Campbellton - Cascade Corridors
Redevelopment Plan

Section 5.0
Campbellton East
Recommendations and Implementation

Organization of Report

Executive Summary – This summary identifies the plan's role in the city's New Century Economic Development Plan and highlights the plan's redevelopment impact.

Section 1: "Big Picture" Overview – This section provides a review of the planning process, market and economic development strategy, and implementation approach.

Section 2: Existing Conditions and Analysis – This section provides a detailed description of the study area context analysis for each corridor looking at transportation, land use, urban design, planning initiatives, and market trends.

Sections 3, 4 & 5 are structured as stand alone sections for each corridor. They describe the public process and visioning and defining recommendations, projects and implementation.

Section 3: Cascade Avenue – Recommendations & Implementation

Section 4: Campbellton West – Recommendations & Implementation

Section 5: Campbellton East – Recommendations & Implementation

5.0 Campbellton East: Recommendations and Implementation

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5.1 Public Process & Visioning

A series of public workshops, open houses, one-on-one stakeholder meetings and presentations were conducted in early December 2005 as part of a design charrette for the Study Area. This charrette began with an interactive workshop on Saturday, December 3rd where residents and stakeholders worked together to describe their issues and vision for these corridors. These sessions were documented and used to formulate an overall vision and set of basic goals for each corridor.

What We Heard

- Don't want to see corridor as freeway
- Need better connectivity
- Upgrade stores to mixed-use
- Want new restaurants and retail services
- Traffic calm streets connecting between Cascade & Campbellton
- Redevelop area around Delowe Drive– mixed use
- Need sidewalks on side streets (Delowe, Harbin, Childress, Centra Villa, etc.)
- Encourage pedestrians – add sidewalks where missing
- Widen remaining 2-lane segments – fix so they are safe for pedestrians and vehicles
- Redevelop old Kia dealership – new housing, mixed use?
- Locate employment and office uses in corridor – medical services?
- Campbellton Road is an eyesore.
- Redevelop Shamrock Apartment complex.
- Campbellton Plaza was a very nice place – not anymore!

5.2 Corridor Vision Statement and Goals

Based on public input throughout the process including the design charrette, stakeholder interviews, advisory committee meetings, and public presentations, an overall vision statement for the corridor has been crafted in order to capture the desired character and vision. From this vision statement a focused set of goals have been outlined from which projects and recommendations have been derived.

A Campbellton East Vision Statement:

Transform Campbellton East back into Southwest Atlanta's "main street" and mixed-use corridor with revitalized commercial uses to serve the surrounding community's needs and redeveloped residential uses to strengthen the area's neighborhoods.

Goals

- Redevelop the Campbellton Road/Delowe Drive area with new retail and services and new housing opportunities.

- Where appropriate, redevelop vacant and underutilized commercial land into new mixed-use residential.

- Make Campbellton Road and surrounding streets more pedestrian friendly to better connect the area's parks, neighborhoods, civic uses and commercial areas.

- Make future development more pedestrian friendly by minimizing the visual impact of parking lots, locating buildings up to street and enhancing connectivity and streetscape.

- Improve remaining 2-lane segments of Campbellton Road to make safe for both pedestrians and vehicles.

- Strengthen transit service in the corridor to better support the mobility needs of the community.

Mt. Carmel Town Meeting: What we want "Top Ten"

- Housing
- Upscale restaurant
- Fitness center
- Red Lobster
- Whole Foods
- Fashion Care Cleaners
- Sidewalks
- Good schools
- Police Precinct
- McDonald's

5.3 Recommendations

Based on the vision statement and goals, a set of projects and recommendations have been developed for the Campbellton East corridor and are described in the Projects & Recommendations section. These projects are organized into key areas of focus that include:

Catalyst Sites – key sites that have been identified based on; property ownership patterns, current land use and utilization, market opportunity, and location within the corridor, for significant redevelopment and are intended to serve as "catalysts" for revitalization throughout the corridor.

Corridor Cross Section – recommended improvements to Campbellton Road itself including, in some cases, redesigning segments of the corridor, and added streetscape improvements.

Streetscape/Sidewalks – recommended improvements to adjacent streets in the corridor specifically focused on adding sidewalk connections and improving the streetscape.

Intersections/Traffic Signals – specific recommendations at key intersections in the corridor which may include adding turn lanes, realignment, signalization, and/or pedestrian improvements.

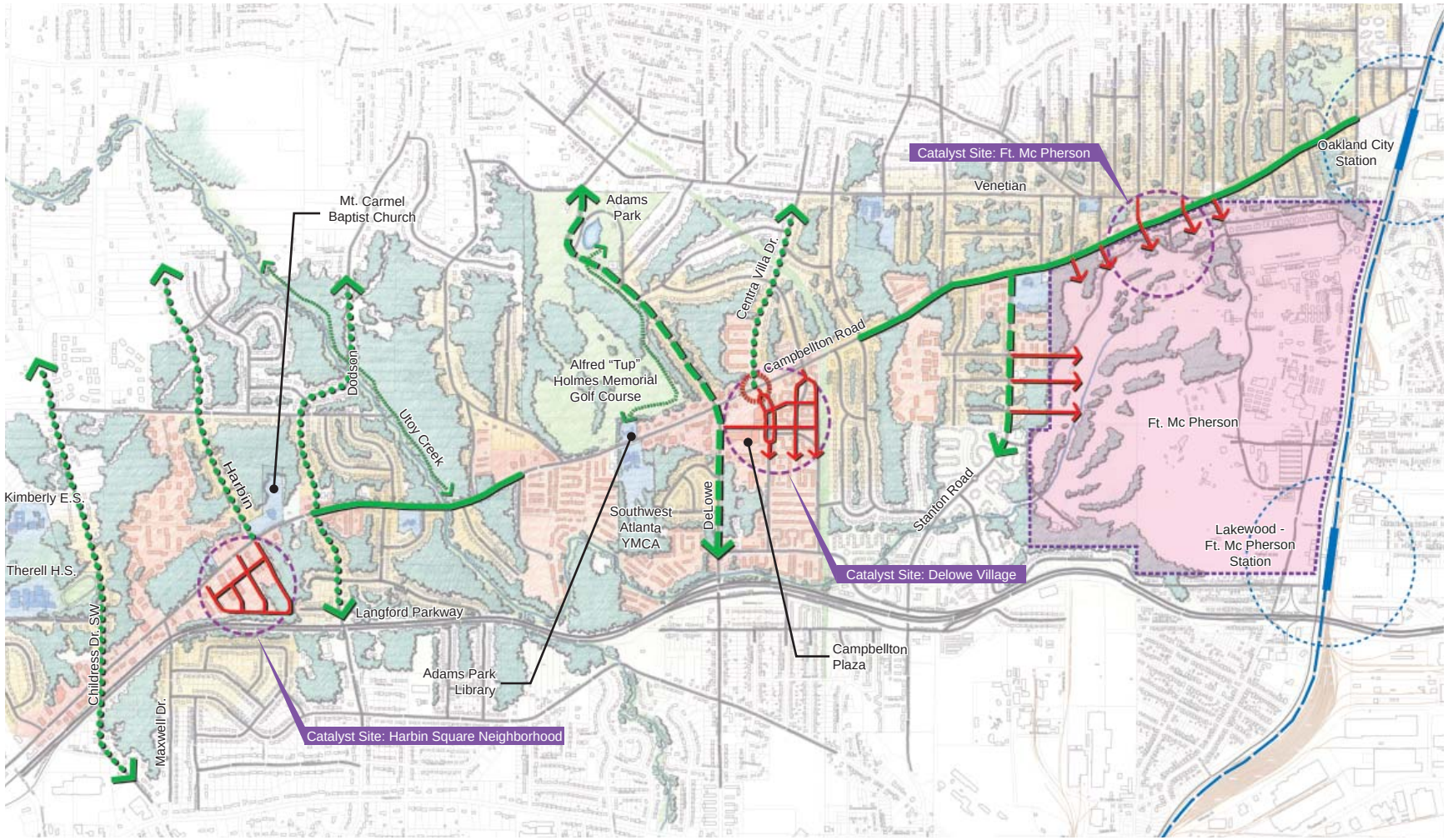
New Street Network – recommended new street connections intended to support a better balance of traffic and structure development patterns in the catalyst sites.

Traffic Calming – locations/key streets that need traffic calming in the surrounding neighborhoods to improve pedestrian safety and neighborhood quality-of-life.

Transit – improvements/adjustments to transit service and amenities in the corridor intended to promote transit mobility.

Land Use & Zoning – changes/adjustments to land use and zoning at key sites in the corridor intended to support the redevelopment of the catalyst sites and implement the city's Quality-of-Life zoning standards that promote mixed-use and pedestrian friendly private development.

Recommendations



Legend

- Intersection Projects
- Corridor Cross Section
- Catalyst Project
- Planned Street
- New Street
- Greenway / Multipurpose Trail
- Traffic Calming
- Streetscape / Sidewalk
- Proposed Parks or Open Spaces
- Commercial & Multi-Family Residential
- Single Family Residential
- Institutional
- Tree Cover
- Park or Open Space

5.4 Campbellton Road Improvements

The Campbellton East corridor from Maxwell Drive to Oakland Drive includes two distinct street cross-sections. Half of the corridor has been recently widened to five-lanes including the commercial and multi-family areas around Delowe Drive and west of Dobson Drive. While the other half of the corridor is two-lanes, specifically in the single-family residential and neighborhood areas.

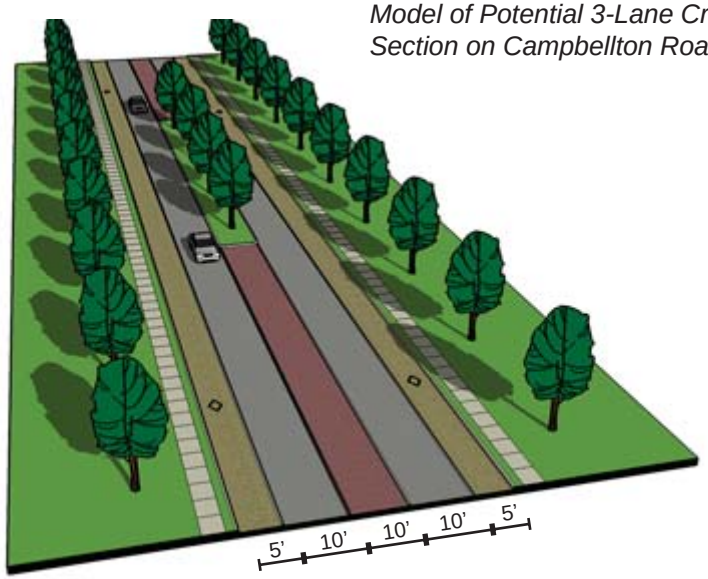
There are long-term design plans for widening the complete corridor to five-lanes. However, traffic volume in the Campbellton East corridor does not mandate the need for a full widening to five-lanes and, the potential right-of-way impacts to the adjacent residential properties would be significant and costly. Yet there remains a need to improve these segments for vehicular and pedestrian safety.

