

CANDLER PARK NEIGHBORHOOD (ATLANTA, GA)

OCTOBER 2013



Candler Park

MASTER PLAN

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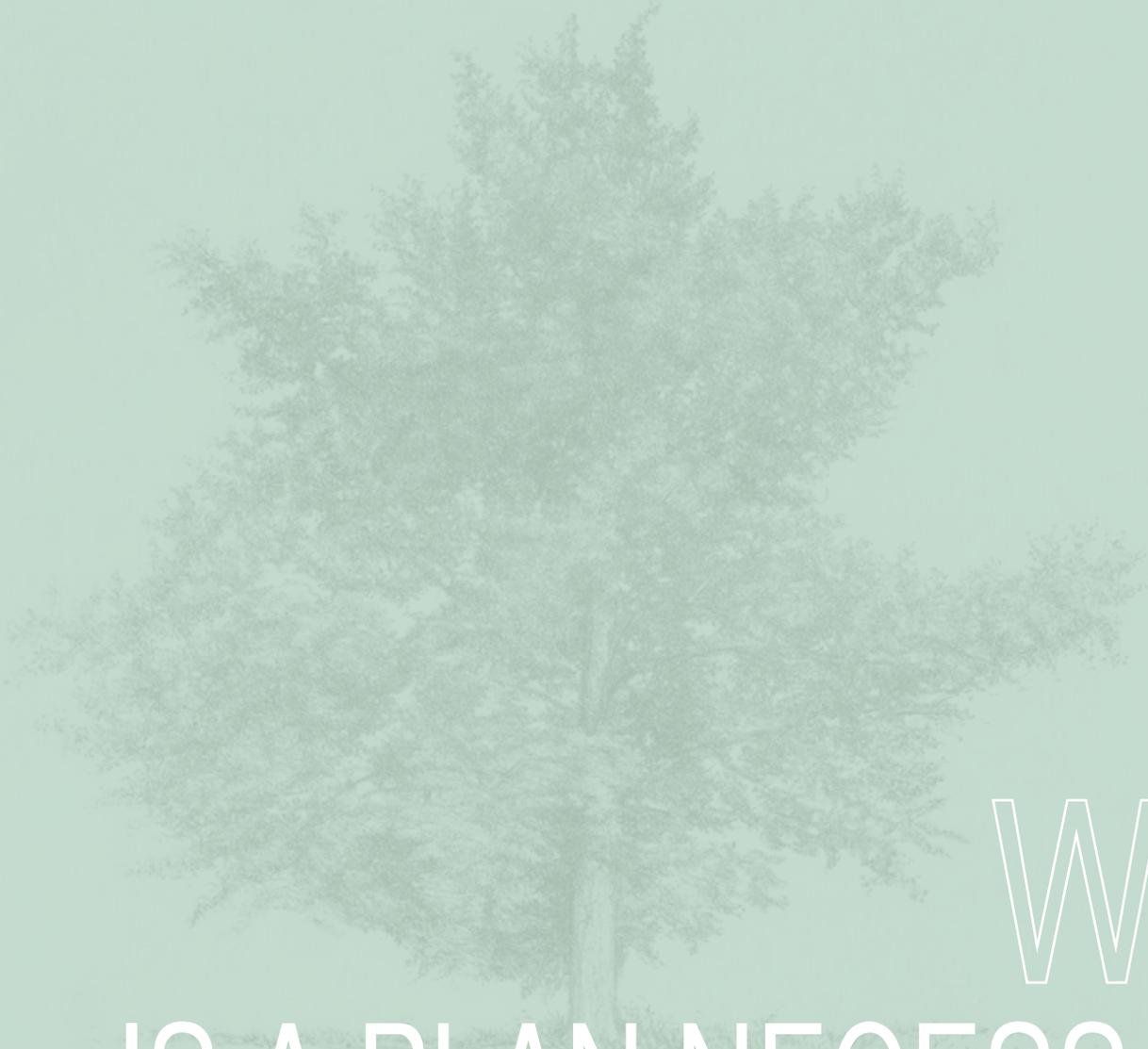
CONTENTS

WHY IS A PLAN NECESSARY?	004
REPOSITIONING	005
NEIGHBORHOOD HISTORY.....	006
PREVIOUS PLANS AND STUDIES.....	008
WHO IS THE PLAN FOR?	016
A COMMUNITY PLAN.....	017
EXISTING CONDITIONS	019
COMMUNITY OUTREACH	029
STEERING COMMITTEE.....	030
FOCUS GROUP CONVERSATIONS.....	031
COMMUNITY FORUM #1	036
COMMUNITY FORUM #2	047
COMMUNITY FORUM #3	057
WHAT IS THE PLAN?	064
PURPOSE, VISION AND GOALS.....	065
CANDLER PARK CONSERVANCY RECOMMENDATIONS	067
CANDLER PARK SWIMMING POOL RECOMMENDATIONS	069
FARMERS MARKET AND PARKLETTES	070
MOBILITY/TRAFFIC CALMING RECOMMENDATIONS.....	072
MARTA/TRANSIT RECOMMENDATIONS	078
DOG PARK RECOMMENDATIONS	078
LAND USE RECOMMENDATIONS	079
STREET REPAIR AND MAINTENANCE RECOMMENDATIONS.....	083
QUALITY OF LIFE RECOMMENDATIONS	084
HOW IS THE PLAN IMPLEMENTED?	086
THE NEED FOR IMPLEMENTATION.....	087

APPENDIX

FIGURES AND TABLES

FIGURE 1. CANDLER PARK CURRENT ZONING MAP.....	019
TABLE 1. SIZE OF THE MARKET	023
TABLE 2. CHARACTERISTICS OF THE MARKET: AGES	023
TABLE 3. CHARACTERISTICS OF THE MARKET: INCOMES	024
TABLE 4. CHARACTERISTICS OF THE MARKET: HOUSEHOLDS.....	026
TABLE 5. PROJECTED GROWTH OF THE MARKET	027
FIGURE 2. CANDLER PARK PATH SYSTEM.....	069
FIGURE 3. CANDLER PARK SWIMMING POOL IMPROVEMENTS.....	070
FIGURE 4. CANDLER PARK PARKLETTES.....	071
FIGURE 5. MORELAND AVENUE PLAN	072
FIGURE 6. RAISED INTERSECTION CONCEPT	072
FIGURE 7. NEIGHBORHOOD TRAFFIC CALMING PLAN	073
FIGURE 8. OAKDALE AND MCLENDON INTERSECTION	074
FIGURE 9. DEKALB AVENUE PROPOSED SECTION.....	075
FIGURE 10. DEKALB AVENUE PROPOSED VISUAL RENDERING	075
FIGURE 11. CANDLER PARK DRIVE SIDEWALK	076
FIGURE 12. OAKDALE AND PATH TRAIL MINI TRAFFIC CIRCLE.....	076
FIGURE 13. PREVIOUSLY DISCUSSED DOG PARK LOCATIONS	078
FIGURE 14. NEIGHBORHOOD ZONING PROPOSAL	080
TABLE 6. NEIGHBORHOOD ZONING ANALYSIS.....	080
FIGURE 15. MCLENDON MIXED USE ZONING PROPOSAL.....	081
TABLE 7. MCLENDON ZONING ANALYSIS	081
FIGURE 16. DEKALB MIXED USE ZONING PROPOSAL	082
TABLE 8. DEKALB ZONING ANALYSIS	082
TABLE 9. CANDLER PARK CONSERVANCY IMPLEMENTATION	088-089
TABLE 10. CANDLER PARK SWIMMING POOL IMPLEMENTATION	089-090
TABLE 11. FARMERS MARKET AND PARKLETTES IMPLEMENTATION.....	090
TABLE 12. MOBILITY/TRAFFIC CALMING IMPLEMENTATION.....	090-093
TABLE 13. MARTA/TRANSIT IMPLEMENTATION	094
TABLE 14. DOG PARK IMPLEMENTATION	094
TABLE 15. LAND USE IMPLEMENTATION	094
TABLE 16. STREET REPAIR AND MAINTENANCE IMPLEMENTATION.....	096
TABLE 17. QUALITY OF LIFE IMPLEMENTATION	096-097



WHY
IS A PLAN NECESSARY?

REPOSITIONING

The Candler Park neighborhood is a true “success story” on many levels. The local Mary Lin Elementary School has established an outstanding academic track record due to the dedication of school personnel and parental involvement. The historic housing stock of single family bungalows has proven to be desirable as a destination for intown home buyers. The traditional neighborhood commercial nodes along McLendon Avenue within the neighborhood provide close proximity to trendy restaurants and daily goods and services, while Dekalb Avenue and Little Five Points along Moreland Avenue offer an expanded menu of eateries and retailers to community residents. The Candler Park park is one of the larger parks in the City of Atlanta and as such offers ample recreation opportunities for many different types of users - from children, to golfers, to bird watchers and festival-goers. And the close proximity to Downtown Atlanta, Midtown Atlanta, Downtown Decatur as well as the presence of the MARTA station, give this neighborhood a prime positioning for those looking to avoid the lengthy commuting times associated with more suburban locations.

As much as the Candler Park neighborhood has going for it, there is still much to be done to ensure that the community retains its position as one of Atlanta’s most desirable intown neighborhoods. The old saying “Most people don’t plan to fail, they fail to plan” is true for community development as well. There are in fact many neighborhoods in this city that were once thriving pockets of community complete with quality housing stock, successful businesses, community oriented parks and

open spaces and strong community schools. These areas changed over time, as did many urban communities throughout the nation, through a combination of economic, social and mobility factors. The lesson for Candler Park is that no neighborhood can rest on its laurels or believe that things are too good to ever change. The take-away is that the Candler Park neighborhood must be pro-active and focused on preserving all that makes the community great, while at the same time planning to change that which may be keeping the community from its maximum potential.

Improving the community’s position into the future can only effectively be achieved through a process of strategic planning and visioning. A master planning process is a city planning-based endeavor to craft a long term vision for the growth of a community and it is a process that many other Atlanta neighborhoods have undertaken over the past 20 years and more. In fact, many of the communities that are in close proximity to the Candler Park neighborhood have completed master plans including Edgewood, Old Fourth Ward, Poncey Highland, Reynoldstown, East Atlanta Village and the Moreland Avenue corridor.

This master plan is necessary to document a community vision for future decision making, to establish areas of consensus in terms of community improvements and lastly to align City of Atlanta public policy and municipal resources with the goals of the community. Some plan concepts can be done by the neighborhood alone, but many ideas will need outside help and this planning document will facilitate the securing of this critical aide.

NEIGHBORHOOD HISTORY

In the years following the Civil War, the Candler Park neighborhood was a part of the City of Edgewood with an estimated population of 500 people. The City of Edgewood had its own municipal government, City Council, school system and electric utility. On January 1, 1909 the people of Edgewood voted and approved becoming a part of the City of Atlanta. In 1922, Asa Candler gifted land in the neighborhood to create a City park and golf course in the location where much of it is currently located today.

A concerted effort by a small number of Candler Park residents has further documented the history of a vibrant African American community that lived within the neighborhood from the 1870s into the 1980s. This micro-community within the neighborhood had extensive roots in the

form of local businesses, growing families, schools, a lodge, and religious gathering locations. This community was eventually driven out of the neighborhood and ultimately relocated within the current Edgewood neighborhood south of Dekalb Avenue.

More recently, the proposal for a state highway through Candler Park and other east side Atlanta neighborhoods as a connector from Georgia Highway 9/400 through to Decatur and Stone Mountain represents a true turning point in the history of the neighborhood. The State Department of Transportation began buying land for the proposed state highway in the 1960s. These plans to begin construction were met with strong opposition from many of the impacted communities, and the Candler

WHY

Park neighborhood in particular. Eventually, the project was stopped by then-Governor Jimmy Carter. In the early 1980s the highway idea was resurrected again in a modified format of a Presidential Parkway as part of the proposed Presidential Library to be located in the area.

