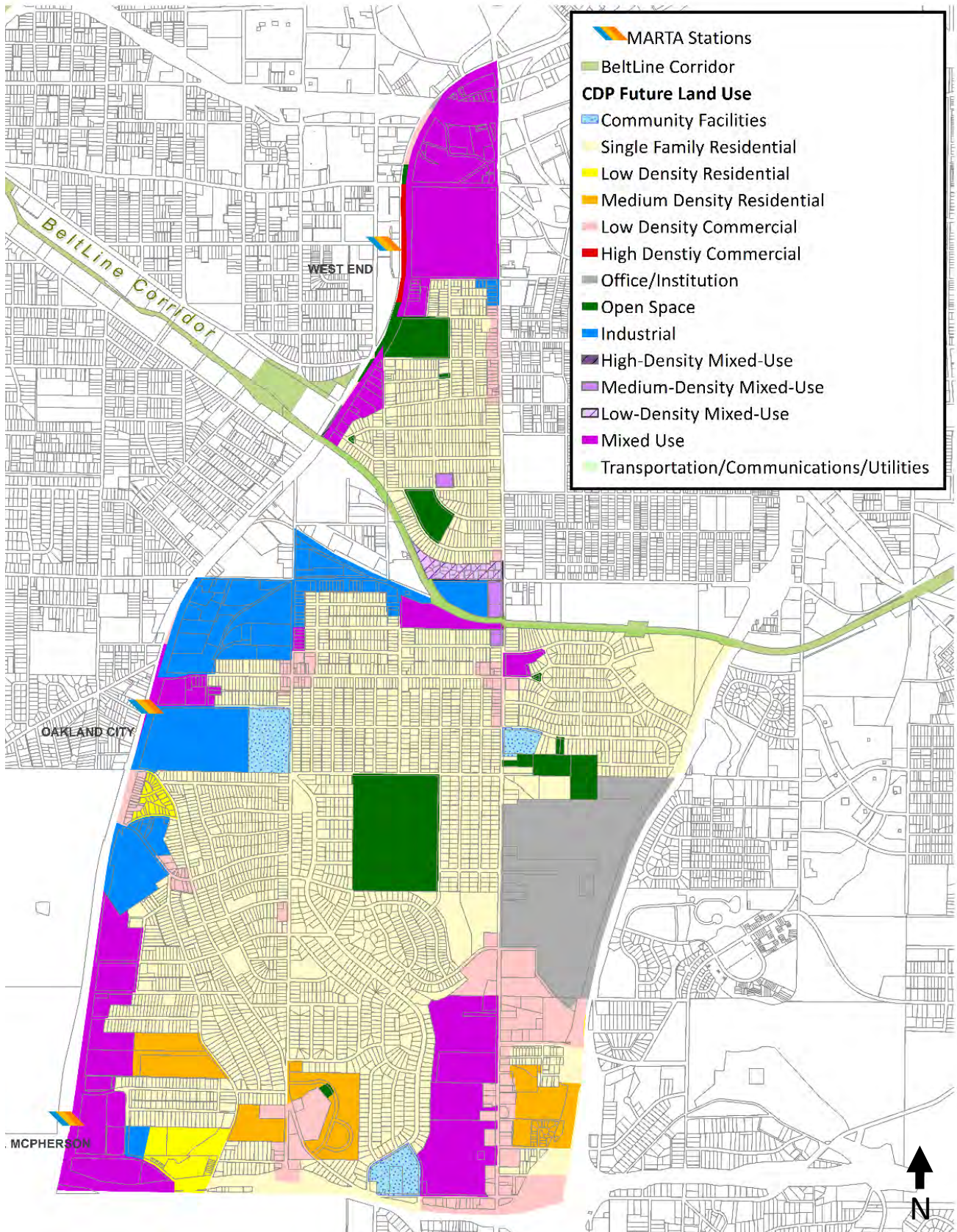


Figure 2.3b: Future Land Use

# Council District 12

## Neighborhood Blueprint Plan

- Parks: Emma Millican Park
- MARTA Stations: Oakland City station (entrance at Murphy Ave & Arden Ave), Lakewood-Fort McPherson station (entrance at Murphy Ave)

Sylvan Hills is a 1,053-acre, primarily single-family residential neighborhood, with a mix of uses along the major corridors. It has a variety of local amenities and institutions, including two colleges (Atlanta Technical College and Atlanta Metropolitan State College), two schools (Sylvan Hills Middle School and Perkerson Elementary School), and access to two MARTA rail stations (Oakland City and Lakewood-Fort McPherson).

The residential areas in the center of the neighborhood have Single Family Residential future land use with R-4 zoning. At the northern part of the neighborhood, Sylvan Hills Middle School has Community Facilities land use and R-4 zoning, and the industrial uses at Murphy Avenue and Arden Avenue have Industrial land use and I-1 zoning. Along the rest of Murphy Avenue to the south is mostly Mixed Use and Industrial land use with I-2 (Heavy Industrial) zoning, as well as Low Density Commercial with R-5 (Two-Family Residential) and I-1 zoning.

Along the northwestern part of Langston Avenue, there are several two-family homes in an area with Low Density Residential and R-4 and R-5 zoning. Low Density Commercial Land Use designations with C-1 zoning are located on Langston Avenue near Katherwood Drive, Perkerson Road near Sylvan Road, and Sylvan Road at Harte Drive. The southern portion of the neighborhood is characterized by multi-family residential and commercial uses.

Near the Lakewood-Fort McPherson MARTA station are apartments, single-family homes, and some commercial and industrial uses such as auto parts sales, medical rehabilitation center, and warehouse and distribution. Perkerson Elementary School is located in the southeast corner of the Sylvan Hills neighborhood, surrounded by a single-family residential area with Single Family Residential land use designation and R-4 zoning. Commercial development comprised mostly of fast food restaurants, gas stations, and strip malls exists along Metropolitan Parkway from Langford Parkway to Casplan Street, with a mix of Mixed Use and Low Density Commercial land use with MRC-1-C zoning. Atlanta Metropolitan State College and Atlanta Technical College in the northwest of the

neighborhood have Office-Institutional land use and zoning.

### Existing Conditions: CDP Character Areas

The CDP Character Area designations for the study area are primarily Traditional Neighborhood Existing in the residential cores of Capitol View, Capitol View Manor, and Sylvan Hills, while most of Adair Park is Traditional Neighborhood Redevelopment (Historic). The northern and western portions of Adair Park along Murphy Avenue/Lee Street are Redevelopment Corridor and Industrial Live Work. The area just north of the BeltLine, near University Avenue is also a Redevelopment Corridor. Further south along Murphy Avenue/Lee Street in Capitol View and Sylvan Hills, the Character Area is Industrial and Industrial Live Work. Along Metropolitan Parkway, the Character Area is Redevelopment Corridor South of Casplan Street and Other/Institutional at Atlanta Technical College and Atlanta Metropolitan State College. The corner of Metropolitan and Dill and Sylvan and Perkerson Road have a Neighborhood Commercial character area.



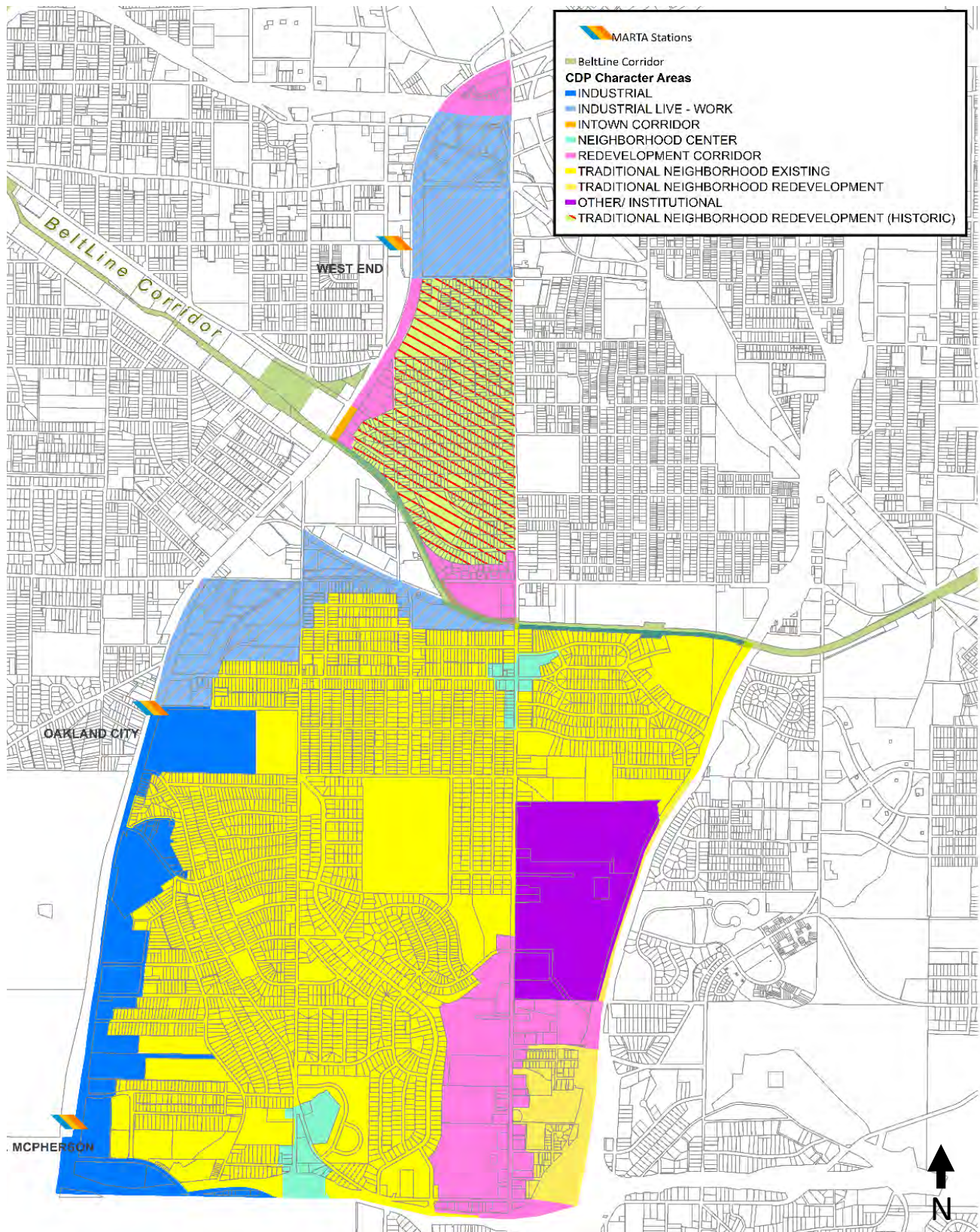


Figure 2.3c: CDP Character Areas

### **Vacant and Undeveloped Land**

The four neighborhoods in the Blueprint Plan study area are mostly developed and have relatively little vacancy compared with other parts of the city. Most of the homes in the area are occupied, with many having been renovated in recent years. Some commercial structures remain vacant however, and this plan identifies redevelopment opportunities for certain commercial nodes.

Findings from the 2013 Strategic Community Investment (SCI) report show that structures in the Blueprint Plan neighborhoods are mostly in fair to good condition. The report evaluated neighborhoods according to a variety of metrics focusing on Quality of Life, Condition, Amenities, Return on Investment, and Demographics/Diversity. Adair Park was designated as a Transitional neighborhood, while Capitol View, Capitol View Manor, and Sylvan Hills were designated as Trending neighborhoods. Following are the SCI Report data for each neighborhood:

#### **Adair Park**

Structures in Good Condition: 415

Structures in Fair Condition: 29

Structures in Poor Condition: 2

Structures in Deteriorated Condition: 1

Vacant Structures: 63

#### **Capitol View**

Structures in Good Condition: 666

Structures in Fair Condition: 156

Structures in Poor Condition: 5

Structures in Deteriorated Condition: 0

Vacant Structures: 92

#### **Capitol View Manor**

Structures in Good Condition: 229

Structures in Fair Condition: 54

Structures in Poor Condition: 0

Structures in Deteriorated Condition: 0

Vacant Structures: 17

#### **Sylvan Hills**

Structures in Good Condition: 881

Structures in Fair Condition: 589

Structures in Poor Condition: 45

Structures in Deteriorated Condition: 5

Vacant Structures: 193



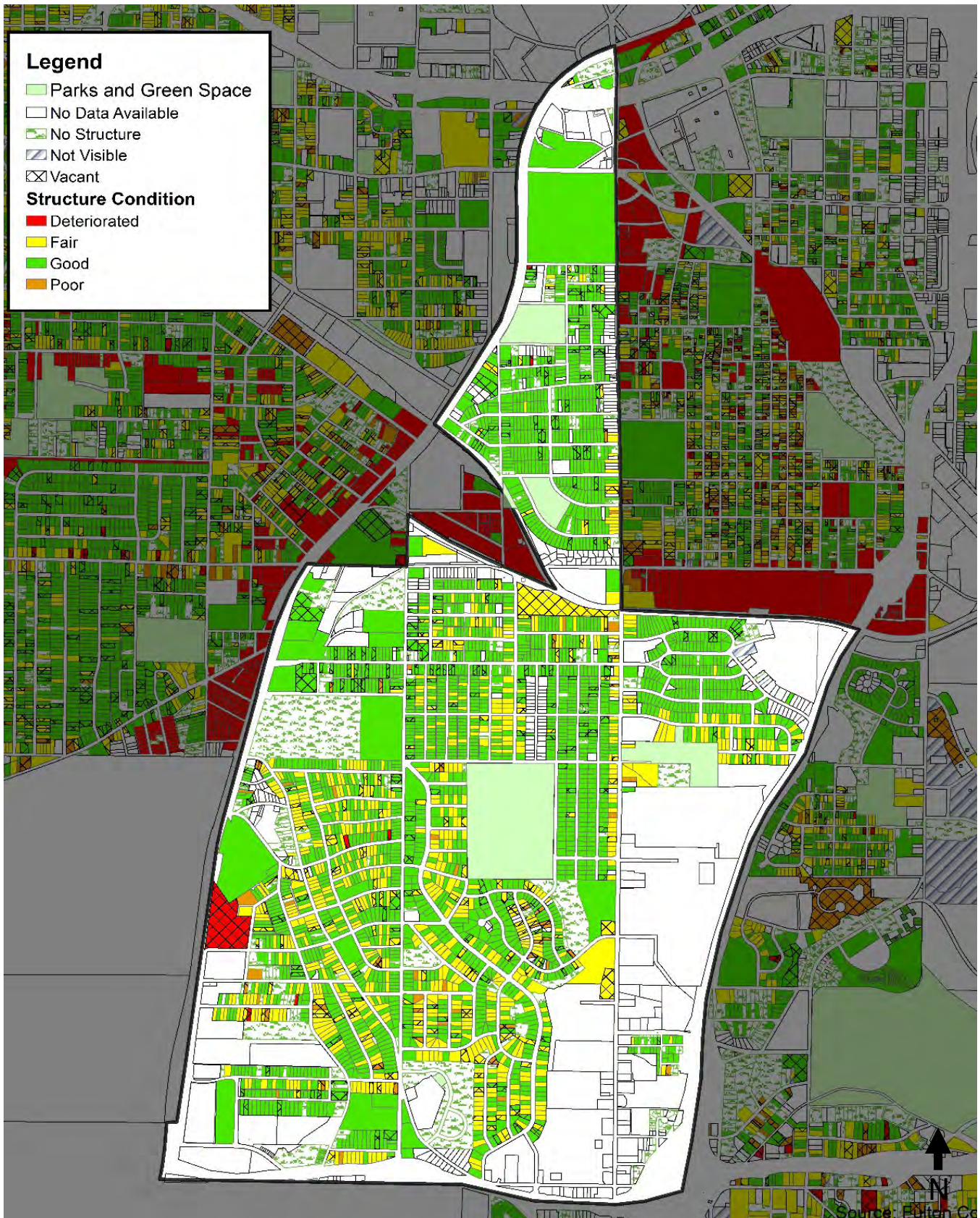


Figure Source: SCI Report, 2013

Figure 2.3d: Vacant and Undeveloped Land

## Land Conditions

### Topography

Figure 2.3e provides a map of the elevation contours within the study area. High points of elevation are present along Metropolitan Parkway and close to Fort McPherson MARTA station along Highway 29/Lee Street. The western boundary of the study area along Lee Street sits, relatively on a ridge. Perkerson Park is at a lower elevation along with the areas along the BeltLine and along streams and waterways. The changes in the elevations are gradual throughout with no obvious steep slopes.

### Water Resources

The study area drains into the Upper South River basin, Perennial tributaries (North Fork South River and Middle Branch South River) of the South River are located in Capitol View Manor and Sylvan Hills respectively.

Figure 2.3e also provides a map of hydrology within the study area. The study area south of the BeltLine has been marked as “Area of Minimal Flood Hazard” by FEMA’s National Flood Hazard Layer (NFHL). This designation is in accordance with the Flood Insurance Rate Map (FIRM) that delineates both the special hazard areas and the risk premium zones applicable to the community. (Source: [www.fema.gov](http://www.fema.gov)).



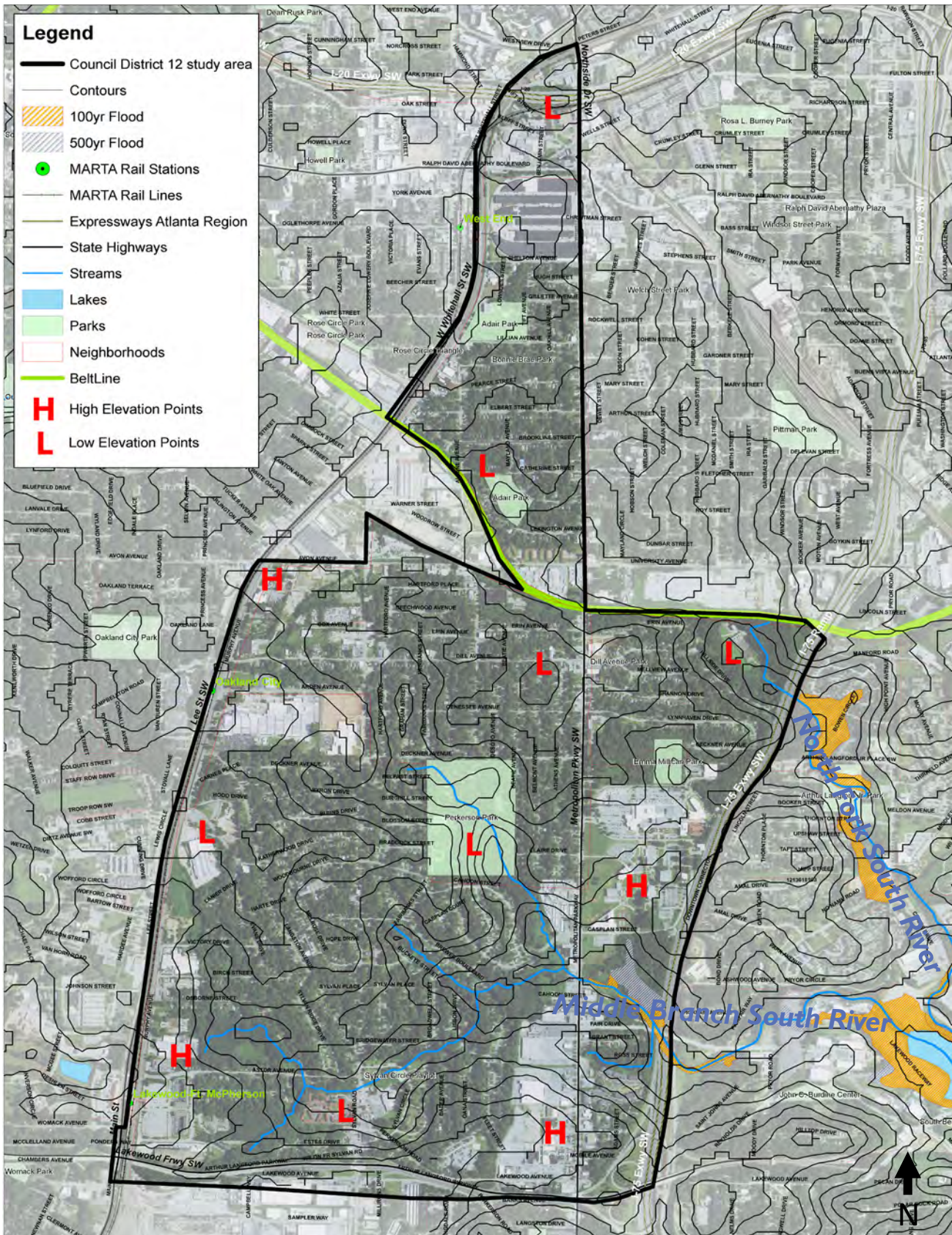


Figure 2.3e: Topography and Hydrology

## **Economic Development Target Areas**

### **Tax Allocation Districts (TAD)**

Three Tax Allocation Districts (TADs) are partially located within the CD 12 Neighborhood Blueprint Plan study area: the BeltLine TAD covers parts of each neighborhood near the BeltLine corridor, the Campbellton TAD covers the southwest corner of Sylvan Hills along Murphy Avenue, and the Metropolitan Parkway TAD covers both sides of the Metropolitan Parkway corridor in Sylvan Hills.

### **Urban Enterprise Zones (UEZ)**

The study area contains two Urban Enterprise Zones (UEZs). UEZs are designated by the City to encourage private development and redevelopment in economically-depressed areas that otherwise would unlikely be developed due to certain characteristics of the area or site. Property owners in UEZs can receive tax abatements over a ten-year period, if certain conditions are met. Both UEZs in the CD 12 Blueprint Plan study area are for industrial sites: Candler Warehouse Site IEZ/680 Murphy Ave (1/1/1996 - 12/31/2020, per 95-O-1228, which includes 1 industrial site, and Capitol View IEZ/Southtowne District (1/1/1997 - 12/31/2021, per 96-O-0788), which includes 7 industrial sites.



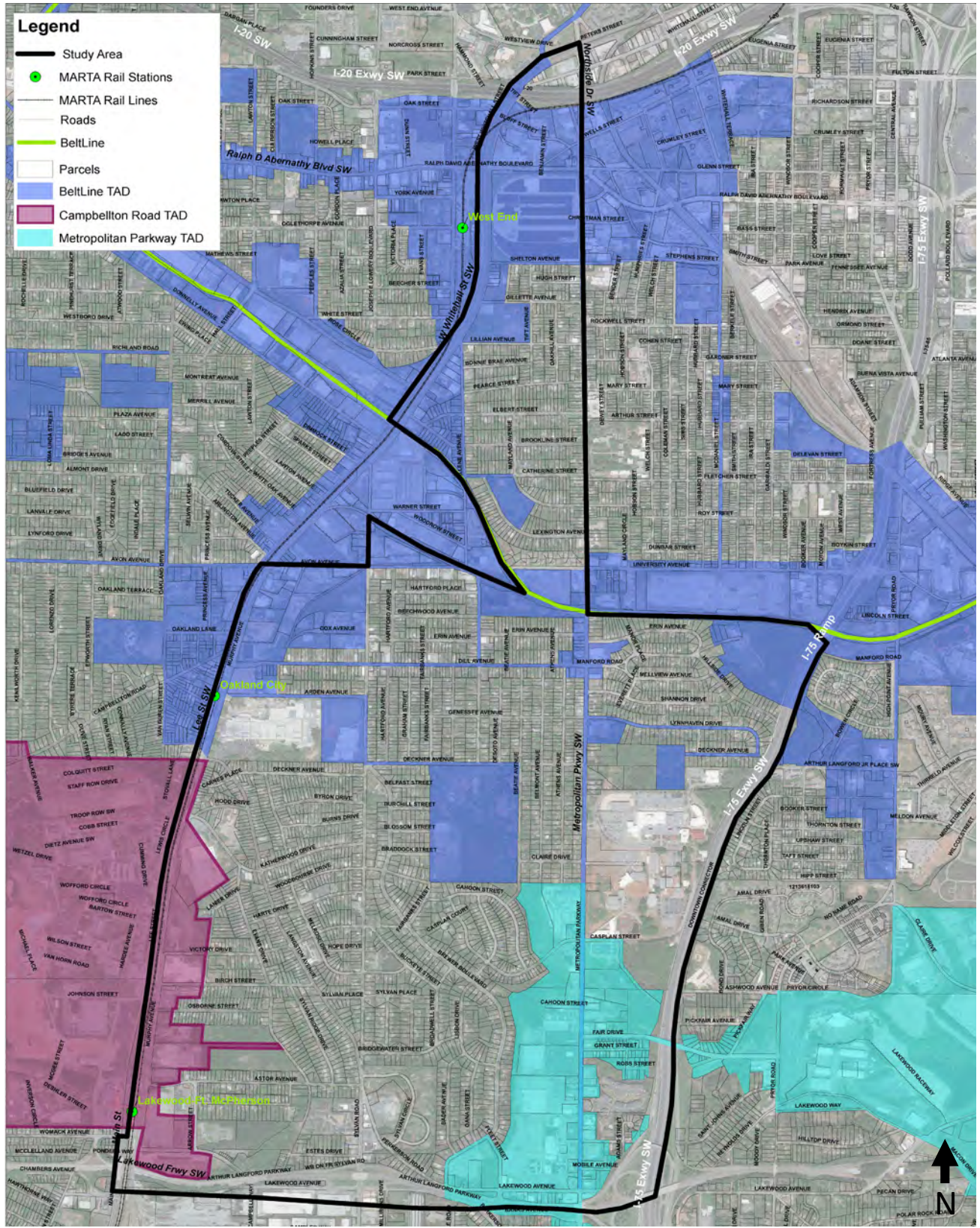


Figure 2.3f: Economic Development Resources

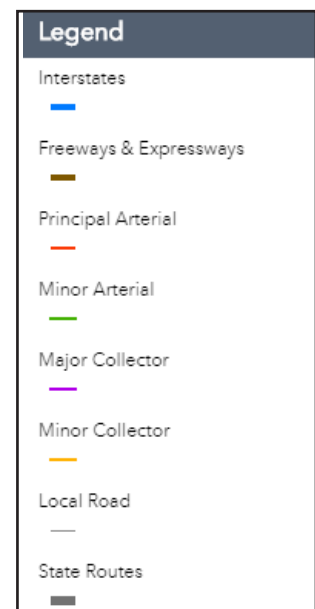
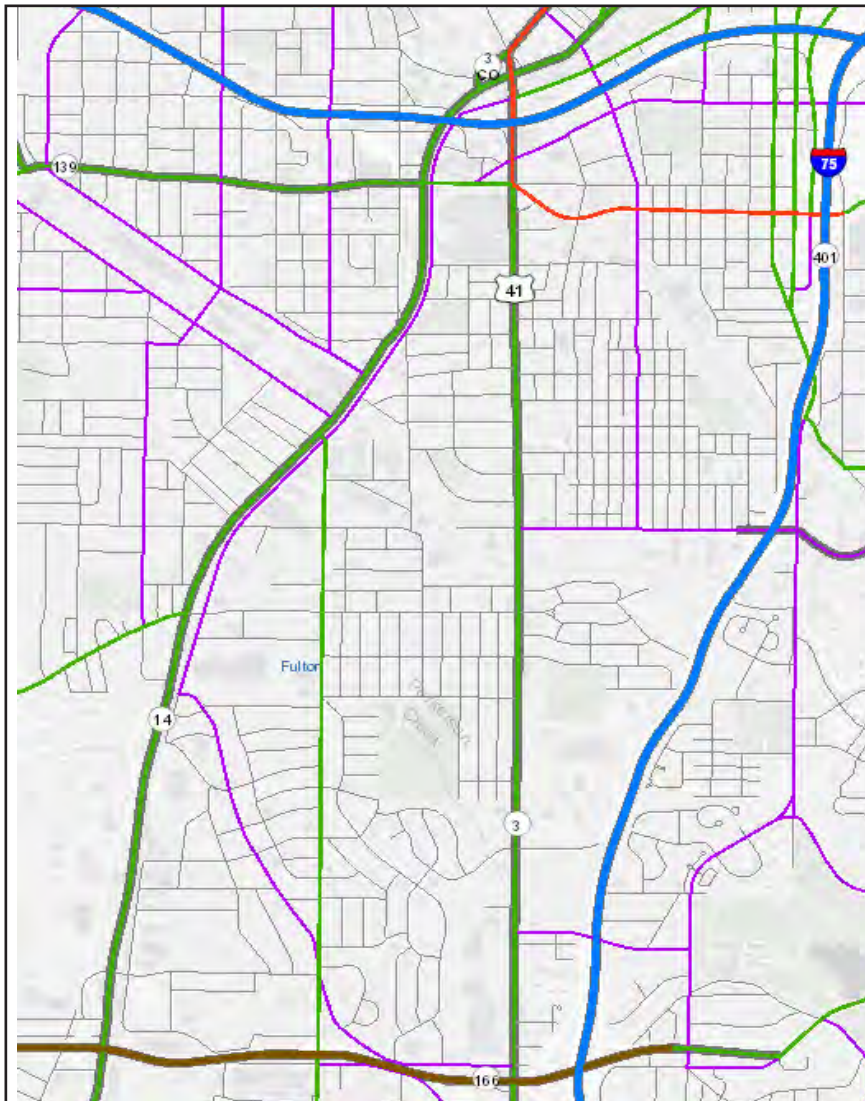


## 2.4 Transportation

The study area contains a variety of transportation facilities serving multiple modes of transportation. Major corridors like Metropolitan Parkway and Murphy Avenue/ Lee Street carry substantial vehicular traffic, while smaller neighborhoods streets have much lower volumes and are better suited to accommodate bicycles and pedestrians. Additionally, the area is served by MARTA bus and rail transit, and has existing and planned bicycle lanes and connections to the existing BeltLine trail and its planned future transit.