Proposed Improvements

This plan proposes a three-lane section (one lane in each direction with a center lane dedicated to left turns) for the remaining two-lane segments. As the sketch illustrates, new sidewalks provide needed pedestrian and transit amenities, while the addition of the center turn lane provides a safe and clear way for turning in and out of the adjacent neighborhoods.

This "down-sized" street concept:

- Is more context-sensitive to the adjacent single-family residential neighborhoods and will have less right-of-way impacts.
- Provides needed sidewalks and pedestrian amenities.
- Is more appropriately sized to the volume of traffic on these portions of the corridor.
- Will be less costly than the planned five-lane concept, potentially enabling quicker implementation and allocation of resources to other projects in the corridor.



Model of Potential 3-Lane Cross Section on Campbellton Road.

Campbellton Road Improvements

Campbellton Before

Campbellton After

5.5 Catalyst Site: Harbin Square Neighborhood

Existing Condition:
The vacant commercial property on the south side of Campbellton Road at Harbin Road (the old Kia Dealership) represents an important redevelopment opportunity. These parcels collectively create a 10 to 20 acre development site which is unique for the corridor and enables a large enough redevelopment project to change the character of the corridor and serve as a catalyst for additional redevelopment.

This segment of the corridor illustrates the commercial decline and changing role of Campbellton Road. The development of Langford Parkway downplayed the regional transportation role of Campbellton Road and, along with other regional land use trends, helped change the corridor's land use role. Once a thriving commercial corridor, this area of Campbellton Road now sits mostly vacant.

Vacant properties on Campbellton Road - south of Harbin Road

Intersection of Campbellton Road and Harbin Road

Proposed Development Plan:
The plan envisions converting this former commercial property into a new residential neighborhood. A new park/square with neighborhood supporting retail establishes a neighborhood center around which a range of residential uses are proposed.

The objective for this catalyst project is to begin the transition of the area from retail and commercial uses into residential. The goal will be to assemble a site of sufficient size that would result in a mix of residential uses that is large enough to re-establish the area as a residential location.

The development would include a mix of residential uses, from small lot single-family to townhome and stacked condo or apartment units and/or senior housing, with a small amount of retail fronting Campbellton Road. The idea is to provide a mix of residential types and price points which can appeal to a wide range of households and provide a model for additional residential development in and around this site. In part it would complement the major residential development which is occurring in the neighborhoods to the north of Campbellton Road, and could provide the impetus for the revitalization of the older rental complexes located nearby.

Key Parcels: Harbin Road Area

	Parcel Index Number
1	14 0218 LI072
2	14 0218 LI073
3	14 0218 LI125
4	14 0218 LI127
5	14 0218 LI130
6	14 0218 LI131
7	14 0218 LI139

*Tax Deliquent Parcels

Table 5-1: Harbin Square Development Summary

Development Type	Units/ Sq.ft.	Cost/unit	Develop-ment Value
Residential			
MF/ Condo	100 units	$110,000	$11,000,000
Senior Housing	100 units	$120,000	$12,000,000
Town home	150 units	$140,000	$21,000,000
Single-Family	50 units	$220,000	$11,000,000
Retail	5,000 s. f.	$65	$325,000
Total			**$55,325,000**

Key Action Steps:

1. Include the mixed-use residential site in the Campbellton TAD boundaries.
2. Work with the nearby Mt. Carmel Baptist Church and its planned community development corporation (CDC) as a potential developer.
3. Negotiate options on the desired property with existing land owners, develop relocation options for the Bell South facility on the site, and conduct pre-development due diligence on the suitability of the site for residential development.
4. Extend Quality of Life zoning provisions to the site to support its development as mixed-use residential at sufficient densities to be economically viable.
5. Issue an RFP for developers interested in acquiring the optioned site with the commitment of TAD funds for redevelopment of the site.

Catalyst Site: Harbin Square Neighborhood

5.6 Catalyst Site: Delowe Village

Existing Condition

The central catalyst site for the Campbellton East corridor is the commercial area at Delowe Drive. The area is currently a major commercial node between the Adams Park neighborhood to the north and Langford Parkway and the City of East Point to the south. With a total area of 110,000 s.f., Campbellton Plaza is the largest retail center in the corridor. Major anchors of the center include CVS, Maxway, Super Giant Foods, and Foot Locker.

Surrounding Campbellton Plaza on two-sides is a large concentration of older apartment communities (Shamrock Apartments). Although a number of units have recently been renovated, there are still a substantial number of vacant units, some of which are dilapidated. An influx and concentration of Section 8 tenants was cited by charrette participants as accelerating the downward trend of the apartments in the area.

This is a strategic location for redevelopment in the Campbellton East corridor. Delowe Drive is an important connection with access to Langford Parkway and carries an equivalent volume of traffic to Campbellton Road. The size and single ownership of Campbellton Plaza and the adjacent apartment complexes makes this site an attractive candidate for larger-scale redevelopment. In addition, the Delowe area is a well recognized center of community resources including; Adams Park, the Southwest Atlanta YMCA, the Adams Park Library, and the Alfred "Tup" Holmes Memorial Golf Course, making this an important location in the mind of the community for revitalization.

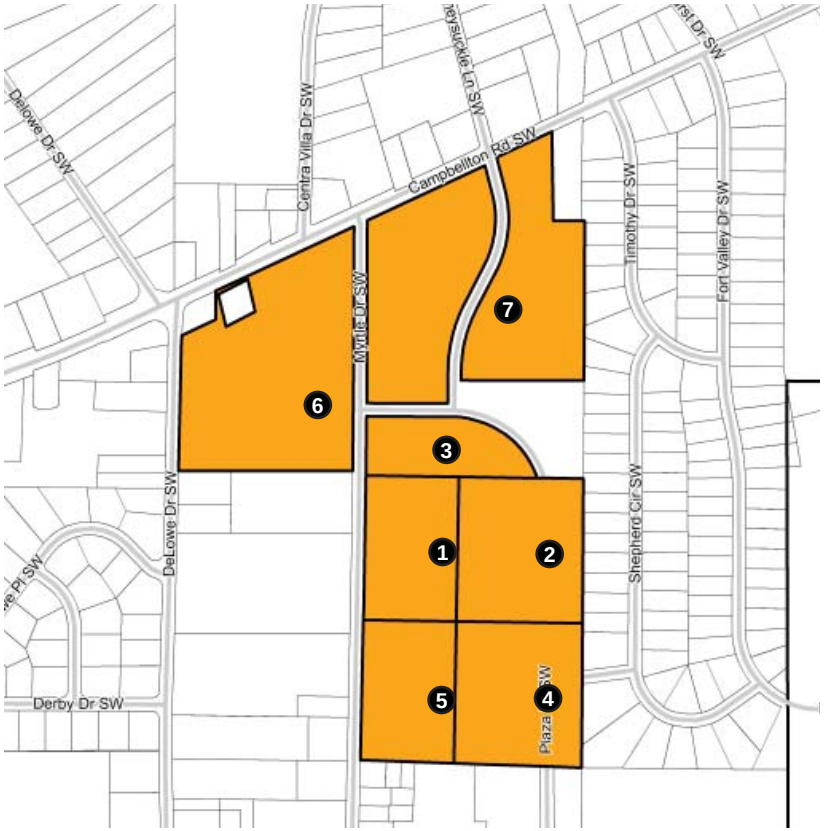
Campbellton Plaza Shopping Center

Shamrock Apartments next to Campbellton Plaza

Proposed Development Plan

The goal for the Delowe Village is to create a major mixed-use commercial village which will better serve the retail, service, and community needs of the surrounding neighborhoods. Through the redevelopment of Campbellton Plaza and the adjacent apartment complex that fronts on Campbellton Road, a new village green is created to serve as the focal point for new development. Surrounding this new public space are street-fronting commercial and residential uses organized on pedestrian-scaled streets and blocks creating a distinctive new public space and "address" for development on Campbellton Road.

New residential development is a key component and would be created by redeveloping a portion of the substantial adjacent rental apartment inventory. This would improve the performance of the remaining apartment complexes by eliminating many of the vacant units and would inject new opportunities for home ownership into the area. Residential development would include a range of product types to include townhomes, condos, new multi-family apartments, and senior housing.



Key Parcels: Delowe Village

	Parcel Index Number
1	14 0167 LL029
2	14 0167 LL030
3	14 0167 LL064
4	14 0167 LL085
5	14 0167 LL086
6	14 0168 LL154
7	14 0168 LL168

Table 5-2: Delowe Village Development Summary

Development Type	Units/ Sq.ft.	Cost/unit	Develop-ment Value
Residential			
MF/ Condo	300 units	$80,000	$24,000,000
Town Home	250 units	$180,000	$45,000,000
Senior Housing	150 units	$120,000	$18,000,000
Retail	80,000 s.f.	$65	$5,200,000
Office	20,000 s.f.	$65	$1,300,000
Total			**$93,500,000**

Key Action Steps:

1. Establish a TAD district along Campbellton Road that would include the boundaries of Delowe Village. Use the TAD as the key incentive to stimulate the redevelopment of the retail centers and surrounding older apartment complexes.

2. Negotiate with existing land owners to assemble a site for the mixed-use redevelopment around the Campbellton Plaza site.

3. Issue an RFP to the development community detailing redevelopment opportunity and availability of TAD funds as an incentive.

4. Seek LCI funding for Campbellton East Corridor to improve streetscapes and pedestrian access through the area and to provide a better linkage between the residential areas and the retail and commercial zone.

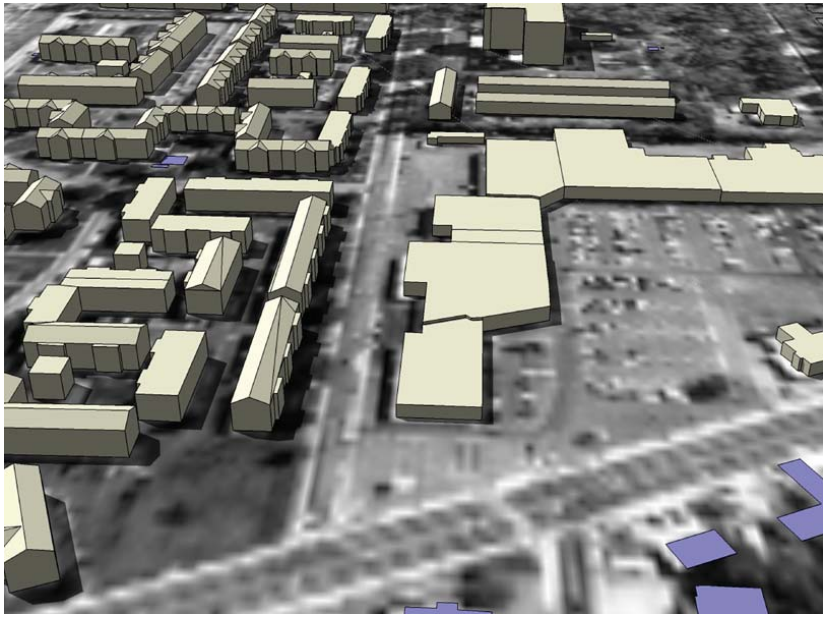
5. Engage a vigorous code-enforcement effort to improve the condition of rental single-family inventory. Consider use of the Mayor's proposed "crime and grime" initiative to improve public safety and the condition of public areas in and around Delowe Village.