The highway proposal, while undesirable, effectively was leveraged as a catalyst for community involvement and development in Candler Park. The community found its voice through the opposition of the roadway and utilized it moving forward to continue to make the neighborhood a better place to live. Community leaders were active in the design of the Freedom Parkway roadway that took the place of the proposed highway project.

The new road and the corresponding new Freedom Park, along with the trails, paths, pocket parks and re-sold single family lots were all the result of intense community involvement and negotiation with the State Department of Transportation as well as with the City of Atlanta.

Many local leaders were similarly instrumental in the resurgence of the Little Five Points commercial node as a vibrant commercial district. The “funky” node has grown over the last 30 years to provide truly unique retail and entertainment offerings while making constant improvements to the area that have not compromised the history and character of the district.

Lastly, it is important to note that the more recent history of the community has established a legacy of educational excellence. Neighborhood leadership has risen to the challenge to make Mary Lin Elementary School a strong academic performer in the Atlanta Public School system.



The Candler Park neighborhood has a rich history and continuing to discover and document this past is a strategic recommendation of this plan.

PREVIOUS PLANS & STUDIES

The Candler Park Civic Association initiated this planning process with the primary goals of establishing a vision for the continued improvement and maintenance of quality of life in the neighborhood; to create a 'vision' for the neighborhood, which will allow a more proactive approach towards planning for the future of the neighborhood; and to identify potential 'smart growth' opportunities for the future growth of the neighborhood.

Candler Park is in need of such vision in order to preserve those aspects of the neighborhood that are assets, to change the factors within the community that are in need of improvement, and to create an inventory of community desires and recommendations for achieving this vision.

Furthermore, the Candler Park neighborhood is in need of a master plan because it has never before had one. There have been many grass roots initiatives successfully planned and undertaken by the community in the past. Other area planning processes have also included various portions of the neighborhood over the past 20 years. But never before has there been a focused and comprehensive planning process undertaken for the entirety of the neighborhood.

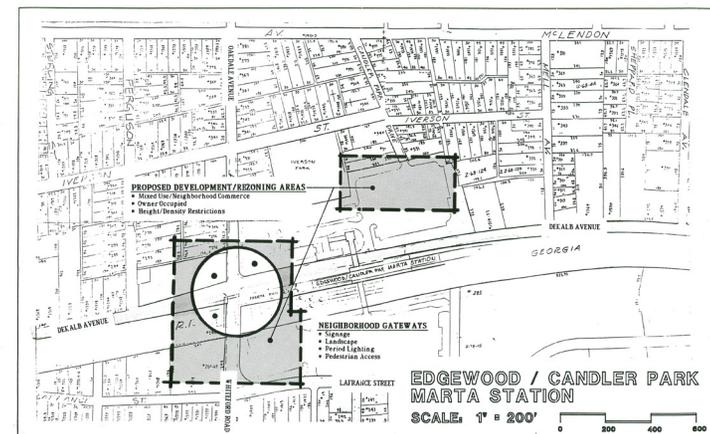
A description of the previous plans and studies involving the Candler Park neighborhood is as follows in this section.

THE DEKALB AVENUE CORRIDOR STUDY (1990)

A vision for Dekalb Avenue was established as a response to concerns over the future development of MARTA-owned parcels along the corridor. This plan was a collaboration involving NPU N, NPU O, and the Cabbagetown, Reynoldstown, East Lake, Inman Park, Candler Park, Edgewood, Kirkwood and Lake Claire neighborhoods.

- + Remove the uncertainty of middle traffic lane on Dekalb Avenue
- + Enforce speed limits on Dekalb Avenue
- + Close Iverson Park access to MARTA station with a 6 foot fence.
- + Downscale Dekalb Avenue to 2 lanes with turn lanes at major intersections
- + Enforce speed limits on Dekalb Avenue
- + Make the Dekalb/Moreland Avenue interchange a true gateway to Candler Park and Little Five Points
- + Improve pedestrian access to Moreland Avenue at the Dekalb Avenue/Moreland Avenue interchange
- + Encourage presence of more people on the street
- + Use green space as a safety barrier for pedestrians between the sidewalk and street
- + Add a bike lane to Dekalb Avenue
- + Provide for user friendly bus stops
- + Focus development around MARTA stations
- + Encourage owner-occupied, mixed use development on Dekalb Avenue
- + Encourage medium density housing on Dekalb Avenue
- + Limit buildings heights along Dekalb Avenue to 2.5 stories
- + Encourage development that is scaled to pedestrians and the

- existing character of the neighborhood
- + Increase and improve landscaping
- + Soften buildings walls with plantings and/or murals
- + Involve schools in art projects for walls
- + Use lighting in the neighborhood style (i.e., light posts)



PONCE DE LEON/MORELAND AVENUE CORRIDORS STUDY (2005)

The City of Atlanta initiated a comprehensive and inclusive examination of Ponce de Leon Avenue, Moreland Avenue and the areas around the Edgewood/Candler Park and Inman Park/ Reynoldstown MARTA stations as part of a community-based planning process focusing on transportation improvements, land use policies, and sound urban design to improve the quality of life along the corridors and within nearby neighborhoods.

- + Prohibit street abandonments or closures as part of new development, unless new streets are created with equal or greater connectivity to the existing street grid
- + Utilize traffic calming to minimize the impacts of cut through traffic on neighborhoods, rather than street closures
- + Limit vehicular access to alleys and side streets via zoning requirements
- + Require access management with new development, which may include right-in/right-out islands and shared driveways
- + Amend Public Works standards to permit new multifamily and commercial uses to use existing alleys
- + Amend Public Works standards to remove the requirement for alleys and driveways to be set 7 feet from side property lines, even if zoning permits it
- + Work with GDOT to ensure that acceleration and deceleration lanes are not required on new developments if access must be provided from Moreland Avenue
- + Install signage to direct northbound Moreland Avenue traffic wanting to turn left at North Avenue and Ponce de Leon Avenues to use Freedom Parkway; prohibit left turns at peak hours; and monitor conditions after completion of the Moreland Avenue and Ponce de Leon Avenues signalization project
- + Eliminate curb cuts in front of Starbucks
- + Install a mid-block traffic signal between Mansfield and Euclid Avenues
- + Consolidate driveways between Mansfield and Euclid Avenues
- + Install signs to prohibit left turns into businesses between Euclid Avenue and Mansfield Avenues
- + Reconstruct both Euclid Avenue approaches at Moreland Avenue by removing southbound right turn lane and adding bulb out on Euclid Avenue east of Moreland Avenue
- + Allow southbound left turns onto Euclid Avenue
- + Reconfigure the Jug-handle intersection with Dekalb Avenue by narrowing ramp entrances and install a traffic signal on Moreland Avenue, signage and lighting
- + Develop signal timing coordination plans
- + Install mast arm traffic signal poles as part of streetscape
- + Install signs to provide directional information to interstates, major streets and commercial nodes, such as Little Five Points, Virginia-Highland, or East Atlanta Village

WHY

- + Target the Study Area for traffic law enforcement
- + Perform signal upgrades.
- + Reduce Moreland Avenue between McLendon Avenue and Dekalb Avenue from six lanes to four lanes with a center turn lane plus bike lanes
- + Utilize pedestrian countdown signals at all signalized crossings
- + Establish new streetscapes with redevelopment north of Starbucks (just north of Mansfield Avenue), which include a 5 foot street furniture and tree planting zone, a 10 foot clear zone and a minimum 6 foot landscaped supplemental zone adjacent to sidewalk level residential
- + Require sidewalks with redevelopment in Little Five Points to meet Neighborhood Commercial zoning requirements
- + Provide a protected pedestrian walk phase or leading phase at signalized intersections
- + Enforce current requirements for owners to maintain the sidewalks in front of their property
- + Utilize two sidewalk ramps at intersection corners
- + Repair high priority sidewalks including Euclid Avenue in Little Five Points
- + Provide bike lockers at the Inman Park/Reynoldstown and Edgewood/Candler Park MARTA stations
- + Install bike lanes on Moreland Avenue between McLendon Avenue and the Dekalb Avenue bridge. Reduce the roadway to two lanes in both directions with a center left turn lane. Use remaining space for bike lanes
- + Study the feasibility of a multi-use trail from Dekalb Place to Hurt

- Street along the south side of Dekalb Avenue
- + Create enhanced bus service along the Moreland Avenue corridor
- + Implement a bus signal prioritization program as part of signal upgrades
- + Change the Proctor Creek rail line terminus from King Memorial to the Edgewood/Candler Park station
- + Move MARTA bus route #6 to the north bus bay of the Edgewood/Candler Park station
- + Install light cutoffs at MARTA parking to prevent light spillage
- + Encourage MARTA to update rail announcements to reflect service changes
- + Provide neighborhood maps in both MARTA stations
- + Encourage high density housing within walking distance of retail and transit to reduce the need to drive
- + Construct a parking deck in Little Five Points
- + Preserve neighborhoods and protect them from inappropriate commercial and multifamily encroachment
- + Preserve historic resources
- + Preserve civic, religious and residential land uses
- + Recognize that some auto-oriented uses are appropriate for Moreland Avenue, but their form must be pedestrian-oriented
- + Support a range of housing options along the Moreland Avenue for those of different ages, incomes and lifestyles
- + Concentrate commercial and mixed-uses at nodes
- + Preserve historic commercial buildings in Little Five Points
- + Retain existing auto-oriented buildings, but ensure that any redevelopment has a pedestrian-friendly, urban form
- + Certain auto-oriented buildings in Little Five Points create a

unique character for the area and should be celebrated as distinct. However, if redeveloped, the development must take a pedestrian-friendly form

- + Limit buildings to 3 stories or 35 feet in Little Five Points
- + Retain one gas station, but support redevelopment into a pedestrian-friendly model
- + Encourage housing above existing shops on Euclid Avenue
- + Support 2 to 3 story or 35 feet high primarily residential uses on Dekalb Avenue
- + Support a 2 to 3 story, neighborhood-scale residential uses on the north side of the Edgewood/Candler Park station, with up to 6 stories fronting Dekalb Avenue
- + Support efforts by the Candler Park Neighborhood Organization to identify a long-term land use and zoning vision for their neighborhood.
- + Require new development to bury utilities, unless economically prohibitive
- + Support variations of zoning open space requirements for buildings over 50 years old to support their reuse
- + Prohibit EFIS (fake stucco) along the first 3 floors of street-facing facades
- + Require new development to utilize the basic urban design standards contained in the City of Atlanta Urban Design Policy and codified in the Quality of Life Zoning Districts
- + Provide a knee wall, fence, hedge or curb at the back of the required sidewalk in residential areas to provide a boundary between the public and private realms
- + Provide buildings that create a pleasant scale by requiring

buildings to define the public street, like walls define a room and ensuring that balconies, porches, etc provide articulation but do not destroy the delineation of the street

- + Ensure that buildings in commercial and mixed-use areas:
 - Provide roofs that appear primarily horizontal from the street by utilizing a parapet wall, or the like.
 - Provide continuous storefronts along the sidewalk.
 - Prohibit parking lots adjacent to the street.
 - Do not use clapboard, vinyl or hardiplank siding.
 - Line up to form a continuous line of buildings.

CONNECT ATLANTA PLAN (2009)

The City of Atlanta's first comprehensive transportation plan was completed in 2009. This plan covered every area of the city and provided ground breaking policy for automobile, bicycle and pedestrian mobility in the city.

- + Proposed intersection realignment at the Dekalb Avenue and Moreland Avenue interchange.
- + Proposed intersection signal at Moreland Avenue and the Dekalb Avenue ramp.
- + Proposed Euclid Avenue, Oakdale Road, Dekalb Avenue and McLendon Avenue as secondary bicycle connections.

COMMUNITY WISH LIST (2010)

A brainstorming session was organized by the community leadership to generate ideas for improving the neighborhood. Ideas were listed and "votes" were taken to indicate support for each idea.