## Roadway Network

Roadway functional classifications are based on characteristics such as trip distances, number of access points, speed, number of lanes, and traffic volumes. Most of the roads within the study area are classified as local roads, while the area is bounded by higher capacity facilities. Metropolitan Parkway (US 41/SR 3) and Lee Street are minor arterials, Murphy Avenue is a major collector north of Deckner Avenue, Langford Parkway (SR 166) is a limited access freeway, and the I-75/I-85 Connector forms the eastern boundary of the study area. Higher capacity roads within the neighborhoods are Wells Street, Langston Avenue, Perkerson Road, Lakewood Avenue, and Fair Drive (major collectors), as well as Ralph David Abernathy Blvd., which is a minor arterial.





### Traffic Counts

Georgia Department of Transportation Annual Average Daily Traffic data for 2016 (the most recent year available) shows a wide range of traffic volumes in the area, ranging from as few as 30 vehicles per day on Adams Street to 16,100 on Metropolitan Parkway, 57,100 on Langford Parkway, and 297,000 on the section of I-75/I-85 near Casplan Street.

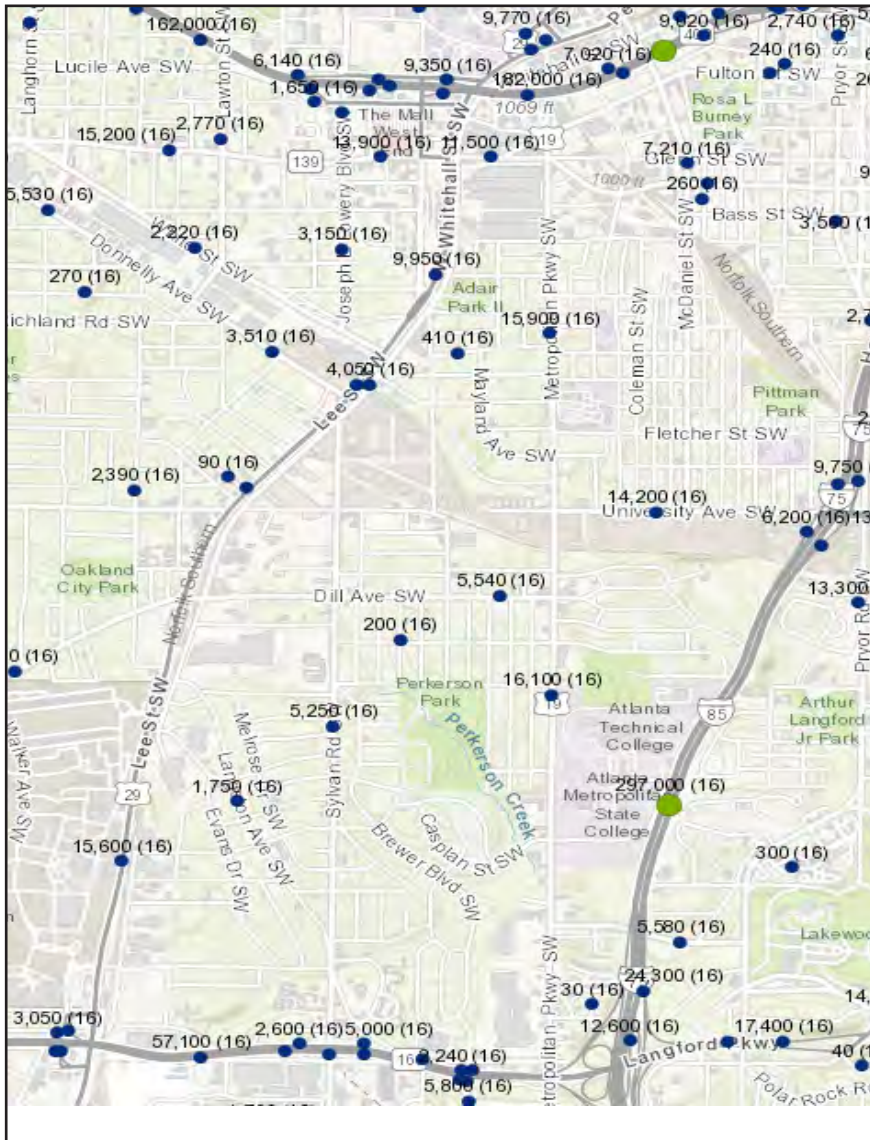


Figure Source: GDOT GEOCounts, 2016

Figure 2.4b: Traffic Counts

**Transit**

Most of the study area is served by existing transit with three MARTA rail stations located along Murphy Avenue and several MARTA bus routes serving the neighborhoods.

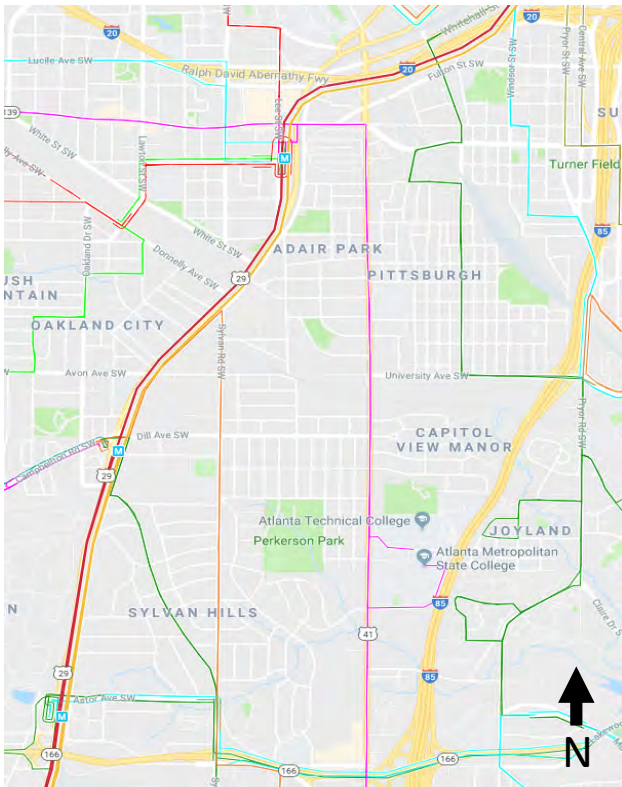


Figure Source: Google Maps      Figure 2.4c: Transit Map

**TABLE 2.4a - MARTA RAIL AND BUS ROUTES**

MARTA Rail Stations	Rail Lines	Surrounding Neighborhoods
West End	Red and Gold	Adair Park and West End
Oakland City	Red and Gold	Capitol View and Oakland City
Lakewood Fort McPherson	Red and Gold	Sylvan Hills and Fort McPherson

MARTA Bus Route #	Access
Route 42 – Pryor Road	Along Astor Ave and Arthur Langford Jr. Pkwy with access between Lakewood Fort McPherson Station and Five Points station
Route 79 – Sylvan Hills	Along Sylvan Rd, Murphy Ave., and Dill Ave. with access between East Point and Oakland City stations
Route 95 – Metropolitan	Along Metropolitan Parkway with access between West End station and King Arnold St and Sunset Ave. in Hapeville
Route 172 – Sylvan Road/Virginia Avenue	Along Sylvan Rd, Langston Ave., Murphy Ave., and Dill Ave. with access between College Park and Oakland City stations
Route 178 – Empire Blvd/Southside Ind Park	Along Astor Ave. and Langford Pkwy. with access between Lakewood Ft. McPherson station and Hamilton Blvd



## Bicycle and Pedestrian Facilities

Existing bicycle lanes and shared lane marking are present on Murphy Avenue, Allene Avenue, and Dill Avenue within the study area. Additional bicycle facilities are planned for Sylvan Road, Arden Avenue, Brewer Boulevard, and Deckner Avenue connecting to a shared use path through and beyond Perkinson Park. There is currently a Relay Bikeshare station at the Atlanta Metropolitan Library on Metropolitan Parkway, and additional stations may be added in the future. The Westside

Trail for Atlanta BeltLine was opened to public recently and it serves the area at the western border of Adair Park.

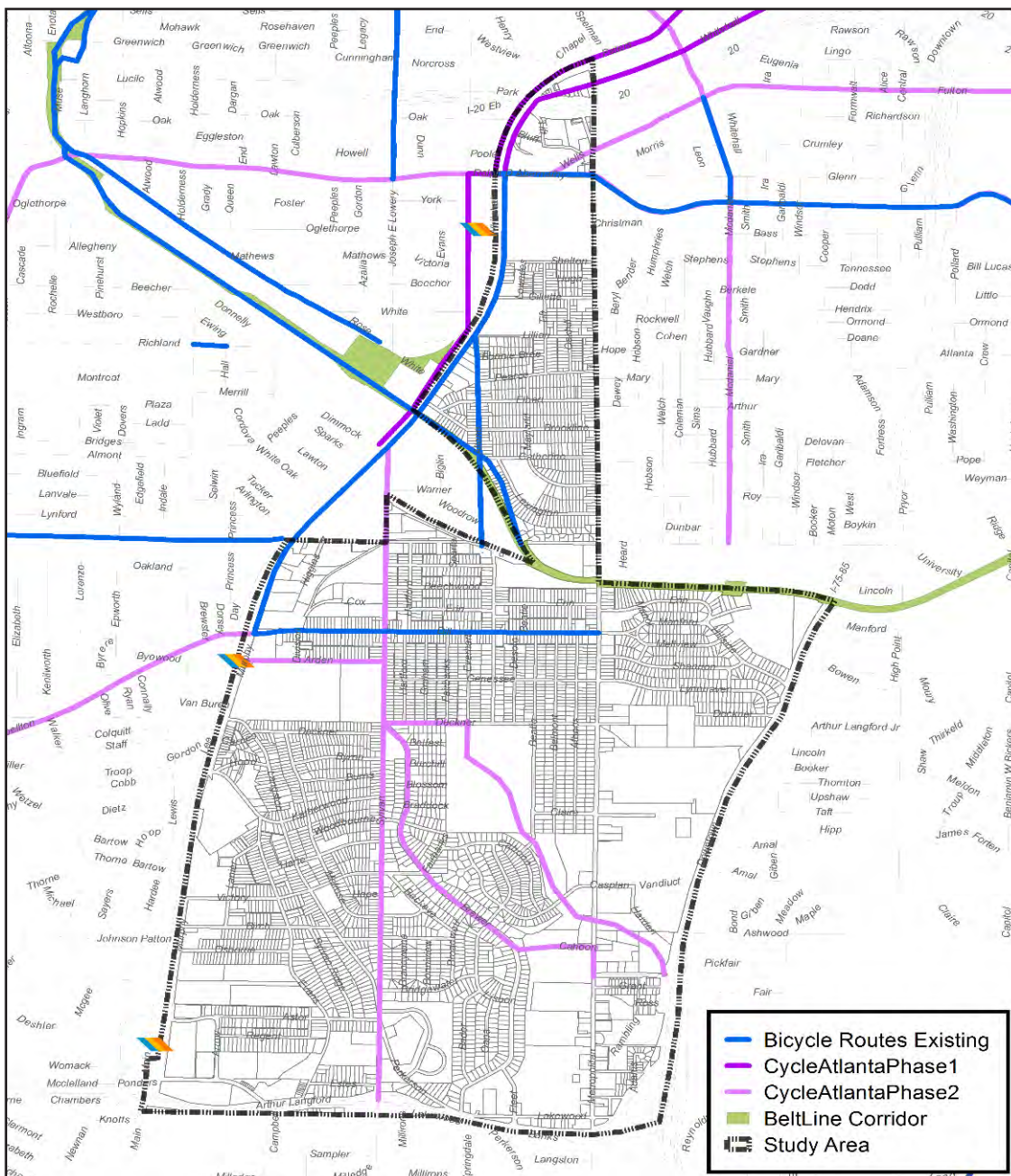


Figure Source: Cycle Atlanta 1.0 and 2.0

Figure 2.4d: Existing and Proposed Bicycle Facilities

### Freight Routes

The study area has several freight routes running through it. In addition to state freight routes on the state routes of Lee Street/Murphy Avenue, Metropolitan Parkway, and Langford Parkway, the Cargo Atlanta Freight Study identified routes on Ralph David Abernathy Boulevard, Dill Avenue, Sylvan Road north of Dill Avenue, Avon Avenue, and University Avenue.

### Transportation Recommendations from Previous Plans

Figure 2.4f illustrates the various transportation projects proposed in previously completed plans in the study area.

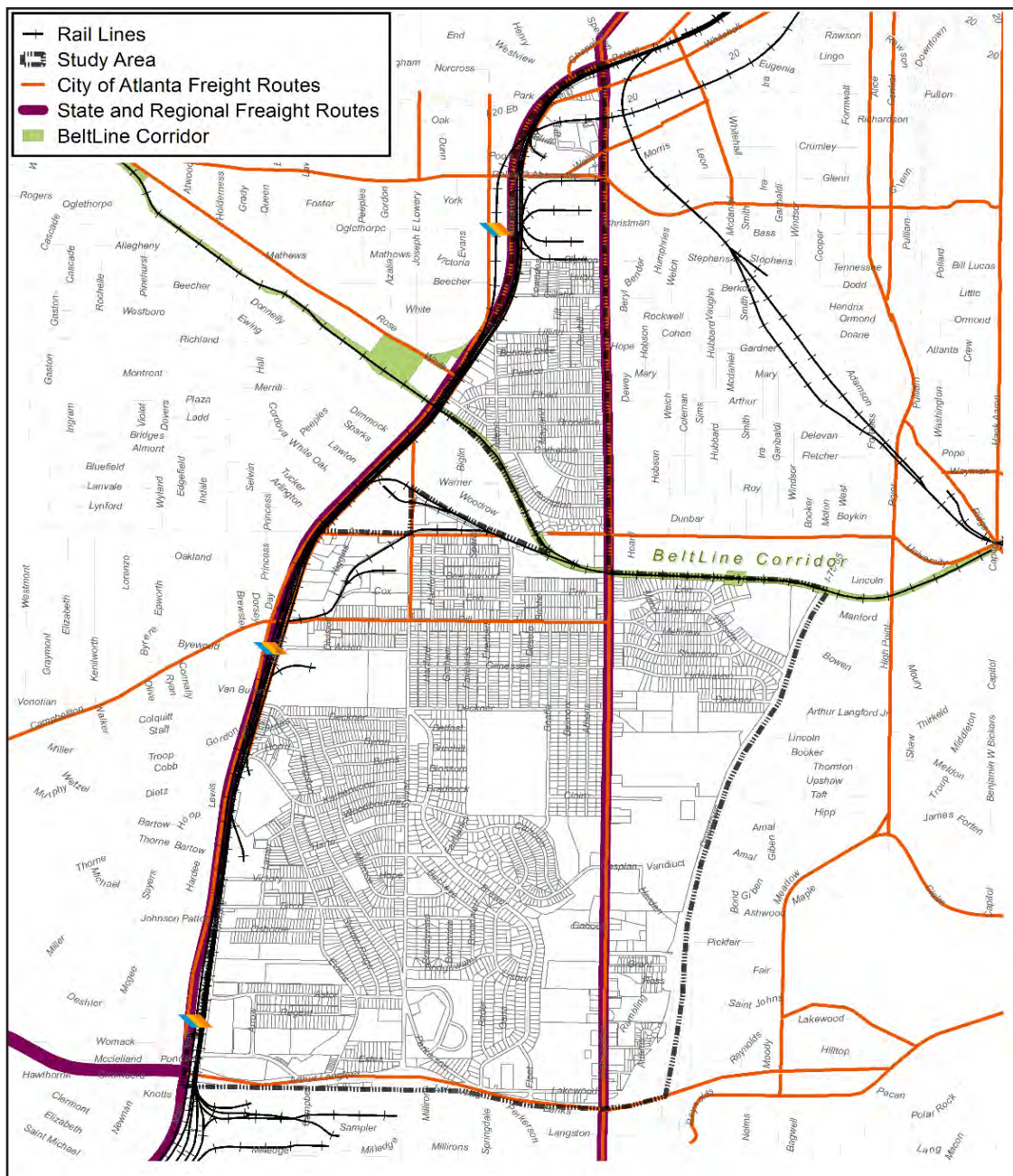


Figure Source: Cargo Atlanta

Figure 2.4e: Freight Routes



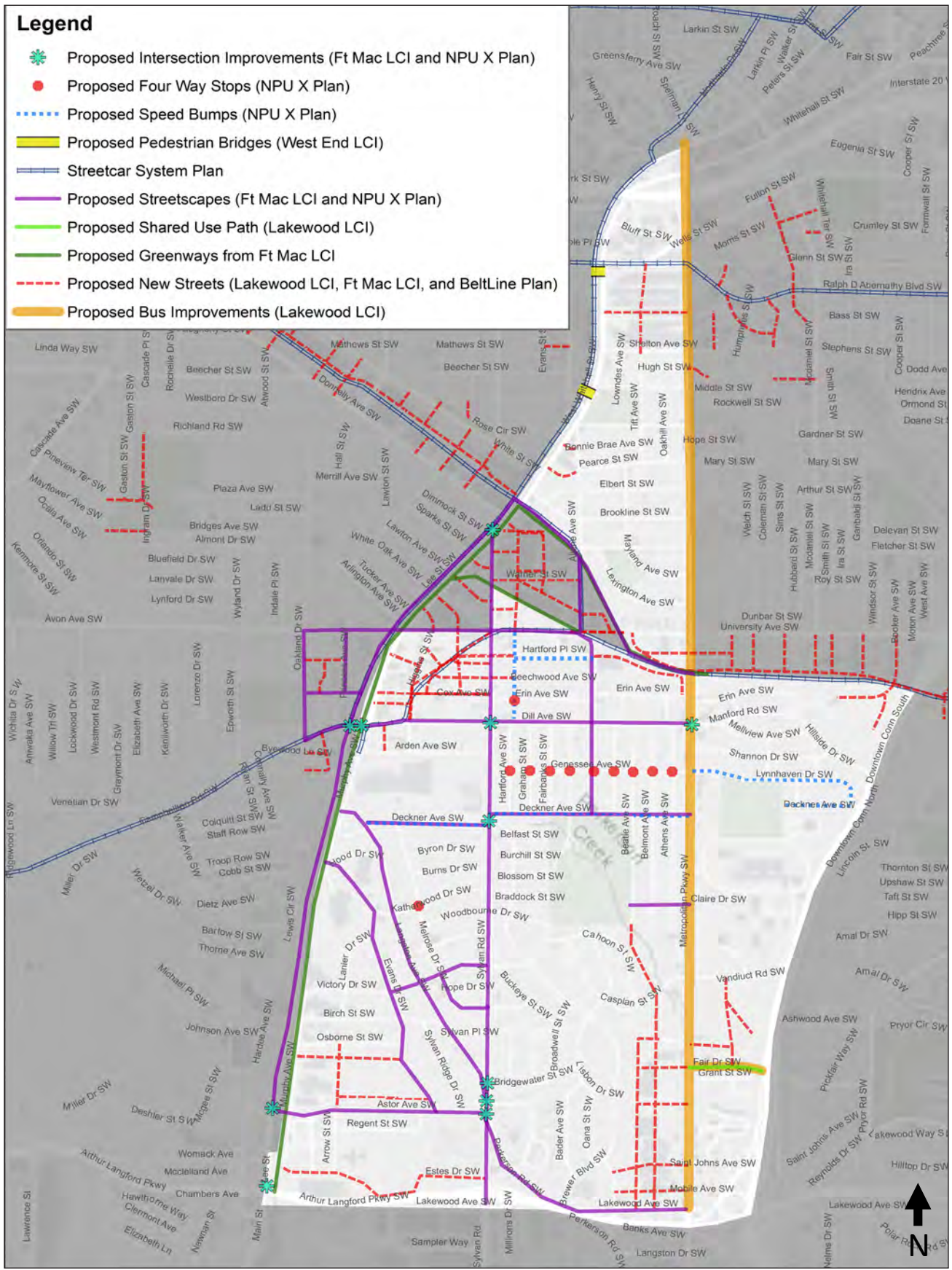
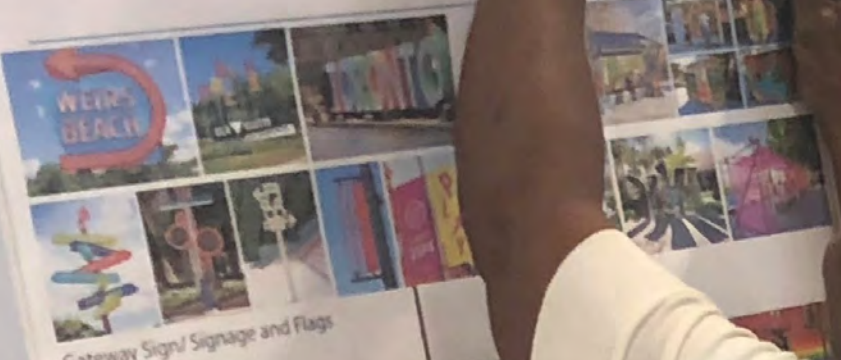


Figure 2.4f: Transportation Recommendations from recent Plans



**COUNCIL DISTRICT 12 NEIGHBORHOOD BLUEPRINT PLAN**  
FOR ADAIR PARK, CAPITOL VIEW, CAPITOL VIEW MARSH, AND SYLVAN HILLS

**Character and Place-making Concepts:**  
Sylvan Hills



*Be it be  
to just water  
to water*

**COUNCIL DISTRICT 12 NEIGHBORHOOD BLUEPRINT PLAN**  
FOR ADAIR PARK, CAPITOL VIEW, CAPITOL VIEW MARSH, AND SYLVAN HILLS

**Nodal Enhancements:**  
Sylvan Hills



**PROJECT WEBSITE**  
[CD12Blueprint.org](http://CD12Blueprint.org)





# 3.0 Community Participation

## 3.0 Community Participation

Community involvement was an essential component of the Neighborhood Blueprint planning process. Implementation of a comprehensive and far reaching approach to engaging the community using online and traditional outreach tools allowed broad community engagement opportunities and helped promote inclusion. By combining face-to-face outreach with an online presence, a significant number of stakeholders were engaged in a variety of ways.

Community stakeholders were engaged throughout four distinct phases of the planning process:

- Phase I: Goal Setting & Mobilization
- Phase II: Facts & Analysis
- Phase III: Conceptual Plan
- Phase IV: Implementation & Deliverable

During these phases, the community was engaged in four meetings/workshops. A Steering Committee that engaged local leaders, decision makers, and community experts was convened prior to each community meeting/workshop, and a series of key stakeholder interviews were conducted. Online engagement occurred in the form of a website dedicated to this planning process, an online survey, e-mail outreach, and social media. Additional means of informing the community included City of Atlanta sponsored RoboCalls and postcard mailers; direct mail to local churches; and kiosk posters at key community locations.

### PHASE I: GOAL SETTING & MOBILIZATION

During the first phase, community engagement focused on informing and educating the community on the purpose and objectives of the planning process, and engaging a Steering Committee, as well as the broad public. Online engagement and outreach were also launched during Phase I.

#### Steering Committee

The Neighborhood Blueprint Plan Steering Committee was formed to help guide the process and provide input. The Committee included individuals who were knowledgeable about the study area's issues and opportunities. The Steering Committee was engaged in four meetings throughout the study process and was committed to providing guidance, assisting in promoting community meetings, distributing information to the larger community, and providing feedback on materials to be presented to the community prior to each community meeting/workshop. The following organizations were invited or represented as members of the Steering Committee:

- Adair Park Today
- Aluma Farms
- Atlanta BeltLine, Inc.
- Atlanta Metropolitan State College
- Atlanta Neighborhood Development Partnership
- Atlanta Public Schools
- Atlanta Technical College
- Bearings Bikes
- Capitol View Manor Neighborhood Association
- Capitol View Neighborhood Association
- Carter & Associates
- City of Atlanta – Various Departments
- Crossroads Shopping Center
- Georgia Department of Transportation
- Georgia Parent Support Network
- Invest Atlanta
- Liberty International Church
- Lifecycle Building Center
- MARTA
- NPU-V
- NPU-X
- Phoenix House
- Property Owners & Developers
- Southface
- Sparlin Health Clinic
- Sylvan Hills Neighborhood Association
- The B Complex
- Transformation Alliance

During the first Steering Committee meeting, held on January 22, 2018, the Steering Committee was introduced to the planning process and the Project Management Team. The Committee discussed broad neighborhood visions, as well as the study area's issues and opportunities. They provided input on what would make this a successful plan for the community; identified opportunities for community engagement and sharing information; and provided a cursory review of the outreach plan. The Committee engaged in a discussion about local market conditions and opportunities. Finally, the Steering Committee identified popular destinations and key corridors and nodes.

#### Community Engagement

The first community meeting held on February 8, 2018 had 57 individuals in attendance. The purpose of this first meeting was to kick off the planning process to the community and to begin understanding the communities' needs and wants. The meeting began with a formal presentation followed by an open house session with stations that asked a series of questions designed to gather community input on the following topics:



- What should be the GOALS of the District 12 Blueprint Plan?
- What would you like to CHANGE in the District 12 Neighborhoods
- What would you like to PRESERVE in the District 12 Neighborhoods?
- What is your VISION for the District 12 Neighborhoods?
- What are/should be the priority commercial nodes?
- Where do you shop, eat or have fun?

Attendees were encouraged to tell others about remaining meetings and to visit the project website for future engagement opportunities, including an upcoming community-wide online survey. Common themes from this were:

**GOALS:**

- Historic Preservation and Designation
- Affordable Housing and Business
- Crime/Safety
- Auburn Avenue Pop-Up Shops
- City Design Studio
- Transportation - Bike/Pedestrian Infrastructure Improvements
- Common Space - Pocket Parks

**CHANGE:**

- Encourage Mixed-use zoning - R4 and R5
- Encourage existing businesses to clean, improve the curb appeal, and their services
- Find uses for abandoned buildings
- Provide more restaurants, shops etc.
- Broader variety of retail
- Improved sidewalks, Reduce speeding
- Crime/Safety - improve park and bike route safety

**PRESERVE:**

- Park space/tree canopy
- Historic, older homes/commercial buildings/churches/ etc.
- Racial, age, and income diversity
- Walkability
- Character and culture of the neighborhoods
- Light Industry

**VISION:**

- Transit-oriented Development (TOD at Metropolitan Parkway and University Avenue)
- Inclusive, affordable, sustainable neighborhood with a strong sense of community
- Pedestrian and bicycle focused streets
- Urban agriculture, community gardens, affordable healthy food shops within walking distance.
- Clean and safe neighborhood
- Quality retail space, restaurants, entertainment venues

**Online Engagement**

The project website had information about the Neighborhood Blueprint Plan and provided updates and relevant documents including meeting announcement flyers, presentations, meeting summaries, a fact sheet, and contact information.

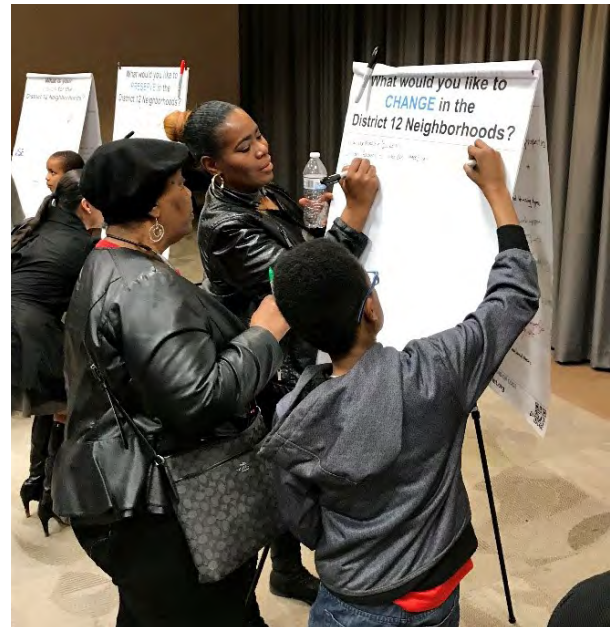


Figure 3.0a: Community Meeting I: February 8, 2018, Atlanta Metropolitan State College



Figure 3.0b: Project Website

## PHASE II: FACTS & ANALYSIS

Community engagement during Phase II included key stakeholder interviews, the second Steering Committee meeting, the community survey, and continued promotion and outreach.

### Key Stakeholder Interviews

Key stakeholder interviews were utilized to gain insight on needs as it relates to specific user groups. Interviews were one-on-one sessions or small groups meetings and included a range of relevant discussion points. Key stakeholder interviews were completed within the span of Phases II and III with the following entities:

- Aluma Farms
- Annie E. Casey Foundation
- Atlanta BeltLine, Inc.
- Atlanta Metropolitan State College
- Atlanta Neighborhood Development Partnership
- Atlanta Public Schools
- Carter & Associates
- City of Atlanta Department of City Planning
- City of Atlanta Fire Rescue Department
- City of Atlanta Police Department
- Crossroads Shopping Center
- Georgia Department of Transportation
- Georgia Parent Support Network
- Invest Atlanta
- MARTA
- Religious Leaders (Liberty International Church, Crown of Life Baptist Church, New Calvary Missionary Baptist Church, True Deliverance Church)
- Sparlin Health Care
- Stryant Investments, LLC
- Various Property Owners

Common themes from the stakeholder interviews were a vision of an affordable, yet diverse community that recognizes opportunities for future development while preserving the single-family character of the community, the need for access to fresh food and more opportunities for youth.

### Steering Committee Engagement

The second Steering Committee meeting was held on March 14, 2018, to discuss the outcomes of the first community meeting and community survey results received to date. A summary of stakeholder interviews completed at the time was presented for initial feedback. The Steering Committee was also asked to provide feedback on the presentation boards and content planned for the Design Workshop.