6. Identify a site for senior housing which would provide pedestrian access to retail and community services in the Village, and seek participation by one or more area churches in the development of the housing.

Catalyst Site: Delowe Village

Delowe Village - Mixed Use "Main Street" Vision
This view of Campbellton Plaza looking south over Campbellton Road illustrates the current separation between commercial and residential uses. This suburban-style development pattern results in separate residential and commercial projects that turn their backs to each other and provide no interconnectivity. Buildings are setback from the street behind parking lots, no public open space is provided and pedestrian activity is discouraged.

The vision for the redevelopment of the "Delowe Village" is centered on a new major green space that creates a central park around which residential, commercial and office uses face. The commercial uses of Campbellton Plaza are turned around to face this new park, creating a mixed-use "main street" off of Campbellton Road. The former Shamrock apartment complex is redeveloped into a mix of residential uses ranging from condo/apartments to new for- sale townhomes, creating a more diverse residential neighborhood with a range of housing options.



Campbellton Plaza and surroundings - before

Catalyst Site: Delowe Village

Delowe Village: Mixed Use Main Street Vision

5.7 Catalyst Site: Ft. McPherson

Fort McPherson was designated for closure under the BRAC process in 2005. Mayor Franklin has established a special task force to plan the future of this historic facility. While the specific uses for redevelopment of the base have yet to be determined by the Task Force, it will be one of the major economic anchors of the Study Area into the future.

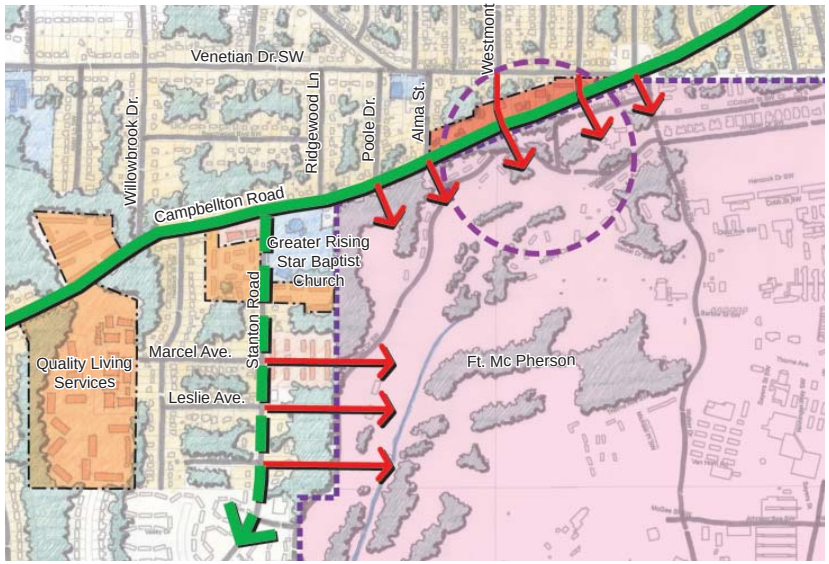
The future redevelopment of Fort McPherson provides an important opportunity to create better connectivity to Campbellton Road and reconnect this future community with the adjacent existing neighborhoods. The redevelopment of the base will open up this site, creating a new identity for Campbellton Road as a gateway to Southwest Atlanta and the redeveloped base.

The plan envisions the transformation of this segment of Campbellton Road into a prominent residential address. The Fort McPherson side of Campbellton Road is illustrated as new multi-story residential facing a small neighborhood commercial node that serves as a gateway to the redeveloped base.

Campbellton Road is illustrated as a redesigned three-lane street with new on-street parking serving street-fronting commercial and retail uses. The three-lane cross section provides a needed left turn lane while minimizing the street's width so as to not create a barrier between the base redevelopment and the adjacent neighborhoods.

Future Connectivity

An important opportunity that the future redevelopment of Fort McPherson affords is the ability to add new street network in this part of the corridor. This new network will provide valuable connections to support new development and distribute traffic more evenly, minimizing pressure on Campbellton Road. Future connectivity should include multiple connections to the redeveloped base from both Stanton Road and Campbellton Road. These connections should ultimately extend to Lee Street to provide better access to this north-south corridor and the nearby MARTA stations (Oakland City and Lakewood – Fort McPherson).



Campbellton & Ft. McPherson Area

Catalyst Site: Ft. McPherson

Campbellton & Ft. McPherson Before

Campbellton& Ft. McPherson After

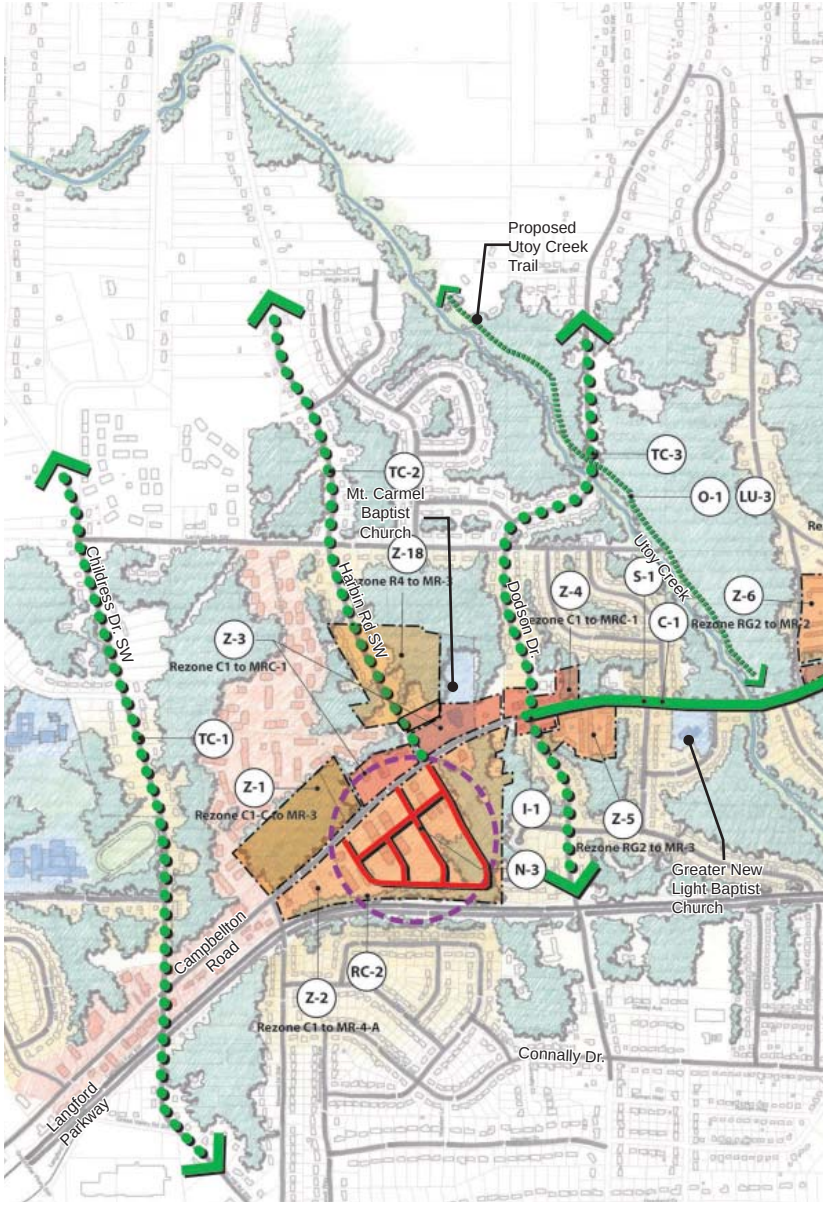
5.8 Projects

This section outlines the complete list of projects and recommendations for the corridor. The corridor plan map identifies the project location and keys out the project identification number which corresponds to the project descriptions.

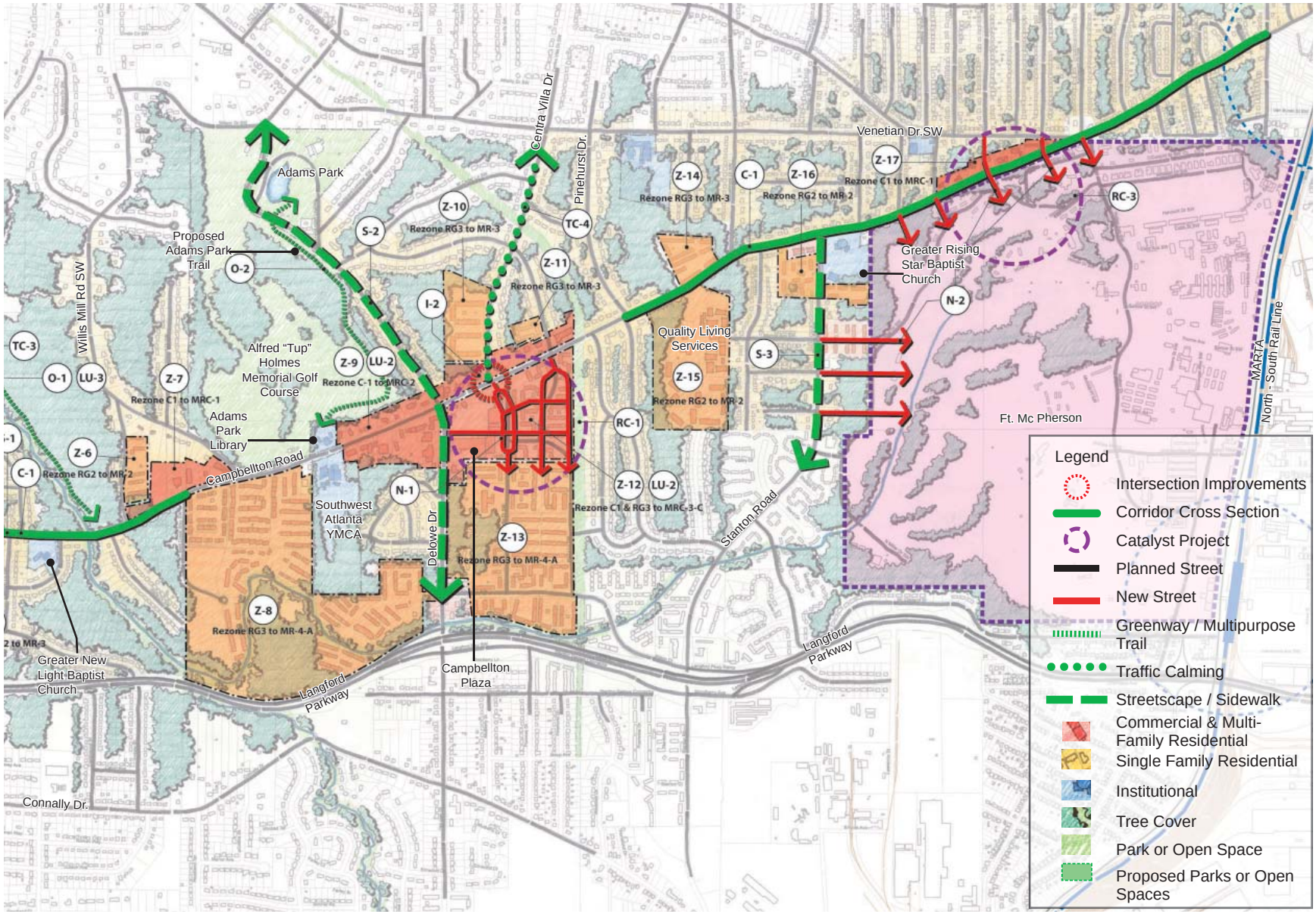
Corridor/Cross-section

C-1 Campbellton Rd.: Redesign from existing 2-lanes to 3-lanes (1 travel lane in each direction & center turn lane/median), including sidewalks and bicycle lanes (this is an alternative to the currently planned 5-lane cross section from Dodson Dr. to Willis Mill Road and from Pinehurst Dr. to Oakland Dr.)