- | | |
|---|---|
| <ul style="list-style-type: none"> + Fix the sidewalks (25 people) + Dog park (13 people) + Security patrol (13 people) + Young Professionals of Candler Park social group (9 people) + Text message crime notification system (7 people) + Monthly neighborhood parties (7 people) | <ul style="list-style-type: none"> + Improve pool amenities / pool house (6 people) + Add streetlights between Candler Park Drive & Clifton Avenue on McLendon Avenue (6 people) + Signs saying "Candler Park" (5 people) + Maintain McLendon Avenue bulb outs (5 people) + Lobby MARTA to restore Green Line service (5 people) |
|---|---|

- + Historic designation for Candler Park (5 people)
- + Left turn signal from Moreland Avenue to McLendon Avenue when heading south (5 people)
- + Block captains for fighting graffiti (5 people)
- + Bike sharrows / shared lane markers (5 people)
- + Fix NE corner of North Avenue & Moreland Avenue (4 people)
- + Bathrooms in the park (4 people)
- + Public art in Freedom Park (4 people)
- + Improve walkability / bikeability (4 people)
- + Develop park at McLendon Avenue & Ferguson Street (4 people)
- + Safety cameras (4 people)
- + Street sweeping (3 people)
- + 4-way stop sign at Oakdale Road & Iverson Street (3 people)
- + Frisbee golf at the park (3 people)
- + Youth volunteer program (3 people)
- + Improve crosswalk safety at Moreland Avenue & McLendon Avenue (3 people)
- + Improve block captain system (3 people)
- + Monthly clean-up patrol (2 people)
- + Fix water fountains (2 people)
- + Tree plantings by side of road (2 people)
- + Bike racks (at commercial & school locations) (2 people)
- + Iverson Park improvements (2 people)
- + Summer music night (2 people)
- + Curb cuts for wheelchairs / strollers (2 people)
- + Remove or sync stop light at McLendon Avenue & Candler Park Drive (2 people)
- + Neighborhood historian / history committee (2 people)
- + Maintain historic markers in park (2 people)
- + Improve property owned by absentee landlords (2 people)
- + Fund raising silent auction of services from neighbors (1 person)
- + More playground equipment in the park(s) (1 person)
- + Survey & repair broken water meter lids (1 person)
- + Antioch East Baptist Church reunion in park (1 person)
- + Doggy poop composter in park (1 person)
- + Block parties (1 person)
- + Less sign pollution (1 person)
- + Permit parking for streets close to L5P & Flying Biscuit (1 person)
- + Roundabout at McLendon Avenue & Josephine Street (1 person)

COMPREHENSIVE DEVELOPMENT PLAN (2011)

The over arching policy document for the City of Atlanta is the Comprehensive Development Plan. This plan reflects the most current positions of the City of Atlanta in regards to the future growth, development and improvement of all Atlanta neighborhoods. The following policies are those provided specifically for NPU N and the Candler Park neighborhood.

- + Encourage the use of existing neighborhood alleys for parking access to private homes, trash pickup and utility lines. Where and when appropriate, encourage and support such expanded use
- + Encourage new development to have pedestrian and bicycle friendly street frontages
- + Support funding for a study of the impact of a road diet on Dekalb Avenue turning the reversible lane into a left turn lane
- + Support traffic calming measures that create safe bicycle lanes
- + Support the continued construction of walking/bike trails with emphasis on connecting the Candler Park Neighborhood with the Atlanta BeltLine
- + Infill development within the neighborhoods of NPU-N shall be compatible with and complementary to the structures in the immediate vicinity
- + Limit development of mixed-use project to parcels zoned for such use
- + Afford equal importance to watershed and drainage impacts in land use and development decisions and other planning functions, such as transportation. Request this consideration take place well before the construction permit stage
- + Preserve the single-family residential character of the Candler Park neighborhood
- + Promote the rezoning of non-residential properties fronting on Dekalb Avenue from Moreland Avenue to Clifton Road to Neighborhood Commercial or a quality of life zoning district in order to encourage designation oriented and pedestrian friendly activity through mixed use development
- + Support greater density around the Candler Park MARTA Station
- + Maintain and improve existing green space in Candler, Iverson and Freedom Parks
- + Support the current RG2 zoning and low density residential land use for properties located at the intersection of Euclid Avenue and Goldsboro Road
- + Support the continued development of NC1 properties that would promote pedestrian safety
- + Support reinstatement of funding for the L5P Police mini-precinct.
- + Support funding for the rehabilitation of Atlanta Fire Station #12 on Dekalb Avenue
- + The character of each of the neighborhoods shall be preserved
- + The renovation of existing structures shall be the preferred option



WHO IS THE PLAN FOR?



A COMMUNITY PLAN

This community plan is rooted in the “community” as is further outlined in this chapter. Throughout the process the residents, business owners and stakeholders of the community have been passionately engaged and have demonstrated a high level of excitement towards the many ideas that have emerged for the future of Candler Park. The discovery of “who” the community is is the seed of the planning process, and when it is properly nourished through a planning process, it eventually grows into a strong plan.

Demographic analysis has revealed what was commonly perceived. The neighborhood population is growing. On average the residents of the neighborhood are more wealthy than city, state and national comparisons. There is an increased presence of children in the community. A significant number of highly educated residents make up Candler Park today. And

the daytime population of the community is small, in keeping with the character of a single family neighborhood.

Community meetings and engagement have further enabled the fuller picture to come into focus of “who” the community is today. One thing that is abundantly clear is that the people of Candler Park are extremely passionate about their neighborhood. There is a true “love” for the neighborhood that people have and because of this there is a strong sense of devotion and investment within the community. A large part of this is due to the fact that many of the “champions” of the community who have been instrumental in recent battles and campaigns are still present and active in the community. From the stoppage of the state highway through the neighborhood to the more recent transformation of Mary Lin Elementary, the people who worked so hard and invested so much in the

initiatives that have made Candler Park a desirable place to live are still active in the community today. Because of this there is a strong level of awareness and involvement within the entirety of Candler Park.

This process found that Candler Park residents love the people of the neighborhood and consider them to be the community's strength. This is perhaps partly due to the awareness of all of the community champions and all that has been done by so many to make the neighborhood a great place to be. But there also exists a general understanding that the people of Candler Park value diversity in the neighborhood - diversity of all kinds, including ages, incomes, races and stages of life. As the neighborhood prospers there has been, and will continue to be, a subtle shift in terms of the opportunities that are available to live in the community for a variety of people that are valuable to the community such as teachers, fire fighters, police, seniors and young adults.

Community forums also unearthed a strong affection for the open spaces of the neighborhood - the parks, green spaces and public spaces of Candler Park. There is, in fact, an abundance of open space amenities within Candler Park - more so than in most Atlanta neighborhoods in fact. The 2008 City Atlanta Project Greenspace found that Atlanta has 7.5 acres of open space for every 1,000 residents on average. For Candler Park's approximately 3,500 residents that average calculation would be the equivalent of 26.25 acres of open space. Instead, Candler Park contains approximately 80 acres of park space today (Candler Park park, Iverson Park, Freedom Park and Goldsboro Park) at a ratio of 22.9 acres per 1,000 residents - 3 times the Atlanta average.

Despite the community assets, this process revealed a bold sense of innovation within the community and a sense of not wanting Candler Park to get "left behind" by other Atlanta neighborhoods that are making strides in livability and quality of life. Big ideas for improvements to sidewalks, open spaces, development patterns, transit and traffic calming were all generated through this process that have the potential to continue to preserve this vibrant intown neighborhood as a desirable destination within the City of Atlanta.

Ultimately community plans such as this one truly are made up of its two parts: the "community" and the "plan." While the "plan" component of community planning is in fact the necessary strategic tool for future positioning and prosperity, a plan will never realize its maximum potential for change if it is not reflective of the desires of the people of the community. Because of this, it is absolutely critical that "community" comes before "plan." A community needs help, assistance, expertise, and an outside perspective to know how to do what they have never done before, and this is surely what a good community planning process must do. But ultimately, a community must "own" its future and this is why it is important for future plans to be reflective of a community consensus.

This chapter further delineates all of the community demographics and community conversations that were gathered throughout this process and which subsequently form the foundation for the master plan recommendations.

TRANSPORTATION

Candler Park is bordered by two arterial streets - Dekalb Avenue and Moreland Avenue. These busy through-ways form hard boundaries on the west and south side of the neighborhood. A significant amount of planning has taken place along the Moreland Avenue corridor through the Ponce-Moreland study, which was completed in 2005 and grandfathered as a Livable Centers Initiative plan in 2007. However Dekalb Avenue has not been strategically planned since the early 1990s and is long overdue for such study. Internal to the neighborhood, several streets serve as cut-through traffic routes for adjacent commuters including McLendon Avenue, Euclid Avenue, Oakdale Road and Clifton Drive. Only Moreland Avenue (State Route 42) is managed by the Georgia Department of Transportation, with all other streets falling under the supervision of the City of Atlanta.

Access Management

Access management arrangements along Moreland Avenue and Dekalb Avenue are very poor. There are few shared driveways and businesses typically have one or more curb cuts for each establishment.

Truck Traffic

Truck traffic is isolated to the Moreland Avenue corridor. The industrial uses along the Dekalb Avenue corridor west and south of Candler Park generate light amounts of truck traffic but this traffic avoids using the local neighborhood streets.

Key Intersections

The key intersections within the neighborhood are:

- + Moreland Avenue and North Avenue
- + Moreland Avenue and Euclid Avenue
- + Moreland Avenue and Dekalb Avenue
- + Euclid Avenue and Oakdale Road
- + Euclid Avenue and North Avenue
- + McLendon Avenue and Oakdale Road
- + McLendon Avenue and Candler Park Drive
- + McLendon Avenue and Clifton Road
- + Dekalb Avenue and Oakdale Road
- + Dekalb Avenue and Clifton Road

Traffic Volumes

Traffic volumes provided by AECOM Inc for key thoroughfares are as follows:

- + Moreland Avenue - 27,000 to 33,000 vehicles per day.
- + Dekalb Avenue - 19,000 vehicles per day.
- + McLendon Avenue - 6,000 vehicles per day.
- + Oakdale Road - 4,000 vehicles per day.

Railroads

An active east-west CSX rail line runs parallel to Dekalb Avenue. This rail corridor provides a key freight connection into Atlanta from the east and also provides the right-of-way for the MARTA rail line. CSX operates Hulsey Yard, a major truck to rail switching facility. The rail corridor serves as a hard barrier between the Candler Park neighborhood and the Edgewood neighborhood to the south. Street underpass connections



are available only on Moreland Avenue and Oakdale Road. This barrier further serves to limit pedestrian connections north and places a priority on ensuring Moreland Avenue and Oakdale Road to provide safe and efficient pedestrian connections.

Transit

The Candler Park/Edgewood MARTA Station is the transit station that serves the neighborhood. The station has a single shared platform with split access points on either side of the railway and Dekalb Avenue. The average monthly entries rank the station number 37 out of 38 in terms of total ridership. MARTA representatives were an integral part of this process. The property currently houses a high security logistics center that was constructed in the early 1990s. The Edgewood side of the station is planned to be redeveloped into a mixed use, predominantly residential, transit oriented development in coming years. The bus routes that access this MARTA station are as listed below.

- + Bus #2 Ponce de Leon Avenue and Moreland Avenue
- + Bus #3 Martin Luther King Jr. Drive and Auburn Avenue
- + Bus #24 East Lake/Hosea Williams Drive

Pedestrian & Bicycle Circulation

The Freedom Park trail system services the neighborhood to the north and provides connectivity to the Stone Mountain trail system to the east and the BeltLine trail system to the west. In much of the neighborhood, sidewalks are non-existent or in extremely poor condition. Broken sidewalks, gaps in the sidewalks and buckled pavement are common on many streets.

ENVIRONMENT

Candler Park park contains the restored and rehabilitated Candler Park Brook that extends from McLendon Avenue, through the park, and northward to Ponce de Leon Avenue. The State Environmental Protection Division funded project rehabilitated the spring site at McLendon Avenue and naturalized the stream running through the Golf Course. Candler Park Brook is part of the Lullwater Fork of the Peavine Creek Watershed.

North of McLendon Avenue and west Oakdale Road is a small urban forest that has been placed into a protected land trust by the private owners of the land. This area has a stream and large growth trees, and has become home to native wildlife.