### Community Survey

An online and paper community survey was launched on February 7, 2018 and closed on April 3, 2018, to collect input from the community and stakeholders on their perspective of the current and potential future issues, as well as their wishes for the future within the study area. The questions related broadly to neighborhood qualities, services, features, and amenities and how the neighborhood should look, feel, and function in the future. The survey included a combination of 29 open ended, multiple choice, and rating style questions.

While not a statistically valid survey which did not seek to capture a statistical sample size of respondents, the tool proved to be an effective way to reach the community. In addition to an online effort, Councilmember Sheperd's office and community volunteers canvassed the four communities over two weekends completing face-to-face interviews with residents without access to the internet or who did not have an opportunity to yet complete the online version. A total of 261 individuals completed the survey.

Following is a brief summary of the survey responses:

The first set of questions asked about neighborhood qualities, services, features, concerns, and transportation.

- The neighborhood **quality** with the highest 'very important' ranking was having a *safe place to live*. The neighborhood qualities of *walkability and clean and attractive* were also ranked as 'very important'. The neighborhood quality of *welcoming* had the fourth highest ranking of 'very important'.



Figure 3.0c: Community Meeting 2: March 24, 2018, Metropolitan Library



- The neighborhood **services** with the highest 'very important' ranking were *Public Service* like Library, Police, and Fire. The neighborhood services of *Parks and Recreation Facilities* and *Education* were also ranked as 'very important'.
- The neighborhood **feature** with the highest 'very important' ranking was having places to *eat and drink*.
- Abandoned, vacant, and poorly maintained properties and litter on the ground* are overwhelmingly the biggest **concerns** of the majority of survey respondents.
- Survey respondents believe that all neighborhood **transportation** features are important to consider. *Access to transit, connectivity to other parts of Atlanta, and new and improved sidewalks on local roads* were the categories with the highest percentage response for 'very important'.

The next set of questions asked about the level of satisfaction/dissatisfaction with certain aspects of their neighborhood.

- Respondents were **most satisfied** with the *quality and quantity of public parks and recreation facilities* and with the *opportunities for physical activity*
- Respondents were **most strongly dissatisfied** or **dissatisfied** with *access to fresh food* and the *number of retail businesses in the neighborhoods*.
- Respondents are **most concerned** about *crime and increases in property taxes* as issues that could lead to home displacement.

4. How important to you are the following neighborhood qualities? (Check one circle for each quality)

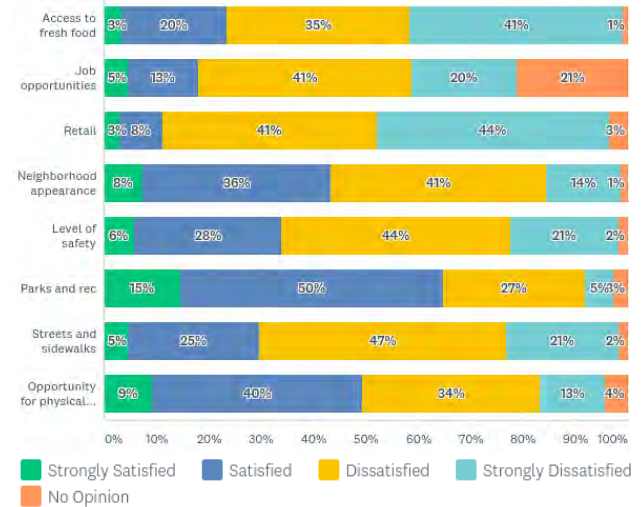
	Very Important	Important	Somewhat Important	Not At All Important	No Opinion
Clean and attractive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Close-knit community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community identity/character	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Diversity (age, gender, race/ethnicity, income, family type, sexuality)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintains its historic character	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quiet, peaceful	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe place to live	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walkable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Welcoming	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. How important to you are the following neighborhood services? (Check one circle for each service)

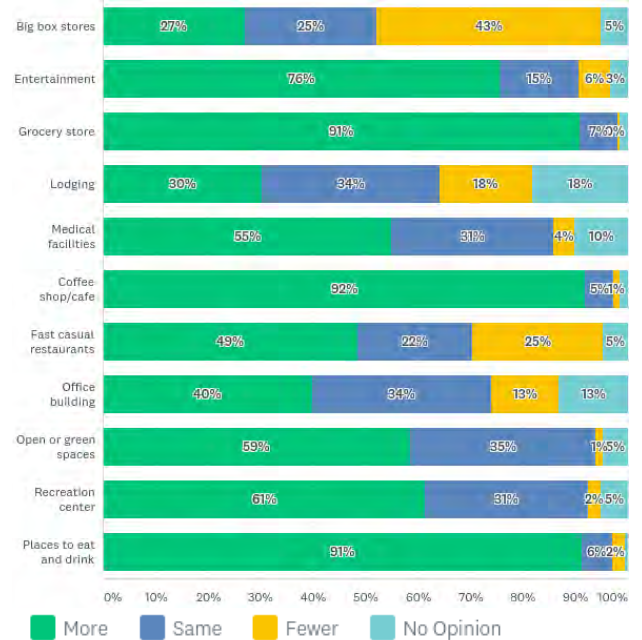
	Very Important	Important	Somewhat Important	Not At All Important	No Opinion
Childcare	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Education	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks and Recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Figure 3.0d: Community Survey Sample

Q9: Overall, how satisfied or dissatisfied are you with the following aspects of your neighborhood? (Check one circle for each aspect)



Q16: Which of the following development types would you like to see more of, keep at the same amount, or see fewer of in your neighborhood? (Check one circle for each development type)



Q21: Be a visionary! Fast forward to the year 2027: what will you and other people be saying about this community 10 years from now? (optional)

Activities Known Sylvan Hills Lower Love Hard Park Quality  
 Schools Healthy Residents Grown Live  
 Green Space Community Bars  
 Neighborhood Life Atlanta Eat Thriving  
 Input Beltline Saying Beautiful Wish

Figure 3.0e: Result of select questions from the Survey (survey summary is included in the Appendix)

The next set of questions asked about walking, cycling and trail usage in the study area.

- Walking or cycling is an activity of 60% of the survey respondents at least 1-2 times per week.
- Most of the respondents who walk or cycle said that their main purpose was for exercise.
- A majority of the survey respondents said that *better sidewalks and trail conditions* and *more retail and destinations* would encourage them to walk and cycle more. This was followed by *improved lighting and safer roadway crossings*.
- Very few survey respondents have used the BeltLine for reasons other than exercise and leisure.

Survey respondents were asked about development types within the study area neighborhoods.

- Respondents want **more** *coffee shops and cafes, a grocery store, and places to eat and drink*.
- Respondents want **fewer** *fast casual restaurants and big box developments*.
- All residential development types are welcomed by the community.

Respondents were asked to specify where future development and/or redevelopment should occur in the study area. The most popular locations were:

- Metropolitan Parkway at University Avenue
- Sylvan Road at Dill Avenue

Finally, demographic information was collected from survey respondents. Responses to these questions helped to ensure that a representative sampling of the community was being reached and informed the need to make more targeted attempts for input.

- The age group with the largest representation on the survey was the 25-34 years old group followed by the 35-44 years old group.
- The majority of respondents were women (54%).
- There was an even split between respondents who identify as Black or African American (42%) and those who identify as White (42%).

### PHASE III: CONCEPTUAL PLAN

Public engagement during Phase III included additional key stakeholder interviews, the half-day design workshop, the third Steering Committee meeting, and a third community meeting to review draft recommendations. The community survey continued, as did general promotion and outreach to the public.

#### Design Workshop

The half-day design workshop was held on Saturday, March 24, 2018 at the Metropolitan Library from 10:30 am to 2:30 pm. Community residents, business owners and area stakeholders were invited to help shape the vision for the study area. The Workshop kicked-off with a brief open house session where Visual Preference display boards were utilized to understand types and style of development desired, as well as to stimulate ideas for the workshop. A presentation followed which reviewed the existing conditions and analysis, including land use, transportation, and market analysis. This was followed by two design sessions.

During the first design session, participants chose a table based on the neighborhood in which they live or own a business. Each neighborhood answered questions about what makes their community unique, what issues they want to address, and areas of opportunity. After this first session, each table presented their findings to the whole room. A second design session followed where participants from each neighborhood table discussed nodal development opportunities, historic preservation and affordability, marketing and branding, and sense of place. A total of 51 people were in attendance.

#### Steering Committee

The third Steering Committee meeting was held on April 23, 2018, to recap the Design Workshop and all public engagement to date, as well as get feedback on preliminary recommendations. This meeting was also an opportunity for the group to give input on the format and content of the third community meeting.

#### Community Engagement

The third community meeting was held on May 30, 2018 with 56 individuals in attendance. This session began with a presentation of the draft recommendations, followed by a brief question and answer period, and an open house session. During the open house, attendees could review draft recommendations for each neighborhood and could speak one on one with staff and provide input and feedback.





Figure 3.0f: Community Meeting 3: May 30, 2018, Metropolitan Library

## PHASE VI: IMPLEMENTATION & DELIVERABLE

Public engagement during Phase VI included the fourth and final Steering Committee and community meetings. The final Steering Committee meeting was held on June 13, 2018 to deliver a recap of the third community meeting and engagement completed; to review and discuss the nodal concept plans for each neighborhood in greater detail; and to get feedback on the format and content for the final community meeting.

### Community Engagement

The fourth community meeting was hosted on July 11, 2018. The meeting began with a welcome by Councilmember Joyce Sheperd and a brief overview by BeltLine, Inc. regarding the status of the project within Council District 12. The presentation summarized the entire planning process, the project goals and vision followed by an overarching explanation of the recommendations and how they were developed. The City of Atlanta's efforts to address housing affordability as well as how this plan fits into the Atlanta City Design framework was also presented. After a brief question and answer period, the project next steps were discussed. Finally, the meeting transitioned into an open house session. During the open house, the public reviewed near final recommendations for each neighborhood and could speak one-on-one with staff to provide input and feedback.

A final community meeting was held on August 30 at Atlanta Metropolitan State College as a final review of the plan's recommendations and concept plans. It followed the same format as previous meetings beginning with a formal pre-

sentation followed by an open house where attendees could view the draft materials and ask questions. Comment cards were available at the meeting, and responses indicated support for the plan overall and a desire to implement its recommendations.

### Community Comments: Summary

**Community Goals:** Following is a summary of the goals identified through this community engagement process to address key issues and opportunities:

- Preserving affordable housing
- Preventing displacement (particularly seniors) and assisting with maintenance and upgrades
- Preserving and enhancing historic neighborhood characters
- Incorporating branding via signage and wayfinding
- Attracting neighborhood scale businesses
- Increasing access to fresh food, restaurants, neighborhood services (preserve affordability)
- Improving pedestrian, bicycle, and transit access

To address these goals and issues, the following vision statement guided recommendations found in following section:

**Vision:** Preserve and enhance the area's affordability and the unique amenities each neighborhood has to offer, while guiding growth and attracting services that improve the quality of life for all residents.



Figure 3.0g: Community Meeting 4: July 11, 2018, Atlanta Technical College









# 4.0 Recommendations

# 4.0 Recommendations

## 4.1 Concept Plan Overview

This section provides an overview of the proposed master plan recommendations for the Council District 12 Neighborhood Blueprint Plan.

The District 12 Neighborhood Blueprint Plan aims to create a collective vision to guide the future of neighborhood development particularly focused on key commercial nodes in the Adair Park, Capitol View, Capitol View Manor, and Sylvan Hills neighborhoods.

The recommendations within this report address project goals, economic development potential, and the needs, aspirations, and desires of the community.

Key goals addressed include:

- Preserving affordable housing
- Preventing displacement (particularly seniors) and assisting with maintenance and upgrades
- Preserving and enhancing historic neighborhood characters
- Incorporating branding via signage and wayfinding
- Attracting neighborhood scale businesses
- Increasing access to fresh food, restaurants, neighborhood services (preserve affordability)
- Improving pedestrian, bicycle, and transit access

### Master Plan Overview

This section describes redevelopment of each neighborhood in terms of landmarks, marketing and branding, placemaking, transportation, parks, and priority redevelopment nodes.

The focus of this plan was to identify commercial redevelopment nodes and provide recommendations and strategies to revitalize these key neighborhood nodes with the help of community input and through understanding of market feasibility. Recommendations for nodal redevelopment in each neighborhood are provided. Key nodes include:

#### Adair Park:

- University Avenue at Metropolitan Parkway

#### Capitol View:

- Dill Avenue at Sylvan Road

#### Capitol View Manor:

- Dill Avenue at Metropolitan Parkway

#### Sylvan Hills:

- Sylvan Road at Perkerson Road
- Lakewood Avenue at Metropolitan Parkway

### Vision

*Preserve and enhance the area's affordability and the unique amenities each neighborhood has to offer, while guiding growth and attracting services that improve the quality of life for ALL residents.*

### General Recommendations

Following are recommendations that apply to all five key neighborhood nodes. Further detail for each node is provided within the neighborhood specific section, as applicable.

#### Placemaking

Placemaking, also known as place-keeping, is a community led process that results in physical or programmatic interventions, such as painted crosswalks, signage, and arts. Placemaking strategies are emphasized in each of the neighborhood nodes, as this is a low-cost, time effective strategy to visually enhance key nodes, creating a sense of distinct identity that can generate pride, attract residents, business owners, and developers to invest in the area.

#### Affordability

Preserving affordability within the District 12 Neighborhood Blueprint Plan study is paramount to its redevelopment. The inclusion of a diversity of housing types at redevelopment nodes is recommended with each nodal development concept.







The City of Atlanta is currently undergoing a housing needs assessments, The Equitable Housing Needs, Assessment. Recommendations and tools identified in this study should be incorporated into and used by the District 12 neighborhoods. Tools being discussed as part of the housing needs assessment include land use and regulation recommendations, tenants' rights improvements, and subsidies available for those in need for affordable options.

#### Shared Parking

In order to support the influx of proposed residential, commercial, and office land uses, within each key neighborhood node, shared parking is recommended. Strategies include shared parking decks and re-allocation of existing surface lots for shared parking. Specific shared parking recommendations can be found within each neighborhood node section.



# Legend

-  MARTA Rail Stations
-  MARTA Rail Lines
-  Expressways Atlanta Region
-  State Highways
-  Study Area
-  BeltLine Corridor

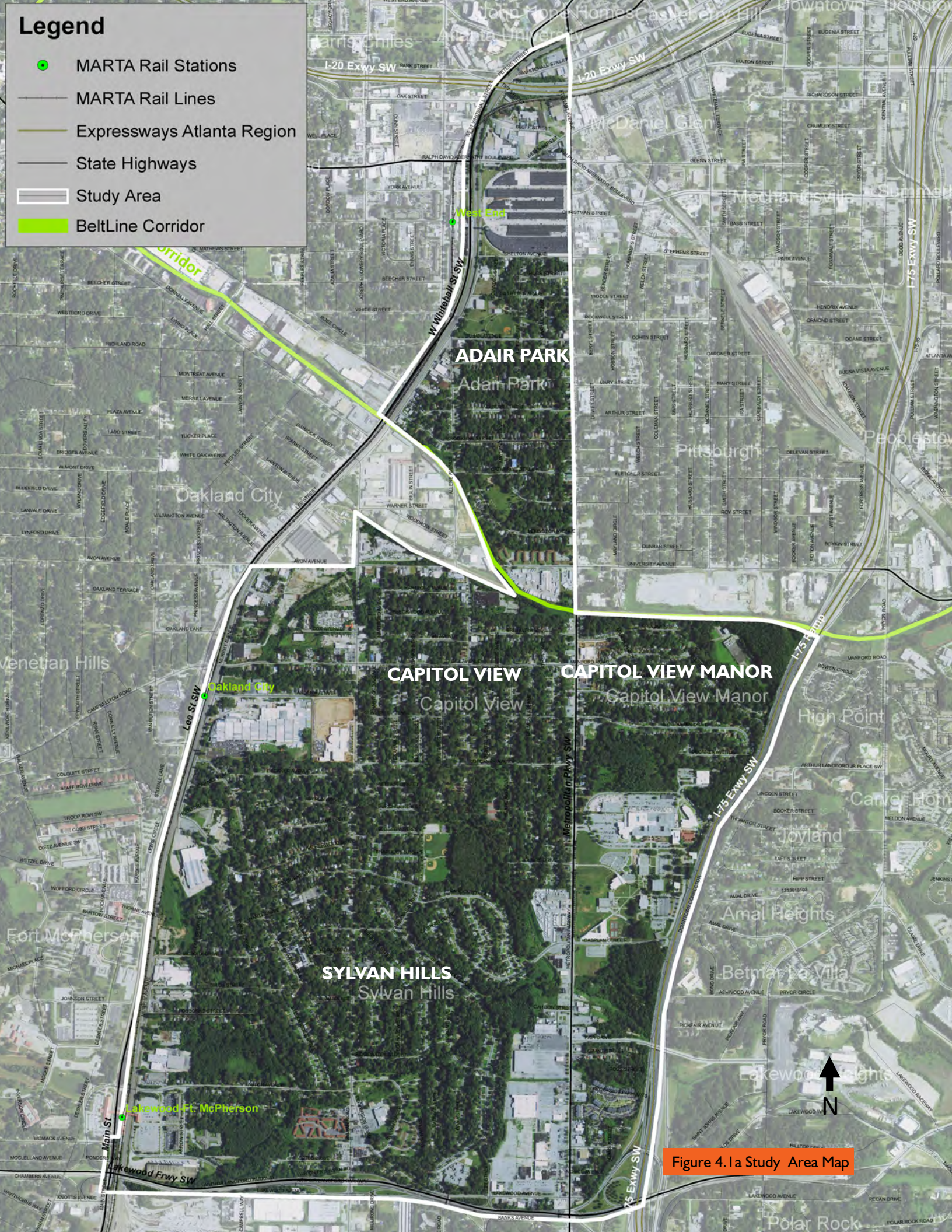


Figure 4.1a Study Area Map



## 4.2 Adair Park

### 4.2.1 Landmarks

Adair Park has many landmarks and community amenities. Some of the notable landmarks include the Metropolitan, which has several artist and smaller studios intermixed with residential lofts, the historic George W. Adair School located at the intersection of Mayland Ave. and Catherine St., and the prominent 630 Gillete Avenue Mansion.

Transportation facilities within the Adair Park neighborhood include MARTA stations and the BeltLine Westside Trail. The West End MARTA Station, located adjacent to the Metropolitan along West Whitehall Street, provides MARTA bus and rail to the residents of the community. The Atlanta BeltLine Westside Trail is the southern boundary of the neighborhood. This three-mile multi-use trail stitches together historic southwest Atlanta neighborhoods. Brothers Grocery and the Atlanta Food Mart currently provide neighborhood access to convenience food service. The Furniture Bank and Bearings Bike Shop are local serving, nonprofit organizations. The Lifecycle Building Center, another local non-profit in the area lies out the study boundary along Murphy Avenue (refer to Figure 4.2a).

Additionally, Adair Park is home to unique agricultural amenities. Carriage horse stables are housed on the north end of the neighborhood and until recently, the Metropolitan was home to several goats. Just south of the neighborhood sits Aluma Farms, the BeltLine's first agricultural site and pilot for urban agriculture along the 22 mile BeltLine corridor. Owned by the Atlanta BeltLine Inc., the farm is privately operated and produce is sold locally.

Further contributing to the community's sense of place, are Adair Park 1 and 2. These parks function a great locations for relaxation, exercise, and organized community events.

Refer to Figure 4.2a Landmarks Map: Adair Park

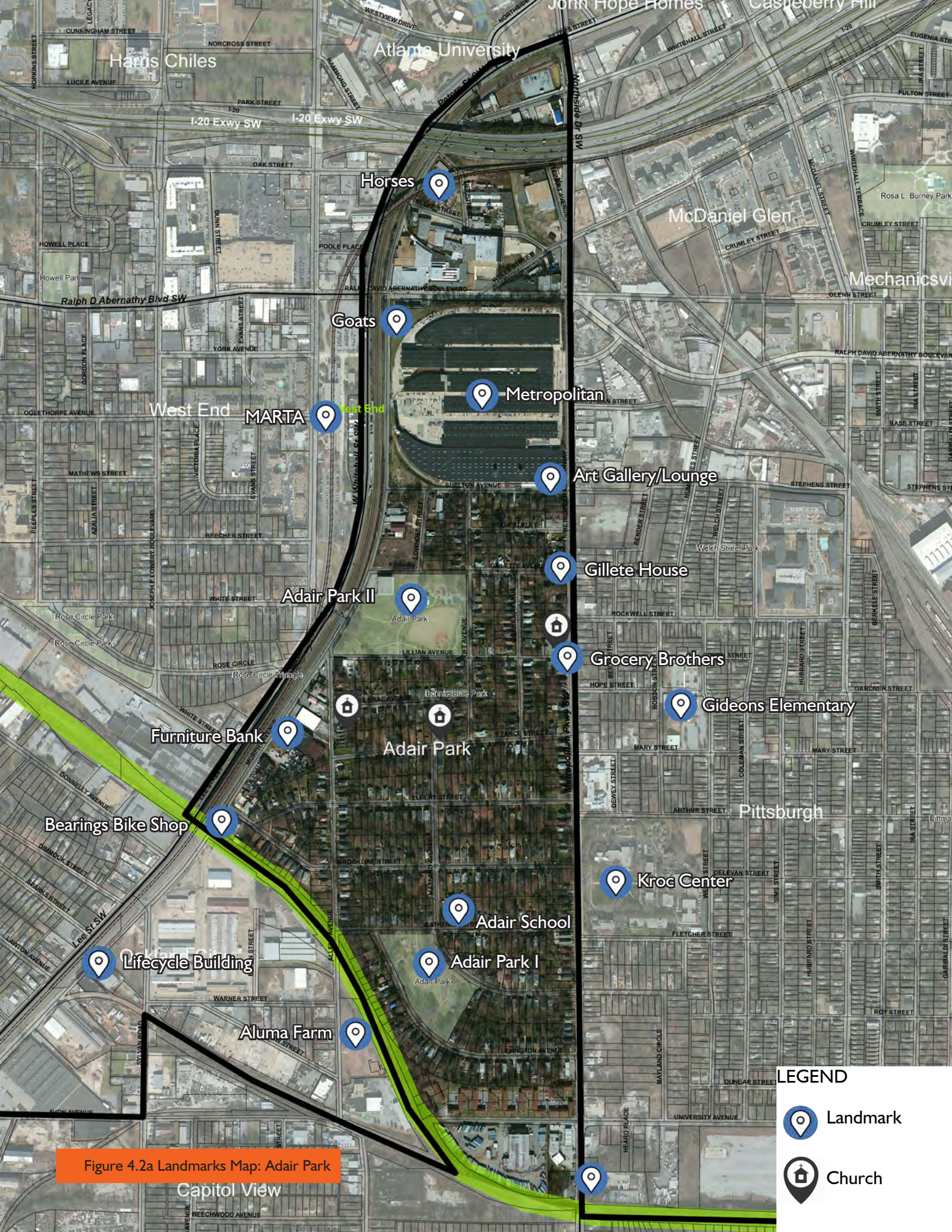
### 4.2.2 Overall Recommendations

#### 4.2.2a Marketing and Branding

Unique characteristics, places, and events were identified to emphasize and enhance Adair Park's neighborhood brand and identity and are capitalized on to create marketing and branding recommendations to help attract new residents and businesses to the neighborhood. The following describes recommended marketing and branding strategies. Project numbers, such as M2, correspond to the project implementation matrix found in Section 5.0 Implementation.

- **M1 - BeltLine Signage** - Marketing access to and from the Atlanta BeltLine trail and Adair Park I and II is a recommended strategy to highlight the neighborhood's many assets.
  - Incorporate signage at BeltLine access points that not only direct residents to the BeltLine, but share with BeltLine visitors the many amenities found within Adair Park, such as Adair Park I and II, Bearings Bike Shop, MARTA, and the Metropolitan.
  - Additionally banners along the BeltLine can Market the neighborhood, its many amenities, and upcoming festivals to BeltLine visitors.
- **M2a - Gateway Signage** - Through the introduction of monumental gateway signage, attention can be drawn to specific gateways into the Adair Park neighborhood and surrounding District 12 neighborhoods. Monumental signage at the intersection of University Avenue and Metropolitan Parkway is recommended to highlight the intersection as a gateway node.
- **M3 - Historic Markers** - Historic housing markers are another application of signage that can be utilized to distinguish and highlight historical landmarks. These signage tools can educate residents and visitors on the historic character and significant landmarks of the Adair Park Neighborhood thus creating opportunity for addition programming, such as Historic Homes Tours.
- **M4 - Festivals** - Enhancing the community experience by hosting festivals is recommended to encourage community engagement between local residents, while simultaneously marketing the Adair Park neighborhood to visitors to the area. The community is encouraged to continue the Porches and Pies Festival, while incorporating new programs such as, an Agriculture Festival, Chicken Coop tour, or Historic Homes Tour.







- LEGEND**
-  Landmark
  -  Church

Figure 4.2a Landmarks Map: Adair Park



- **M5 - Neighborhood Watch** - Developing a neighborhood watch is a strategy to create safer pedestrian-friendly environments for residents and visitors, while marketing that this community is active and engaged in creating a safe place.

#### 4.2.2b Placemaking

Building from unique neighborhood attributes, this study recommends the following placemaking methods to capitalize on Adair Park's assets and opportunities.

- **PL1a - Gateway and Wayfinding Signage** - Through the introduction of monumental gateway and wayfinding signage, attention can be drawn to and directed to various characteristics and destinations within the Adair Park neighborhood. Recommended locations for wayfinding and gateway signs are: the BeltLine access points, specifically at Allene Avenue, and at the intersection of University Avenue at Metropolitan Parkway. The University Avenue at Metropolitan Parkway gateway can provide wayfinding to adjacent District 12 Neighborhoods as well as University Avenue connects to Interstate 75/85.

Consider creative and artist signage design to create a sense of place, identity, and arrival.

- **PL2a - Public Art** - Amplifying the sense of place within the community can manifest itself through the creation of both observational and functional art at significant locales throughout the neighborhood. Murals commissioned at the vacant building in Adair Park is a prime opportunity to improve the aesthetic quality of the building and create a sense of place through artistic expression. A potential application for functional art presents itself at the paved areas within Adair Park by way of painted playground games for park users. The community has already begun to use art as a way to create a sense of place with the garden located at the intersection at Mayland Avenue and Metropolitan Parkway. This vacant site utilizes bright colors and an enhanced bus stop shelter to generate a sense of place within the community and in future efforts it should continue to be enhanced.

Similar to murals, painted intersections, speed bumps, and crosswalks can liven the physical environment of the neighborhood and draw attention to pedestrian walkways for safer crossing. The intersection at University Avenue and Metropolitan Parkway and Mary Street at Metropolitan Parkway are recommend locations for this strategy.

The commissioning of painted intersections and crossings should closely align with local and state transportation agency regulations. Consider partnership with City of Atlanta Office of Mobility, Public Works Department, and Georgia Department of Transportation (GDOT).

#### 4.2.2c Transportation

While the focus of neighborhood redevelopment was on revitalization of commercial nodes, transportation and green-space improvements are integral part to a successful redevelopment. Following is a summary of these recommendations.

In order to create safer, more efficient access and connectivity within the Adair Park neighborhood the following strategies have been identified:

- **T2a - Safer Pedestrian/Bicycle Crossings** - Create a safer crossing at Metropolitan Parkway and Mary Street through the introduction of a hawk signal and crosswalk. This key crossing connects the Adair Park neighborhood to Gideons Elementary School.

Create a safer crossing to the West End MARTA station to facilitate easier navigation across the CSX/Norfolk Southern railroad tracks on Murphy Avenue and Lee Street.

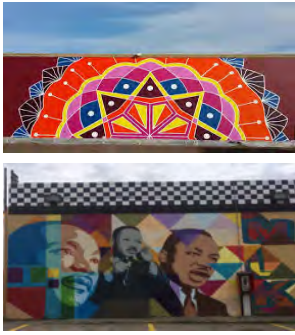
- **T3a - Slow Neighborhood Traffic** - Slow cut-through traffic along Lexington Avenue, Catherine Street and Allene Avenue by introducing painted intersections and raised speed bumps to capture the attention of drivers and create a safer environment for residents and Adair Park I users. Per City of Atlanta Code of Ordinances, the Department of Public Works is responsible for the administration of the traffic calming program, which includes conducting a traffic engineering study to determine whether all conditions are met.

- **T4a - Streetscape Improvements** - Improve pedestrian safety along Metropolitan Parkway via improved sidewalk conditions. Increase sidewalks and provide a green buffer between the street and sidewalk to separate pedestrians from traffic, particularly trucks that utilize this corridor.

#### 4.2.2d Parks

Adair Park I and II offer the community great green-space amenities. In working with the community the following recommendations were developed to further enhance these parks and future green-space access:





Murals



Gateway Signage



Painted pavement at parks

Continue to enhance place-keeping at Mayland Ave and Metropolitan



Painted Intersection and Crosswalks



Monumental Signage



Painted Speed Bumps



Hawk Signal



Painted Crosswalks





- **PA1 - Green-space** - Develop green-space within new residential and mixed-use developments.
- **PA2 - Shade Trees** - Add more shade trees to parks, particularly at Adair Park I.
- **PA3 - Splash Pad** - Consider a splash pad at Adair Park I as a community feature for recreational enjoyment.