C-2 Lane Transition Sections: Upgrade signing and pavement marking for transitions from and to future 3-lane and existing 5-lane segments.



Projects


Adams Park
Proposed Adams Park Trail
O-2
S-2
Z-10
Rezone RG3 to MR-3
Centra Villa Dr
Pinehurst Dr.
TC-4
Z-11
Rezone RG3 to MR-3
I-2
Willis Mill Rd SW
TC-3
O-1
LU-3
Z-7
Rezone C1 to MRC-1
Alfred "Tup" Holmes Memorial Golf Course
Z-9
LU-2
Rezone C-1 to MRC-2
Adams Park Library
Z-6
C-1
Rezone RG2 to MR-2
Campbellton Road
N-1
Southwest Atlanta YMCA
Delowe Dr.
Z-13
Rezone RG3 to MR-4-A
Z-8
Rezone RG3 to MR-4-A
Greater New Light Baptist Church
Langford Parkway
Campbellton Plaza
Connally Dr.
Z-14
Rezone RG3 to MR-3
C-1
Z-16
Rezone RG2 to MR-2
Venetian Dr.SW
Z-17
Rezone C1 to MRC-1
RC-3
Greater Rising Star Baptist Church
N-2
Quality Living Services
S-3
Z-15
Rezone RG2 to MR-2
RC-1
Z-12
LU-2
Rezone C1 & RG3 to MRC-3-C
Stanton Road
Ft. Mc Pherson
MARTA North - South Rail Line
Langford Parkway
Legend
Intersection Improvements
Corridor Cross Section
Catalyst Project
Planned Street
New Street
Greenway / Multipurpose Trail
Traffic Calming
Streetscape / Sidewalk
Commercial & Multi-Family Residential
Single Family Residential
Institutional
Tree Cover
Park or Open Space
Proposed Parks or Open Spaces

Streetscape/Sidewalks

S-1 Campbellton Rd.: Install pedestrian street lighting (in existing 5-lane segments).

S-2 Delowe Dr.: Install sidewalks on both sides of the road from Adams Park to Alison Court.

S-3 Stanton Road: Install sidewalks on both sides of the road from Campbellton Road to City limits.

Intersections/Traffic Signals

I-1 Dodson Dr.: Replace strain pole in SW corner of intersection.

I-2 Centra Villa Dr.: Evaluate the right-of-way impact of adding south bound right turn lane onto Campbellton Road.

I-3 Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection & pedestrian enhancements.

I-4 Traffic Signal Interconnection: Construct fiber optic communication system for all signalized intersections and connect to Traffic Control Center.

I-5 Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks.

I-6 Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings & provide ADA access at all intersections.

New Street Network

N-1 Network Opportunities - Delowe Village: with the proposed redevelopment of this catalyst site key connections should be made including: a parallel connection from Delowe Drive, and alignment of the Myrtle Drive & Centra Villa Drive intersection.

N-2 Network Opportunities - Fort McPherson: the future redevelopment of Fort McPherson provides an important opportunity to create better connectivity in this part of the Campbellton corridor. Multiple connections from both Campbellton and Stanton that provide connection to Lee Street will provide critical connectivity, helping to distribute traffic through the area.

N-3 Network Opportunities – Harbin Square Neighborhood: Redevelopment in this area should be organized on a regular network of streets and blocks with multiple connections to Campbellton Road.

Traffic Calming

Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts.

TC-1 Childress Drive: Between Campbellton Road and Cascade Avenue.

TC-2 Harb***in Road:*** Between Campbellton Road and Cascade Avenue.

TC-3 Dodson Drive: Between Campbellton Road and Cascade Avenue.

TC-4 Centra Villa Drive: Between Campbellton Road and Cascade Avenue.

Transit

T-1 Blue Flyer Route # 283: Enhance transit service to Downtown Atlanta by extending route from Oakland City Station to downtown Atlanta.

T-2 Signal Priority: Implement ITS transit signal priority along corridor to improve travel time to Downtown Atlanta and Oakland City Station.

T-3 Bus Stop Enhancements: Eliminate underutilized stops & enhance remaining bus stops to include shelters, benches, trash receptacles & route information.

Redevelopment Catalyst Projects

RC-1 Delowe Village: Creation of a major mixed-use commercial area to serve the retail, service, and community needs of the surrounding neighborhoods.

RC-2 Campbellton - Harbin Square Neighborhood: Redevelop vacant commercial property into a mix of residential uses and establish this part of Campbellton Road as a residential location.

RC-3 Fort McPherson Base Reuse: The eventual reuse of Fort McPherson represents a significant opportunity to reconnect Campbellton Road to this future development site.

Land Use

Land use and zoning changes are an important part of implementing the plan, allowing the types of mixed-use envisioned and urban design standards that support pedestrian friendly development. The recommendations of this plan are focused on parcels located directly on or in close proximity to the corridor and have been developed comprehensively to ensure that all properties have been treated similarly.

Quality of Life Districts

The zoning recommendations are based on implementing the City of Atlanta Quality of Life (QOL) Zoning Districts. These districts have been developed specifically to encourage:

- Pedestrian oriented development.
- Mixed-use development.
- Intensification of underutilized commercial corridors.
- Concentration of development in activity centers.

The basic Quality Of Life Districts include:

Neighborhood Commercial – which is intended to maintain and support pedestrian oriented and neighborhood scaled commercial areas.

Multi-Family Residential – which is intended to support a variety of multi-family housing types with a limited amount of neighborhood serving commercial.

Mixed Residential Commercial – which is intended to support mixed-use development in historically single use commercial areas with strong design standards that require open space, street network and quality street design.

Live Work – which is intended to support the redevelopment of underutilized industrial areas with residential uses.

Recommendations

In general the land use and zoning recommendations for the corridor are organized into two types.

1. Implementing the QOL urban design standards: Multi-family and commercially zoned parcels along the corridor have been recommended for rezoning to the equivalent QOL District, maintaining the same level of density and use but implementing the pedestrian oriented design standards (example: a C-1 district is rezoned to a MRC-1 QOL district).

2. Intensifying key catalyst sites and activity centers: Based on the identification of catalyst sites in the corridor, key parcels in those areas have been recommended for rezoning to supportive QOL Districts that encourage the intended mixed-use and density illustrated in the proposed development plans. In many cases involving rezoning a C-1 district to a higher intensity MRC QOL District.

Z-1 Rezone from C1C to MR-3: shifts land use from commercial to residential and implements Quality of Life Zoning Code urban design standards.

Z-2 Rezone from C1 to MR-4-A: shifts land use from commercial to residential and implements Quality of Life Zoning Code urban design standards.

Z-3 Rezone from C1 to MRC-1: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-4 Rezone from C1 to MRC-1: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-5 Rezone from RG2 to MR-2: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-6 Rezone from RG2 to MR-2: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-7 Rezone from C1 to MRC-1: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-8 Rezone from RG3 to MR-4-A: Increases land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-9 Rezone from C1 to MRC-2: Increases land use intensity, encourages mixed use and implements Quality of Life Zoning Code urban design standards. Future land-use change from Low Density Commercial to Mixed Use.

Z-10 Rezone from RG3 to MR-3: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-11 Rezone from RG3 to MR-3: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-12 Rezone from C1 and RG3 to MRC-3-C: increases land use intensity, encourages mixed use and implements Quality of Life Zoning Code urban design standards. Future land use change from Low Density Commercial /Medium Density Residential to Mixed Use.

Z-13 Rezone from RG3 to MR-4-A: Increases land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-14 Rezone from RG3 to MR-3: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-15 Rezone from RG2 to MR-2: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-16 Rezone from RG2 to MR-2: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-17 Rezone from C1 to MRC-1: maintains land use intensity and implements Quality of Life Zoning Code urban design standards.

Z-18 Rezone from R-4 to MR-3: Increase residential intensity and implements Quality of Life Zoning Code urban design standards.

Other

O-1 Utoy Creek Greenway: This greenway builds upon existing dedicated open space along the Utoy Creek. With future open space dedication, this greenway can connect all the up to the Cascade Springs Nature Preserve. Dedicate parcels or parts of parcels along creek as open space in the Future Land Use Plan.

O-2 Adams Park Trail: This potential trail utilizes the edge of the Holmes Memorial Golf Course to create a trail connection between Adams Park and the Adams Park Library. This trail would provide a valuable pedestrian route from the Adams Park Neighborhood to the Library and YMCA. Will require coordination with golf course to determine an acceptable alignment and design.

5.9 Implementation Strategy

This section outlines the broad implementation strategy for the Campbellton East Corridor. The outline establishes a working priority/phasing strategy, a general approach to grouping related projects, and key issues facing their implementation. A detailed list of projects is included in Section 5.8.2 which outlines anticipated costs, phase and key agency.

Priority 1: (1st Year)
15 Year Future Land Use and Zoning Changes
The identified Future Land Use and Zoning changes are an important part of codifying the pattern and use of development in the corridor. The Bureau of Planning can implement these changes relatively quickly with the support and participation of area's NPUs. The key zoning changes in the Campbellton East corridor include employing the City's Quality of Life Zoning Districts in existing commercial and multi-family zoning categories in order to implement the new pedestrian-oriented urban design standards and support the type of use and intensity planned for in the catalyst sites.

Priority 2: (1-2 years)
Campbellton Road TAD
As already identified, the creation and adoption of the Campbellton Road TAD is the critical implementation step for the Campbellton Road Corridor. The redevelopment of the catalyst sites identified in the Campbellton Road corridor are dependent on public redevelopment assistance in the form of property assemblage and infrastructure incentives (new streets and public spaces) and will not likely redevelop without such assistance. The Bureau of Planning should work with the ADA to establish the Campbellton Road TAD as soon as possible. Section 7.0 (Economic Development Maps) outlines a recommended district boundary that is based on ADA's initial study with additions based on the results of this planning process.

Priority 3: (1-5 years)
Harbin Square Neighborhood Catalyst Site
The redevelopment of the catalyst sites in the Campbellton East corridor is a high priority given the community's strongly expressed concerns over the corridor's gradual commercial decline and vacancy. The Harbin Square Neighborhood site is positioned to be the first of theses sites likely for redevelopment for a number of reasons: 1) the majority of the site is currently vacant requiring no business displacement or relocation, 2) Mt. Carmel Baptist Church which is located across the street is interested in helping redevelop that site and is in the process of establishing a CDC to facilitate redevelopment activities, 3) a significant parcel in this site has been identified as tax delinquent (see Section 8.0 Tax Delinquent Parcels) allowing the Atlanta Development Authority greater ability to acquire, and 4) the current strength of the residential market in the area will make this an attractive location for potential developers.