There are properties along Moreland Avenue and Dekalb Avenue that were formerly industrial uses or similar types of uses such as dry cleaning and gasoline service stations. As a result of this condition of past use, some of these parcels may contain contamination and could be in need of extensive remediation.

INFRASTRUCTURE & FACILITIES

This section includes information regarding the Water & Sewer System and Community Facilities.

Water & Sewer System

The City of Atlanta's Water Main Replacement Program is an ongoing

city-wide initiative designed to replace and rehabilitate aged and deteriorating water mains throughout the city. The program is a part of the Clean Water Atlanta infrastructure program to provide clean, safe water to residents and downstream neighbors. Within Candler Park, drinking water mains are still in the process of being replaced in various areas of the neighborhood as part of this ongoing project.

Community Facilities

Mary Lin Elementary School is the sole school within the neighborhood boundaries and is located on Candler Park Drive at the intersection with Freedom Park and North Avenue. The school is noted for its excellent academic results and neighborhood involvement. Mary Lin is a part of the esteemed Grady High School - Inman Middle School Atlanta Public School cluster. There is a fire station located in the neighborhood along Dekalb Avenue (Station #12) providing close and accessible fire service to the neighborhood. Candler Park is also within the Atlanta Police Department Zone 6 and the closest police station is in the Kirkwood neighborhood at 2025 Hosea L Williams Drive with an additional mini-precinct location on the west side of Moreland Avenue in the Little Five Points business district. The neighborhood has an abundance of public open space and park opportunities as further delineated:

- + Candler Park park - 55.3 acres, designated as Community Park by the City of Atlanta.
- + Freedom Park - approximately 30 acres within Candler Park neighborhood, designated as Regional Park by the City of Atlanta.
- + Iverson Park - 2 acres, designated as Block Park by the City of Atlanta.
- + Goldsboro Park - 2.5 acres, designated as Neighborhood Park by the City of Atlanta.

URBAN DESIGN & HISTORIC RESOURCES

The Candler Park neighborhood has a rich heritage and history, much of which is documented and preserved by community volunteers. A National Register of Historic Places district, the neighborhood has an additional historic preservation tool in place through the SPI 7 zoning district for single family lots along the Freedom Park edge of the neighborhood. Many buildings in the neighborhood, however, are historically significant such as churches, single family homes and the McLendon commercial buildings. Outside of the small SPI 7 zoning district, there is not a local mechanism in place for preserving the historic building infrastructure of the community. Newer homes have been built in the place of older homes over the past several decades, but these represent the vast minority of homes in Candler Park.

DEMOGRAPHICS & SOCIO-ECONOMICS

A demographic overview was conducted as part of the Candler Park Master Plan process because understanding the demographics of an area is critical to formulating an appropriate plan. It is important to have an accurate picture of who Candler Park is today in order to plan for its future. There are four key geographies that were reviewed for this analysis: Candler Park, City of Atlanta, Dekalb County, and Atlanta MSA¹. While the market analysis is an in-depth analytical tool provided in concert with this plan, its snapshot of the community profile was also useful in understanding “who” the community is today.

¹ The Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) is made up of 28-counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, Dekalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.



SOCIOECONOMIC CHARACTERISTICS SUMMARY

The following notes and tables profile current selected socioeconomic characteristics being considered in this analysis; those that deserve specific highlighting are noted following the tables (Source: Claritas and Market + Main Inc. All data is 2013 unless otherwise noted.)

- + There are 3,464 residents and 1,726 households in Candler Park.
- + Candler Park has a daytime population of 1,096 representing the businesses that operate within the neighborhood.

TABLE 1. Size of the Market

SIZE OF THE MARKET	CANDLER PARK	CITY OF ATLANTA	DEKALB COUNTY	ATLANTA REGION
RESIDENTS	3,464	443,261	709,142	5,464,971
HOUSEHOLDS	1,726	199,408	281,123	2,014,249
DAYTIME POPULATION (BUSINESSES)	1,096	423,172	345,038	2,534,444

TABLE 2. Characteristics of the Market: Ages

CHARACTERISTICS OF THE MARKET - AGES -	CANDLER PARK	CITY OF ATLANTA	DEKALB COUNTY	ATLANTA REGION
UNDER 18	20.6%	19.6%	24.0%	26.1%
BETWEEN 25 & 35	20.8%	19.5%	16.4%	13.6%
OVER 65	5.2%	10.7%	10.0%	10.0%

- + Candler Park's population grew (13%) between 2000 and 2010, at a rate well above the City of Atlanta as a whole. Since 2010, the pace of population growth in Candler Park (2%) slowed markedly, and was below the City of Atlanta (6%).
- + Candler Park's population is expected to grow at a pace that is below the City of Atlanta as a whole, at approximately 4% between 2013 and 2018. While the rate of population growth is less than the City of Atlanta and Atlanta MSA average, it is basically on par with the national average.
- + The three largest age groups in Candler Park are 35 to 44, 25 to 34, and 45 to 54 years of age. The average age in Candler Park is 35.5, about

TABLE 3. Characteristics of the Market: Incomes

CHARACTERISTICS OF THE MARKET - INCOMES -	CANDLER PARK	CITY OF ATLANTA	DEKALB COUNTY	ATLANTA REGION
HOUSEHOLD INCOMES BELOW \$15,000	7.4%	23.5%	17.0%	13.0%
HOUSEHOLD INCOMES \$50,000 - \$74,999	21.2%	14.0%	17.6%	18.4%
HOUSEHOLD INCOMES ABOVE \$100,000	24.9%	18.6%	14.9%	20.2%
AVERAGE HOUSEHOLD INCOME	\$88,024	\$70,285	\$60,161	\$71,101
AVERAGE HOUSEHOLD INCOME AS A PERCENT OF NATIONAL AVERAGE	126.4%	100.9%	86.4%	102.1%
CHANGE IN HOUSEHOLD INCOME SINCE 2000	21.2%	14.5%	-6.2%	5.5%

three years younger than the national average, but essentially on par with the City of Atlanta and MSA averages.

- + Children (under age 18) account for approximately 20% of the residential base, which is on par with the City of Atlanta, but below the Atlanta MSA and national averages.
- + There is a small proportion (5%) of retirement age and elderly people (over age 65 years) in Candler Park; this is half of the City of Atlanta's and Atlanta MSA's proportions.
- + There is a very small proportion (3%) of the population within Candler Park that has not graduated from high school. This proportion is less than one-quarter of the Atlanta MSA and national averages.
- + The proportion of Candler Park's residents (71%) that have college degrees is more than twice the MSA (34%) and national (28%) averages.
- + Approximately 7% of Candler Park's households earn less than \$15,000 annually. This is about half of the Atlanta MSA and national averages.
- + Less than half of the households (41%) in Candler Park earn under \$50,000 annually, which is less than the Atlanta MSA (49%) and City of Atlanta (59%) averages.
- + A notable percentage (25%) of Candler Park's households earn over \$100,000 on a yearly basis; this is above the Atlanta MSA and national averages.
- + The average household income in Candler Park is \$88,024, which is substantially higher than the City (\$70,285), MSA (\$71,101) and national (\$69,637) averages. Further, Candler

Park's household income has grown at a faster rate since 2000 than both the City of Atlanta and the Atlanta MSA.

- + The vast majority of Candler Park residents are Caucasian (86%). Approximately seven percent of the neighborhood's population is comprised of African-Americans. Other racial classifications, including Hispanic and Asian, constitute the remaining seven percent of residents.
- + According to 2000 Census data, approximately 12% of the working age (21-64 years of age) population of Candler Park had some sort of disability. For residents aged over 65 years, approximately 60% had some sort of disability.²

HOUSING

The housing stock of Candler Park is predominantly made up of early to mid 1900 era craftsman bungalow cottages. These homes have been predominantly restored and maintained by past and present occupants, enabling the neighborhood to retain a historic charm and appeal. The neighborhood is predominantly built-out with scant vacant parcels or vacant structures existing today. The neighborhood is made up mostly of single-family residential detached structures with a smaller presence of multi-family attached apartments located primarily on three properties at the center of the neighborhood. There is virtually no presence of accessory dwelling units in Candler Park today, which is in fact

¹ Note: 2000 Census data was used for disability statistics, as no newer data (2010 Census or 2011 American Community Survey) had this small level of geography (census tract) available at the time of reporting.

inconsistent with historic neighborhood patterns for communities such as this.

The average household size of Candler Park is smaller than the City of Atlanta and Atlanta MSA averages. The percentage of single-person households in Candler Park (41%) is below the City of Atlanta (45%) average, and above the Atlanta MSA (26%) average. Candler Park’s proportion of renters (39%) is below the City of Atlanta (56%) average. Candler Park’s proportion of renters/owners is similar to the proportions found in the Atlanta MSA and the nation as a whole.

“CUSTOMER” SUMMARY

When considering what developers, builders, and retailers are looking for when they make decisions to invest in a community, there are several

key factors. Among the key determinants are growth rates, age structure, income levels, and daytime population.

Growth Rates

Obviously growth is a key factor in what developers, builders, and retailers consider. The higher the growth rates, usually the better from a development perspective. However, the overall composition of the market is critical, and the primary factor they are looking for is no population loss.

Candler Park’s population is growing at a good pace. This is an incredibly positive indicator, particularly for an urban area. Many urban areas have lost population over the last two decades; so remaining stable and/or growing in population is a positive in these areas. Candler Park actually grew faster than the pace of the nation over the last decade. It’s

TABLE 4. Characteristics of the Market: Households

CHARACTERISTICS OF THE MARKET - HOUSEHOLDS -	CANDLER PARK	CITY OF ATLANTA	DEKALB COUNTY	ATLANTA REGION
AVERAGE HOUSEHOLD SIZE	2.00	2.07	2.48	2.67
SINGLE PERSON HOUSEHOLDS	41.3%	45.4%	32.1%	25.7%
OWNER OCCUPIED HOUSEHOLDS	61.5%	44.3%	56.5%	65.8%



population is projected to grow at a much slower pace over the next five years. This projected growth rate likely demonstrates the neighborhood is mostly built-out. Candler Park's future population growth will be determined largely through residential density decisions about future infill development.

Age Structure

Most developers, builders, and retailers desire age diversity, with strong youth populations, as it is many times an indicator of families in the area. Workforce-aged residents of 25 to 35 years usually represent young professionals and those starting families and they indicate a potential diversification in the marketplace.

Candler Park is slightly below the comparable averages for residents aged under 18 years; however, it will likely continue to increase its youth population in the foreseeable future. Candler Park is well below

the relevant averages for residents aged above 65 years. The fact that Candler Park is above the national and MSA averages for those workforce-aged residents of 25 to 35 years is generally a good indicator. Young professionals and those starting families are a positive demographic in terms of customer profiles because they indicate a potential diversification in the marketplace.

Income Levels

Similar to growth rates, future development potential within a community is always tied heavily to the existing income levels of the area. The higher the income levels, the more likely there is to be development or redevelopment pressure in a particular market. But, what is also important is the breakdown within the income levels, particularly in terms of informing diversity of product in the marketplace.

In terms of income and wealth, Candler Park is well above the City,

TABLE 5. Project Growth of the Market

PROJECTED GROWTH OF THE MARKET	CANDLER PARK	CITY OF ATLANTA	DEKALB COUNTY	ATLANTA REGION
POPULATION (2013 - 2018)	4.0%	8.1%	4.5%	5.9%
HOUSEHOLDS (2013 - 2018)	4.3%	9.9%	5.3%	6.2%

metro, and national averages. Candler Park's average household income is almost \$20,000 more than the City, metro, and national averages. Not only is Candler Park's average higher, but it has grown at faster rate since 2000 as well. The average household income statistic is an even stronger indicator of wealth in Candler Park's case, given the small average household size. There is also a very small proportion of households earning less than \$25,000 and a relatively high proportion of households earning more than \$100,000 annually. These statistics are encouraging, since income is a significant market factor that affects residential and commercial development potential.