**4.2.2e Neighborhood Redevelopment Nodes**

Several key nodes were identified as places for commercial and mixed-use redevelopment. Each of these nodes has historically provided services and jobs, but over time have become under-utilized and/or vacant. The following nodes are identified as key nodes for redevelopment based on accessibility, market understandings of what areas are anticipated to redevelop first, and proximity to existing community assets:

1. **Allene Avenue at Catherine Street** - The Allene Avenue at Catherine Street node is located near three prominent neighborhood features, Atlanta BeltLine West Side Trail, Aluma Farms, and Adair Park I. Recommendations for this node include the installation of additional public art, to accompany the existing Phoenix sculpture, and gateway signage at the entry of the BeltLine Westside Trail to enhance the sense of place. In addition, the development of a public market at the existing Aluma Farms creates opportunity for small scale neighborhood business to thrive, while providing the community with access to fresh food. Refer to Figure 4.2c.
2. **Murphy Avenue at Shelton Avenue** - The Murphy Avenue at Shelton Avenue neighborhood node is located south of the Metropolitan artist/makers lofts and the West End MARTA station. Recommended



Figure 4.2d Neighborhood Redevelopment Node Concept Plan: Murphy Avenue at Shelton Avenue



Figure 4.2e Neighborhood Redevelopment Node: Allene Avenue and Murphy Avenue

Recommendations



Figure 4.2c Neighborhood Redevelopment Node Concept Plan: Allene Avenue at Catherine Street



Figure 4.2f Neighborhood Redevelopment Node: Metropolitan Parkway at Wells Street



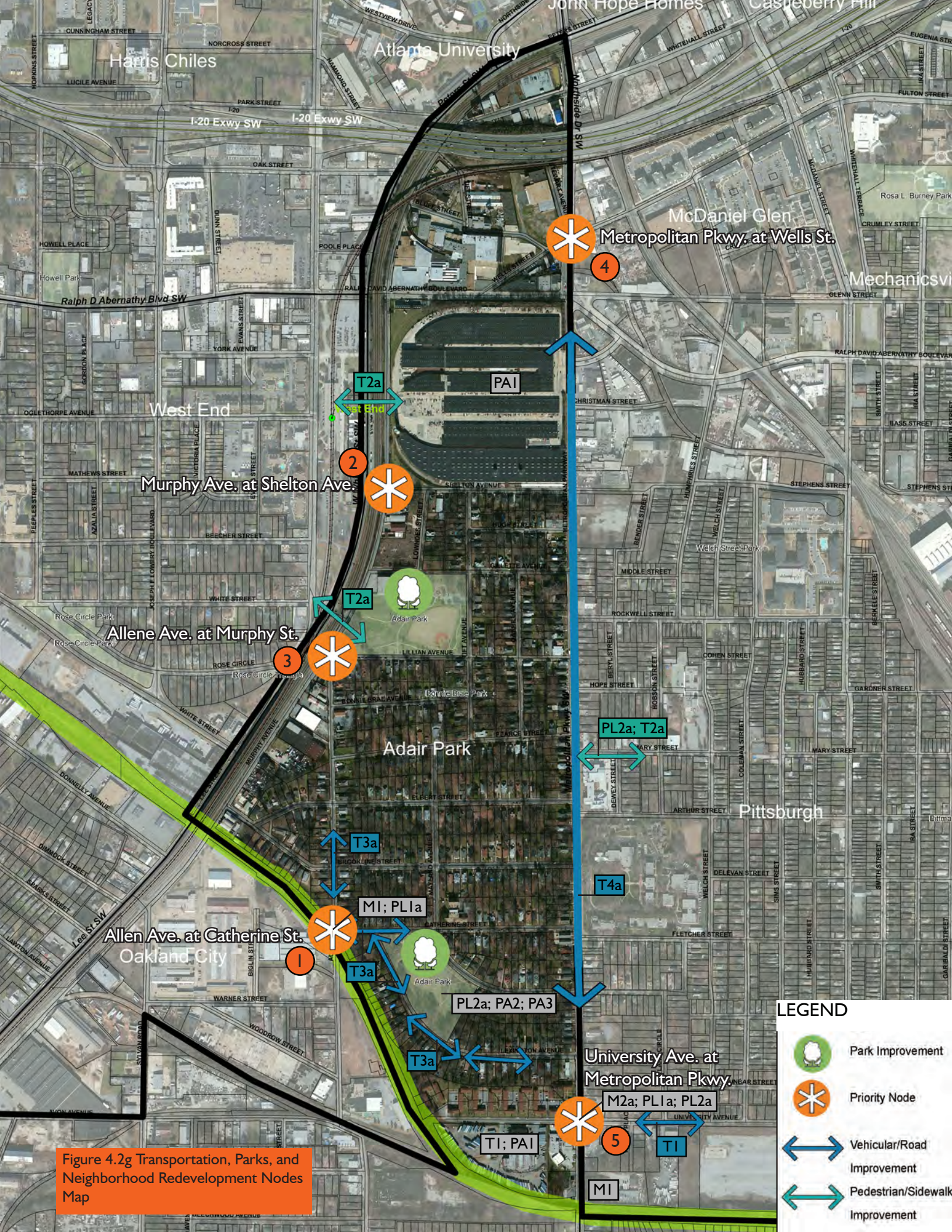


Figure 4.2g Transportation, Parks, and Neighborhood Redevelopment Nodes Map

- LEGEND**
-  Park Improvement
  -  Priority Node
  -  Vehicular/Road Improvement
  -  Pedestrian/Sidewalk Improvement

Harris Chiles

Atlanta University

McDaniel Glen  
Metropolitan Pkwy. at Wells St.

Murphy Ave. at Shelton Ave.

Allene Ave. at Murphy St.

Allen Ave. at Catherine St.  
Oakland City

University Ave. at  
Metropolitan Pkwy.

PAI

Adair Park

Pittsburgh

MI; PL1a

PL2a; PA2; PA3

M2a; PL1a; PL2a

TI; PAI

T2a

T2a

T3a

T3a

T3a

PL2a; T2a

T4a

TI

2

3

1

4

5



redevelopment of this node includes adaptive reuse of the existing buildings or office/commercial use. Refer to Figure 4.2d.

3. **Allene Avenue at Murphy Avenue** - Adjacent to Adair Park and running along the CSX/Norfolk Southern railroad tracks, the redevelopment of the Allene Avenue at Murphy Avenue node focuses on adaptive reuse strategies. New Office/Commercial uses within the existing building along Murphy Avenue and a coffee shop located at the triangle lot, allow for improved community based services. Refer to Figure 4.2e.
4. **Metropolitan Parkway at Wells Street** - The intersection at Metropolitan Parkway and Wells Street possess the potential to create a mixed-use and mixed-income node. The large lots and existing building structures located at this node are prime for mixed use development via adaptive reuse of the R&R Electric and RB Shipping Building. Refer to Figure 4.2f.
5. **University Avenue at Metropolitan Parkway**- This node provides the most opportunity for redevelopment due to its high visibility and high traffic counts along Metropolitan Parkway, existing structures suitable for renovation and reuse, and its demand for market growth largely due to its proximity to the BeltLine Westside Trail and recent investment. Section 4.2.3 provides detailed programming and conceptual renderings for this key node.

#### 4.2.2f Preserve Affordability

Following are specific strategies to preserve affordable housing in Adair Park.

The existing affordable housing at the Capitol View Apartments is recommended to remain. Rejuvenation of the exterior through landscaping and streetscaping is proposed to further enhance the existing exterior aesthetic of the complex. The proposed affordable Artistic Housing at the Adair Park School is moving forward.

Additionally, the under construction low-income tax credit senior housing apartments, being developed by Columbia at Murphy Avenue and Gillette Avenue will provide additional age-restricted affordable housing in the neighborhood.

Additional opportunities for affordable housing include the redevelopment potential in the Metropolitan, and smaller scale renovations of buildings along Murphy Avenue near Lillian Avenue.

#### 4.2.3 Priority Neighborhood Redevelopment Node

The University Avenue at Metropolitan Parkway node is envisioned to be a mixed used gateway node. Located along the Westside BeltLine Trail and adjacent to Aluma Farms, the University Avenue at Metropolitan Parkway node is home to the existing Capitol View Apartments, Atlanta Food Mart, Fleet Repair Solution site, Chevron gas station, Jamrock Jerk Center and other adjacent existing buildings and sites ripe for redevelopment.

Through infill and adaptive reuse development for residential, retail, and office uses and a variety of place-making/keeping strategies, such as gateway signage and painted crosswalks, this node can be transformed into an active and welcoming neighborhood gateway. The following provides detail on the specific recommendations for the University Avenue at Metropolitan Parkway neighborhood node.

##### Program Land Use

University Avenue at Metropolitan Parkway neighborhood node is an integral hub for the District 12 community. University Avenue to the east connects southwest Atlanta to Interstate 75/85, the Atlanta BeltLine Westside Trail runs adjacent to this node, eventually connecting District 12 to neighborhoods along the proposed 22-mile BeltLine corridor, and Metropolitan Parkway is a major route connecting to Downtown Atlanta to the north and East Point to the south.

A key proposed project at this node is the extension of University Avenue across the Atlanta BeltLine Westside Trail to Avon Avenue. The extension of this link from Metropolitan Parkway to Murphy Avenue will reconnect the Adair Park and Capitol View neighborhoods and make redevelopment along this corridor more accessible. Realignment plans for University Avenue are currently underway, led by the Atlanta BeltLine Inc.

Due to its proximity to the BeltLine, high traffic counts, and visibility this node is a prime site for retail, residential, and office development. The small convenience store, Atlanta Food Mart, is recommended to remain, with the addition of a separate produce market shed adjacent to the building. In addition to the existing food mart and produce shed, the introduction of a speciality market at the Chevron retail building, increases the community's access to fresh produce. Other proposed program redevelopment includes the adaptive reuse of the Fleet Repair Solutions building into office with adjacent residential and office infill, including five to nine stories fronting the Atlanta BeltLine. Townhome development is proposed



adjacent to the Atlanta Food Mart, with retail on the ground floor. The existing tire store on the southeast corner of this node is proposed to redevelop into neighborhood serving retail over time, such as a community business center, day-care, and other neighborhood serving retail.

### Placemaking

Fabricating gateway signage that is culturally and historically relevant to the Adair Park neighborhood is recommended at this intersection. Examples of such signage include utilizing the Adair Park and Pittsburg neighborhood logos or colors to establish a sense of shared community identity. Another application of signage at this node is wayfinding signage indicating the direction and approximate distance of regional destinations and landmarks. The University Avenue at Metropolitan Parkway node's close proximity to Capitol View, Capitol View Manor, Emma Millican Park and Perkinson Park to the south; Downtown Atlanta and Mercedes-Benz Stadium to the north; Adair Park I and II, the Atlanta BeltLine, and Interstate 75/85 to the west, are a few examples of landmarks to showcase with wayfinding signage.

In line with the transportation recommendations proposed for the Adair Park neighborhood, a painted crosswalk at the intersection of University Avenue and Metropolitan Parkway is envisioned. This work should be coordinated with the Georgia Department of Transportation (GDOT) and the Metropolitan Parkway re-pavement effort. Street trees and landscaping are additional elements to include in the overall enhancement of the University Avenue at Metropolitan Parkway intersection.

### Sense of Place

To create a sense of place for community residents, visitors, and commuters working in the area this plan proposes the conversion of the Fleet Services' loading dock into an interactive "dining dock alley". Visitors to the "dining dock alley" can enjoy outdoor seating along a colorful, painted pedestrian plaza, with nearby access to the Atlanta BeltLine Westside Trail. In addition, a produce shed adjacent to the Atlanta Food Mart is proposed as a community gathering place, selling produce from Aluma Farms.

Rejuvenation of the exterior through landscaping and street-scaping is proposed to further enhance the existing exterior aesthetic of the complex.





# Council District 12

## Neighborhood Blueprint Plan



**BEFORE**







Figure 4.2i Priority Neighborhood Development Node Concept Plan: University Avenue at Metropolitan Parkway

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.





**BEFORE**







Figure 4.2j] Priority Neighborhood Development Node Perspective: University Avenue at Metropolitan Parkway  
\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.

### 4.3 Capitol View

#### 4.3.1 Landmarks

Capitol View is home to and adjacent to a diversity of neighborhood landmarks and amenities, particularly, historic buildings and homes. Muhammad's Temple of Islam No. 15, colloquially referred to as the "Masonic Temple", is located at the intersection of Dill Avenue and Metropolitan Parkway. This historic temple is a cultural icon and holds potential for future mixed use programming. Equally significant, the innovative Metropolitan Library, across Metropolitan Parkway from the Masonic Temple, technically within the Capitol View Manor neighborhood boundary sits on the site of the historic Capitol View Baptist Church. Another notable landmark, The B Complex, is located along Murphy Avenue and is a complex of historic industrial warehouses that provide local artists with creative workspace and exhibition/event space. Adjacent to Capitol View is the Lifecycle Building Center and the former State Farmer's Market. The site of the former Stater Farmer's Market is now owned by the BeltLine Inc. who is planning to redevelop it into a mixed-use center.

Apart from the above landmarks, the Capitol View neighborhood also provides access to various green-space and urban garden amenities. Perkerson Park is the premier green-space within the neighborhood, totalling fifty acres. The park includes a variety of recreational components such as tennis courts, softball and baseball fields, a splash pad, and disc golf. Residents and visitors to the community can also enjoy access to the community garden at the intersection of Deckner Avenue SW and Athens Avenue SW and Aluma Farms at the northern boundary of the study area. These gardens provide the community with access to fresh produce and places for community gathering.

Other neighborhood amenities include the Oakland City MARTA station. The station, located across Murphy Avenue and Lee Street on an elevated platform, services the Gold and Red MARTA rail lines and bus services and functions as a vital transportation amenity to the community. Adjacent educational facilities include Sylvan Middle School, Atlanta Technical College, and Atlanta Metropolitan State College.

Refer to Figure 4.3a Landmarks Capitol View, for other surrounding landmarks and community amenities, such as local churches.

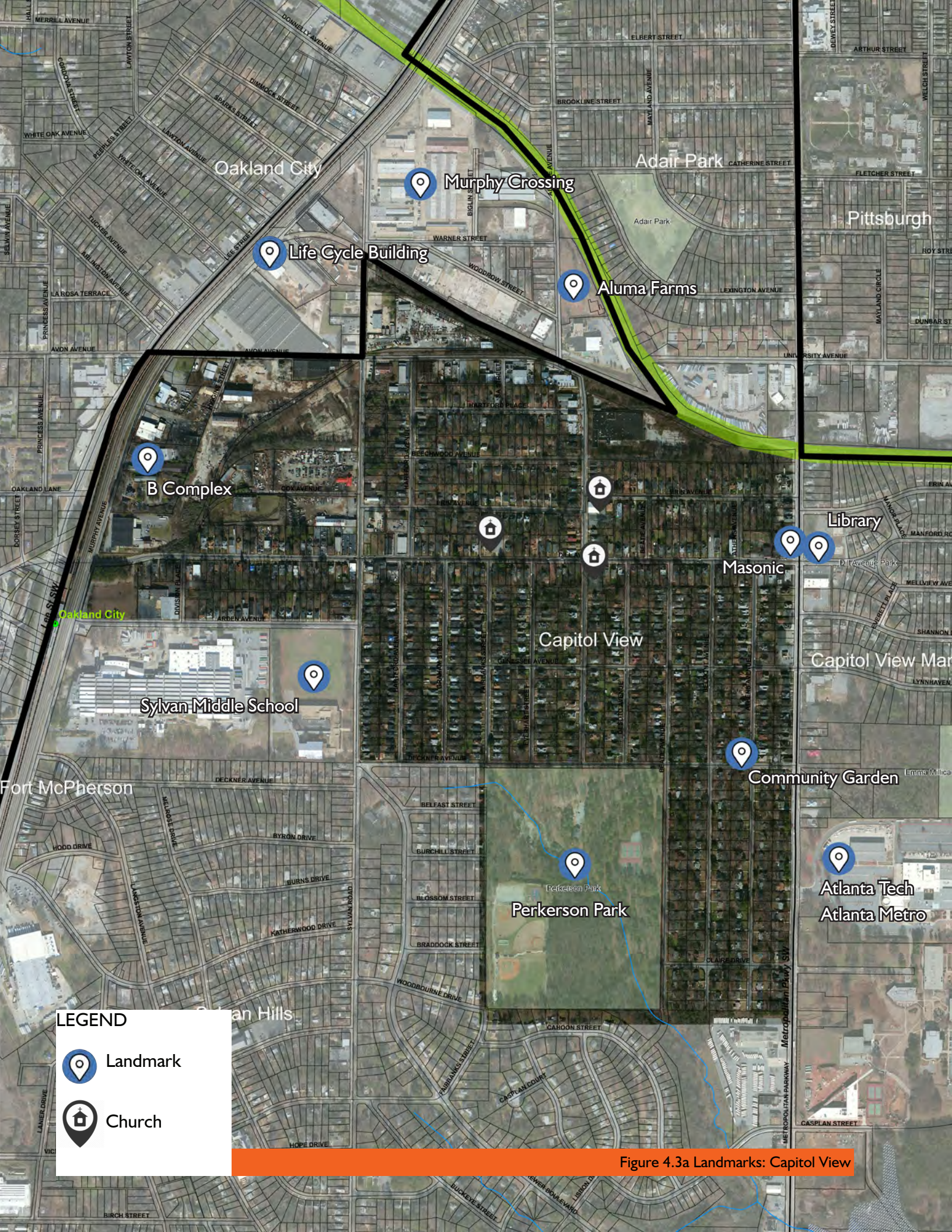
### 4.3.2 Overall Recommendations

#### 4.3.2a Marketing and Branding

Unique characteristics, places, and events can be identified, emphasized, and enhanced in Capitol View's neighborhood to create marketing and branding recommendations to enhance its character, generate pride, and help to attract new residents and businesses. The following describes recommended marketing and branding strategies.

- **M1 - BeltLine Signage** - The use of gateway signage is a strategic way to display the significance of entering a new special place. With the Capitol View neighborhood bordering the Atlanta BeltLine's Westside Trail, this presents an opportune setting to propose gateway and wayfinding signage located at the access points from the trail and spur into the neighborhood. These signage elements can denote specific locations along the BeltLine, entry into the neighborhood, and neighborhood assets such as Perkerson Park and future restaurants/retail at the Sylvan Road and Dill Avenue node.
- **M3 - Historic Markers** - Historic building markers can highlight iconic and significant places and buildings that are unique to the history and character of the neighborhood.
- **M6 - Neighborhood Flags and Banners** - The use of neighborhood flags along streets, and corridors, is a strategic application of signage. This application advertises to visitor's of the community their entrance into the distinct Capitol View neighborhood, while boosting neighborhood pride for local residents.
- **M7 - Jobs** - Being in close proximity to local job industries within Capitol View provides increased access to jobs/employment for local residents. This plan recommends partnership with employers to understand workforce needs and potential training opportunities.





Oakland City

Adair Park

Pittsburgh

Murphy Crossing

Life Cycle Building

Aluma Farms

B Complex

Library

Masonic

Capitol View

Capitol View Mar

Sylvan Middle School

Community Garden

Perkerson Park

Atlanta Tech  
Atlanta Metro

**LEGEND**

 Landmark

 Church

Figure 4.3a Landmarks: Capitol View



### 4.3.2b Placemaking

Building from unique neighborhood attributes, this study recommends the following placemaking methods to capitalize on Capitol View's assets and opportunities.

- **PL2b - Public Art** - In addition to introducing gateway/wayfinding signage at BeltLine access points, the incorporation of public art at BeltLine access junctures is proposed as a unique method for generating activity and interest. These works can be solely observational or interactive; or could be a combination of both. The creation of functional art, such as creative bike racks and bus stops, is another application of public art that can be integrated throughout the Capitol View neighborhood.

Similar to neighborhood flags, painted artwork on intersections, specifically at Dill Avenue and Sylvan Road, is a way to draw attention to significant nodes throughout the community. Painted sharrows, shared bike and vehicular lanes, along Allene Avenue are another proposed opportunity to enhance the multi-modal assets available within Capitol View. For implementation and maintenance of painted crosswalks and intersections, observance of state and local regulations, specifically approval through the Public Works Department, should be considered. All of these proposed applications of public art demonstrate opportunities to display Capitol View's unique qualities, create points of interest, and market the Capitol View brand.

In terms of implementation of public art, a partnership with the B-Complex, Life Cycle Building Center, and community youth to design public art, painted intersections, and other placemaking concepts should be considered. This opportunity would create more "buy-in" and reduce the likelihood of vandalism if the community has "ownership."

- **PL3 - Enhance Existing Assets** - The Capitol View neighborhood assets such as the community garden at Deckner Avenue SW and Athens Avenue SW and Perkerson Park, that can be further developed to strengthen the sense of place within the community and establish more opportunity for community engagement.

The existing community garden at Deckner Avenue SW and Athens Avenue SW, is an excellent community resource that provides residents with access to fresh produce. Hence, this plan proposes

to continue to enhance and utilize this existing community garden. Consider events, programming, and festivals.

This plan proposes exploring the introduction of a dog park within Perkerson Park. Another feature to enhance within the park include, enhanced signage for the existing disc golf course. Signage with increased visibility to pedestrians that markets and functions as an infographic about the game, would draw in more activity to what is known as one of Atlanta's premier disc golf courses.





**Bike Racks/Stops**

**Art Nodes**  
 Incorporate art/  
 Place-keeping along  
 Beltline spurs

**Signage**



**Painted Sharrows**



**Painted Intersections**  
 Consider using Capitol View Logo



**Community Gardens**  
 Continue to enhance and utilize existing community gardens and include edible planting at pocket parks and neighborhood nodes.

**Dog Park**  
 Explore opportunity to include dog park at Perkerson Park

**Parks/Disc Golf**  
 Continue to enhance Disc Golf at Perkerson Park

Recommendations



### 4.3.2c Transportation

While the focus of neighborhood redevelopment was on revitalization of commercial nodes, transportation and green-space improvements were also discussed. Following is a summary of these recommendations.

Transportation improvements within the Capitol View neighborhood focus on the improvement of pedestrian, bicycle, and vehicular access and connectivity throughout. Specifically, the proposed improvement efforts in Capitol View involve increasing accessibility for pedestrians and bicyclists.

- **T3b - Slow Neighborhood Traffic** - Adding speed bumps at Allene and Erin Avenue to reduce the speed of vehicular traffic along that road will enhance the overall safety for users. Per City of Atlanta Code of Ordinances, the Department of Public Works is responsible for the administration of the traffic calming program, which includes conducting a traffic engineering study to determine whether all conditions are met.
- **T4b - Streetscape Improvements** - Specified areas for pedestrian and bicycle access improvement include Dill Avenue, Metropolitan Avenue, Allene Avenue, Deckner Avenue, and Avon Avenue. The recent resurfacing of Dill Avenue, has already created a safer and more accessible pedestrian experience, although enhanced streetscapes, including street trees, lights, and signage along the length of Dill Avenue would further improve pedestrian accessibility. Recommended improvements along Metropolitan Parkway include increased buffer between the pedestrian and traffic, particularly truck traffic with a green buffer.
- **T5 - Security Cameras** - Creating safe environments for pedestrian travel is paramount to the enhancement of the community environment in the Capitol View neighborhood. The installation of cameras at neighborhood nodes, in particular intersections, is a specific strategy to strengthen pedestrian and vehicular safety.
- **T6 - BeltLine Spur Trail** - It is recommended to continue efforts to formalize the BeltLine Spur Trail into a multi-use trail. The Spur connects the Westside Trail to the Oakland City MARTA Station, providing enhanced transit access and a proposed spur for future BeltLine transit.

### 4.3.2d Parks

Although the Capitol View residents have great access to Perkerson Park, identifying other opportunities for developing pocket parks throughout the neighborhood is a good opportunity to disperse the positive attributes of green-space throughout the community.

- **PA4a** - The intersection at Dill Avenue and Sylvan Road is an identified advantageous location for a future pocket park, due to buried infrastructure and difficulty in developing this vacant property. This park concept is further described in Section 4.3.3.

### 4.3.2e Neighborhood Redevelopment Nodes

Several key nodes were identified as places for commercial and mixed-use redevelopment. Each of these nodes has historically provided services and jobs, but over time have become under-utilized and/or vacant. The following nodes are thus identified as key nodes for redevelopment based on accessibility, market understandings of what areas are anticipated to redevelop first (refer to the Appendix for market analysis study), and proximity to existing community assets:

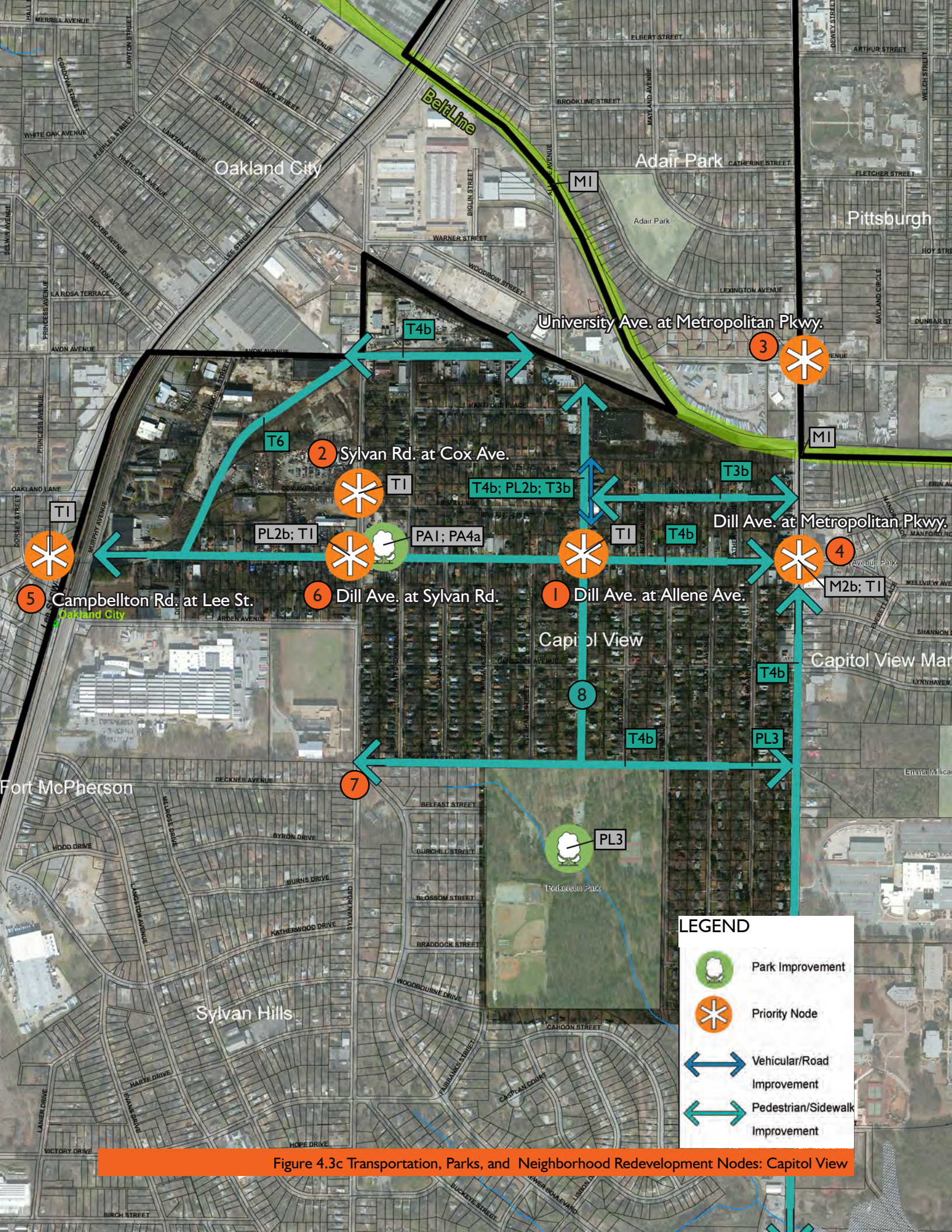
#### 1. Dill Avenue at Allene Avenue

Dill Avenue at Allene Avenue is a key node due to its access to the BeltLine to the north and Perkerson Park to the south. This neighborhood commercial node presents the opportunity to integrate neighborhood services such as a laundromat, salon or restaurant. Providing these services allows for easier and more available access to daily necessities. In addition, attracting small-scale business offices to fill existing buildings through adaptive reuse is another opportunity. Alternatively, existing vacant buildings could be temporarily utilized as residential until the market demand warrants office or retail uses. Refer to Figure 4.3d.

#### 2. Sylvan Road at Cox Avenue

The neighborhood node at Sylvan Road and Cox Avenue is located adjacent to some of District 12's most historic industrial buildings and warehouses dating back to the turn-of-the-century through the 1940s. This expansive site currently exists as a conglomeration of run down auto service, salvaged buildings, and a large salvage yard. Across from the large yard, is an existing series of vacant commercial buildings. With existing framework in place, the Sylvan Road at Cox Avenue





**LEGEND**

-  Park Improvement
-  Priority Node
-  Vehicular/Road Improvement
-  Pedestrian/Sidewalk Improvement

Figure 4.3c Transportation, Parks, and Neighborhood Redevelopment Nodes: Capitol View



node is a promising site to propose employment and some housing with adjacent green-space. Additionally, the vacant commercial buildings along Sylvan Road are envisioned to be rejuvenated into office space and a coffee shop or restaurant. Refer to Figure 4.3e.

**3. University Avenue at Metropolitan Parkway**

The University Avenue at Metropolitan Parkway node is a key gateway node for all of District 12. Recommendations for this node are provided in Section 4.2.

**4. Dill Avenue at Metropolitan Parkway**

The Dill Avenue at Metropolitan Parkway node is shared with Capitol View and Capitol View Manor. It is a key node with accessibility from the whole district. Recommendations for this node are provided in section 4.4.