The establishment of the Campbellton Road TAD to include this site is an important first step that will put in place the redevelopment resources of the ADA. The ADA should work directly with the Mt. Carmel Baptist Church to define an appropriate partnership for redevelopment, establish control of the site, and market the site to potential developers.

Priority 4: (1-5 years)
Delowe Village Catalyst Site
The Campbellton Plaza Shopping Center marks the center of commercial activity in the corridor. This center, developed in the 1950s, was identified by the community as a desired location for redevelopment. This location is an attractive site for redevelopment given its access to both Campbellton Road and Delowe Drive (with access to Langford Parkway). Additionally, it would only take two parcels (Campbellton Plaza and

Shamrock Apartments) to assemble a significant site for major redevelopment. With the establishment of the Campbellton Road TAD, the ADA should proactively work with the property owners to market the proposed redevelopment plan to potential developers. The TAD resources will be a valuable incentive, potentially helping to fund the proposed new streets and park spaces.

Priority 5: (1-5 years)
Neighborhood Sidewalks
Sidewalks were among the neighborhood's top concerns. A number of neighborhood streets were identified as needing sidewalks to provide safe connections to important neighborhood destinations such as Adams Park. This study has documented the key streets needing sidewalks and these projects can be implemented incrementally through the use of various City funding sources including the Quality of Life Bond funds, the Campbellton Road TAD, and LCI implementation funds.

Priority 6: (5-10 years)
Campbellton Road Upgrade (2-lane to 3-lane street section)
The remaining portions of Campbellton Road that have not been widened to 5-lanes are in need of sidewalks and a left turning lane for safer access to the adjacent neighborhoods. The current plan has been to widen these segments to be consistent with the other 5-lane sections. This study recommends "down sizing" the 5-lane proposal to 3-lanes (two travel lanes and a center turn lane) with the addition of sidewalks and bike lanes to be consistent with the corridor's volume of traffic and the neighborhood context. This down sizing has the advantage of being less costly than the 5-lane option, allowing for potentially quicker implementation. Potential funding sources could include LCI implementation funds in addition to other sources of transportation funding. The Bureau of Planning should work with the Department of Public Works to redesign the project and identify funding sources.

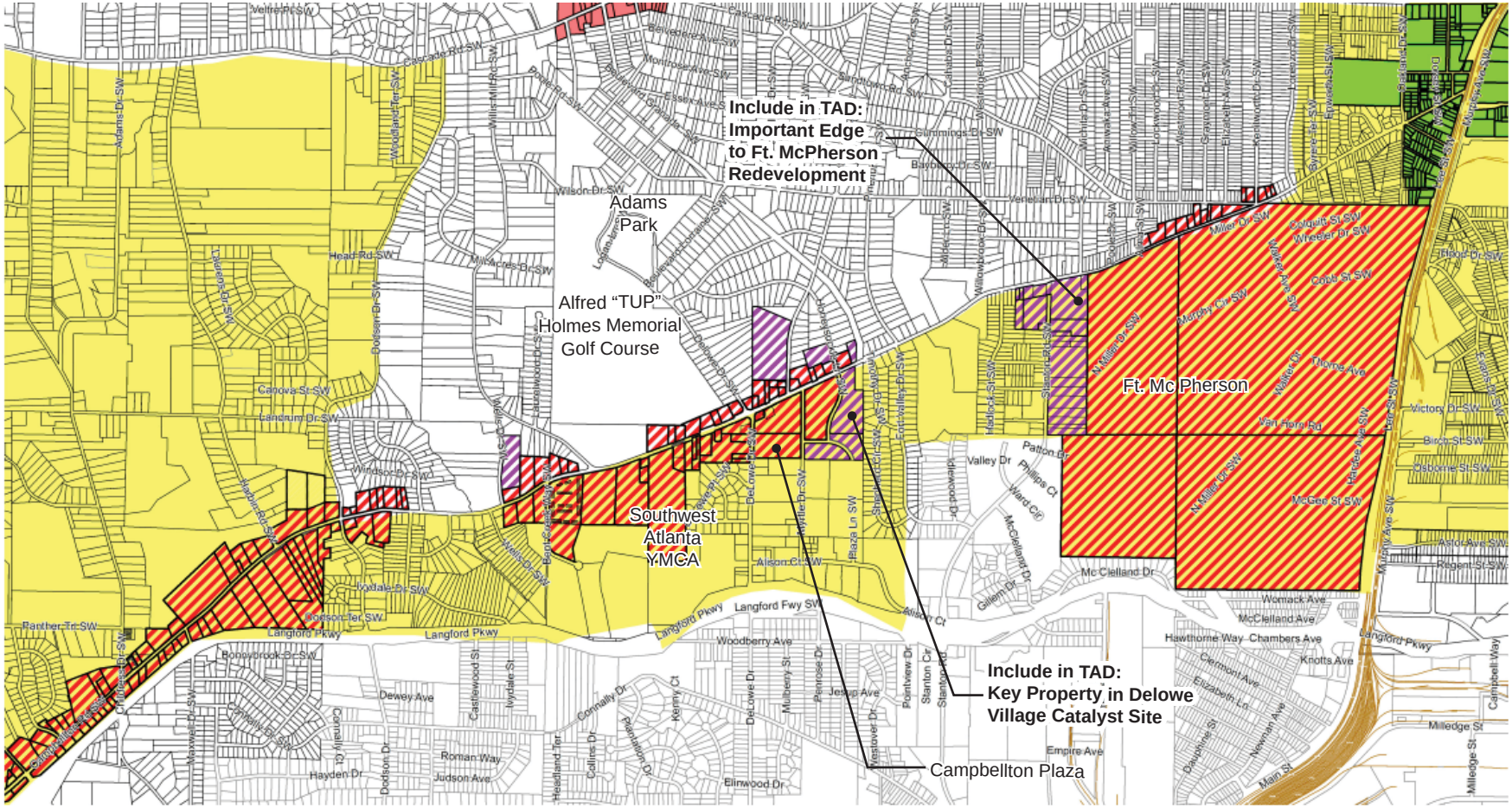
Priority 7: (1-10 years)
Transit
Recommendations for improving transit service involve adjustments to the existing service including eliminating underutilized and/or redundant stops, enhancing the shelter amenities at high boarding stops and development nodes, implementing ITS transit signal priority, and potentially extending the corridor routes from the West End and Oakland City Stations directly to downtown Atlanta for more direct service to downtown. All of these projects will need to be implemented by MARTA through the initiation of the Bureau of Planning. LCI implementation funds are an ideal source of funding and the plan should be submitted to ARC for LCI eligibility.

Priority 8: (5-15 years)
Fort McPherson Catalyst Site
The redevelopment of Fort McPherson will ultimately have a positive impact on Campbellton Road and the surrounding neighborhoods. It will be important for the neighborhoods and the Campbellton Road corridor that the future redevelopment face Campbellton Road to reconnect the base to the adjacent neighborhoods and establish a positive gateway on Campbellton Road to Southwest Atlanta. This plan also recommends a number of key street connections from both Campbellton Road and Stanton Road in order to provide needed new street network tying together Campbellton Road, Stanton Road, and Lee Street. The redevelopment process for Fort McPherson will have its own time frame and direction. The Bureau of Planning should continue to coordinate with the Redevelopment Task Force to ensure the inclusion of the recommendations of this study.

Priority 9: (ongoing, 5-10 years)
Utoy Creek Greenway & Adams Park Trail

The Utoy Creek Greenway and the "Adams Park Trail" were projects identified by the community to help better connect the neighborhoods to natural and civic resources. These projects will require the involvement and participation of the Department of Parks, Recreation, and Cultural Affairs. The Utoy Creek Greenway will ultimately extend a connection from the Cascade Springs Nature Preserve to Campbellton Road. This greenway will require easements and/or partial property purchases along the creek to eventually include a multipurpose trail. The "Adams Park Trail" utilizes the edge of the Alfred Holmes Memorial Golf Course to create a pedestrian connection directly between Adams Park, the Adams Park Library, and the Southwest YMCA. This relatively simple connection would create a tremendously valuable pedestrian connection from important civic resources to the adjacent neighborhoods. These projects could benefit from a variety of funding sources including the PATH Foundation, the Blank Foundation, and LCI implementation funding.

5.9.1 Economic Development Map: Existing and Proposed TADs and UEZs



Legend - Economic Development

- Proposed TAD per "Bay Area Economics Study"
- Additions to Proposed TAD per Campbellton Cascade Corridor Study
- Renewal Communities
- Beltline TAD

N

0 600 1400 Feet

5.9.2 Project Matrix

This section organizes all the recommended projects into a chart that outlines project type, phase, NPU, Council District, estimated costs, funding sources and agencies involved.

Cost Assumptions

As with any macro-level planning process, it is difficult to perfectly assign costs to future projects. However, it is possible to estimate based on standard cost assumptions. The following assumptions have been used have been used for the projects outlined.

- 5-foot wide sidewalk including curb and gutter = $7.00 per square foot
- Required drainage associated with new curb and gutter = $35 per linear foot
- The different roadway typical sections proposed in this cost estimate was:
  - One lane roadway with sidewalk $185 / Linear Foot (was used for turn lane estimates)
  - Two lane roadway with sidewalk $295 / Linear Foot
  - Three lane roadway with sidewalk $385 / Linear Foot
  - Four lane roadway with sidewalk $450 / Linear Foot
- Bridge = $65 / Linear Foot
- Atlanta Light Type “C” pedestrian lights = $3,000 each at 80 foot spacing
- Street Trees = $300 Each at 40 foot spacing
- Milling and Resurfacing $4 / Square Yard
- Road Signs = $ 300 each
- Thermoplastic Crosswalks = $3000 / leg
- Signal priority for transit = $125,000 / mile, $25,000 / unit
- Bus stop shelter = $5,000-$8,000 each

It was also assumed that engineering cost would be at 10-15 percent of the construction cost. Right of way cost was assumed to be at an average rate $2.50 per square foot. The right of way cost assumes an average rate of both residential and commercial.