Daytime Population

The daytime population is another important component for development decisions by developers, builders, and retailers. Businesses desire customers during both daytime and evening hours, so residents and employees are both important.

Candler Park has a small daytime population. It does not account for any notable level of total employment in the City of Atlanta. Not surprisingly, Candler Park business sizes are smaller than the average size of businesses in the City and nationally. Retail businesses are a small proportion of total employment (16%), which indicates a stronger presence of service-oriented businesses, and also likely at-home workers in a variety of business sectors. Yet, the statistics clearly illustrate that Candler Park is truly a neighborhood, as it has three times more residents than jobs.

Future Trends

There is opportunity for these numbers, and the trends they represent, to change as continued redevelopment takes place in Candler Park. Based on socioeconomic characteristics and the community profile, it is clear that there is strong existing demand and there will continue to be demand for residential and commercial development within, and surrounding, the neighborhood boundaries. In the future, redevelopment decisions will likely center on increasing residential density and the potential for integrating more employment opportunities within the neighborhood.

COMMUNITY OUTREACH

In order for the “community” component of the planning process to be successful, input must be sought from a broad cross-section of citizens, business and community members. After all, these are the “local experts” who know what is working or what is not working within their community.

What follows is a summary of all the meetings, which serve as the basis of a subjective analysis of the Candler Park community today, and its preferred future. It is important to note that individual comments made by any meeting participants were not filtered. This section represents a best effort attempt to compile and summarize the variety of comments during this process into a fair reflection of the points of view expressed.

The remarks included in this document are at times contradictory since many different viewpoints were represented during the community involvement process. However, these discussions are necessary to identify the key issues and opportunities facing the community.

This section is organized by meeting-type as follows:

- + Master Plan Steering Committee
- + Focus Group Conversations
- + Public Forums
 - Kickoff Community Forum - Wednesday March 27
 - Charrette Week - Tuesday April 30 to Saturday May 4
 - Draft Plan Presentation Forum - Wednesday May 22

STEERING COMMITTEE

COMMITTEE ROLE

The Master Plan Steering Committee provided input and feedback to the planning consultant team throughout the process as a means of ensuring the process moved forward in a way that was reflective of community goals and needs. The committee was instrumental in promoting the planning process within the community and worked diligently as an interface between the consultants and the community, ensuring that community feedback was being integrated into the master plan.

COMMITTEE MEMBERS

The following individuals were members of the project Steering Committee:

- + Jimmy Bligh, Chair (Candler Park Neighborhood Organization)
- + John Crocker (MARTA)
- + Ken Edelstein (Candler Park Neighborhood Organization)
- + Kwanza Hall (Atlanta City Council)
- + Joshua Harrelson (Candler Park Neighborhood Organization)
- + Sheila Henn (Candler Park Neighborhood Organization)
- + Lexa King (Candler Park Neighborhood Organization)
- + Keith Meadows (Atlanta Police Department)

- + Jonathan Miller (NPU N)
- + Bonnie Palter (Candler Park Neighborhood Organization)
- + Randy Pimsler (Candler Park Neighborhood Organization)
- + David Radlmann (Candler Park Neighborhood Organization)
- + Eric Rubenstein (Candler Park Neighborhood Organization)
- + John Skach (Candler Park Neighborhood Organization)
- + Alex Wan (Atlanta City Council)
- + Lauren Welsh (Candler Park Neighborhood Organization)

COMMITTEE MEETINGS

Committee meetings were held throughout the process and were hosted by Epworth Church from 7pm to 9pm (usually much later!) on the following dates:

- + February 4, 2013 (Kickoff Meeting Overview)
- + April 1, 2013 (Kickoff Meeting Review)
- + April 22, 2013 (Charrette Week Overview)
- + May 6, 2013 (Charrette Week Review)
- + May 29, 2013 (Plan Presentation Meeting Review)

FOCUS GROUP CONVERSATIONS

FOCUS GROUP CONVERSATIONS

A select group of stakeholders were asked to meet with the planning team during the process to help provide context, perspective or feedback into certain aspects of the community. These conversations were initiated by the planning team and were focused on a variety of themes and topics intended to aid the team in gaining a better understanding of various aspects of Candler Park.

Focus Groups

- + Neighborhood Stakeholders
 - Stacy Appelson (Resident)
 - Annis Barry (Resident)
 - Jesse Bathrick (resident/Mullberry Farms)

- Don Bender (Resident)
- Janea Boyles (The Mercantile)
- Mark Clement (Resident)
- Rochelle Cole (Marie Marie Salon)
- Sheila Henn (Resident)
- Colin Heydt (Resident)
- Ed Hyken (Resident)
- Kelly Jordan (Resident)
- Edith Kelman (Resident)
- Cliff Mack (Resident)
- Kavi Maddula (School Demographer)
- Brian Mitchell (Principal, Mary Lin Elementary)
- Brenda Muhammad (School Board)

- Stacy Patton (Minerva Development Company)
- Michelle Partridge's 5th grade class (Mary Lin Elementary)
- David Radlmann (Resident)
- Kate Sandhaus (Resident)
- Michael Short (Friends of Candler Park Golf Course)
- Amy Stout (Resident)
- + City of Atlanta
 - Dan Calvert (Office of Parks)
 - Nyna Gentry (Office of Planning)
 - Kwanza Hall (City Councilman)
 - William Jones (Office of Planning)
 - Jessica Lavandier (Office of Planning)
 - Jonathan Lewis (Office of Planning)
 - Doug Voss (Office of Parks)
 - Alex Wan (City Councilman)
- + MARTA
 - Greg Floyd
 - John Crocker
 - Jason Ward

Conversation Theme: Education

- + Mary Lin elementary is going to be expanding to accommodate for the growing enrollment and to ease the current overcrowding
- + Candler Park Drive must remain a safe/accessible route to school for kids and their parents
- + Would be nice to leverage existing neighborhood resources like Mulberry Fields for local field trip/educational opportunities
- + It is essential for Mary Lin to remain in the Grady/Inman Middle

- cluster so that a quality education is preserved for the community
- + Would be ideal to have a 0-3/pre-K opportunity within the community to accommodate the large number of young families in the community
- + Mary Lin has become a real draw for families

Conversation Theme: Crime

- + There are certain places on Dekalb Avenue and in L5P that can feel unsafe to the neighborhood children
- + Transient/criminal element along Dekalb – not good for getting people to live on Dekalb
- + Local businesses experience periodic petty crime

Conservation Theme: Land Use & Zoning

- + Density needs to be increased at the MARTA station to make the station area more active
- + The local apartment properties need to be addressed so that any future development does not negatively impact the neighborhood
- + A Farmers Market in the park would be a tremendous asset
- + Zoning on Dekalb can be a problem – is not ideal for providing “good” development
- + There should be even more live-work-play development in the neighborhood like in other cities
- + The neighborhood is underserved in terms of retail services, needs more small cafes, inexpensive restaurants
- + Residents don't want rowdy and loud patrons spilling out onto the streets late at night
- + Good small businesses can increase property value

- + Local businesses need to come together and form a business association to better work with the neighborhood

Conversation Theme: MARTA & Transit

- + The Candler Park MARTA station is the site of the 911 communications back-up center built in the early 90s
- + The southern part of the station (Edgewood) is moving forward to be redeveloped as a residential and mixed use development with a parking facility
- + The Candler Park side should retain the current number of parking spaces if it ever redevelops
- + MARTA does not have any plans at this time to redevelop the Candler Park side of the station
- + The communications center is an uneasy fit within the neighborhood due to desires for greater security at the facility – ideally this operation would be located further away from other buildings and uses
- + The communications center cannot be built on top of due to structural deficiencies in the design of the current structure
- + MARTA is going to have to decide whether or not to continue to invest money in the facility given some of the limitations of the building and the area
- + MARTA is receptive of ways to provide greater security
- + MARTA is receptive to art, murals or landscaping improvements to the train wall along Dekalb Avenue
- + Before MARTA was built, both sides of Dekalb Avenue had good local businesses
- + The MARTA site needs to be developed in the future to add

density to the station and to make the area around the station more livable/safe

Conversation Theme: Neighborhood Character & Heritage

- + People in the neighborhood are so friendly
- + The church bells are beautiful and they add “a little bit of happiness” to the neighborhood
- + The Candler Park neighborhood is on the National Register of Historic Places, but is not a City of Atlanta historic district
- + People love the “flavor” or “vibe” of the neighborhood
- + There is a real value to the diversity that the neighborhood has had – ages, incomes, race
- + This diversity is slowly slipping away/disappearing
- + The neighborhood is experiencing a baby boom – there are many growing families in the community
- + Many people say that Candler Park is a lot like Decatur – good schools, a great place for families
- + There are many historic aspects of the neighborhood that are untold and efforts should be taken to tell these stories
- + The entire neighborhood was once part of a larger area that made up the City of Edgewood from 1898-1908, before it was annexed by the City of Atlanta
- + Too much train noise along Dekalb Avenue – switching facility
- + The neighborhood is relaxed, not pretentious, very friendly
- + Some business owners wish they could live in the neighborhood
- + There seems to be resistance to growth and change
- + Candler Park is an urban neighborhood but sometimes some

people in the neighborhood have a suburban attitude about things like restaurants, development and traffic

- + Candler Park is beautiful, with a great location
- + Candler Park feels like a small town

Conversation Theme: Open Space

- + There needs to be a group like a Conservancy that can better manage Candler Park and can make it all that it could be
- + The park could be a better resource for Mary Lin for educational outings/usage
- + The Candler Park pool is not family-friendly
- + There should be a community room at the pool for parties, meetings, community events
- + Work was done a year and a half ago to create a dog park in Candler Park close to McLendon Avenue
- + Fitness paths and exercise stations throughout Candler Park would be a nice amenity
- + Continue to promote Candler Park as an opportunity for urban bird watching
- + Candler Park is a multi-purpose park and should remain that way
- + The community should be proactive in organizing its own festivals providing the neighborhood a greater financial benefit
- + Mulberry Fields (located mid-block, east of Oakdale Road, north of Dekalb Avenue and south of Iverson Street) is a tremendous asset that must be retained
- + Golf course signage should be added to clearly communicate that the course is part of the public park
- + The golf course should be closed to commercial use 1 day a week

and should be made open general public use

- + There is too much drive/impervious surface in Candler Park today
- + Candler Park should remain a “neighborhood” park with the events and programs offered in the park
- + To improve the pool, CPNO should establish a Memo of Understanding with the city to improve and manage the facility
- + The City is able to create dog parks at less than a 2 acre size
- + The City and Freedom Park Conservancy are also now permitting Dog Parks within Freedom Park
- + City Dog Park design standards are established for regulating the design and use of Dog Parks
- + The pool house area is really the heart of the community – this area should be improved
- + The seating area on the Candler Park park slope could be a better delineated amphitheater for small-scaled performances
- + Establishing a Park Conservancy would be ideal for making more improvements to the park area
- + The bathrooms at the park need to provide better access for the community
- + The pool needs to be improved to be better used by the families in the neighborhood
- + The neighborhood offers a great diversity of facilities for playing different types of sports

Conversation Theme: Parking

- + Lack of parking is an issue for some customers/clients
- + Area businesses don't have enough parking and it's causing problems on the adjacent neighborhood streets



- + The biggest challenge to local businesses is the lack of parking

Conversation Theme: Master Plan Process

- + The planning process must be inclusionary, not excluding anybody

Conversation Theme: Sidewalks, Paths & Trails

- The lack of a sidewalk on the east side of Candler Park Drive is a problem for kids and parents walking to school
- Many of the sidewalks on the west side of Candler Park Drive are broken or in disrepair making them difficult to walk on for kids
- There are a growing number of kids who bike to school
- More off-street bike paths in the neighborhood would be ideal
- Installing a sidewalk on the east side of Candler Park drive should be a top priority
- The sidewalks along North Avenue need to be improved
- There should be a walking path all the way around Candler Park
- The pool feels unsafe and “creepy” to some children
- The Candler Park pool should be more like the Lake Claire pool
- Wish there was a dog park, a skateboard park, baseball field and a football field
- Children love that they can walk wherever they want to in the neighborhood

Conversation Theme: Sustainability & Environmental Impacts

- + Callan Circle stormwater runoff problems are scheduled to be addressed by the City this year

- + Being able to experience pockets of nature in the neighborhood is really cool
- + Children love to go see the Candler Park beavers!