**5. Campbellton Road at Lee Street**

This is an additional key node outside of the study area that has been included in previous plans i.e. the Fort Mac/Oakland City LCI and TOD Plan and therefore was not further studied within this report. However, its development into a transit oriented development will have a positive impact on the neighborhood.

**6. Dill Avenue at Sylvan Road**

This node provides the best opportunity for redevelopment due to its high visibility and high traffic along Sylvan Road and Dill Avenue, existing structures suited for renovation and reuse, and its demand for market growth. Section 4.3.3 provides detailed programming and conceptual renderings for this key node.

**7. Deckner Avenue at Avon Avenue**

Deckner Avenue at Avon Avenue provides residents access to community amenities, including the BeltLine, Perkerson Park, and Sylvan Middle School. Sidewalks along these roadways are recommended to be included and maintained.

**8. Allene Avenue**

Allene Avenue is a key connection between Perkerson Park and the BeltLine Westside Trail. Creative and colorful shared bike/vehicular roads, sharrows, are proposed along this street.



Figure 4.3d Neighborhood Redevelopment Node: Dill Avenue at Allene Avenue



Figure 4.3e Neighborhood Redevelopment Node: Sylvan Road at Cox Avenue

**4.3.2f Preserve Affordability**

Following are specific strategies to preserve affordable housing in Capitol View.

This plan proposed several potential locations for affordable housing. Senior affordable housing was recently constructed at Murphy Avenue and Dill Avenue. Potential additional locations for new affordable housing in Capitol View includes sites near the BeltLine, including the existing M&M Muffler Automotive Repair Site at Sylvan Road and Avon Avenue and the Sylvan Road at Cox Avenue node, adjacent to the BeltLine spur.

**4.3.3 Priority Neighborhood Redevelopment Nodes**

Dill Avenue at Sylvan Road is envisioned to become a vibrant community node that celebrates the distinct identity of the Capitol View neighborhood. Existing within this node is Sparlin Health Care, A & D Automotive Inc, Reggie’s Food Mart, and other existing and vacant commercial buildings.



Proposed redevelopment at this node focuses on maintaining its existing historic character by revitalizing existing vacant properties into new uses, introducing multi-family housing, and enhancing the sense of place and community via a variety of placemaking interventions.

### Program Land Use

The Dill Avenue at Sylvan Road intersection is home to and surrounded by a diverse collection of historic significant buildings and houses. Redevelopment at this neighborhood node should consider historic designation, local and/or national, as appropriate, to encourage and steer future development. The historic designation has the ability to maintain and reinforce the historic aesthetic the community desires to preserve.

Sparlin Health Care is a neighborhood anchor, having served this community in this location for over forty years. It is recommended to preserve and enhance this healthcare facility to ensure its continued active presence.

This plan proposes to adapt and reuse the existing vacant commercial buildings into neighborhood serving retail and or office space. Locations for these adaptive reuse developments are illustrated in Figure 4.3g.

The existing commercial building on the southwest corner of the node is proposed to be infilled with retail along Dill Avenue with office, accessible from Sylvan Avenue. The commercial buildings at Dill Avenue and Hartford Avenue are proposed to be renovated and occupied with a mix of retail and office.

The former gas station building on the southeast corner of the intersection could be renovated for a restaurant or coffee shop. The restored building should maintain the existing, historic aesthetic and could include an outdoor patio/seating area for restaurant patrons.

A mixed-use development with townhouses and potentially with retail or office on the ground floor is recommended at the northeast corner of the Sylvan Road and Dill Avenue intersection. Alongside, the townhouses, is an advantageous location to include a pocket park shared by townhouse residents and the surrounding neighborhood. The green-space has potential to encourage interaction amongst local residents with a small playground/play area, pedestrian amenities, and beautiful landscaping.

### Placemaking

In order to enhance the development of a community node at the Dill Avenue and Sylvan Road intersection, place-making/keeping techniques to generate points of interest and stimulate public interaction have been proposed. Designing a painted intersection and cross walks at the node is a great strategy to incorporate public art. Partnership with the B-Complex, Life Cycle Building Center, and local youth for design conception, will produce a sense of ownership within the community. Public art within the proposed pocket park is another opportunity for community involvement. For implementation and maintenance of painted crosswalks and intersections, observance of state and local regulations, specifically approval through the Public Works Department, should be considered.

As well, the addition of landscaping and street trees, specifically edible vegetation, is a beneficial strategy to improve the aesthetic appearance of the neighborhood and function as an innovative way to expand access to fresh produce.



Figure 4.3f Priority Neighborhood Redevelopment Node Placemaking Concepts



Council District 12  
Neighborhood Blueprint Plan





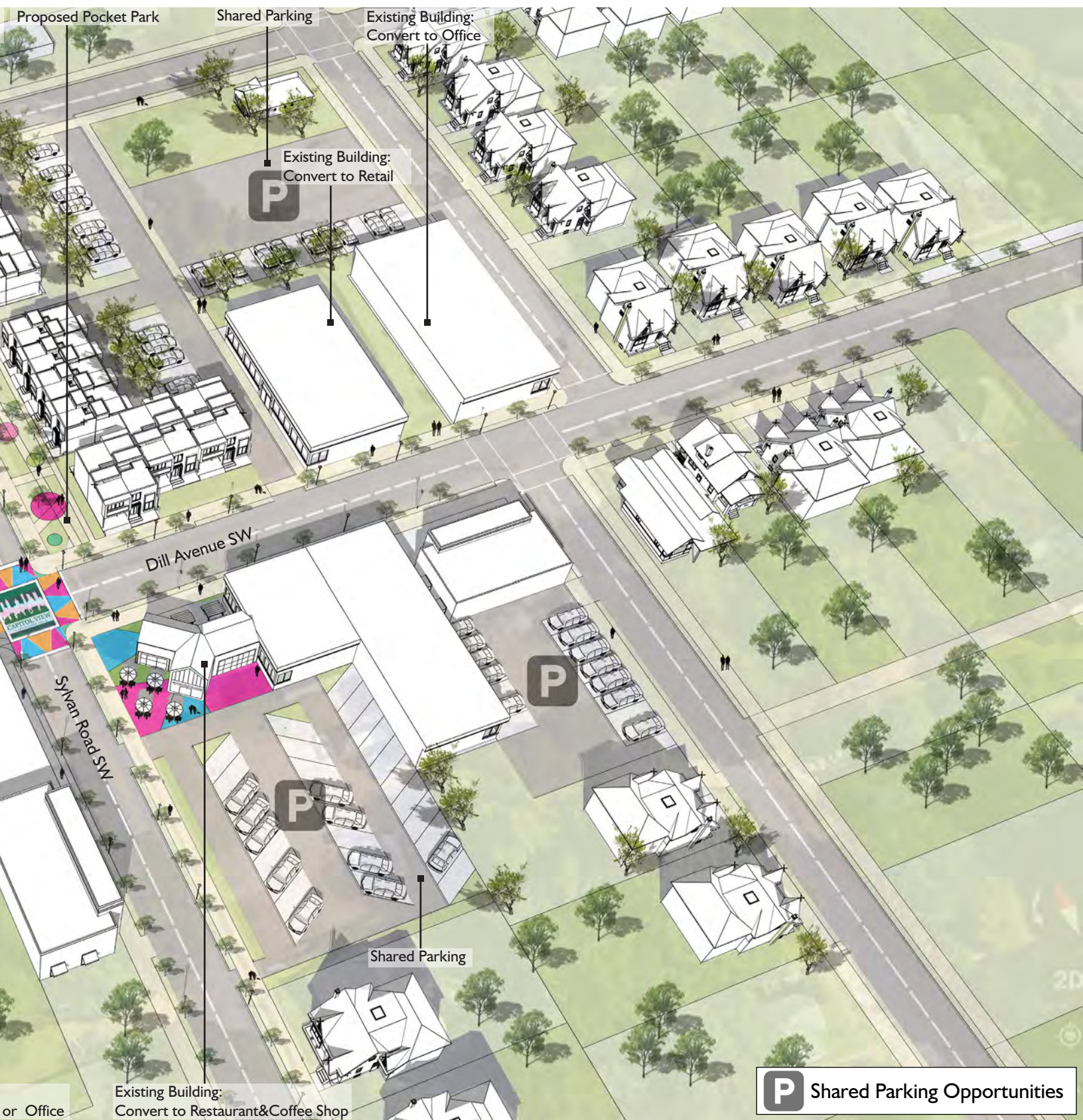


Figure 4.3g Priority Neighborhood Redevelopment Node Concept Plan: Dill Avenue at Sylvan Road

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.





Proposed Townhomes:  
Live-Work Retail Bottom Floor

Existing Building:  
Convert to Restaurant & Coffee Shop

Dill Avenue SW

Proposed Pocket Park  
with Edible Plantings

**BEFORE**







Figure 4.3h Priority Neighborhood Redevelopment Node Concept Perspective: Dill Avenue at Sylvan Road  
\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.



## 4.4 Capitol View Manor

### 4.4.1 Landmarks

Capitol View Manor’s historic character is defined by its civic buildings and single-family homes. Lying just outside the neighborhood, in Capitol View, Muhammad’s Temple of Islam No. 15, colloquially referred to as the “Masonic Temple”, is located at the intersection of Dill Avenue and Metropolitan Parkway and is a cultural icon that holds potential for future mixed use programming. Equally significant, the innovative Metropolitan Library, sits at the site of the former historic Capitol View Baptist Church. The library provides the community with traditional educational library resources and meeting space, in addition to functioning as a hub for public engagement events within the community. The Atlanta Fire-Rescue Station 20, located along Manford Road, built in 1926, protects and serves southwest Atlanta. Other landmarks located in Capitol View Manor include Liberty International Church of Hope Ministries and the now vacant Capitol View Elementary School.

The neighborhood of Capitol View Manor is also surrounded by abundant green-space amenities. Dill Avenue Park, affectionately known as the “Triangle Park” is adjacent to the Metropolitan Library and Fire Station. The park is the location of many neighborhood community events. Emma Millican Park is at the intersection of Metropolitan Parkway and Lynnhaven Drive SW. It has features such as shaded trees, a large playground, pavilion, picnic areas, a paved walking loop, and hiking trail for all to enjoy. Also within the Capitol View Manor neighborhood is the future Hillside Park. Located in the northeast corner of the Capitol View Manor neighborhood the park is currently not accessible to users, but is proposed to be reopened to the community as a community green-space in BeltLine plans.

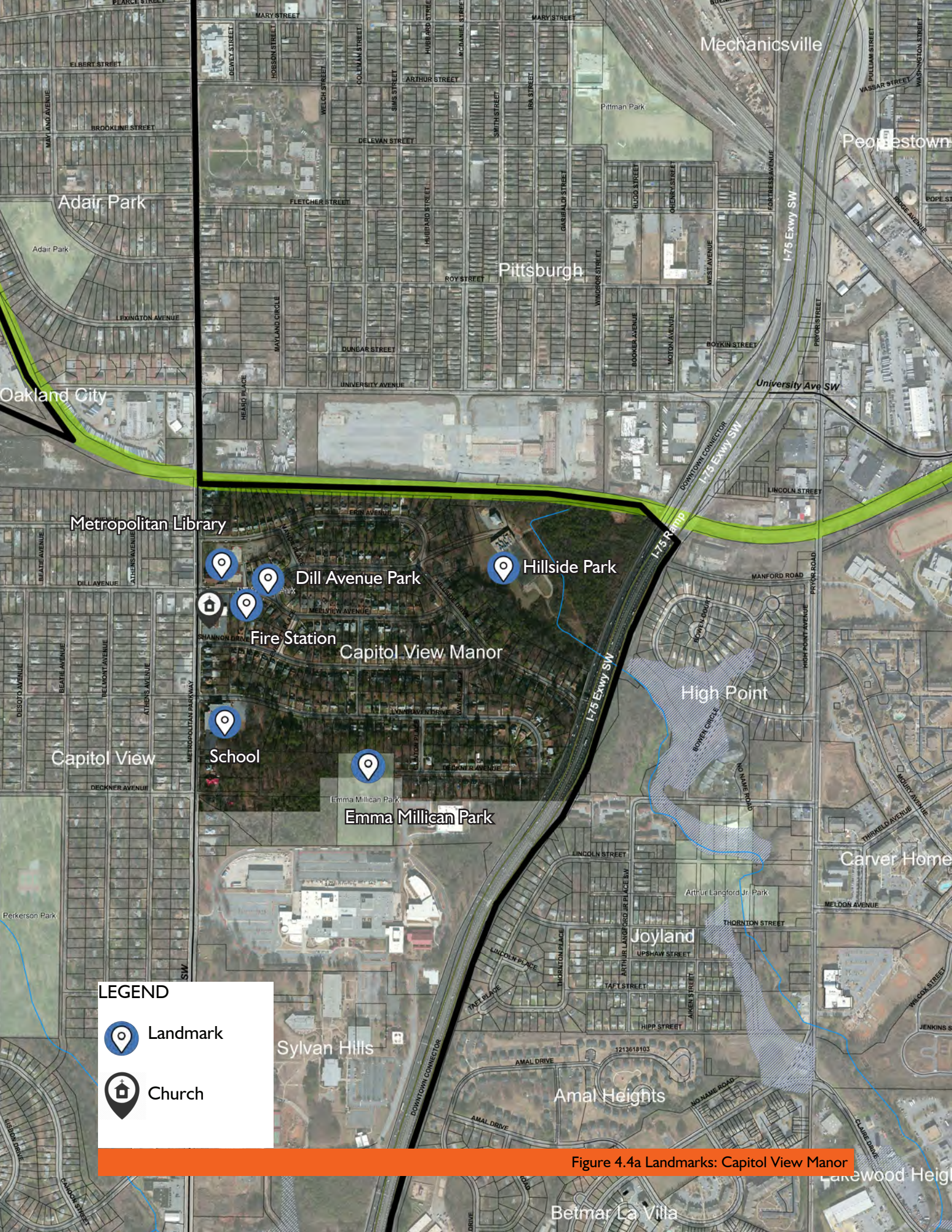
## 4.4.2 Overall Recommendations

### 4.4.2a Marketing/Branding

Unique characteristics, places, and events were identified, emphasized and enhanced to create marketing and branding recommendations to help the Capitol View Manor neighborhood to attract and retain residents and businesses. The following describes recommended marketing and branding strategies:

- **M1 - BeltLine Signage** - Specifically, unique, colorful gateway signage is proposed at the BeltLine access point from the Westside Trail at Metropolitan Parkway as further described in Section 4.4.3 and can identify and showcase the Capitol View Manor neighborhood; signage here can be both monumental and directional. Public art incorporated with or in addition to signage can also generate community branding and identity.
- **M2b - Gateway Signage** - Capitol View Manor is positioned directly adjacent to the Capitol View neighborhood, with Metropolitan Parkway acting as the boundary. Taking this into account and the proximity of historic landmarks and parks, the use of gateway and wayfinding signage is an effective strategy to establish distinction between the two neighborhoods. Signage can be placed at the Dill Avenue at Metropolitan Parkway.
- **M3 - Historic Markers** - The installation of historic building markers relevant to the character of the community is a complementary strategy to amplify neighborhood identity.
- **M6 - Neighborhood Flags and Banners** - The installation of neighborhood flags is a strategy to amplify Capitol View Manor’s neighborhood identity.





**LEGEND**



-  Landmark
-  Church

Figure 4.4a Landmarks: Capitol View Manor



#### 4.4.2b Placemaking

Building from unique neighborhood attributes identified previously, this study recommends the following placemaking methods to capitalize on Capitol View Manor's assets and opportunities.

- **PL1b - Gateway and Wayfinding Signage** - Signage at Dill Avenue Park is recommended to reinforce the distinct identity of Capitol View Manor and highlight this important park. Involving the community with the design of signage at Dill Avenue Park, gives residents a sense of ownership. It also presents the community residents with the opportunity to potentially rename the popular park as a collective to a more favorable name.
- **PL4 - Space Activation** - Pedestrian plazas designed with street furniture and public art located at key intersections generate activity, specifically at the southeast and southwest corners of Dill Avenue/Manford Road at Metropolitan Parkway intersection, as well as improvements to the existing Metropolitan Library plaza on the northeast corner, including more trees and vegetation and places for outdoor reading and relaxation.





Gateway Signage

Atlanta Beltline Gateway Signage



Pocket Parks

Dog Park

Explore opportunity to include dog park at Hillside Park

Recommendations

Figure 4.4b Placemaking Concepts: Capitol View Manor



#### 4.4.2c Transportation

While the focus of neighborhood redevelopment was on revitalization of commercial nodes, transportation and green-space improvements were discussed. Following is a summary of these recommendations. Transportation improvements within Capitol View Manor are primarily focused along Metropolitan Parkway, the predominantly traveled corridor in the study area. Pedestrian improvements along Metropolitan Parkway concentrate on providing improved access to neighborhood parks and the nearby Atlanta BeltLine Westside trail.

- **T2b - Safer Pedestrian/Bicycle Crossings** - New entrance from Metropolitan Parkway into Emma Millican Park is recommended to improve accessibility into the park with enhanced pedestrian/bike access across Metropolitan Parkway. Emma Millican Park can also be connected to Perkerson Park along Deckner Avenue. Similarly, enhanced pedestrian/bike crossing at Metropolitan Parkway and Dill Avenue will provide connection from Hillside Park to Allene Avenue and ultimately the BeltLine entrance.
- **T7 - BeltLine Connectivity** - A pedestrian staircase/walkway leading to the Westside Trail at Metropolitan Parkway is recommended. The new entrance will allow for direct pedestrian access from the Capitol View Manor neighborhood to the BeltLine and vice versa.
- **T8 - Deckner Avenue at Metropolitan Parkway Intersection Improvements** - In addition to pedestrian improvements along Metropolitan Parkway, the redesign of the intersection at Deckner Avenue and Metropolitan Parkway is recommended. The existing vacant building at the corner of the intersection hinders drivers' visibility, making turning onto Metropolitan Parkway difficult and unsafe. Correcting the blind spot at this intersection is a priority for safe vehicular flow onto Metropolitan Parkway.

#### 4.4.2d Parks

- **PA4b - Pocket Parks** - Emma Millican Park is a well-known and frequented park in the Capitol View Manor neighborhood. However, access to the park is currently limited to the understated entrance off Lynnhaven Drive, north of the park. Recommended to enhance accessibility into Emma Millican Park is an additional entrance off of Metropolitan Parkway, opposite of Deckner Avenue SW. The proposed entrance is intended to include a small pocket park with art and signage, guiding park visitors along a

trail into Emma Millican Park. An improved entrance at Lynnhaven Drive is recommended with enhanced signage and art.

- **PA5 - Dill Avenue Park** - Recommendations include preserving Dill Avenue Park. Enhancement of the park recommends the inclusion of a monument neighborhood sign to reinforce and promote the neighborhood's distinct identity.
- **PA6 - Hillside Park** - The redevelopment of Hillside Park presents a great opportunity for green-space access in the Capitol View Manor neighborhood. Hillside Park is proposed by the BeltLine Inc. as a future BeltLine park with access and visibility from the Westside Trail. Consider a dog park as part of this park project.

#### 4.4.2e Neighborhood Redevelopment Nodes

Several key nodes were identified as places for commercial and mixed-use redevelopment. Each of these nodes has historically provided services and jobs, but over time have become under-utilized and/or vacant. The following nodes are thus identified as key potential nodes for redevelopment based on accessibility, visibility, and market understandings of what areas are anticipated to redevelop first.

##### 1. BeltLine at Metropolitan Parkway

Proposed intervention at the BeltLine and Metropolitan Parkway node consists of creating a pedestrian stairway/walkway from the Capitol View Manor neighborhood directly onto the Westside Trail. Wayfinding signage to Capitol View, Capitol View Manor, Adair Park, area amenities, and BeltLine entrance signage is a key component of this node.

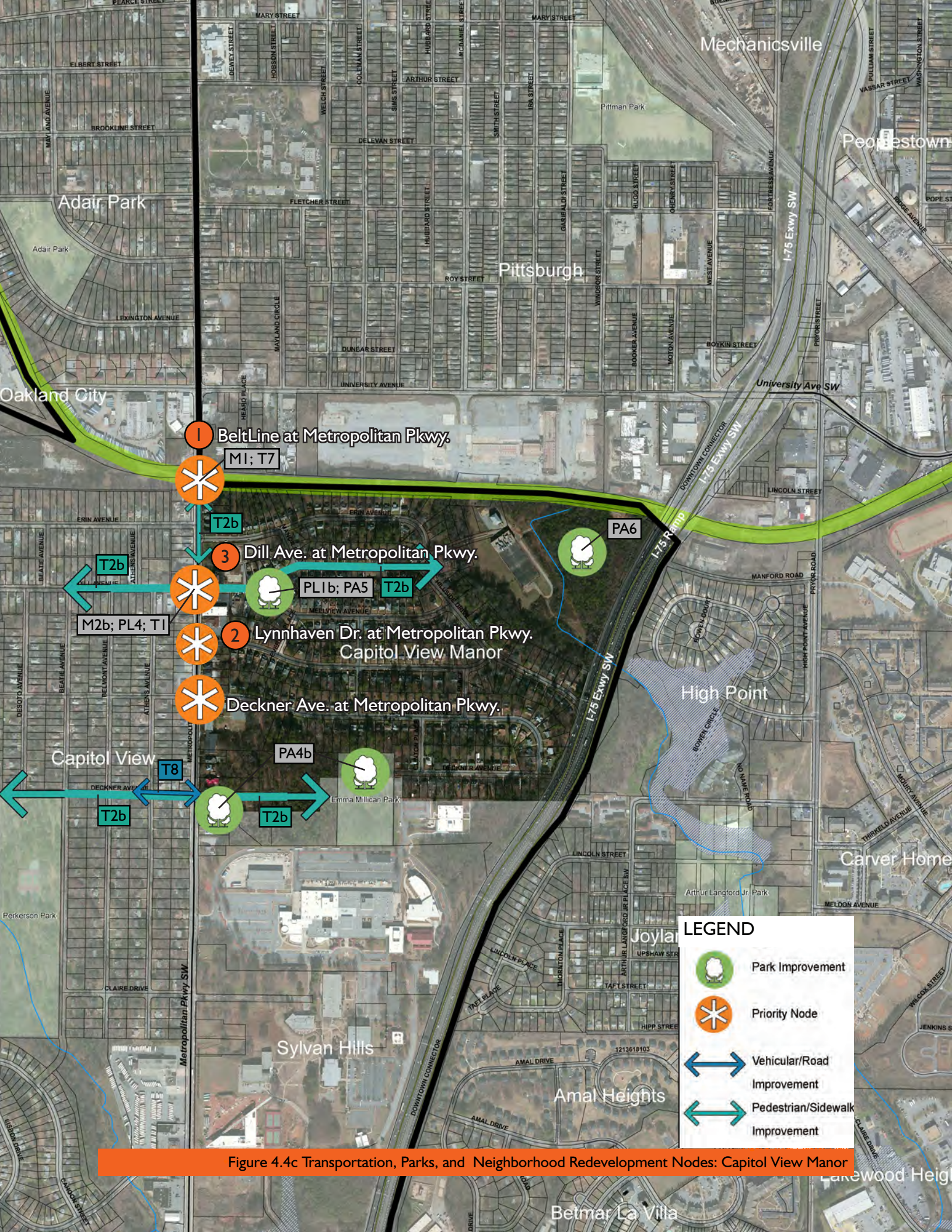
##### 2. Lynnhaven Drive at Metropolitan Parkway

The Lynnhaven Drive at Metropolitan Parkway neighborhood redevelopment focuses on renovation of the Capitol View Elementary School. Proposed uses include educational uses, offices, affordable housing with complimentary services such as workforce development offices and programs.

##### 3. Dill Avenue at Metropolitan Parkway

This node provides the most opportunity for redevelopment due to its high visibility and high traffic counts along Metropolitan Parkway, existing structures suited for renovation and reuse, and its demand for market growth. Section 4.4.3 provides programming and conceptual renderings for this key node.





- 1 BeltLine at Metropolitan Pkwy.  
MI; T7
- 2 Lynnhaven Dr. at Metropolitan Pkwy.  
Capitol View Manor
- 3 Dill Ave. at Metropolitan Pkwy.
- Deckner Ave. at Metropolitan Pkwy.

**LEGEND**

-  Park Improvement
-  Priority Node
-  Vehicular/Road Improvement
-  Pedestrian/Sidewalk Improvement

Figure 4.4c Transportation, Parks, and Neighborhood Redevelopment Nodes: Capitol View Manor



### 4.4.2f Preserve Affordability

Following are specific strategies to preserve affordable housing in Capitol View Manor.

Affordable housing is proposed at the former Capitol View Elementary School. Renovation of this vacant school may also incorporate workforce development offices and other community services, in addition to housing. The building is currently owned by Atlanta Public Schools and their plans for the future use are unknown. Conversion to residential use is possible.



Figure 4.4d Neighborhood Redevelopment Node: Metropolitan Parkway at Lynnhaven Drive



Figure 4.4e Neighborhood Redevelopment Node: Metropolitan Parkway at Atlanta Beltline

### 4.4.3 Priority Neighborhood Redevelopment Node

Dill Avenue at Metropolitan Parkway is home to the Metropolitan Library, Atlanta Fire-Rescue Station 20, and the Masonic Temple. Also located at this node is the Advanced Auto Parts, Metro Quick Mart, and Liberty International Church Door of Hope Ministries.

Proposed redevelopment at this node focuses on preserving existing historic buildings and incorporating additional neighborhood services, while integrating opportunities for pedestrian-friendly plazas.

#### Program Land Use

In order to make redevelopment at the Dill Avenue and Metropolitan Parkway node as easy and efficient as possible, the adaptive re-use of existing buildings is recommended. Adaptive reuse of the Masonic Temple into a mixed-used facility is proposed. Specifically, introducing retail/restaurant at the ground floor, office space on the second floor, and entertainment programming on the third floor, a diverse mix of uses to reactivate this community icon. The existing retail building to the west of the Masonic Temple is proposed to provide additional neighborhood services, such as a coffee shop, boutiques, and/or restaurants.

To increase access to fresh produce throughout District 12 and provide a wider and more nourishing variety of options, the redevelopment of this node proposes a grocery store at the site of the existing Metro Quick Mart and adjacent former dry cleaner site. It is important to note that the former dry cleaner site has been identified as a brownfield site, with leakage across Dill Avenue to the vacant commercial buildings next to the Masonic Temple. It is recommended that the property owner work with the City and Georgia Brownfield Program to take advantage of resources for brownfield remediation to make these sites more viable for redevelopment. The City currently provides loans for remediation of brownfield sites.

Additional programming ideas at the Dill Avenue and Metropolitan Parkway node include pop-up retail in the form of shipping containers or food trucks on the Advance Auto Part parking lot. These interventions potentially can offer additional neighborhood-scale services and retail options, while activating the southeast corner of Metropolitan Parkway and Dill Avenue. In the long term, it is envisioned that new retail buildings will redevelop this corner.



The existing Advance Auto Parts facility is proposed to remain, along with the Metropolitan Library, and Fire Station. Continued maintenance and enhancement of these amenities will be important to the future of this node. As tenants change over time, it is recommended to keep neighborhood serving retail at the Advance Auto Parts location, such as a hardware store.

### Placemaking

The intent of the placemaking strategies at the Dill Avenue and Metropolitan Parkway neighborhood node is to create an interactive and walkable environment for all users. The reduction of curb cuts along the Advance Auto Parts property and the introduction of human-scale and contextual streetscape, including street trees, green buffers, and street lighting, are proposed interventions to create a more pedestrian-friendly intersection. Consider sustainable landscaping and lighting practices in streetscape design.

In addition, the enhancement of green-space and pedestrian amenities is recommended. Improved landscaping around the Metropolitan Library is proposed to make a safer and more appealing environment for the community. Adding seating and public art to the library plaza provides a space for library patrons and neighborhood residents to read, relax, and interact. Plazas with outdoor seating located in front of the proposed grocer and at the corner of the Advance Auto Parts parking lot further develop a sense of place for this neighborhood.

In terms of promoting the Capitol View Manor neighborhood identity, a creative bus stop shelter, painted crosswalks, public art, and wayfinding/gateway signage are proposed at the intersection of this node.





**P** Shared Parking Opportunities

Existing Building:  
Office

Shared Parking

Existing Building:  
Convert Masonic Temple to  
Entertainment, Office, Restaurant



**BEFORE**







Figure 4.4 g Concept Plan: Dill Avenue at Metropolitan Parkway

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.









Proposed Grocer

Existing Building:  
Convert Masonic Temple to  
Entertainment, Office, Restaurant and Retail

Gateway Signage

Dill Avenue SW

Metropolitan Parkway SW

Crosswalks

Figure 4.4h Concept Perspective: Dill Avenue at Metropolitan Parkway  
\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.



## 4.5 Sylvan Hills

### 4.5.1 Landmarks

Sylvan Hills is the largest and southernmost neighborhood in the study area. Coupled with Sylvan Hills' access to Interest 75/85, Langford Parkway, and connection to Downtown Atlanta via Metropolitan Parkway, the neighborhood also has convenient access to Oakland City and Lakewood-Fort McPherson MARTA transit stations. These stations service the Red and Gold rail lines and provide extensive local bus routes throughout the neighborhood.

Apart from transit oriented landmarks, the Sylvan Hills neighborhood also provides access to Perkerson Park, the premier green-space within the District 12 study area.

Other notable landmarks within the neighborhood include higher educational institutions and a multitude of job centers, industrial and manufacturing facilities. Atlanta Metropolitan State College and Atlanta Technical College are located along Metropolitan Parkway. Each offers the surrounding neighborhood the opportunity for training, enrollment in education and continuing education programs such as Business Technology and Dental Assisting, and offers community space, and job opportunities. Food industry manufacturing facilities with the neighborhood include Charley and Sons, providing Mexican cuisine food products and the Mondelez International Inc., fondly known for the delicious smell of Nabisco confectionery production. Industrial related facilities include Toto USA Inc., Bella Cucina Warehouse, and Welbornhenson.