Agency Abbreviations

BOP = Bureau of Planning
DPW = Department of Public Works
DPRCA = Department of Parks, Recreation and Cultural Affairs
GDOT = Georgia Department of Transportation
ADA = Atlanta Development Authority

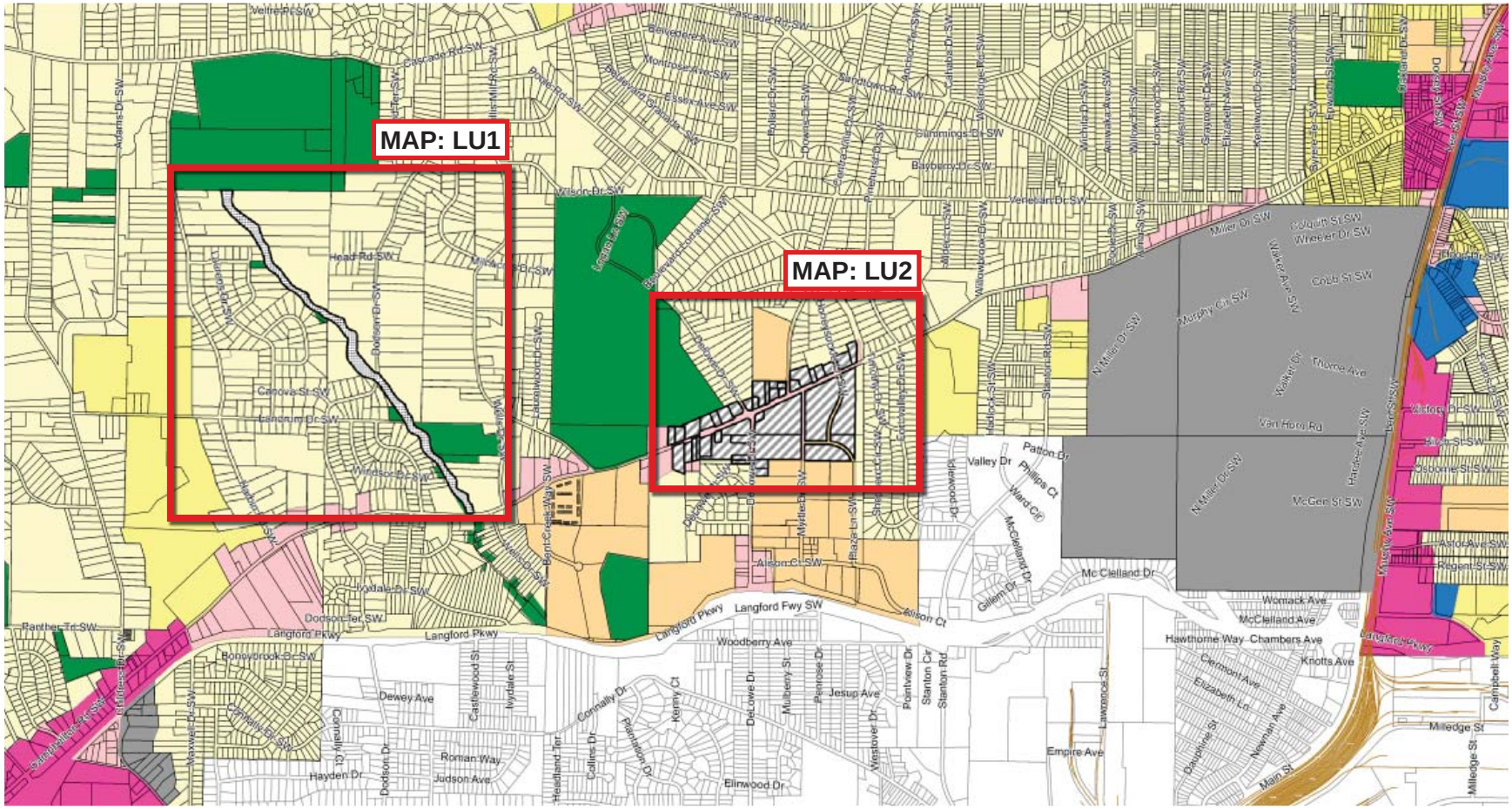
ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	Corridor/Crossection										
C-1	Campbellton Rd.: Redesign from existing 2-lanes to 3-lanes (1 travel lane in each direction & center turn lane/median), including sidewalks and bicycle lanes (this is an alternative to the currently planned 5-lane cross section)	Two segments: 1) from Dodson Dr. to Bent Creek Way, 2) from Pinehurst Dr. to Oakland Dr.	R,S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	$1,150,000	$500,000	$4,700,000	$6,350,000	Campbellton Road TAD/LCI	BOP/DPW
C-2	Lane Transition Sections: Upgrade signing and pavement marking for transitions from and to future 3-lane and existing 5-lane segments	Three locations: 1) approaching Dodson Dr. from west, 2) approaching Willis Mill Dr. from east, 3) approaching Timothy Dr. from west	R,S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	$2,500	$10,000	$12,500	CIP/Street Maintenance	DPW
	Streetscape/Sidewalks										
S-1	Campbellton Rd.: Install pedestrian street lighting	From Maxwell Dr. to Oakland Drive	R,S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	$62,000	$613,000	$675,000	Campbellton Road TAD/LCI	BOP/DPW
S-2	DeLowe Dr.: Install sidewalks	From Campbellton Rd. to Alison Ct.	R	11th (Maddox)	Phase 1 (1-5 years)	N/A	$25,000	$225,000	$250,000	CIP/QOL Bonds/LCI	BOP/DPW
S-3	Stanton Road: install sidewalks	From Campbellton Rd. to city limits	R	12th (Sheperd)	Phase 1 (1-5 years)	N/A	$50,000	$467,000	$517,000	CIP/QOL Bonds/LCI	BOP/DPW
	Intersections/Traffic Signals										
I-1	Dodson Dr.: Replace strain pole in SW corner of intersection	Intersection of Campbellton Rd. & Dodson Dr.	R	11th (Maddox)	Part of Signal improvement Contract City is developing	N/A	$5,000	$10,000	$15,000	CIP/Street Maintenance	DPW
I-2	Centra Villa Dr.: Evaluate the right-of-way impact of adding south bound right turn lane onto Campbellton	Intersection of Campbellton Rd. & Centra Villa	R, S	11th (Maddox)	Phase 1 (1-5 years)	TBD	10,000	70,000	$80,000	CIP/Street Maintenance	DPW
I-3	Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection & pedestrian enhancements	All signalized intersections along corridor	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	$50,000	$280,000	$330,000	CIP/Street Maintenance	DPW
I-4	Traffic Signal Interconnection: interconnect signals & provide communications to City of Atlanta TCC	All signalized intersections along corridor	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	$40,000	$160,000	$200,000	CIP/Street Maintenance	DPW
I-5	Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks	Various locations (e.g. crossing @ Adams Park Library and YMCA)	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	$5,000	$21,000	$26,000	CIP/Street Maintenance	DPW
I-6	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings & provide ADA access.	All signalized intersections in corridor	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	$10,000	$36,000	$46,000	CIP/Street Maintenance	DPW

ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	New Streets/Network										
N-1	Network Opportunities - Delowe Village: with the proposed redevelopment of this catalyst site key connections should be made including: a parallel connection from Delowe, and alignment of the Myrtle & Centra Villa intersection		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA/Developers
N-2	Network Opportunities - Ft. McPherson: the future redevelopment of Ft. McPherson provides an important opportunity to create better connectivity in this part of the Campbellton corridor. Multiple connections from both Campbellton and Stanton that provide connection to Lee Street will provide critical connectivity, helping to distribute traffic through the area.		R, S	12th (Sheperd)	Phase 2 (5-10 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA/Developers
N-3	Network Opportunities - Campbellton - Harbin: Redevelopment in this area should be organized on a regular network of streets and blocks with multiple connections to Campbellton Road.		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA/Developers
	Transit										
T-1	Blue Flyer Route # 283: Enhance transit service to Downtown Atlanta by extending route from Oakland City Station to downtown Atlanta	extra 3 miles one-way along Lee St, Whitehall, and Peachtree, Alabama, Forsyth, Marietta 14 minute headways no additional extra blue flyer buses required	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	N/A	N/A	operation cost $1.36 per mile X (6 miles round trip) X (8 buses per day) X 260 days per year =$16,972	MARTA operating funds (staffing) and capital funds (buses)	MARTA
T-2	Signal Priority: Implement ITS transit signal priority along corridor to improve travel time to Downtown Atlanta and Oakland City Station		R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	N/A	$25,000 per unit $125,000 per mile	($25,000 X 8 units = $200,000) or for whole corridor (3 miles X $125,000 = $375,000)		MARTA/DPW
T-3	Bus Stop Enhancements: Eliminate underutilized stops & enhance remaining bus stops to include shelters, benches, trash receptacles & route information		R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	Minimal/Cost can be born advertising agency (VIACOM)	$5,000-$8,000 per shelter	Cost could be born by advertising	MARTA capital funds/ VIACOM	MARTA with advertising agency (VIACOM)
	Traffic Calming										
TC-1	Childress Drive: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, I	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-2	Harbin Rd.: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, I	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
TC-3	Dodson Drive: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, I	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW

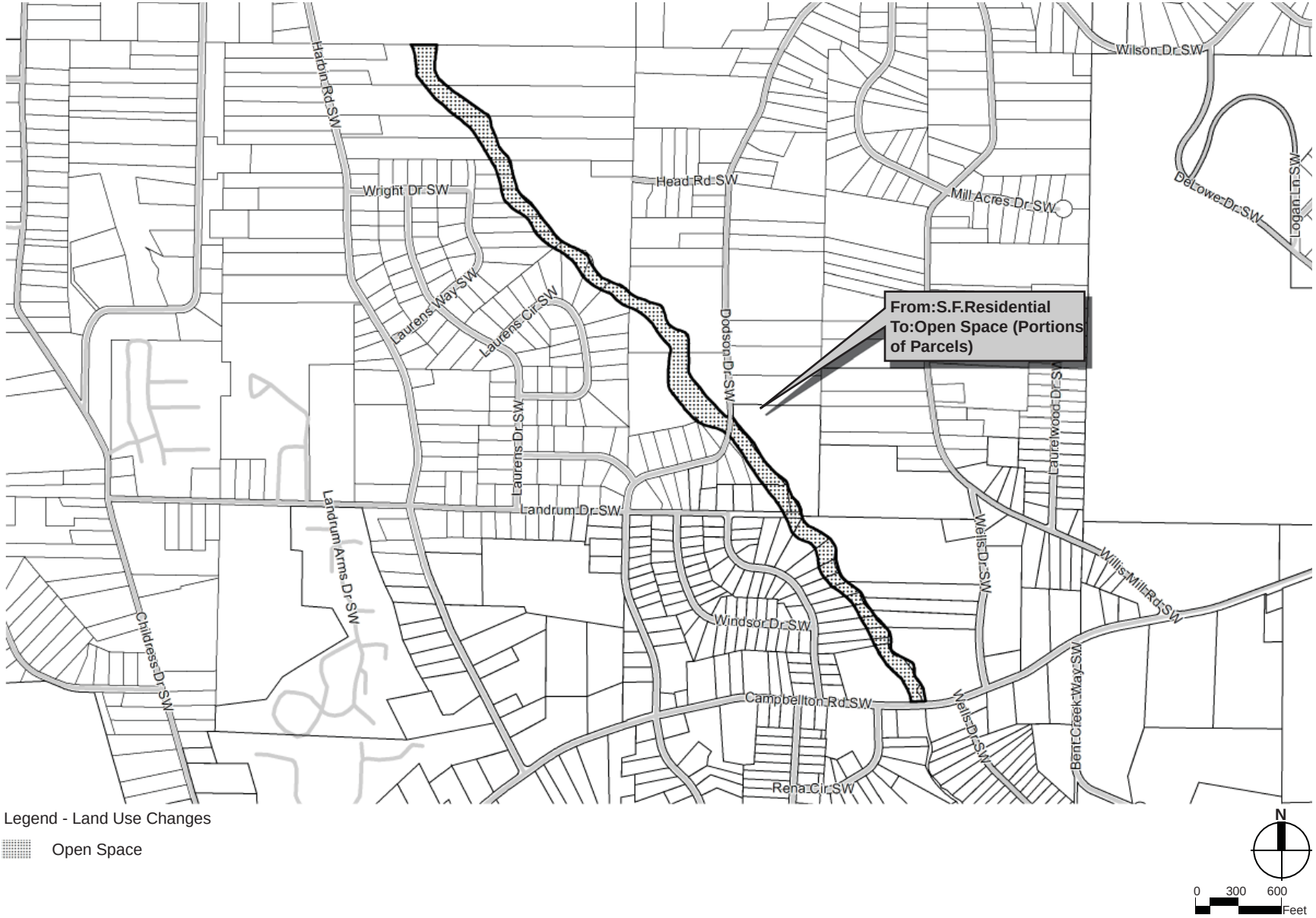
ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
TC-4	Centra Villa Dr.: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, S	11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	Redevelopment Catalyst Projects										
RC-1	Delowe Village: Creation of a major mixed-use commercial area to serve the retail, service, and community needs of the surrouding neighbor-hoods		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA
RC-2	Campbellton - Harbin Square Neighborhood: Redevelop vacant commerical property into a mix of residential uses and establish this part of Campbellton as a residential location		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA
RC-3	Ft. McPherson Base Reuse: The eventual reuse of Ft. McPherson represents a significant opportu-nity to reconnect Campbellton Road to this future development site		S	12th (She-perd)	Phase 2 (5-10 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA
	15-Year Future Land Use										
LU-1	Future Land Use change from Low Density Com-mercial to Mixed Use. Supports the mixed-use redevelopment of the Campbellton/Delowe area.		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
LU-2	Future Land Use change from Low Density Com-mercial & Medium Density Residential to Mixed Use. Supports the mixed-use redevelopment of the Delowe village catalyst site.		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
LU-3	Future Land Use change from Single Family Residential to Open Space. Designate parcels or portions of parcels along the Utoy Creek as Open Space. Supports the long-term development of the Utoy Greenway from Campbellton Road to Cascade Springs Nature Preserve.		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Zoning										
Z-1	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-2	Rezone from C1 to MR-4-A: sifts land use from commercial to residential & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-3	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-4	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-5	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-6	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP

ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
Z-7	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-8	Rezone from RG3 to MR-4-A: Increases land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-9	Rezone from C1 to MRC-2: Increases land use intensity, encourages mixed use & implements Quality of Life Zoning Code urban design standards		R, S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-10	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-11	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-12	Rezone from C1 & RG3 to MRC-3-C: increses land use intensity, encourages mixed use & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-13	Rezone from RG3 to MR-4-A: Increases land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-14	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-15	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-16	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	12th (Sheperd)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Z-17	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	12th (Sheperd)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Park & Open Space										
O-1	Utoy Creek Greenway: This greenway builds upon existing dedicated open space along Utoy Creek. With future open space dedication, this greenway can connect all the way up to the Cascade Springs Nature Preserve. Dedicate parcels or parts of parcels along creek as open space in the Future Land Use Plan.	From Campbellton Rd. north to Cascade Springs Nature Preserve	R	11th (Maddox)	Phase 3 (5-15 years)	TBD	TBD	TBD	TBD	TPL/Blank Foundation/PATH Foundation	BOP/DPRCA
O-2	Adams Park Trail: This potential trail utilizes the edge of the Holmes Memorial Golf Course to create a trail connection between Adams Park and the Adams Park Library. This trail would provide a valuable pedestrian route from the Adams Park Neighborhood to the library and YMCA. Will require coordination with golf course to determine acceptable alignment and design.	From Adams Park, along Holmes Golf Course to Library	R	11th (Maddox)	Phase 1 (1-5 years)					TPL/Blank Foundation/ PATH Foundation/LCI	BOP/DPRCA

5.9.3 Proposed 15 Year Future Landuse Changes: Key Map



Proposed Landuse Changes Map: LU 1



Legend - Land Use Changes

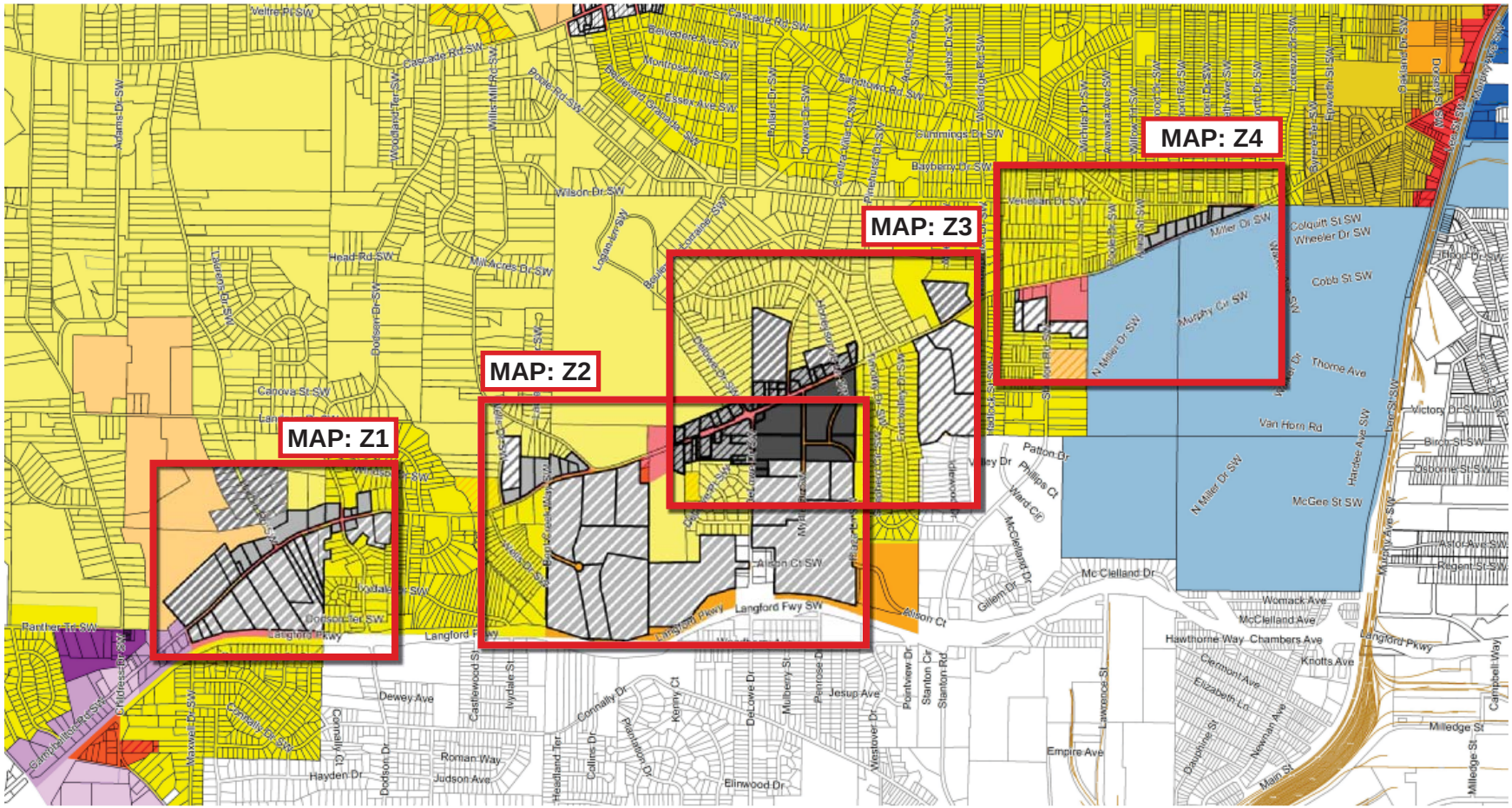
Open Space

Proposed Landuse Changes Map: LU 2

Legend - Land Use Changes

Mixed Use

5.9.4 Proposed Rezonings: Key Map


MAP: Z1
MAP: Z2
MAP: Z3
MAP: Z4
Langford Fwy SW
Langford Pkwy
McGee St SW
Van Horn Rd
Thorne Ave
Cobb St SW
Colquitt St SW
Wheeler Dr SW
Miller Dr SW
N Miller Dr SW
Murphy Cir SW
Mc Clelland Dr
McClelland Ave
Hardee Ave SW
Victory Dr SW
Birch St SW
Osborne St SW
Regent St SW
Milledge St
Campbell Way
Main St
Empire Ave
Elinwood Dr
Hayden Dr
Roman Way
Judson Ave
Dewey Ave
Castlewood St
Nydale St
Connally Dr
Kenny Ct
DeLowe Dr
Mulberry St
Penrose Dr
Jesup Ave
Pointview Dr
Stanton Cr
Stanton Rd
Westover Dr
Lawrence St
Hawthorne Way
Chambers Ave
Knotts Ave
Clermont Ave
Elizabeth Ln
Dauphine St
Newman Ave
Womack Ave
Patton Dr
Phillips Ct
Ward Cir
McClelland Dr
Gillem Dr
Wilson Ct
Alison Ct SW
Dobson Ter SW
Kidalia Dr SW
Canova St SW
Head Rd SW
Wilson Dr SW
Cascade Rd SW
Belvedere Ave SW
Montrose Ave SW
Eastern Ave SW
Sandown Rd SW
Simmings Dr SW
Bayberry Dr SW
Venetian Dr SW
Dodson Dr SW
Woodland Ter SW
Adams Dr SW
Childress Dr SW
Maxwell Dr SW
Campbellton Dr SW
Panther Ter SW
Dodson Dr
Collins Dr
Headland Ter
Pointview Dr
Kenny Ct
Connally Ct
Connally Dr SW
Dewey Ave
Hardee Ave SW
Milledge St
Main St
Campbell Way
Regent St SW
Birch St SW
Victory Dr SW
Rhodes Dr SW
Oakland Dr SW
Fowler St SW
Sycamore Dr SW
Lucerne Dr SW
Millwood Dr SW
Arrowhead Ave SW
Michigan Dr SW
Cherokee Dr SW
Cherokee Ter SW
Cherokee Rd SW
Cherokee Ln SW
Cherokee Cir SW
Cherokee Pl SW
Cherokee Way SW
Cherokee Ave SW
Cherokee St