Conversation Theme: Traffic Calming & Safe Streets

- + There need to be more crosswalks on Candler Park Drive to help kids cross this street
- + Cars park on Benning Place and make that street difficult to drive on
- + McLendon Avenue bulb outs are terrible examples of how to do traffic calming and they should be fixed to reduce their width
- + The suicide lane on Dekalb Avenue is extremely dangerous
- + Candler Park should be a place where the pedestrian is prioritized over the car
- + Increased traffic and vehicular speeds has become a growing problem
- + The bulb outs on McLendon were not done well and alterations to improve them should be considered
- + Traffic is bad/fast on Dekalb Avenue – makes it hard to live on Dekalb Avenue
- + Dekalb Avenue needs to become more pedestrian oriented, and cars need to be slowed down

Conversation Theme: Urban Design

- + Dekalb Avenue looks terrible and must be improved aesthetically
- + Dekalb Avenue has no cohesive streetscape or sidewalk infrastructure
- + Dekalb Avenue isn't very attractive
- + Dekalb Avenue doesn't feel like we're in Candler Park... Grady Highway- perhaps

COMMUNITY FORUM #1

Kickoff Community Forum March 27, 2013

The Candler Park Master Plan Kickoff Community Forum held on Wednesday, March 27, 2013 was a successful start to the planning process. The meeting began with a brief welcome from Council member Wan, Steering Committee Chair Jimmy Bligh and presentation by Aaron Fortner, and was followed by a series of interactive stations.

The presentation provided an overview of the project team, project understanding, and project approach. The Master Plan elements, schedule, and outreach were detailed. Finally, the interactive stations were explained.

There were stations/activities related to the neighborhood issues and opportunities as well as interactive exercises for participants to articulate their own vision for the future of the community. The stations were designed to solicit individual feedback and perspectives and to aid the Planning team in identifying areas of community consensus.



Residents participate in the Kickoff Meeting interactive exercises.

PRESERVE: Use up to 3 dots to identify any area(s) you think should be preserved over time remaining as they are today

The following areas reflect the majority of input received at this exercise:

- + Candler Park's open spaces and public parks - more specifically, Candler Park park, the golf course within Candler Park, Freedom Park, Iverson Park and Goldsboro Park
- + The McLendon Avenue neighborhood commercial nodes at Clifton Avenue and Oakdale Road

CHANGE: Use up to 3 dots to identify any area(s) you think should change over time from what they are today

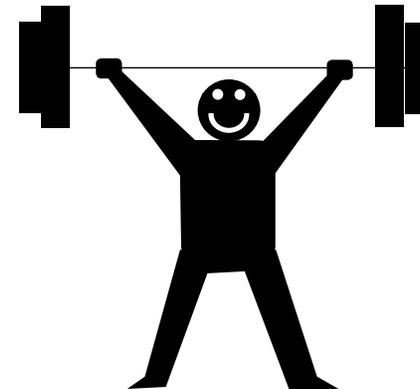
The following areas reflect the majority of input received at this exercise:

- + The entire stretch of Dekalb Avenue
- + Little Five Points
- + The Moreland Avenue/Euclid Avenue intersection
- + Oakdale Road/McLendon intersection
- + The southern portion of Candler Park park including the swimming pool area and southeastern corner.

STRENGTHS: Candler Park's greatest strengths are..

The following comments reflect the majority of input received at this exercise:

- + The people of Candler Park make it great!
- + The community is a place of acceptance - even for people of differing or opposing opinions and ideas
- + The community Open Spaces and Public Parks
- + Area "walkability" - being able to walk to so many great things
- + Mary Lin Elementary School - the ability to attract families to this great school



WEAKNESSES: Candler Park's greatest weaknesses are...

The following comments reflect the majority of input received at this exercise:

- + Safety and crime - the neighborhood is becoming unsafe
- + Insufficient lighting throughout the neighborhood
- + Extremely poor conditions of the neighborhood sidewalks - particularly in and around Candler Park park
- + Traffic issues and speeding in all areas of Candler Park neighborhood
- + The lack of standardized housing regulations for regulating density, infill, and intown character

OPPORTUNITIES: Candler Park's greatest opportunities are...

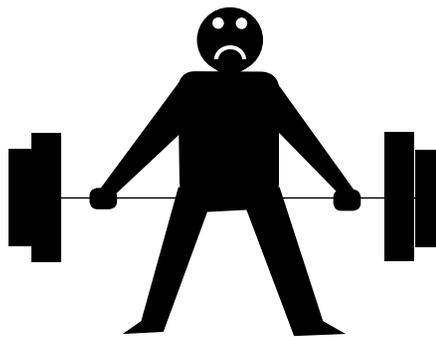
The following comments reflect the majority of input received at this exercise:

- + Improving the existing parks and recreation that we already have - make them even better
- + Improve the swimming pool area
- + Create a Farmers Market somewhere in the neighborhood
- + Better utilize the existing Candler Park MARTA station property

THREATS: Candler Park's greatest threats are..

The following comments reflect the majority of input received at this exercise:

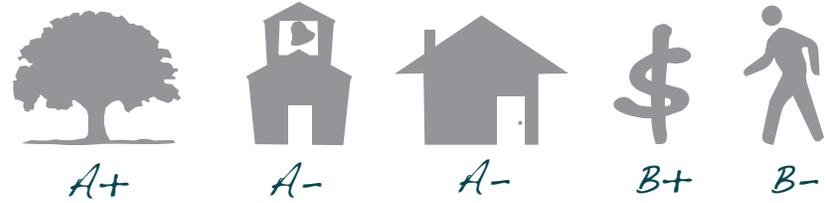
- + A lack of design guidelines for future development
- + Development of such a density that could potentially detract from the single-family character of the neighborhood
- + Safety and crime
- + Festivals that are so large that they cause it to be less desirable to live within the neighborhood



REPORT CARD: Give Candler Park a grade (A, B, C, D, E, F) reflecting your perception of each of the following offerings within the neighborhood today

The following grades reflect the majority of input received at this exercise:

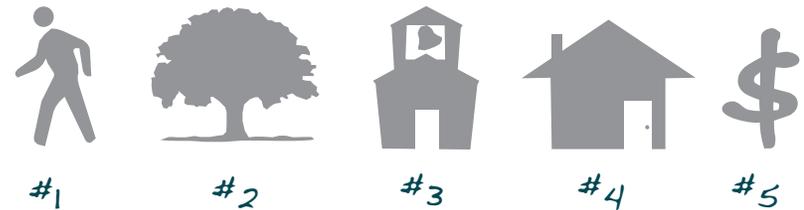
- + Open Space and Recreation: A+
- + Education: A-
- + Housing: A-
- + Goods and Services: B+
- + Mobility and Accessibility: B-



PRIORITIES: Provide your ranking 1 thru 5 (1 being the highest) indicating the prioritization for improving all of the following elements within the neighborhood

The following rankings reflect the majority of input received at this exercise:

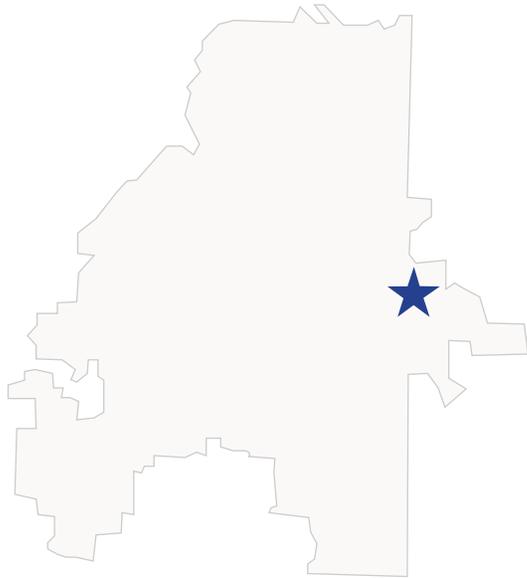
- + Mobility and Accessibility
- + Open Space and Recreation
- + Education
- + Housing
- + Goods and Services



ONE AND ONLY: Candler Park's is the only neighborhood in Atlanta that...

The following comments reflect the majority of input received at this exercise:

- + Very difficult to list only 1 thing!
- + It's the rare combination/mix of things that allows the neighborhood to "have it all" (schools, open spaces, shops, historic character)
- + Is incredibly diverse and "accepting" as a community
- + Is a true "model" for in-town living
- + So centrally located to so many great places
- + Has such a rich diversity of Open Space opportunities - there is something for everybody!



I WISH: I really wish Candler Park had...

The following comments reflect the majority of input received at this exercise:

- + Better sidewalks!
- + More traffic calming mechanisms within the community
- + Better connections between the parks and the Beltline
- + A better swimming pool facility and a community room

SIDEWALKS: Use up to 3 dots to identify area(s) that you think are in dire need of new or improved sidewalks

The following comments reflect the majority of input received at this exercise:

- + All of McLendon!
- + The area inside and outside of Candler Park park
- + Candler Park Drive
- + Terrace Avenue
- + Euclid Avenue
- + Oakdale Road north of McLendon.

INTERSECTIONS: Use up to 3 dots to identify any intersections that you think are too dangerous for pedestrians to cross are today

The following areas reflect the majority of input received at this exercise:

- + Oakdale Road and McLendon Avenue
- + Oakdale Road and Iverson Street
- + Oakdale Road and Dekalb Avenue
- + Little Five Points (Moreland Avenue/Euclid Avenue)
- + McLendon Avenue and Clifton Road

KIDS: The 1 thing that needs to happen to make sure Candler Park continues to be a great place for kids is...

The following areas reflect the majority of input received at this exercise:

- + Preserve the neighborhood's existing green spaces with the variety of options for recreation (pool, golf, etc)
- + Keep the neighborhood walkable
- + Improve the sidewalks and crosswalks
- + Maintain the success of Mary Lin Elementary
- + Improve the recreational amenities like the swimming pool and pool house area



Traffic calming is one of the top priorities expressed at the Kickoff Meeting

RESIDENTS: The 1 thing that needs to happen to make sure Candler Park continues to be a great place for residents is...

The following comments reflect the majority of input received at this exercise:

- + Make sure the neighborhood is a safe place to live
- + Preserve the existing parks
- + Make sure a priority is placed on Candler Park park being accessible to the neighborhood
- + Keep Mary Lin Elementary as a great school and stay in the Grady-Inman cluster

BUSINESSES: The 1 thing that needs to happen to make sure Candler Park continues to be a great place for businesses is...

The following comments reflect the majority of input received at this exercise:

- + Provide better parking solutions for neighborhood streets when next to the business districts (i.e. L5P, Dekalb, and McLendon Avenue/Clifton Road)
- + Ensure that customers feel safe coming to the local businesses
- + Make sure that people in the neighborhood support the local businesses by shopping locally



Kickoff Meeting participants noted safety/crime as one of their major concerns regarding the livability of the community.



There is a strong desire amongst community members to support the existing local business.

Dekalb Avenue: The 1 thing that needs to happen to make sure Dekalb Avenue continues to be a great part of Candler Park is...

The following comments reflect the majority of input received at this exercise:

- + Slow down the speed on the road - tame the speeds
- + Eliminate the middle suicide lane
- + Add a bike/pedestrian path along the street
- + Make the street enjoyable to walk along

TRAIN: I would take the train more if...

The following comments reflect the majority of input received at this exercise:

- + People don't feel safe at the station/on the train
- + The train doesn't go where people want to go - need more options
- + The train is infrequent and takes too long

TRAIN: I would take the bus more if...

The following comments reflect the majority of input received at this exercise:

- + The routes are not efficient nor accessible
- + The bus doesn't go where people need it to go
- + The buses are too large for neighborhood streets
- + People don't know where the routes go
- + The busses are terribly unreliable



Kickoff Meeting feedback indicates that people would ride the train more if they felt safer at the MARTA station.