### 4.5.2 Overall Recommendations

#### 4.5.2a Marketing/Branding

The Sylvan Hills neighborhood is abundant in existing assets that can play a central role in marketing and branding strategies. The following recommendations identify these assets and proposes methods to promote and enhance Sylvan Hills' neighborhood landmarks and resources.

- **M2c - Gateway Signage** - Sylvan Hills is located with prime access to Interstate 75/85 and Downtown Atlanta via Metropolitan Parkway. These convenient access points are a marketing opportunity to draw attention to the neighborhood's easy accessibility and proximity to surrounding areas. Through the use of signage at strategic locations, residents and commuters to the area can be directed to these points, while simultaneously advertising the

neighborhood's advantageous locale. The Sylvan Road at Perkerson Road neighborhood node is a proposed location for gateway signage, with its proximity to Langford Parkway. Metropolitan Parkway at Lakewood Avenue provides an opportunity for gateway signage, as high traffic volumes on Metropolitan Parkway enter the neighborhood from the south at this intersection and its border with the City of East Point.

In addition, gateway signage to denote distinct places and welcome visitors to the neighborhood is proposed at the following intersections: Lakewood Avenue at Metropolitan Parkway, Sylvan Road and Perkerson Road, and Brewer Boulevard at Deckner Road.

- **M6 - Neighborhood Flags and Banners** - The introduction of neighborhood flags along highly trafficked corridors and gateway signage at major neighborhood nodes is a great branding tool to enhance and boast of Sylvan Hills' quaint and neighborly quality.

The creation of neighborhood flags is one proposed technique to show off Sylvan Hills' cultural and social identities through branding. Relevant neighborhood context, such as colors or logos, can be used as design inspiration.

- **M7 - Jobs** - In terms of providing opportunities for local community members, Sylvan Hills has several industrial and manufacturing facilities. Promotion of these local facilities to residents and surrounding neighborhoods, is a great way to advertise potential employment opportunities and generally feature the neighborhood's connection to major economic drivers within District 12.

- **M8 - Promote Natural Features** - In addition to transportation related attributes, Sylvan Hills is home to various natural features. A network of streams throughout the primarily residential landscape, provides an opportunity for the community to promote its connection to nature. The proposed development of natural trails along these streams creates a great neighborhood amenity for recreation and enjoyment. The incorporation of funky, sculptural public art along the proposed trails is an opportunity to further enhance the experience for users and double as a marketing tool to draw in visitors from adjacent neighborhoods and those outside of the immediate district.





Figure 4.5a Landmarks Map: Sylvan Hills 109



### 4.5.2a Placemaking

Sylvan Hills' landmarks, access to natural features, and desire to be "funky" are capitalized upon to create placemaking strategies that enhance the sense of place for this neighborhood.

- **PL2c - Public Art** - As previously noted, unique public art sculptures are recommended along proposed natural trails and streams to generate interaction amongst trail users and act as eye-catching features. These works can be varied in application, from fixed sculptures to hanging or interactive installations and can be commissioned through partnerships with local businesses and organizations, such as the B Complex, Life Cycle Building Center, and other local artists. Including the community in the design and implementation of these works is a great way to establish a sense of ownership. The community and Atlanta Metropolitan State College could explore ways to memorialize the historical significance of Funtown through public art and signage.

Another way to include art throughout the neighborhood is to add new creative bus stops and bike racks. This application of art is an imaginative and innovative opportunity to further enhance Sylvan Hills' unique character and also function as amenities for public use. Proposed locations are along Metropolitan Parkway at existing MARTA bus stops. Specifically, MARTA stops at Metropolitan State College, Atlanta Technical College, Deckner Avenue at Metropolitan Parkway, and Lynnhaven Drive are recommended locales. In the implementation of these proposed elements it is important to ensure designed bus stops and bike racks continue to provide pedestrians with adequate shelter from weather conditions and maintain functionality.

- **PL5 - Pedestrian Amenities** - Incorporating artistic and creative street furniture is another recommended placemaking strategy to show how "funky" Sylvan Hills is. Incorporated street furniture can be colorful and create unique points of interests for small-scale gathering nodes throughout the neighborhood. Hammocks, winding benches, and swings are some examples of innovative street furniture.

- **PL6 - Enhance Natural Features** - Placemaking strategies are also recommended for parks and green-space within the Sylvan Hills neighborhood. The enhancement of access to natural features, such as the development of natural trails along existing streams in Sylvan Hills, is one proposed strategy to develop a sense of place within the community. In addition, this plan recommends the further development and improved access to the existing Sylvan Circle Playlot, located behind the Atlanta Hope Center in the demolished Sylvan Circle residential area. The park currently does not see much use as it is relatively hidden behind the Atlanta Hope Center and remains largely inaccessible due to the fence surrounding the former Sylvan Circle housing development. With improvements and the anticipated residential development at Sylvan Circle by the Atlanta Neighborhood Development Partnership (ANDP), this park has potential for more visitors.

Recommended improvements to Sylvan Circle Playlot, include expansion of the park to incorporate a dog park, trail connectivity, and unique playground equipment.

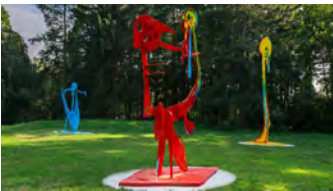




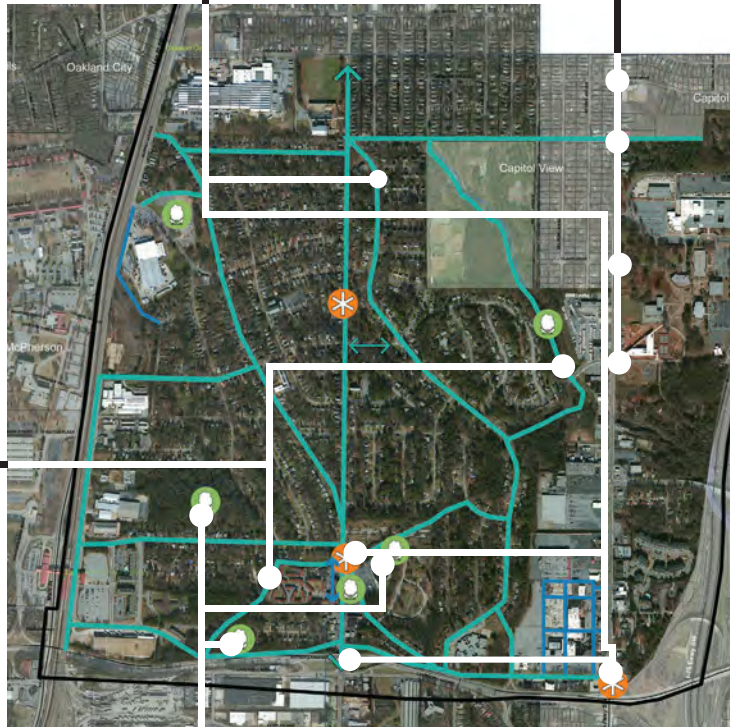
Gateway Sign/ Signage and Flags



Bus Stops



Art on Trails



Bike Racks/Stops



Colorful Benches



Playgrounds and Park Activities: Continue to enhance community experience via community events. Explore opportunity to include dog parks.





### 4.5.2c Transportation

While the focus of the neighborhood redevelopment was on revitalization of commercial nodes, transportation and green-space improvements were discussed. Following is a summary of these recommendations:

Transportation improvements throughout Sylvan Hills focus on improving vehicular and pedestrian connections, movement, and access.

- **T2c - Safer Pedestrian/Bicycle Crossings** - With regard to pedestrian improvements, this plan recommends the improvement of sidewalks, particularly along Sylvan Road, Langston Road, Lakewood Avenue, Perkerson Road, Aster Avenue, Brewer Boulevard, Victory Drive, Deckner Avenue, Murphy Avenue, and the incorporation of trails along natural streams and rivers.
- **T9 - Intersection Improvements: Roundabouts** - The intersections at Sylvan Road and Perkerson Road and Brewer Boulevard at Deckner Avenue currently have difficult and unsafe vehicular traffic flows due to the current layout of intersecting streets. This plan recommends the redesign of these intersections to create a better flow of traffic for vehicular travel and safer pedestrian crossings. Consider roundabouts at these intersections and/or improved striping to direct traffic safely. Per City of Atlanta Code of Ordinances, the Department of Public Works is responsible for the administration of the traffic calming program, which includes conducting a traffic engineering study to determine whether all conditions are met.

### 4.5.2d Parks

As previously recommended in Section 4.5.3 on placemaking, this plan recommends the creation and enhancement of parks and trails throughout the Sylvan Hills neighborhood. Opportunities to create parks and trails are proposed along existing natural streams and rivers.

- **PA4c - Pocket Parks** - With the redesign and improvement of the Sylvan Road at Perkerson Road and Brewer Boulevard at Deckner Avenue intersections, this plan creates opportunities for pocket parks.

- **PA7 - Sylvan Playlot Park** - Access to Sylvan Playlot Park and the rejuvenation of the park's recreational features, such as enhanced playground and dog park, is recommended to increase use of the park. The redevelopment of the residential property at Sylvan Circle will aid in increased use by community members.
- **PA8 - Habitat for Humanity Property Park** - Other opportunities to create green space for recreation include the consideration of a park at the Habitat for Humanity property at Evans Drive and Hood Drive.

### 4.5.2e Neighborhood Redevelopment Nodes

Sylvan Hills consists of several commercial nodes that exhibit potential to enhance the overall quality of life for the neighborhood providing neighborhood retail services, restaurants, and entertainment. The following nodes are identified as key potential nodes for redevelopment based on accessibility, market understandings of what areas are anticipated to redevelop first, and proximity to existing community assets:

1. **Sylvan Road at Harte Drive**- Sylvan Road at Harte Drive is home to historic commercial buildings which currently house neighborhood services such as All City Team Sports, Indigo Hair Solutions Salon, and Sylvan Road Mart. It is recommended that this node continue to provide neighborhood serving retail with potential for small office tenants.
2. **Sylvan Road at Perkerson Road**- This node provides the most opportunity for redevelopment. Following is detailed programming and conceptual renderings for this key node.
3. **Lakewood Avenue at Metropolitan Parkway**- This node also provides the most opportunity for redevelopment due to its high visibility and high traffic counts along Metropolitan Parkway, existing





Figure 4.5c Transportation, Parks, Neighborhood Redevelopment Nodes: Sylvan Hills



structures suited for renovation and reuse, and its demand for market growth. Following is detailed programming and conceptual renderings for this key node.

#### 4.5.2f Preserve Affordability

Following are specific strategies to preserve affordable housing in Sylvan Hills.

The neighborhood is home to existing affordable housing such as Yorkminster Square Apartments (previously Caribu Apartments). Atlanta Neighborhood Development Partnership is in the process of developing affordable housing in its Sylvan Circle Apartments located on Sylvan Circle and Sylvan Way. The development is anticipated to include

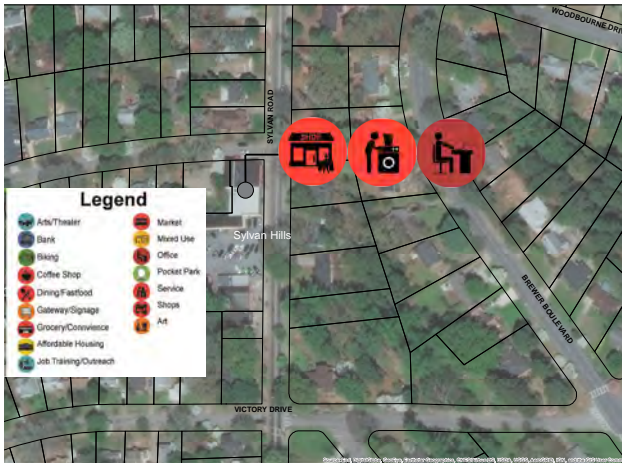


Figure 4.5d Neighborhood Redevelopment Node: Sylvan Road at Harte Drive

#### 4.5.3 Priority Neighborhood Redevelopment Nodes

The following nodes are identified as priority nodes for redevelopment based on accessibility, market understandings of what areas are anticipated to redevelop first.

##### Sylvan Road at Perkerson Road

The Sylvan Road at Perkerson Road neighborhood node is home to Sylvan Circle residential neighborhood, Sylvan Circle Playlot, Atlanta Hope Center, D&D Barbque, Texaco Gas Station, Cafe ULU, and among other retail uses within the Sylvan Hills Plaza. While this neighborhood node currently provides neighborhood serving retail, new market growth and redevelopment is challenged due to poor visibility and low traffic counts. Additionally, its existing vehicular layout at the intersection of Sylvan Road and Perkerson Road causes traffic flow difficulties. The intervention at this node focuses on redesign of this intersection to include an

“amoeba-about” to improve traffic wayfinding and slow car movement for pedestrian crossing. Placemaking at this node acts as the diving force through the creation of a pocket park and pedestrian plaza at the redesigned amoeba-about. Building from improvements to this intersection and currently proposed residential development, infill retail and entertainment is anticipated to follow, increasing the capability for this node to flourish over time.

##### Program Land Use

The Sylvan Road at Perkerson Road redevelopment’s primary recommendation involves the redesign of the existing intersection to include a new “amoeba-about”. The reworking of existing configuration into a singular “amoeba-about” will simplify and create safer traffic flow through the node.

Secondarily, this plan recommends redevelopment of the surrounding residential neighborhood and subsequently infill development via adaptive reuses of existing buildings and new construction. These improvements will aid in the overall rejuvenation of the market growth within the neighborhood node.

Key to redevelopment and growth of this node is increased number of households to support new retail and restaurants. The Atlanta neighborhood Development Partnership is currently planning redevelopment of the vacant Sylvan Circle site with senior and multi-family residential. Refer to Figure 4.5f. Building from this momentum, this plan recommends redevelopment of the Atlanta Hope Center strip mall site into a mixed-use housing and retail opportunity. Retail, restaurants, and local office users are envisioned on the ground floor with residential above.

Specific adaptive reuse ideas include converting the existing CMC New and Used Tires building into a restaurant with outdoor seating overlooking the natural stream and proposed trail. Infill development is recommended at Sylvan Plaza to create a more compact and walkable shopping district.

##### Placemaking

The redevelopment of the Sylvan Road at Perkerson Road creates a tremendous placemaking opportunity for surrounding residents. The creation of the proposed amoeba shaped roundabout creates the framework for a pedestrian plaza and pocket park in the center of the intersection. The small park and plaza are envisioned to include beautifully landscaped green space, street trees, benches, and art.



The amoeba-about additionally functions as a pedestrian crossing as it slows traffic and makes safer pedestrian crossings. The roadway surrounding the amoeba-about is painted to indicate a pedestrian plaza, where cars need to slow down and allow for pedestrian crossing. Per City of Atlanta Code of Ordinances, the Department of Public Works is responsible for the administration of the traffic calming program, which includes conducting a traffic engineering study to determine whether all conditions are met.

In addition to its functional attributes, the proposed “amoeba-about” is also a prime locale for gate-way/wayfinding signage and public art. The introduction of signage and public art at this node is a great opportunity to enhance the identity of Sylvan Hills through creative and aesthetically interesting designs. Partnership with the B-Complex, Lifecycle Building Center, and local youth for design conception, will produce a sense of community ownership.

Other placemaking recommendations include the enhancement and expansion of the Sylvan Circle Playlot including exploring the idea for a dog park.



Figure 4.5e Priority Neighborhood Redevelopment Node Placemaking Concepts: Sylvan Road at Perkerson Road



Figure 4.5f Priority Neighborhood Redevelopment Node Placemaking Concepts: Sylvan Road at Perkerson Road









Figure 4.5g Priority Neighborhood Redevelopment Node Concept Plan: Sylvan Road at Perkerson Road

\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.





**BEFORE**







Figure 4.5h Priority Neighborhood Redevelopment Node: Concept Perspective Sylvan Road at Perkerson Road  
\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.



### Lakewood Avenue at Metropolitan Parkway

The Lakewood Avenue at Metropolitan Parkway node focuses on Crossroads Shopping Center. Crossroads Shopping Center is home to Lakewood Diner, E.F.F.E.C.T Fitness, Prime Integrative Health, Captain D's, and McDonald's. Wendover Housing Partners is proposing to develop Hartland Station Apartments at parking lots to the rear of the Crossroads Shopping Center. With these existing buildings as a framework and its connection to surrounding areas via the heavily traversed Metropolitan Parkway, this node has the potential to become a neighborhood gateway node catching travelers to Downtown Atlanta to the north and the City of East Point to the south.

#### Program Land Use

In order to develop Lakewood Avenue at Metropolitan Parkway into a neighborhood gateway node this plan recommends the development of an integrated street grid network. The proposed street grid provides enhanced access points into the shopping complex via Lakewood Avenue and Metropolitan Parkway. Specifically, a new main street into the complex from Metropolitan Parkway is envisioned, terminating at a proposed roundabout and plaza. With this new grid layout, pedestrians gain access to a more walkable live-work environment and redevelopment can occur incrementally within the block structure.

Redevelopment concepts include the retention and face lift of existing buildings with infill to occur in surface parking lots. The strategy allows for the support and growth of existing tenants, such as E.F.F.E.C.T Fitness and Lakewood Diner, while creating a more walkable and viable retail district. Consider facade matching grant opportunities to improve the overall aesthetic of the complex. Potential partnerships include DCA, Invest Atlanta, and the City of Atlanta Office of Housing and Community Development.

Proposed programs for the shopping center include the addition of neighborhood retail services and retail uses, such as salons, clothing stores, health and fitness related retail (build from E.F.F.E.C.T Fitness), and restaurants.

The development of mid-rise multi-family housing is proposed behind the shopping center buildings in the vacant surface parking lot. These residential units are positioned to front a proposed park area, sharing the recreational amenity with the adjacent commercial complex. Fitness equipment would be incorporated to share park use with E.F.F.E.C.T Fitness. Multi-family housing has been proposed in this location by private

developers. Refer to Figure 4.5j for an image of this proposed housing concept.

#### Place-making/keeping

Recommendations for placemaking at Crossroads Shopping Center has potential to draw consumers and new business tenants to the site, enhancing market growth and potential. The primary strategy to develop the node's sense of place is the planting of street trees and landscaping along Metropolitan Parkway, along the proposed street network, and within surface parking lots. The greening of the pedestrian environment creates a more aesthetically pleasing street frontage and pedestrian-friendly environment. Another strategy to enhance the sense of place within the neighborhood node and provide an opportunity to display Sylvan Hill's identity is the incorporation of gateway signage. Gateway signage located at the main street entrance from Metropolitan Parkway into the shopping center and/or at the corner of Metropolitan Parkway and Lakewood Avenue can function as wayfinding signage and a marketing technique to draw interest to this neighborhood node.

The secondary strategy to enhance the node's sense of place and identity is the integration of public art creating interest, broadcast Sylvan Hill's unique and funky identity, and activating public spaces. In particular, this plan proposes the introduction of public art via a distinct pedestrian art alley. The art alley is envisioned as the adaptive reuse of the existing alleyway behind the Crossroads Shopping Center. Rejuvenation of the alley includes a painted, colorful pedestrian walkway, painted murals on the backside of the adjacent buildings, and programmed small-scale interventions along the path (sculptures, games, and festivals). The Aikens Alleyway in South Carolina is recommended for inspiration on the implementation of the art alley.

Adjacent to the pedestrian art alley, is a proposed park featuring an expanse of landscaped green-space for recreational activities and relaxation, outdoor gym equipment (potentially shared with E.F.F.E.C.T Fitness), and a clubhouse, located centrally in the park. This proposed park functions as a shared amenity between the surrounding residential developments and commercial shopping center. Local residents and visitors to this redeveloped destination will have the opportunity to engage in a lively live-work-play environment.

Other proposed placemaking strategies throughout the neighborhood node include painted intersections and crosswalks and public art located at the proposed roundabout.

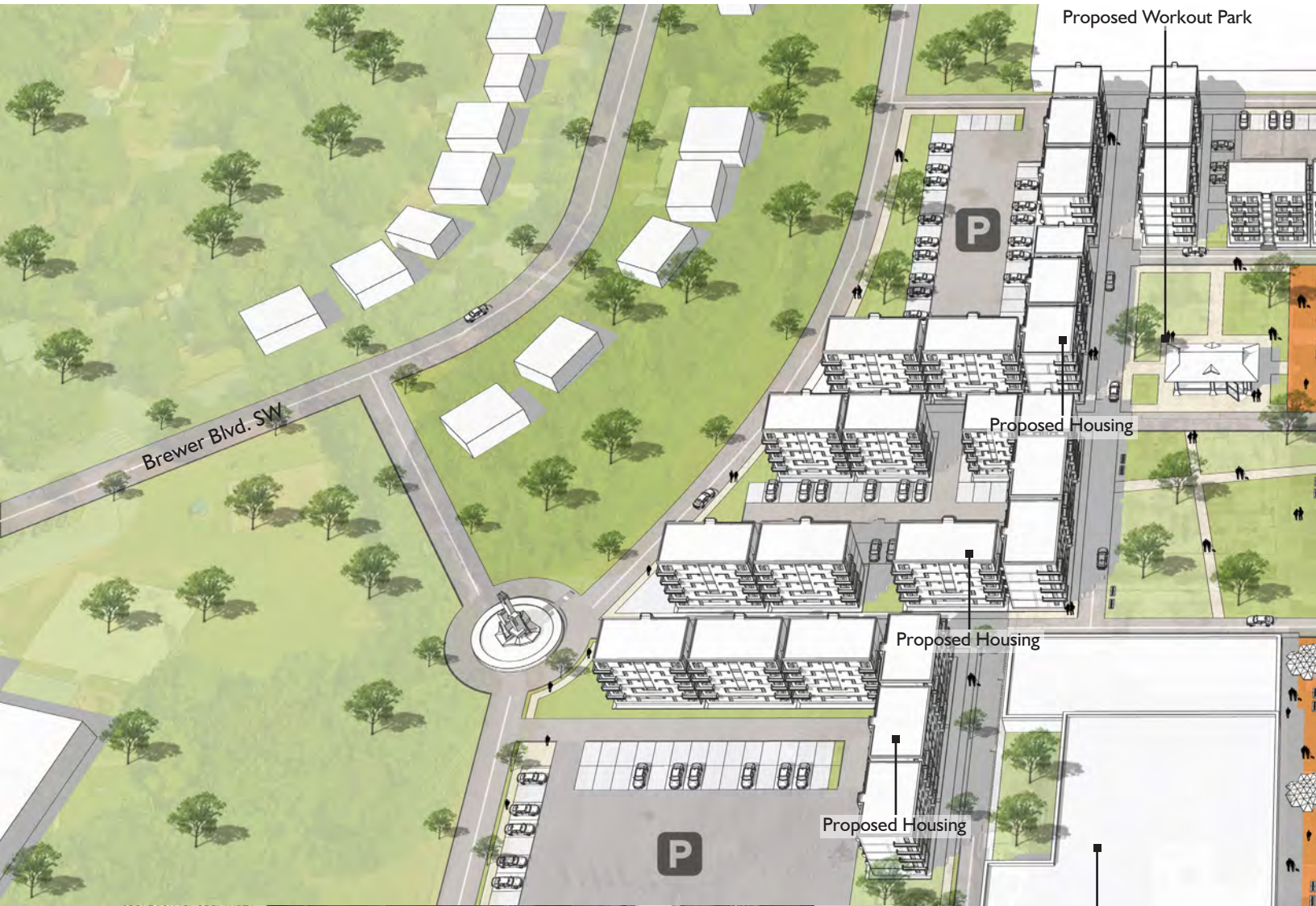




Figure 4.5i Priority Neighborhood Redevelopment Placemaking Concepts: Metropolitan Parkway at Lakewood Avenue



Council District 12  
Neighborhood Blueprint Plan



**BEFORE**

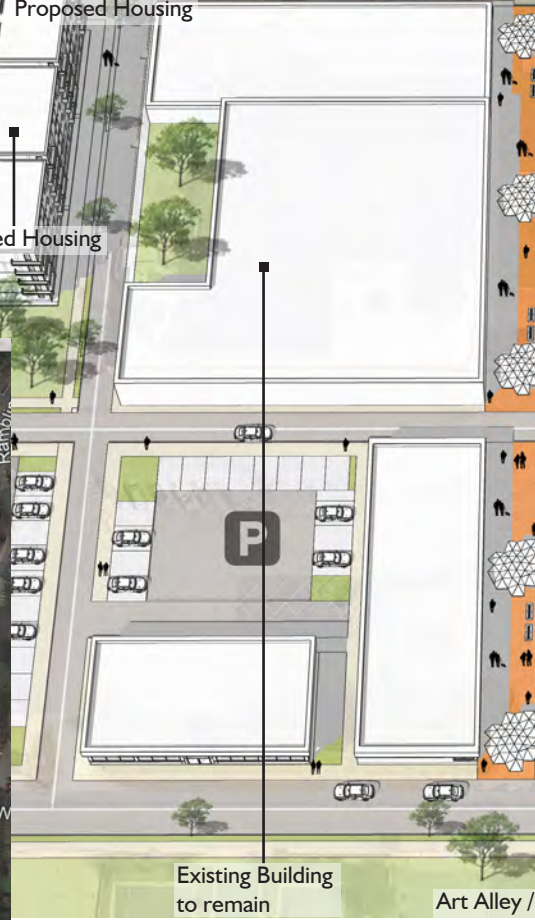






Figure 4.5j Priority Neighborhood Redevelopment Node Concept Plan: Metropolitan Parkway at Lakewood Avenue  
 \*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.





**BEFORE**

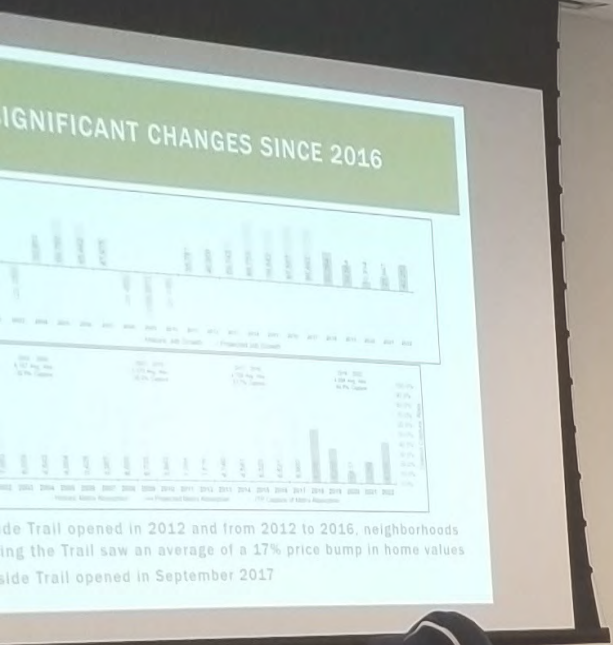




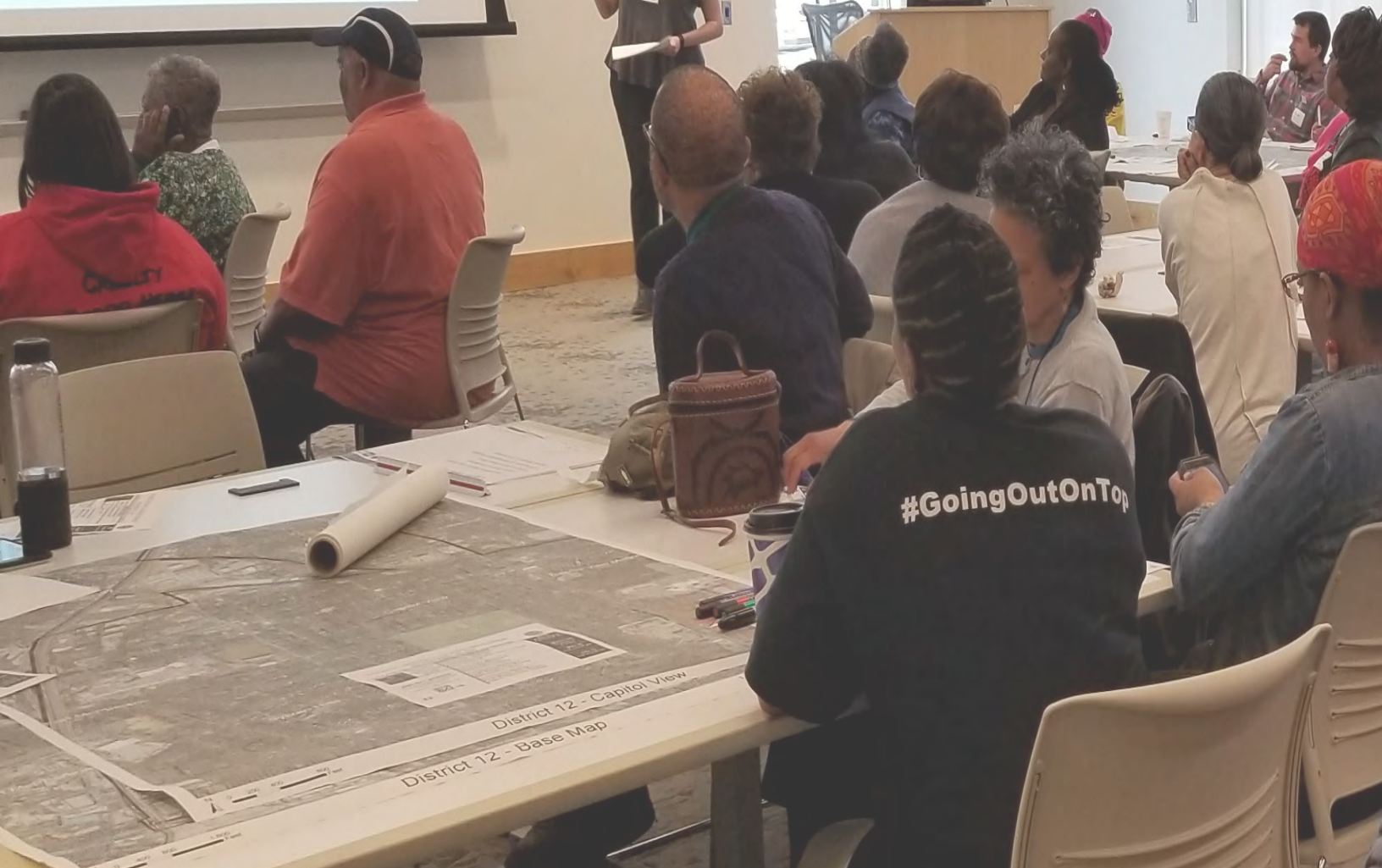


Figure 4.5k Priority Neighborhood Redevelopment Node Perspective: Lakewood Avenue at Metropolitan Parkway  
\*Note: Graphics included in this report are conceptual. Implementation will require additional study and detailed design.