Rezoning Map: Z 2

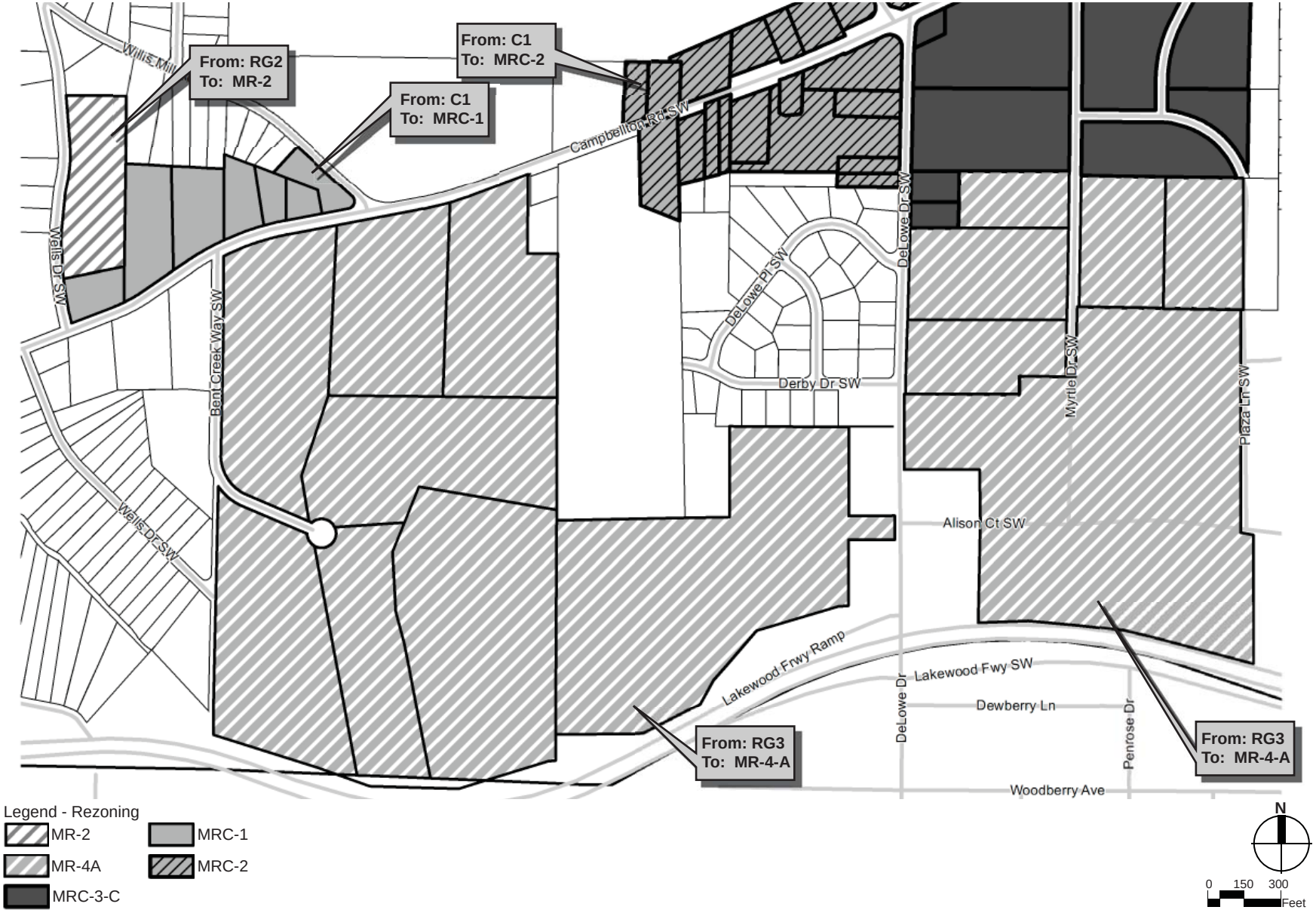
Legend - Rezoning

- MR-2
- MRC-1
- MR-4A
- MR-3

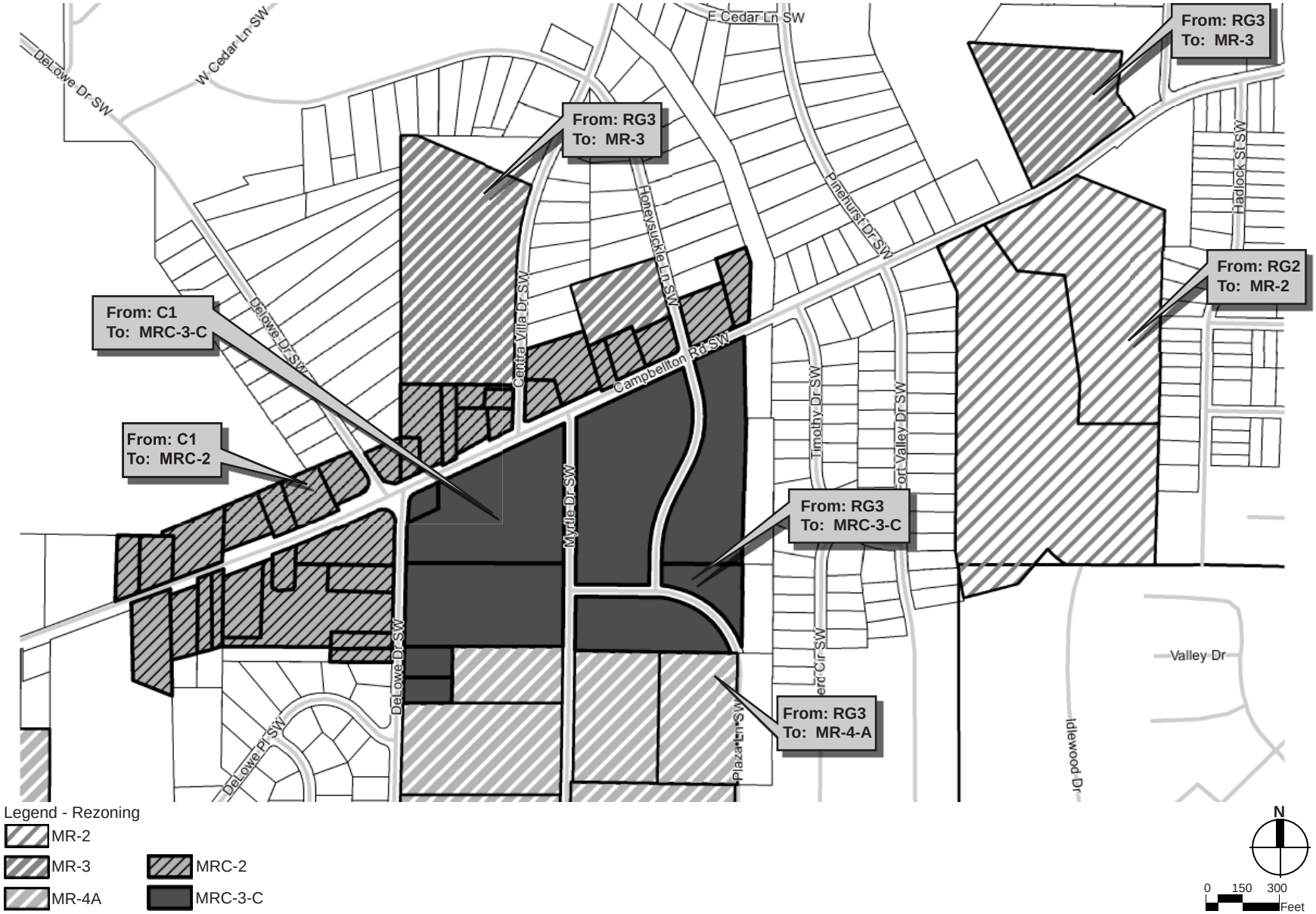
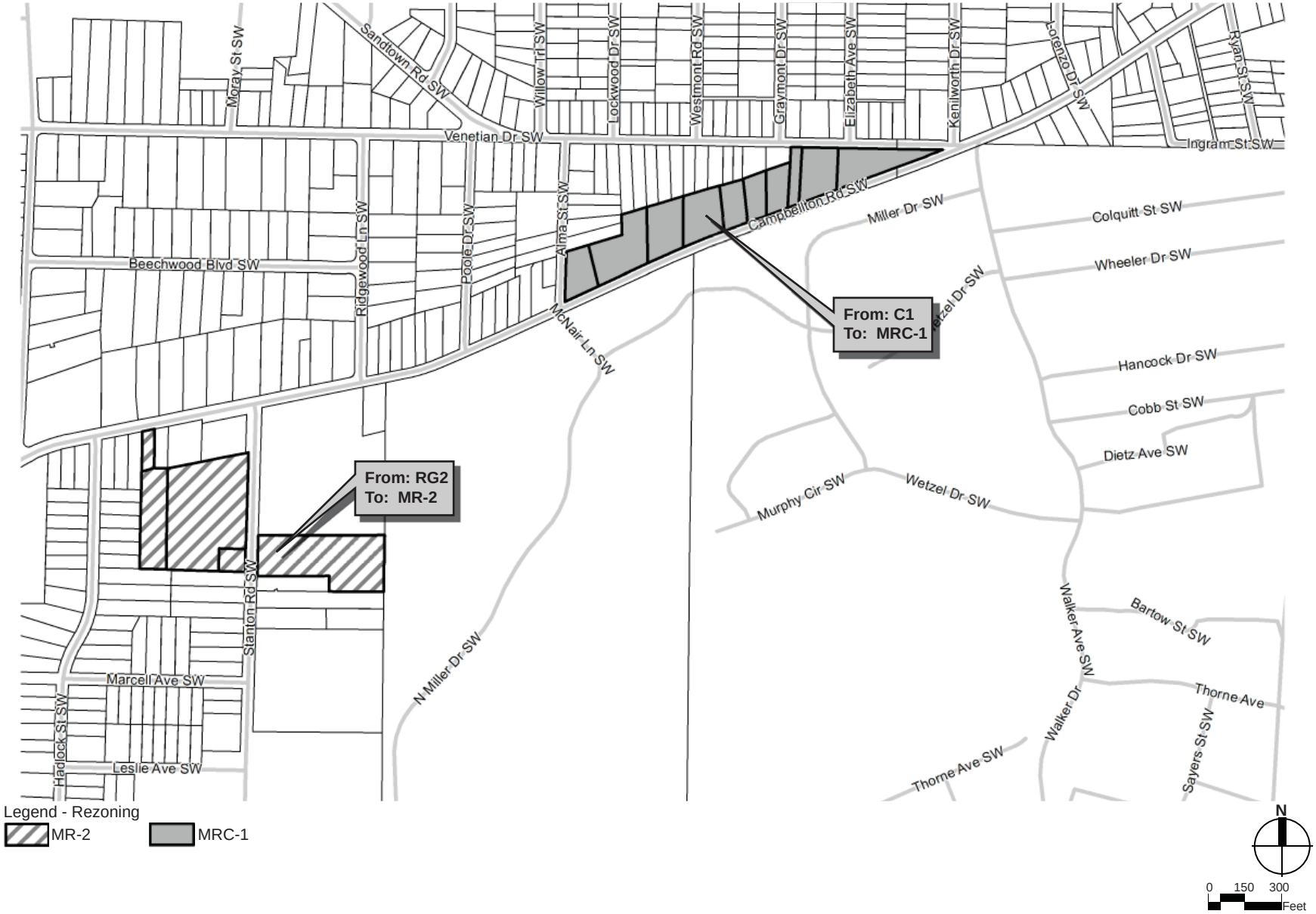
N

0 150 300 Feet

Rezoning Map: Z 2



Rezoning Map: Z 3



Rezoning Map: Z 4