Residents would take the bus more if they felt more comfortable doing so.

BIKE: I would bike more if...

The following comments reflect the majority of input received at this exercise:

- + There need to be more bike lanes in the community
- + We need dedicated bike paths
- + Streets need to be safe and cars need to move slower
- + Reduce the width of the McLendon Avenue bulb outs!

WALK: I would walk more if...

The following comments reflect the majority of input received at this exercise:

- + The sidewalks must get fixed
- + The area must be safe
- + Increase the amount of street lighting throughout the neighborhood

SAFETY: Use up to 3 dots to identify any place(s) that make you feel unsafe

The following comments reflect the majority of input received at this exercise:

- + Little Five Points
- + The northern edge of Candler Park park
- + The Dekalb Avenue/Oakdale Road intersection
- + The Iverson/Oakdale Road intersection



Feedback garnered at the Kickoff Meeting indicates that people would like to see more dedicated biking paths.



The poor condition of neighborhood sidewalks has become the greatest concern expressed by residents/

DESTINATIONS: Use up to 3 dots to identify any place(s) that you love to take friends and visitors

- The following comments areas reflect the majority of input received at this exercise:
- + The McLendon Avenue/Clifton Road business/retail district
 - + Little Five Points
 - + The Candler Park park

DOG PARK: Use up to 3 dots to identify any place(s) that would be good for a dog park

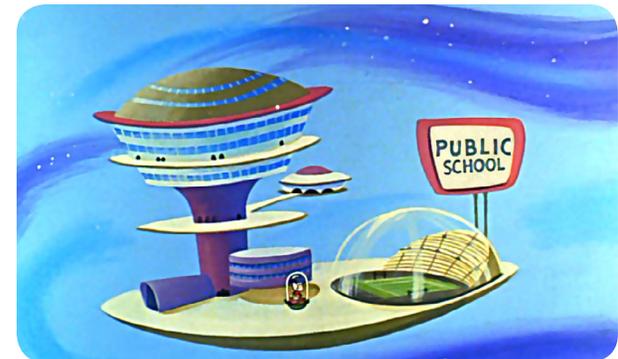
- The following comments reflect the majority of input received at this exercise:
- + Candler Park park
 - + The southern portion of Freedom Park
 - + The McLendon/Ferguson intersection
 - + Don't assume that we want a dog park!

THE FUTURE: When this Plan is finally implemented and realized, what will the neighborhood be like?

- The following comments reflect the majority of input received at this exercise:
- + Bikable and walkable and connected to the Beltline
 - + The sidewalks are fixed
 - + Mary Lin is still a great school
 - + Traffic moves slowly
 - + The neighborhood is better lit and much safer



Residents love many of the local businesses in the neighborhood.



Kickoff Meeting attendees were asked to dream about the future of the neighborhood.

ADDITIONAL COMMENTS: Additional input was received through the comment card table at the meeting as well as through the meeting information that was presented post-meeting

An opportunity was provided for participants of the Kickoff meeting to provide their comments on any topic. Many comments noted excitement and anticipation of the unfolding Master Plan process. There were individual comments offering ideas to improve the planning schedule and process, addressing negative festival impacts on the community, expressing concern over the Oakdale Road and McLendon Avenue intersection and noting the need for improved sidewalks in the neighborhood.

The following comments received by general comment cards or through the website were those that were expressed more than once:

- + Neighborhood sidewalks are terrible - need major attention and repair
- + Safety/Crime is a major problem and threat to the neighborhood
- + Lack of parking for local businesses is a major problem
- + Increase options for accessory dwelling units in the neighborhood
- + Cars drive too fast through our neighborhood!
- + More/better street lights and lighting in the parks
- + Make tennis courts ALTA friendly



Public involvement tools for the planning process included Comment Cards at public meetings and a project website for submitting feedback to the process.

COMMUNITY FORUM #2

Charrette Week April 30 - May 4, 2013

The planning process utilized a Charrette form of meeting to begin to initiate new concepts in response to the concerns and ideas generated at the Community Kickoff Forum. A Charrette is a design-based intensive interactive style that enables the planning team to work along-side the community to generate, edit, adapt and conceptualize scenarios for addressing community needs.

The Candler Park Master Plan Charrette Week was held Tuesday through Thursday evening (April 30 - May 2) at Mary Lin Elementary School. These sessions were open to the public and each night was heavily attended and was highly engaging. Ideas were vetted with the planning team literally sitting along side the community members that attended these nights.

On Saturday May 4, the ideas and concepts that had been generated by the planners through the week were presented at the Charrette Week Presentation Forum. All of the ideas were presented through interactive exercises that allowed participants to provide their individual feedback on each and every concept. Attendees were asked to evaluate each idea as a way for the planners to gauge where there was consensus and where there was still work to do.

This section summarizes the meeting format and findings in greater detail.



The Charrette Week was an exciting opportunity to begin to see ideas that addressed concerns expressed at the Kickoff Meeting

VISION STATEMENT: Place 1 dot next to any of the statement(s) that should be included in the plan vision statement

The following Vision Statements received a majority of dots during this exercise...

- + "Candler Park is a neighborhood" with a rich diversity of ages, incomes, stages of life, races, and marital status"
- + "Candler Park is a neighborhood that embraces opportunities for promoting environmental sustainability and stewardship"
- + "Candler Park is a neighborhood that supports its schools and ensures that a safe and enriched educational opportunity is available to its children"
- + "Candler Park is a neighborhood with safe and accessible parks that provide recreational opportunities to the entire community."

THE PERFECT FESTIVAL: The perfect festival in Candler Park is one that...

The following comments reflect the majority of input received at this exercise:

- + Festivals need to be the "right" size for the neighborhood - they should be oriented to the immediate community
- + Festivals should not shut down the life of the community for multiple days - we want to keep our freedom to still live in the neighborhood even when a festival is going on
- + Make sure that festivals are less "corporate" focused and less "alcohol" focused
- + Do a better job of enforcing noise controls for festivals



Participants were asked to provide feedback on what would make for the "perfect" festival in Candler Park park.

HISTORIC CHARACTER: Place 1 dot on the aspect that is most responsible for Candler Park’s strong historic character

The following comments reflect the majority of input received at this exercise:

- + “Walkable, tree lined streets”
- + “Building architecture”
- + “Front porches on the single family homes”
- + “Historical sites and markers”

PARKLETTES: Place up to 2 dots on areas (marked or unmarked) that would make for good parklette opportunities.

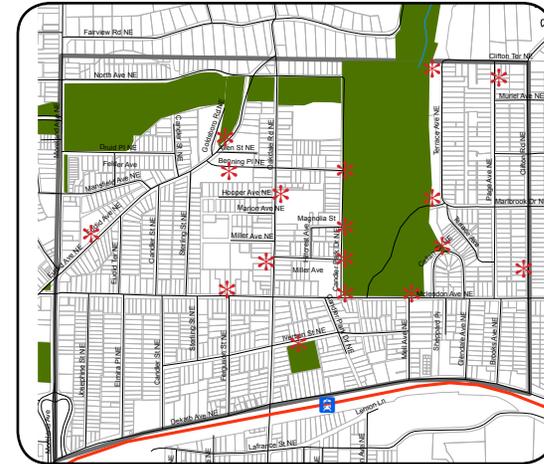
The following areas reflect the majority of input received at this exercise:

- + The southeast and southwest corners of Candler Park park
- + Mulberry Fields
- + The vacant parcel at the McLendon Avenue/Ferguson intersection

FARMERS MARKET: Place 1 dot on the location that would be best for a Candler Park Farmers Market

The following areas reflect the majority of input received at this exercise:

- + The Candler Park park driveway received the majority of support
- + The MARTA parking lot was second most supported with many people favoring it over the other options



The idea for community pocket parks, or “Parklettes”, caught the community’s attention.

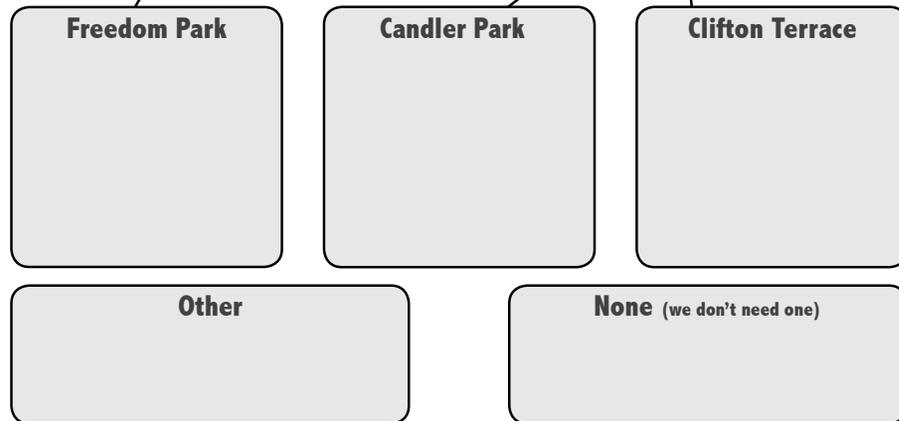


Ideas were put forward for where a potential Farmers Market could be located.

DOG PARK: Place 1 dot on the choice that best describes your preference regarding a Dog Park location

The following comments reflect the majority of input received at this exercise:

- + The majority of dots were placed in the southeast corner of Candler Park park
- + The next most-popular choice was in Freedom Park where an 'unofficial' dog park is already gathering
- + The third-most selected choice was for "no dog park" in the neighborhood
- + A location off of Clifton Terrace was the fourth-most selected site
- + All 4 of the choices were fairly even in terms of the number of "votes" for each option with no single choice rising to the top
- + Though no single location was overwhelmingly selected, the majority of votes were for the 3 options that provided for a location within the neighborhood
- + Many additional comments were made regarding concerns of noise, waste runoff and management of a dog park



One of the more contentious conversations centered around locating a Dog Park within the Candler Park neighborhood.

Dekalb Avenue: Included were concepts for a “road diet”, bike lanes, on-street parking and a more commercial and pedestrian friendly Dekalb Avenue

The following comments reflect the majority of input received at this exercise:

- + The most common remark was in favor of a eliminating the “suicide lane” in favor of a proposed bike lane that would be on the south side of Dekalb Avenue closest to MARTA
- + There were comments noting some support for using the center lane for left turns only and not for the “switchable” through lane that it is today
- + Many people noted that they simply “liked it all”



An idea for removing the “suicide lane” within Dekalb Avenue was conceptualized during the Charrette Week.

MARTA STATION: Included concepts that would replace the current surface parking lot with options reflecting residential uses, a structured parking facility and an option for an expanded Iverson Park

The following comments reflect the majority of input received at this exercise:

- + The vast majority of responses were in support of the concept that reroutes Dekalb Avenue and results in an expanded Iverson Park, new street frontage on the south side of the park and a shifting of the MARTA station and new residential area to the south side of this newly located Dekalb Avenue
- + There were many that supported “zoning” the parking lot area so that it would be “single-family residential” in the future
- + There was strong support for retaining a fence between Iverson Park and the MARTA site due to the concern about crime at the MARTA property



This concept was envisioned as a way to bring life and activity to the current parking lot of the MARTA station, complete with residential uses and a new parking facility.



A modification of this idea was also generated which would re-direct Dekalb Avenue so that the MARTA development would line the south side of the road and an expanded Iverson Park would face the road to the north.