A woman in a grey top and black pants is standing and presenting to the audience. She is holding a white folder or paper.



#GoingOutOnTop

District 12 - Capitol View  
District 12 - Base Map





# 5.0 Implementation



# 5.0 Implementation

## 5.1 Project Implementation Matrix

The Table 5.1a in this section lists all the project recommendations marked in the Section 4.0 and Figure 5.1a

Implementation Matrix					
Project Number	Project Name	Neighborhood(s)	Project Description	Implementation Timeframe	Implementation Agency
<b>Marketing &amp; Branding:</b>					
M1	BeltLine Signage	Adair Park; Capitol View; Capitol View Manor; Sylvan Hills	Incorporate signage at BeltLine access points that not only direct residents to the BeltLine, but share with BeltLine visitors the many amenities found within the surrounding communities such as Adair Park I and II, Bearings Bike Shop, MARTA, the Metropolitan, Perkinson Park, and the neighborhood commercial districts. Incorporate banners along the BeltLine to market the neighborhoods, their many amenities, and upcoming festivals to BeltLine visitors.	Short-term	City of Atlanta; Atlanta BeltLine
M2	Gateway Signage	Adair Park; Capitol View; Capitol View Manor; Sylvan Hills	Through the introduction of monumental gateway signage, attention can be drawn to specific gateways into the neighborhoods and surrounding District 12 neighborhoods.	Short-term	City of Atlanta; Community Groups
			<i>M2a: Adair Park Gateway Signage:</i> Monumental signage at the intersection of University Avenue and Metropolitan Parkway is recommended.		
			<i>M2b: Capitol View Manor Gateway Signage:</i> Dill Avenue at Metropolitan Parkway gateway signage can highlight the Capitol View and Capitol View Manor communities.		
			<i>M2c: Sylvan Hills Gateway Signage:</i> Gateway signage is proposed at Sylvan Road at Perkinson Road, Metropolitan Parkway at Lakewood Avenue, and Brewer Boulevard at Deckner Road.		
M3	Historic Markers	Adair Park, Capitol View, Capitol View Manor	Historic housing and building markers are another application of signage that can be utilized to distinguish and highlight historical landmarks. These signage tools can educate residents and visitors on the historic character and significant landmarks of the neighborhood thus creating opportunity for addition programming, such as Historic Homes Tours.	Short-term	City of Atlanta; Community Groups; Invest Atlanta
M4	Festivals	Adair Park	Enhancing the community experience by hosting festivals is recommended to encourage community engagement between local residents, while simultaneously marketing the Adair Park neighborhood to visitors to the area. The Adair Park community is encouraged to continue the Porches and Pies Festival, while incorporating new programs such as, an Agriculture Festival, Chicken Coop tour, or Historic Homes Tour.	Short-term	Community Groups
M5	Neighborhood Watch	Adair Park	Developing a neighborhood watch is a strategy to create safer pedestrian-friendly environments for residents and visitors, while marketing that this community is active and engaged in creating a safe place.	Short-term	Community Groups; Atlanta Police Department
M6	Neighborhood Flags and Banners	Capitol View, Capitol View Manor, Sylvan Hills	Neighborhood flags along streets and corridors is a strategic application of signage. This application advertises to visitor's of the community their entrance into the distinct neighborhood, while boosting neighborhood pride for local residents. Neighborhood flags could also be hung on individual homes.	Short-term	City of Atlanta; Community Groups
M7	Jobs	Capitol View, Sylvan Hills	Being in close proximity to local job industries provides increased access to jobs/employment for local residents. This plan recommends partnership with employers to understand workforce needs and potential training opportunities. Promotion of these local facilities to residents and surrounding neighborhoods, is a great way to advertise potential employment opportunities and generally feature the neighborhood's connection to major economic drivers.	Long-term	City of Atlanta, Community Groups, Invest Atlanta
M8	Promote Natural Features with Public Art	Sylvan Hills	The incorporation of funky, sculptural public art along proposed trails in natural areas is an opportunity to further enhance the experience for users and double as a marketing tool to draw in visitors from adjacent neighborhoods and those outside of the immediate district.	Long-term	City of Atlanta, Community Groups, Park Pride



### Implementation Matrix

Project Number	Project Name	Neighborhood(s)	Project Description	Implementation Timeframe	Implementation Agency
<b>Placemaking:</b>					
PL1	Gateway and Wayfinding Signage	Adair Park, Capitol View Manor	Consider incorporating gateway and wayfinding signage to showcase key assets and opportunities within neighborhoods. Consider creative and artistic signage design to create a sense of place, identity, and arrival.	Short-term	City of Atlanta; Community Groups
			<b>PL1a: Adair Park Signage:</b> the BeltLine access points, specifically at Allene Avenue, and at the intersection of University Avenue at Metropolitan Parkway. The University Avenue at Metropolitan Parkway gateway can provide wayfinding to adjacent District 12 Neighborhoods as well as University Avenue connects to Interstate 75/85.		
			<b>PL1b: Capitol View Manor Signage:</b> Signage at Dill Avenue Park is recommended to reinforce the distinct identity of Capitol View Manor and highlight this important park. Consider renaming this park, with community input.		
PL2	Public Art	Adair Park; Capitol View; Capitol View Manor; Sylvan Hills	Incorporation of public art to amplify the sense of place. Public art opportunities for each community are further described below.	Short-term	City of Atlanta; Community Groups; B-Complex; Life Cycle Building Center
			<b>PL2a: Adair Park Public Art:</b> Murals on vacant buildings in Adair Park. Painted playground games on the paved areas at Adair Park. Painted artwork on intersections, specifically at University Avenue and Metropolitan Parkway, Mary Street at Metropolitan Parkway.		
			<b>PL2b: Capitol View Public Art:</b> Painted artwork on intersections, specifically at Dill Avenue and Sylvan Road, Painted sharrows, shared bike and vehicular lanes, along Allene Avenue.		
			<b>PL2c: Sylvan Hills Public Art:</b> public art sculptures are recommended along proposed natural trails and streams to generate interaction amongst trail users and act as eye-catching features. Another way to include art throughout the neighborhood is to add new creative bus stops and bike racks. This application of art is an imaginative and innovative opportunity to further enhance Sylvan Hills' unique character and also function as amenities for public use. Proposed locations are along Metropolitan Parkway at existing MARTA bus stops. Specifically, MARTA stops at Metropolitan State College, Atlanta Technical College, Deckner Avenue at Metropolitan Parkway, and Lynnhaven Drive are recommended locales.		
PL3	Enhance Existing Assets	Capitol View	The Capitol View neighborhood assets such as the community garden at Deckner Avenue SW and Athens Avenue SW and Perkerson Park, that can be further developed to strengthen the sense of place within the community and establish more opportunity for community engagement. Perkerson Park enhancements include consideration of a dog park and enhanced signage for the disc golf course.	Short-term	Community Groups
PL4	Space Activation	Capitol View Manor	Consider incorporating pedestrian plazas designed with street furniture and public art located at key intersections to generate activity. Specific locations include the southeast and southwest corners of Dill Avenue/Manford Road at Metropolitan Parkway, as well as improvements to the existing Metropolitan Library plaza on the north-east corner.	Long-term	City of Atlanta, Private Developers, Land Owners, Community Groups
PL5	Pedestrian Amenities	Sylvan Hills	Consider incorporating creative street furniture to show how "funky" Sylvan Hills is. Street furniture can be colorful and create unique points of interests for small-scale gathering nodes throughout the neighborhood. Hammocks, winding benches, and swings are some examples of innovative street furniture.	Short-term	City of Atlanta, Community Groups, B-Complex, Life Cycle Building Center



Council District 12  
Neighborhood Blueprint Plan

Implementation Matrix					
Project Number	Project Name	Neighborhood(s)	Project Description	Implementation Timeframe	Implementation Agency
PL6	Enhance Natural Features	Sylvan Hills	The enhancement of access to natural features, such as the development of natural trails along existing streams in Sylvan Hills, is one proposed strategy to develop a sense of place within the community. In addition, this plan recommends the further development and improved access to the existing Sylvan Circle Playlot, located behind the Atlanta Hope Center in the demolished Sylvan Circle residential area. Recommended improvements to Sylvan Circle Playlot, include expansion of the park to incorporate a dog park, trail connectivity, and playground equipment.	Long-term	City of Atlanta, Community Groups, Park Pride
<b>Transportation:</b>					
T1	Shared Parking	Adair Park; Capitol View; Capitol View Manor; Sylvan Hills	In order to support the influx of proposed residential, commercial, and office land uses, within each key neighborhood node, shared parking is recommended. Strategies include shared parking decks and re-allocation of existing surface lots for shared parking.	Short-term; Long-term	City of Atlanta; Property Owners; Private Developers
T2	Safer Pedestrian/Bicycle Crossings	Adair Park; Capitol View; Capitol View Manor; Sylvan Hills	Improve pedestrian and bicycle safety with improved crosswalks within neighborhoods.	Short-term	City of Atlanta; Community Groups
			<b>T2a: Adair Park Pedestrian Crossing Improvements:</b> At the intersection of Metropolitan Parkway and Mary Street consider the introduction of a hawk signal and crosswalk. At the CSX/Norfolk Southern railroad tracks on Murphy Avenue and Lee Street to facilitate easier navigation to the West End MARTA station.		
			<b>T2b: Capitol View Manor Pedestrian Crossing Improvements:</b> A new entrance from Metropolitan Parkway into Emma Millican Park is recommended to improve accessibility into the park with enhanced pedestrian/bike access across Metropolitan Parkway. Emma Millican Park can also be connected to Perkerson Park along Deckner Avenue. Similarly, enhanced pedestrian/bike crossing at Metropolitan Parkway and Dill Avenue will provide connection from Hillside Park to Allene Avenue and ultimately the BeltLine entrance.		
			<b>T2c: Sylvan Hills:</b> this plan recommends the improvement of sidewalks, particularly along Sylvan Road, Langston Road, Lakewood Avenue, Perkerson Road, Aster Avenue, Brewer Boulevard, Victory Drive, Deckner Avenue, Murphy Avenue, and the incorporation of trails along natural streams and rivers.		
T3	Slow Neighborhood Traffic	Adair Park, Capitol View	Slow traffic along key neighborhood streets.	Short-term	City of Atlanta; Community Groups
			<b>T3a: Adair Park Slow Traffic:</b> Along Lexington Avenue, Catherine Street and Allene Avenue by introducing painted intersections and raised speed bumps to capture the attention of drivers and create a safer environment for residents and Adair Park I users.		
			<b>T3b: Capitol View Slow Traffic:</b> Consider speed bumps at Allene and Erin Avenue to reduce the speed of vehicular traffic and enhance overall safety for users.		
T4	Streetscape Improvements	Adair Park, Capitol View	Improve pedestrian safety with improved sidewalk conditions on the following streets: Metropolitan Parkway - increase sidewalks and provide a green buffer between the street and sidewalk to separate pedestrians from traffic.	Short-Term	City of Atlanta; Georgia Department of Transportation; Private Developers
			<b>T4a: Adair Park Streetscape Improvements:</b> Metropolitan Parkway, as described above.		
			<b>T4b: Capitol View Streetscape Improvements:</b> Metropolitan Parkway, as described above. Dill Avenue - enhance streetscapes along the entire length of the corridor with street trees, lights, and signage. Allene Avenue, Deckner Avenue, and Avon Avenue - improved sidewalks, bicycle access, and streetscapes.		
T5	Security Cameras	Capitol View	Install cameras at neighborhood nodes to strengthen pedestrian vehicular safety.	Short Term	City of Atlanta, Community Groups
T6	BeltLine Spur Trail	Capitol View	Continue efforts to formalize the BeltLine Spur Trail into a multi-use trail, connecting the Westside Trail to the Oakland City MARTA Station.	Long-term	Atlanta BeltLine



Implementation Matrix					
Project Number	Project Name	Neighborhood(s)	Project Description	Implementation Timeframe	Implementation Agency
T7	BeltLine Connectivity	Capitol View Manor	A pedestrian staircase/walkway leading to the Westside Trail at Metropolitan Parkway is recommended. The new entrance will allow for direct pedestrian access from the Capitol View Manor neighborhood to the BeltLine and vice versa.	Long-term	Atlanta BeltLine
T8	Deckner Avenue at Metropolitan Parkway Intersection Improvements	Capitol View Manor	The redesign of the intersection at Deckner Avenue and Metropolitan Parkway is recommended. The existing vacant building at the corner of the intersection hinders drivers' visibility, making turning onto Metropolitan Parkway difficult and unsafe. Correcting the blind spot at this intersection is a priority for safe vehicular flow onto Metropolitan Parkway.	Long-term	City of Atlanta, Georgia Department of Transportation, Property Owners
T9	Intersection Improvements: Roundabouts	Sylvan Hills	The intersections at Sylvan Road and Perkerson Road and Brewer Boulevard at Deckner Avenue currently have difficult and unsafe vehicular traffic flows due to the current layout of intersecting streets. This plan recommends the redesign of these intersections to create a better flow of traffic for vehicular travel and safer pedestrian crossings. Consider roundabouts at these intersections and/or improved striping to direct traffic safely.	Long-term	City of Atlanta, Community Groups
<b>Parks:</b>					
PA1	Green-space	Adair Park; Capitol View; Capitol View Manor; Sylvan Hills	Develop green-space within new residential and mixed-use developments.	Short-term; Long-term	City of Atlanta; Private Developers
PA2	Shade Trees	Adair Park	Add more shade trees to parks; particularly Adair Park I.	Short-term	City of Atlanta; Trees Atlanta; Community Groups
PA3	Splash Pad	Adair Park	Consider incorporating a splash pad at Adair Park I as a community feature for recreational enjoyment.	Long-term	City of Atlanta; Community Groups
PA4	Pocket Parks	Capitol View, Capitol View Manor, Sylvan Hills	Consider incorporating pocket parks within communities at the following locations.	Short-term; Long-term	City of Atlanta, Community Groups; Park Pride
			<b>PA4a: Capitol View Pocket Parks:</b> Intersection of Dill Avenue and Sylvan Road.		
			<b>PA4b: Capitol View Manor Pocket Park:</b> Recommended to enhance accessibility into Emma Millican Park is an additional entrance off of Metropolitan Parkway, opposite of Deckner Avenue SW. The proposed entrance is intended to include a small and tranquil pocket park with art and signage, guiding park visitors along a trail into Emma Millican Park. Additionally, an improved entrance at Lynnhaven Drive.		
			<b>PA4c: Sylvan Hills Pocket Parks:</b> With the redesign and improvement of the Sylvan Road at Perkerson Road and Brewer Boulevard at Deckner Avenue intersections, this plan creates opportunities for pocket parks.		
PA5	Dill Avenue Park	Capitol View Manor	Enhancements of the park include the inclusion of a monument neighborhood sign to reinforce and promote the neighborhood's distinct identity.	Short-term	City of Atlanta; Community Groups
PA6	Hillside Park	Capitol View Manor	The redevelopment of Hillside Park presents a great opportunity for greenspace access in the Capitol View Manor neighborhood. Hillside Park is proposed by the BeltLine Inc. as a future BeltLine park with access and visibility from the Westside Trail. Consider a dog park as part of this park project.	Long-term	City of Atlanta; Atlanta BeltLine
PA7	Sylvan Playlot Park	Sylvan Hills	Access to Sylvan Playlot Park and the rejuvenation of the park's recreational features, such an enhanced playground and dog park, is recommended to increase use of the park.	Short-term	City of Atlanta; Community Groups; Park Pride
PA8	Habitat for Humanity Property Park	Sylvan Hills	Consider the Habitat for Humanity property for potential neighborhood greenspace at Evans Drive and Hood Drive.	Long-term	City of Atlanta; Community Groups; Park Pride

Table 5.1a: Project Implementation Matrix



**LEGEND**

-  Park Improvement
-  Priority Node
-  Vehicular/Road Improvement
-  Pedestrian/Sidewalk Improvement

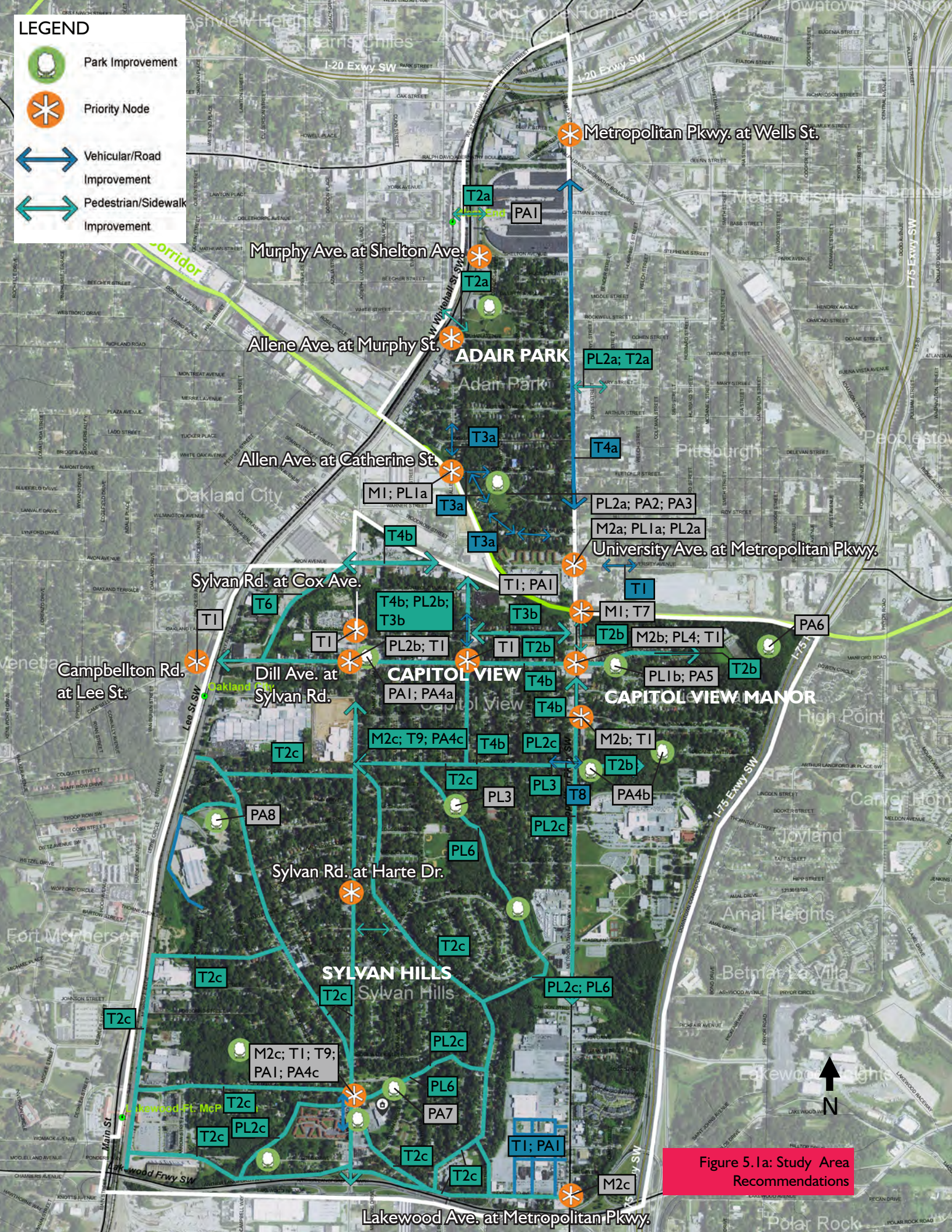


Figure 5.1a: Study Area Recommendations



## 5.2 Implementation Strategies

### Overview

The implementation strategies provide direction on how to make the recommendations a reality. The following are implementation strategies for the District 12 Neighborhood Blueprint Plan. Recommendations for economic development to implement the key redevelopment node concepts as described in Section 4.0.

### Marketing and Branding

A key first step to implementation of the redevelopment node concepts for each neighborhood, is getting the word out. This can be done through marketing brochures, education, and partnerships. The community is encouraged to create a District 12 Economic Development Team to include engaged residents, property owners, business owners, and local real estate community. This group would lead efforts to spread the word about the many assets this community has to offer and its vision (per this plan). For the future, key tasks the group can take on include:

- Develop a marketing brochure for all the neighborhoods: This brochure should include local and state incentives, such as opportunity zones, tax allocation districts, Invest Atlanta tools, available property, buildings, area amenities, and the vision for these properties per this study.
- Educate building owners, brokers, and developers on the potential of this area. Community leaders have previously hosted tours of the neighborhood to showcase redevelopment opportunity to developers and business owners. With the marketing brochure and this plan, the community is encouraged to continue similar tours, happy hours, and educational series with potential redevelopment partners.

To implement these strategies, strategic partnerships with Invest Atlanta and area brokers and commercial agents will be key.

### 5.3 Adair Park:

#### University Avenue at Metropolitan Parkway

Economic development strategies are recommended below to help implement the vision set forth within this report for the University Avenue at Metropolitan Parkway node.

**E1:** The City is encouraged to identify and invest in key infrastructure improvements to unlock development potential. The following outlines recommended infrastructure improvements. Consider partnerships with the BeltLine Inc. to implement these infrastructure improvements.

- Develop the trail BeltLine spur to Cut Rate Box
- Complete evaluation of the extension of University Avenue to Avon Avenue

- The City to work with area property owners to create shared district parking opportunities including:
  - Fleet Repair Solutions parking lot
  - Parking lots south of University Avenue and east of Metropolitan Parkway
  - Atlanta Food Mart Parking lot
  - Any future mixed use or commercial developments.
  - Streetscape improvements on Metropolitan Parkway and University Avenue, including improved and widened sidewalks, street trees, and landscaping.

**E2:** The City and community to work with new land owners of Fleet Repair Solutions property to identify redevelopment opportunity. The City (Invest Atlanta) to consider assisting with a shared parking deck facility that services the Metropolitan Parkway at University Avenue node (district parking) and the BeltLine.

**E3:** The City to work with property owners of Capitol View Apartments to identify low-income housing tax credit opportunities to preserve affordability and help in funding building improvements.

**E4:** The City and community to work with the Atlanta Food Mart property to identify grant funding to build and stock a fresh produce stand. Consider partnerships with Aluma Farm, Georgia State University, Georgia Organics and the Georgia Healthy Food Financing Initiative.

**E5:** To ensure the vision of this blueprint plan, the City is encouraged to rezone properties per recommendations within this report, and continue rezoning efforts per Councilmember Sheperd's lead. Refer to Figure 5.3a.

**E6:** To draw investors, developers, retailers, and interest to this node, the City, Councilmember Sheperd's office, and Neighborhood Associations are encouraged to begin implementing place-making/keeping strategies, such as gateway signage, wayfinding, and painted crosswalks. Key partners include the B-Complex, Lifecycle Building Center, and local artists. The community can also seek assistance through the Department of City Planning's Placemaking Program and NPU grants.

**E7:** Develop a marketing package for this node that identifies potential redevelopment sites, zoning opportunities, incentives, and the unique neighborhood characteristics as identified in this report.



## 5.4 Capitol View

### Dill Avenue at Sylvan Road

Economic development strategies are recommended below to help implement the vision set forth within this report for the Dill Avenue at Sylvan Road node.

**E1:** The City is encouraged to identify and invest in key infrastructure improvements to unlock development potential:

- Streetscape improvements along Dill Avenue, specifically improved and widen sidewalks, street trees, and landscaping.
- The City to work with area property owners to create shared district parking opportunities including
  - Parking north of Dill Avenue between Hartford Avenue and Sylvan Road
  - The Sparlin Health Care parking lot
  - Parking areas south of Dill Avenue between Hartford Avenue and Sylvan Road
  - The A&D Automotive site.

**E2:** The City to consider partnering with property owners and area non-profits, including Trust for Public Land and Park Pride, to invest in park infrastructure at the corner of Sylvan and Dill, providing an incentive for redevelopment at this node.

**E3:** To ensure the vision of this blueprint plan, the City is encouraged to rezone properties per recommendations within this report, and continue rezoning efforts per Councilmember Sheperd's lead. Refer to Figure 5.4a.

**E4:** To draw investors, developers, retailers, and interest to this node, the City, Councilmember Sheperd's office, and Neighborhood Associations are encouraged to begin implementing place-making/keeping strategies, such as the painted intersection, signage, and wayfinding. Key partners include the B-Complex, Lifecycle Building Center, and local artists. The community can also seek assistance through the Department of City Planning's Placemaking Program.

**E6:** Develop a marketing package for this node that identifies potential redevelopment sites, zoning opportunities, incentives, and the unique neighborhood characteristics as identified in this report.

## 5.5 Capitol View Manor

### Dill Avenue at Metropolitan Parkway

Economic development strategies are recommended below to help implement the vision set forth within this report for the Dill Avenue at Metropolitan Parkway node.

**E1:** The City is encouraged to identify and invest in key infrastructure improvements to unlock development potential:

- Streetscape improvements along Metropolitan Parkway and Dill Avenue, specifically improved and widen sidewalks, street trees, and landscaping.
- The City to work with area property owners to create shared district parking opportunities including
  - The Metropolitan Library
  - Liberty International Church,
  - The Masonic Temple
  - Property owners of the Metro Quik Mart and adjacent former Laundry mat.

**E2:** Property owners are encouraged to seek assistance through the City of Atlanta Brownfield Program and Georgia Brownfield Program to address brownfield sites and to make properties more desirable for redevelopment. Specifically at the former dry cleaner site in the southwest corner of the Dill Avenue at Metropolitan Parkway node.

**E3:** To ensure the vision of this blueprint plan, the City is encouraged to rezone properties per recommendations within this report, and continue rezoning efforts per Councilmember Sheperd's lead. Refer to Figure 5.5a.

**E4:** To draw investors, developers, retailers, and interest to this node, the City, Councilmember Sheperd's office, and Neighborhood Associations are encouraged to begin implementing placemaking strategies, such as signage, wayfinding, creative bus stops, and painted crosswalks.

**E5:** Develop a marketing package for this node that identifies potential redevelopment sites, zoning opportunities, incentives (such as streamlined entitlement assistance) and the unique neighborhood characteristics as identified in this report.

## 5.6 Sylvan Hills

### Sylvan Road at Perkerson Road

Economic development strategies are recommended below to help implement the vision set forth within this report for the Sylvan Road at Perkerson Road node.



**E1:** The City is encouraged to identify and invest in key infrastructure improvements to unlock development potential:

- Reconfiguration of the Sylvan/Perkerson intersection. Consider an amoeba-about for improved traffic flow.
- Streetscape improvements along Sylvan and Perkerson, specifically improved and widen sidewalks, street trees, and landscaping.
- The City to work with area property owners to create shared district parking opportunities including
  - Parking at Sylvan Plaza
  - Parking at the Atlanta Hope Center
  - Parking at various businesses fronting Sylvan Road.

**E2:** The City to consider partnering with area non-profits, including Trust for Public Land and Park Pride, to invest in expansion and improvement of the Sylvan Playlot and trail connectivity along the adjacent stream. This can provide an incentive for redevelopment at this node.

**E3:** The City to continue to work with ANDP and the development team to redevelop the Sylvan Circle housing, in a manner that aligns with the community vision presented in the report.

**E4:** To ensure the vision of this blueprint plan, the City is encouraged to rezone properties per recommendations within this report, and continue rezoning efforts per Councilmember Sheperd's lead. Refer to Figure 5.6a.

**E5:** To draw investors, developers, retailers, and interest to this node, the City, Councilmember Sheperd's office, and Neighborhood Associations are encouraged to begin implementing placemaking strategies, such as the painted amoeba-about, signage, art, and wayfinding. The community can also seek assistance through the Department of City Planning's Placemaking Program.

**E6:** Develop a marketing package for this node that identifies potential redevelopment sites, zoning opportunities, incentives (such as streamlined entitlement assistance) and the unique neighborhood characteristics as identified in this report.

### **Lakewood Avenue at Metropolitan Parkway**

Economic development strategies are recommended below to help implement the vision set forth within this report for the Lakewood Avenue at Metropolitan Parkway node.

**E7:** The City is encouraged to identify and invest in key infrastructure improvements to unlock development potential:

- Streetscape improvements along Metropolitan and Lakewood, specifically improved and widen sidewalks, street trees, and landscaping.

- As the property is owned by one property owner, shared parking is implied, however the City is encouraged to consider amendments to the zoning ordinance within this district to allow for shared parking facilities among outparcel businesses, such as McDonald's and Prime Integrative Health.

**E8:** The Crossroads Shopping Center property owner, with the City and Invest Atlanta as a partner is encouraged to improve the appearance of the shopping center to attract and retain tenants, including:

- Facade improvements - Partner with Invest Atlanta for potential funding
- Line entrance streets (at the entrance from Metropolitan at St. Johns Avenue and at the entrance along Lakewood) with improved streetscapes, widened sidewalks, street trees, and landscaping.
- Incorporate enhanced landscaping and trees into the parking lot to provide shade and improve the attractiveness of the large expanse of parking.
- Improve the drop-off roundabout at the entrance road from Metropolitan to create an artistic and visually pleasing entrance plaza, per the concept plan visuals.
- The property owner to consider partnering with the City and area non-profits, including Trust for Public Land and Park Pride, to invest in development of a park facility. This can provide an incentive for proposed housing redevelopment at this node, as well as attract and retain tenants.

**E9:** To ensure the vision of this blueprint plan, the City is encouraged to rezone properties per recommendations within this report, and continue rezoning efforts per Councilmember Sheperd's lead. Refer to Figure 5.6b.

**E10:** To draw investors, developers, retailers, and interest to this node, the property owner along with the City, Councilmember Sheperd's office, and Neighborhood Associations are encouraged to begin implementing place-making/keeping strategies, such as the art alley - where events can be hosted, "funky" gateway signage, and wayfinding.

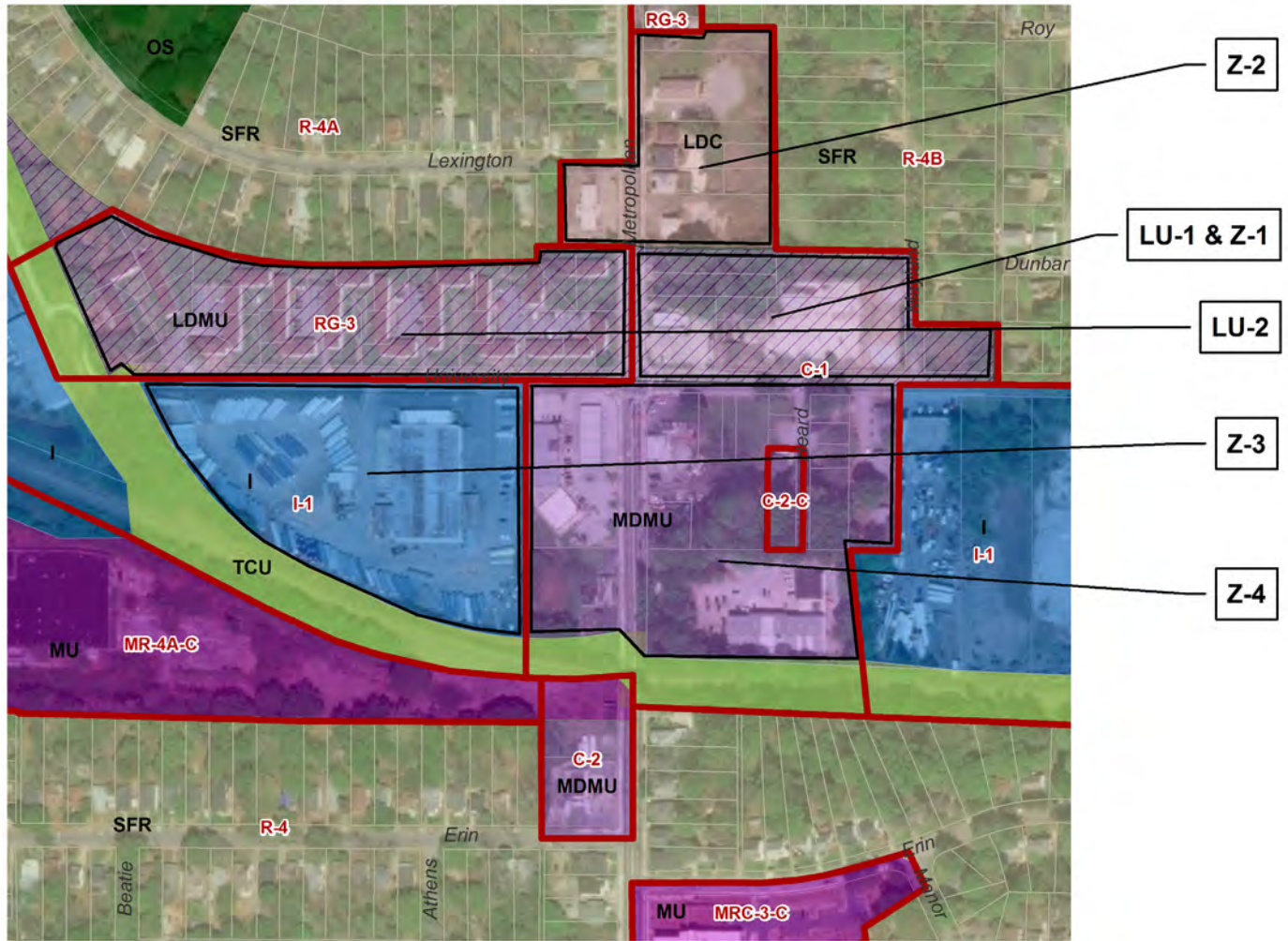
**E11:** Develop a marketing package for this node that identifies potential redevelopment sites, zoning opportunities, incentives and the unique neighborhood characteristics as identified in this report.



# Council District 12

## Neighborhood Blueprint Plan

To facilitate the development at the five priority neighborhood redevelopment nodes consistent with the concept plans, changes to the Land Use designation and Zoning Classifications for some parcels are recommended. These changes are shown in the maps and table below.



### Legend

#### Future Land Use (2016 CDP)

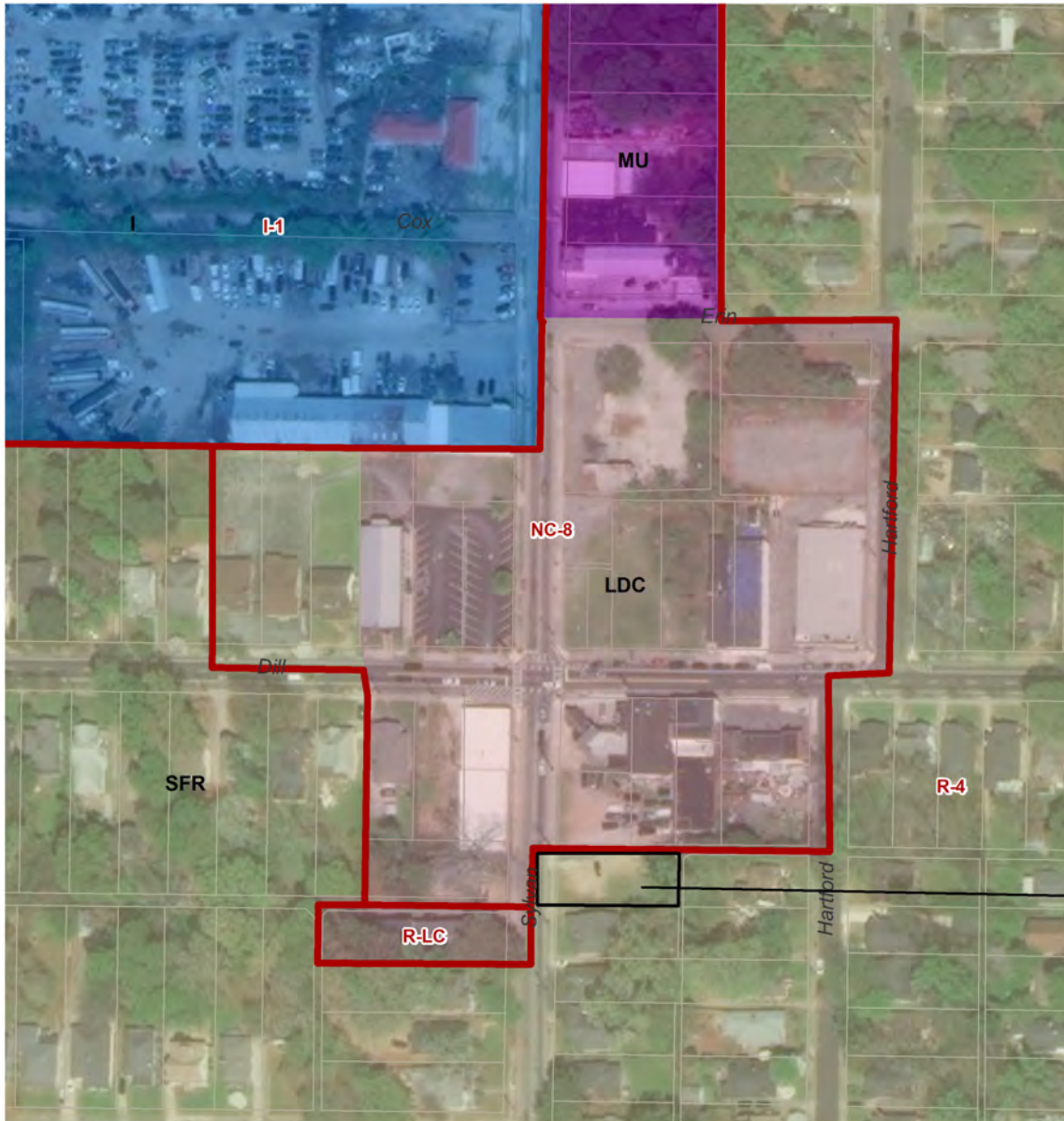
- Community Facilities
- Single Family Residential
- Low Density Commercial
- Open Space
- Medium-Density Mixed-Use
- Mixed Use

ID	Existing Land Use/Zoning	Recommended Land Use/Zoning
LU-3	MU	SFR
LU-4	SFR	LDC
Z-5	R-4/BL	NC-9/BL

#### Zoning Districts

- BL = Beltline Overlay
- C-2 = Commercial Service
- MRC-3 = Mixed residential and commercial, maximum floor area ratio of 7.2
- NC-9 = Dill Avenue - Metropolitan Parkway Neighborhood Commercial
- R-4 = Single-family Residential
- "-C" following a zoning district indicates conditional zoning





LU-5 & Z-6

**Legend**

**Future Land Use (2016 CDP)**

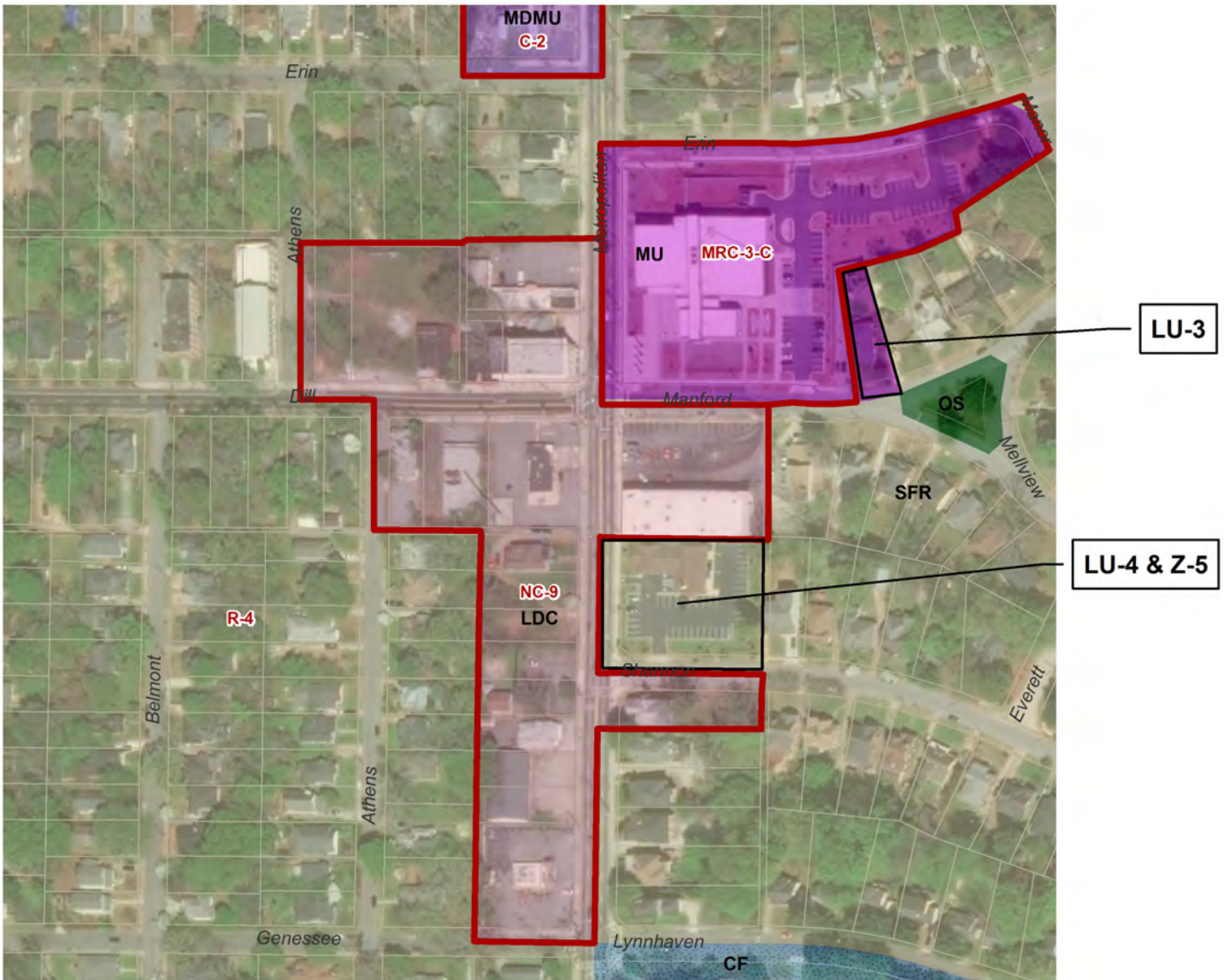
- Single Family Residential
- Low Density Commercial
- Industrial
- Mixed Use

ID	Existing Land Use/Zoning	Recommended Land Use/Zoning
LU-5	SFR	LDC
Z-6	R-4/BL	NC-8/BL

**Zoning Districts**  
 BL = Beltline Overlay  
 I-1 = Light Industrial  
 NC-8 = Dill Avenue – Sylvan Road Neighborhood Commercial  
 R-4 = Single-family Residential  
 R-LC = Residential with limited commercial, maximum floor area ratio of 0.348

Figure 5.4a: Proposed Future Land Use and Zoning - Dill Avenue at Sylvan Road Node





**Legend**

**Future Land Use (2016 CDP)**

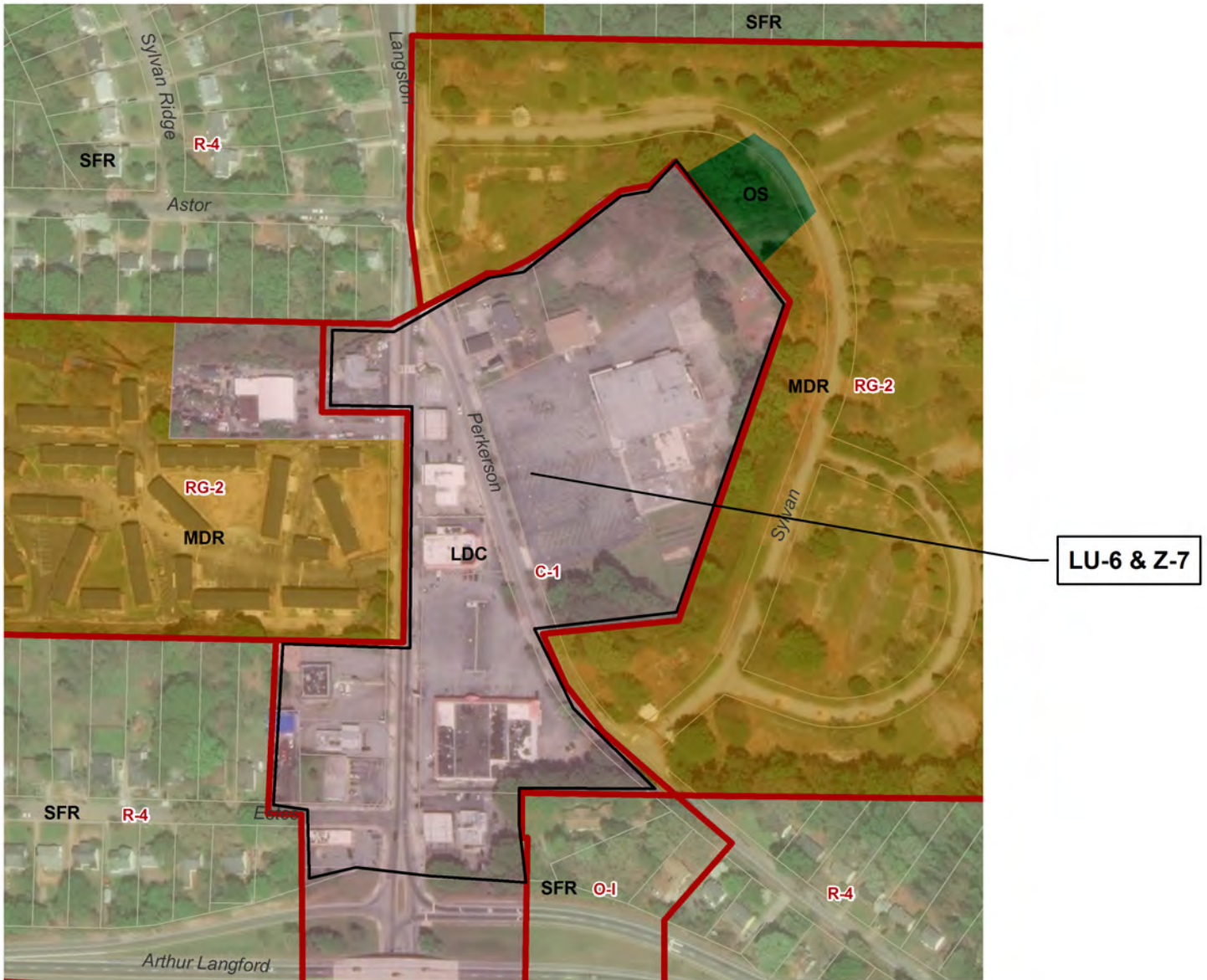
- Community Facilities
- Single Family Residential
- Low Density Commercial
- Open Space
- Medium-Density Mixed-Use
- Mixed Use

**Zoning Districts**

- BL = Beltline Overlay
- C-2 = Commercial Service
- MRC-3 = Mixed residential and commercial, maximum floor area ratio of 7.2
- NC-9 = Dill Avenue - Metropolitan Parkway Neighborhood Commercial
- R-4 = Single-family Residential
- "-C" following a zoning district indicates conditional zoning

ID	Existing Land Use/Zoning	Recommended Land Use/Zoning
LU-3	MU	SFR
LU-4	SFR	LDC
Z-5	R-4/BL	NC-9/BL





**Legend**

**Future Land Use (2016 CDP)**

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

ID	Existing Land Use/Zoning	Recommended Land Use/Zoning
LU-6	LDC	MDMU
Z-7	C-1	MRC-2

**Zoning Districts**

C-1 = Community Business

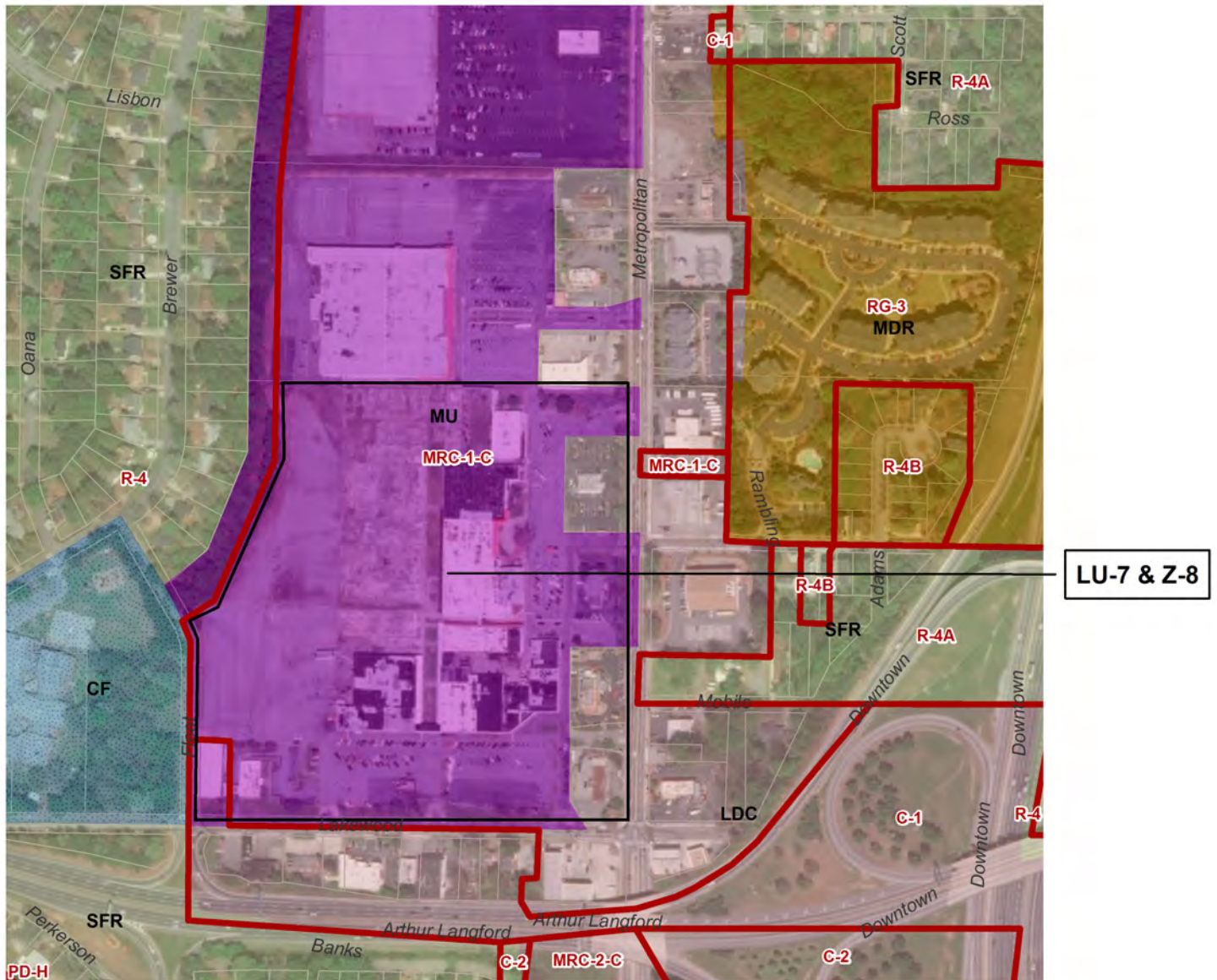
MRC-2 = Mixed residential and commercial, maximum floor area ratio of 3.196

R-4 = Single-family Residential

RG-2 = General (Multi-family) Residential, maximum floor area ratio of 0.348



Council District 12  
Neighborhood Blueprint Plan



**Legend**

**Future Land Use (2016 CDP)**

- Community Facilities
- Single Family Residential
- Medium Density Residential
- Low Density Commercial
- Mixed Use

ID	Existing Land Use/Zoning	Recommended Land Use/Zoning
LU-7	MU & LDC	MU
Z-8	MRC-1-C	MRC-2-C

**Zoning Districts**

C-1 = Community Business

MRC-1 = Mixed residential and commercial, maximum floor area ratio of 1.696

MRC-2 = Mixed residential and commercial, maximum floor area ratio of 3.196

R-4 = Single-family Residential

RG-3 = General (Multi-family) Residential, maximum floor area ratio of 0.696

“-C” following a zoning district indicates conditional zoning

Implementation Plan

Figure 5.6b: Proposed Future Land Use and Zoning - Lakewood Avenue at Metropolitan Parkway Node



ID	Node	Neighborhood	Existing Land Use/Zoning	Recommended Land Use/Zoning	Justification
LU-1	University Avenue at Metropolitan Parkway	Pittsburgh	LDMU	MDMU	Promote walkability and density at priority node near existing and future transit.
LU-2	University Avenue at Metropolitan Parkway	Adair Park	LDMU	MDR	Achieve compatibility with existing RG-3 zoning.
LU-3	Dill Avenue at Metropolitan Parkway	Capitol View Manor	MU	SFR	Achieve compatibility with existing R-4 zoning.
LU-4	Dill Avenue at Metropolitan Parkway	Capitol View Manor	SFR	LDC	Align with surrounding land use and zoning at neighborhood commercial node; Promote walkability and density at priority node near existing and future transit.
LU-5	Dill Avenue at Sylvan Road	Capitol View	SFR	LDC	Expand neighborhood commercial node to adjacent vacant parcel per concept plan.
LU-6	Sylvan Road at Perkerson Road	Sylvan Hills	LDC	MDMU	Preserve affordable housing by allowing higher density and require better design and streetscapes through quality of life zoning.
LU-7	Lakewood Avenue at Metropolitan Parkway	Sylvan Hills	MU & LDC	MU	Preserve affordable housing by allowing higher density and require better design and streetscapes through quality of life zoning.
Z-1	University Avenue at Metropolitan Parkway	Pittsburgh	C-1/BL	MRC-2/BL	Promote walkability and density at priority node near existing and future transit.
Z-2	University Avenue at Metropolitan Parkway	Adair Park/Pittsburgh	C-1/BL	MRC-1/BL	Promote walkability and density at priority node near existing and future transit.
Z-3	University Avenue at Metropolitan Parkway	Adair Park	I-1/BL	IMIX/BL*	Promote redevelopment while maintaining industrial uses and employment.
Z-4	University Avenue at Metropolitan Parkway	Adair Park/Pittsburgh	C-1/BL	MRC-2/BL	Promote walkability and density at priority node near existing and future transit.
Z-5	Dill Avenue at Metropolitan Parkway	Capitol View Manor	R-4/BL	NC-9/BL	Align with surrounding land use and zoning at neighborhood commercial node; Promote walkability and density at priority node near existing and future transit.
Z-6	Dill Avenue at Sylvan Road	Capitol View	R-4/BL	NC-8/BL	Expand neighborhood commercial node to adjacent vacant parcel per concept plan.
Z-7	Sylvan Road at Perkerson Road	Sylvan Hills	C-1	MRC-2	Preserve affordable housing by allowing higher density and require better design and streetscapes through quality of life zoning.
Z-8	Lakewood Avenue at Metropolitan Parkway	Sylvan Hills	MRC-1-C	MRC-2-C	Preserve affordable housing by allowing higher density and require better design and streetscapes through quality of life zoning. Maintain existing zoning conditions adopted per 16-0-1703/Z-16-90.

Table 5.2a: Land Use and Zoning Recommendations for all nodes



## 5.7 Partnerships and Resources




In addition to partnerships described above, within recommendations, consider the following partnerships:

- **Atlanta Technical College and Atlanta Metropolitan State College:** To retain existing area employers and as potential employers and tenants are identified work closely with these higher education institutions to align workforce training, education, and programming to develop an appropriately educated area workforce.
- **Atlanta BeltLine Inc.:** Continue to work closely with the Atlanta BeltLine Inc. and Partnership to build, maintain, and grow the BeltLine corridor, adjacent spur trails, transit, and parks.
- **Invest Atlanta:** Engage Invest Atlanta immediately to assist with implementation of recommendations within this report. Invest Atlanta is the City's Economic Development Agency and can provide support, grants, and partnerships key to implementations.
- **Atlanta Brownfield Assessment Program:** Under this voluntary assistance program, the City of Atlanta provides no-cost Phase I and Phase II Environmental Site Assessments (ESAs) for select brownfield properties. Eligible properties are those that will be redeveloped in the near-term and will serve as catalysts for other redevelopment efforts in priority areas of the city.
- **Department of City Planning Placemaking Program:** Through a creative and collaborative process, the Placemaking Program will empower communities to reshape public spaces to enhance their overall physical, cultural and social identities. The Department of City Planning's (DCP) Office of Mobility Planning is leading the Placemaking program. The overarching goals of this program is to improve street safety and to transform streets into vibrant, attractive places that benefit the community and businesses alike. DCP will work with community members to identify and evaluate locations throughout the city to implement changes that can transform spaces into welcoming and vibrant places.
- **Department of Parks and Recreation:** The public parks ideas discussed in this plan would need further coordination with the Department of Parks and Recreation. For example, some recommendations involve creating new dog parks. In the City of Atlanta this is a community-driven process with specific steps, which include:
  1. Identifying a proposed site,
  2. Documenting the proposal with a petition, usage survey, and site layout concept,
  3. Involving the neighborhood group(s), NPU, and Department of Parks and Recreation, and
  4. Ongoing community support and communication. For more details on these steps and additional guidelines, see *Creating Off Leash Dog Parks: A Step-by-Step Guide*, City of Atlanta Department of Parks and Recreation.
- **Office of Housing and Community Development/ Division of Economic Development:** contributes to the neighborhood revitalization efforts of the City of Atlanta and Department of City Planning through the integration of targeted programs, outreach and coordination focused on investment in neighborhood commercial areas. We partner with community-based organizations to identify how underutilized business districts can be re-energized to become more welcoming places that will attract needed goods and services. They also seek to support the small businesses that serve our neighborhoods and encourage entrepreneurs looking to fill a vacant storefront.





**Legend**

-  Existing Affordable Housing
-  Planned Affordable Housing
-  Potential for Affordable Housing

**Figure 5.7a Proposed Affordable Housing Map**



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