Moreland Avenue: This concept incorporated a new interchange with Dekalb Avenue that utilizes a series of roundabouts, the elimination of the 3rd southbound lane on Moreland Avenue south of Euclid Avenue, a new signalized intersecting street that connects west through the Bass Fields and to a newly constructed parking facility and the creation of a new public street connection north of Euclid Avenue and east of Moreland Avenue to provide greater spacing from the Euclid Avenue/Moreland Avenue intersection

The following comments reflect the majority of input received at this exercise:

- + The most common comment was that the plan for Moreland Avenue is visionary and bold
- + There were many comments about needing to work with Inman Park on many of these ideas
- + People liked the idea of removing the 3rd southbound lane on Moreland Avenue between Euclid Avenue and Dekalb Avenue
- + Most people favored the idea of using the removed 3rd lane for new bike lanes on both sides of the street as opposed to using this lane dimension to add on-street parking along Moreland Avenue
- + There were a number of comments that reflected a concern over a proposed parking deck in Little Five Points and that it would result in a drastic increase in traffic to the district

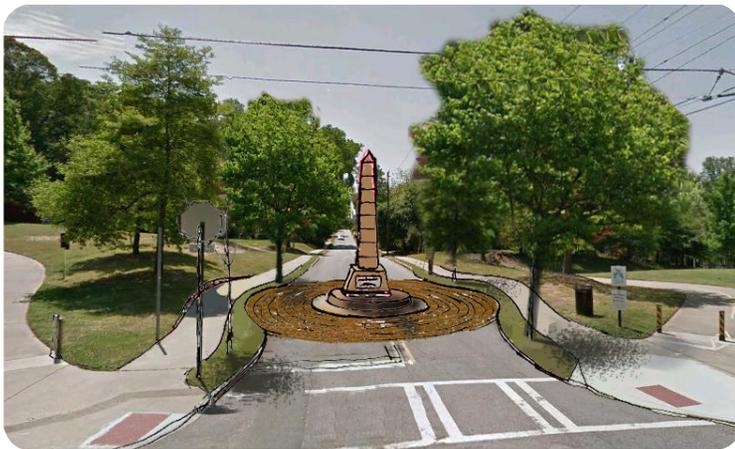


Traffic calming concepts were applied to Moreland Avenue along with concepts for providing greater accessibility to the Bass Fields and a proposed Little Five Points parking garage.

NEIGHBORHOOD TRAFFIC CALMING: Concepts include raised intersections at the Moreland Avenue, Oakdale Road and Page Avenue/Clifton Road intersections, mini-bulb out and an all-way stop at Oakdale Road, mini traffic circles along Oakdale Road, new cross walks, bulb outs and sidewalks at key locations throughout the neighborhood

The following comments reflect the majority of input received at this exercise:

- + The majority of respondents wanted to see Oakdale Road have parking on only 1 side of the street at the McLendon Avenue intersection
- + Many participants liked the idea of the roundabouts or traffic circles and saw how these would help to calm traffic
- + The majority of the remaining comments were supportive of the traffic calming measures illustrated at the meeting
- + Some concern was expressed regarding installing new bulb outs given the poor design of the existing McLendon Avenue bulb outs



A neighborhood traffic calming plan was generated complete with mini-traffic circles that serve to slow down cars along roadways that are currently “uninterrupted”.



The neighborhood plan was thorough and included new sidewalk proposals for areas of the neighborhood with missing sidewalks.

SWIMMING POOL AREA: Concepts included a new community room, an amphitheater, expanded pool deck area, a splash pad and renovating the pool to accommodate lap swimming

The following comments reflect the majority of input received at this exercise:

- + The most common comment was one in favor of updating the pool house and turning it into a useful community space
- + The second most frequent comment was in favor of integrating a lap pool into the current pool
- + There was significant support for including a splash area/pad for kids and families alike
- + The last significant contingency favored some form of a small terraced amphitheater

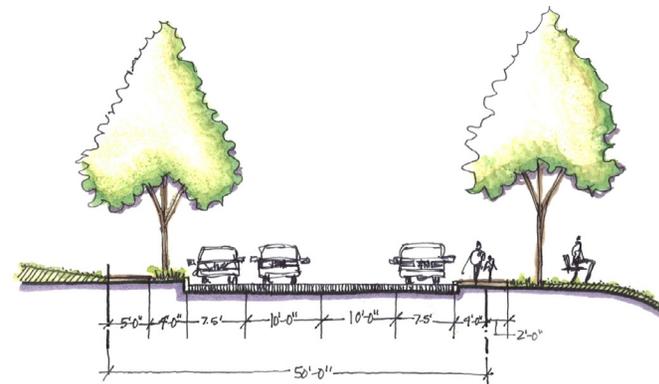
CANDLER PARK DRIVE: Concepts illustrated pedestrian connections utilizing a new sidewalk option, a nature trail option and a cantilevered walking deck next to the park option

The following comments reflect the majority of input received at this exercise:

- + The majority of attendees preferred the option of adding the sidewalk on the east side of Candler Park Drive
- + It was noted that the sidewalk option would have the least amount of maintenance and would be cheaper than the other options



Many people were excited to see a concept for a renovated swimming pool area complete with a lap pool and a new amphitheater on the existing park slope.



A new sidewalk was conceptualized along the east side of Candler Park Drive during the Charrette Week.

ADDITIONAL COMMENTS: Additional input was received through the comment card table at the meeting as well as through the meeting information that was presented post-meeting

The second public meeting with the charrette week became more specific in the comments. Some participants desired additional information on the process- they were concerned about a slightly lower turnout and ensuring that voices were heard equally. The comment card feedback in this meeting often represented for many another forum to solidify their position on the festivals, the Oakdale/McLendon intersection, Iverson Park concerns and of course the contentious Dog Park. Some ideas did not fit into the areas of focus and scope for this master plan.

The following comments received by general comment cards or through the website were those that were expressed more than once:

- + Thank you Candler Park for doing this plan!
- + Please don't put the dog park in Candler Park park
- + Consider one-way traffic on certain streets
- + Keep on-street parking on both sides of Oakdale Road
- + Remove on-street parking from one side of Oakdale Road
- + The park drainage in Iverson Park is terrible. This must be fixed to prevent erosion and damage to park turf
- + Smaller - more local - festivals please
- + Do not remove the MARTA fence along Iverson Park
- + Keep the neighborhood "quiet"
- + Please - no historic district designation!



As with the Kickoff Forum, Comment Cards and a project website solicited unfiltered feedback following the Charrette Week.

COMMUNITY FORUM #3

Draft Plan Presentation May 22, 2013

The final public meeting of the Candler Park Master Plan process was the May 22 Draft Plan Presentation Forum held at the Epworth Church in Candler Park. A presentation was given at the beginning of the night that articulated the goal of building consensus through the process. It was further explained that this process would be reflecting those ideas that were able to achieve consensus as well as those that were not.

At this meeting, several ideas were put forward that had been “tweaked” since the Charrette Week in order to better address the feedback that had been collected to-date. These revised ideas, as well as the more established ideas, were all put forward to the community as a series of Master Plan recommendations. All recommendations were delineated through interactive exercises with the planning team in attendance to note the community feedback on the various ideas and recommendations.

The recommendations put forward to the community during this meeting are further delineated in this section.



The proposed recommendations for the Master Plan were presented at the Plan Presentation Community Forum.

CANDLER PARK CONSERVANCY: This recommendation was for the formation of a Candler Park Conservancy to enable neighborhood greenspaces to be better promoted, maintained and improved

The following comments reflect the majority of input received at this exercise:

- + The majority of participants supported the creation of a Candler Park Conservancy
- + The next most popular recommendation was for the creation of a set of “Event Standards” that articulate appropriate fee structures and sponsor expectations that vary in relation to the scale and size of the event
- + The recommendation for opening the golf course one day a week and making it available to the public as a passive park received a significant amount of support
- + The recommendation to engage a professional landscape architect to create a master plan for improving the park design and aesthetics was also highly supported

SWIMMING POOL: Recommendation for the pool included upgrading the facility to become a true center of activity for the neighborhood

The following comments reflect the majority of input received at this exercise:

- + The strongest supported recommendation had to do with the creation of a new small scale amphitheater outside of the pool area - a small, intimate and “green” use of the existing park slope
- + There was a lot of support noted for a lap pool, an extended deck, and new pool club house
- + Most people noted that all of these improvements would be better implemented and managed through a Candler Park Conservancy

FARMERS MARKET / PARKLETTES: These recommendations reflected the earlier concepts of adding these amenities within the community

The following comments reflect the majority of input received at this exercise:

- + The majority of participants supported the Farmers Market and Parklette ideas
- + Both the Candler Park park drive and MARTA parking lot locations continued to garner support
- + Support was shown for integrating food trucks into the Farmers Market location
- + There is strong support for establishing a CPNO Historical committee for the purposes of documenting the rich history of the community and using this historical information to teach and tell the stories of Candler Park's past at these parklettes
- + Most people supported the idea of creating Parklette design standards to establish a 'brand' throughout the parklettes

NEIGHBORHOOD TRAFFIC CALMING: Recommendations were put forward based on comments received during Charrette week

The following comments reflect the majority of input received at this exercise:

- + The most common comment that came back from participants is the aversion to bulb outs - no matter where they are suggested, the residents of Candler Park have had some bad experiences with bulb outs
- + The comment most provided was to remove the existing McLendon Avenue bulb outs
- + Many people also commented on adding delineated bike lanes, bike arrows, or painted lines which serve cyclists but also give the awareness that the road is shared with cyclists
- + There was a lot of support for "testing" the Oakdale Road/McLendon Avenue all-way stop by utilizing the existing signal as a flashing red four way stop
- + The majority of people expressed a desire to see parking be limited to only one side of Oakdale Road

STREET REPAIR & MAINTENANCE: Recommendations were put forward regarding street and streetscape maintenance and improvement

The following comments reflect the majority of input received at this exercise:

- + This exercise was uniformly supported
- + The most common response was “agreement with all of the recommendations”

QUALITY OF LIFE: Recommendations were put forward regarding education and crime & safety issues

The following comments reflect the majority of input received at this exercise:

- + The most supported recommendation was for this area is to continue to pursue working with the City of Atlanta and Atlanta Public Schools to ensure Candler Park remains in the Grady High/ Inman Middle cluster
- + There was much support for the recommendation to pursue events, investments and development patterns that preserve diversity
- + Many people supported the recommendation to repair broken street lights that provide additional safety after hours
- + There were many people who noted that they were very much against “big brother” security cameras in key public places

TRANSIT: Recommendations were put forward regarding the transit infrastructure of the neighborhood

The following comments reflect the majority of input received at this exercise:

- + The largest support was for the MARTA “wall” along Dekalb Avenue to be transformed into a living wall or vertical garden for the community
- + The next most noted comment was in support of “all of the recommendations” for improving transit in the neighborhood
- + The last recommendation that garnered a larger reaction was to work with MARTA to provide increased rail and bus service to the community during larger events in order to mitigate traffic congestion caused by automobiles



Moreland Avenue: Moreland Avenue recommendations were put forward which integrated feedback from the Charrette Week

The following comments reflect the majority of input received at this exercise:

- + A large majority was excited about all of the suggestions and the recommendations
- + There were notes regarding getting Inman Park “on-board”
- + The majority of people were in favor of the traffic circles and roundabouts in the plan in addition to the bike lanes
- + There were several notes wondering if the Euclid Avenue/Moreland Avenue reroute concept is feasible

Dekalb Avenue: Dekalb Avenue recommendations were put forward which integrated feedback from the Charrette Week

The following comments reflect the majority of input received at this exercise:

- + Attendees were in favor of the two- lane Dekalb Avenue concept and the added recommendation to undertake traffic modeling to analyze the impact the lane reduction will have on the thoroughfare as well as adjacent neighborhood streets
- + Many people noted that it is important for the key intersection to retain the left turning lane
- + Respondents were also strongly in favor of a bike path/pedestrian lane on the south side of Dekalb Avenue
- + Participants expressed a desire to prevent any on-street parking along the roadway

DOG PARK: Dog park recommendations were put forward which integrated feedback from the Charrette Week

The following comments reflect the majority of input received at this exercise:

- + The overwhelming majority of people were in favor of a dog park somewhere in Candler Park
- + Most people endorsed the recommendation to create a committee to find a suitable location for the dog park
- + Next were those who would support a dog park if it were hidden from view, had clear maintenance responsibilities, was small, on private undeveloped land, or as long as it isn't in Candler Park park
- + The least populated comment was from those who did not want a dog park to be located anywhere within the neighborhood

MARTA STATION: MARTA recommendations were put forward which integrated feedback from the Charrette Week

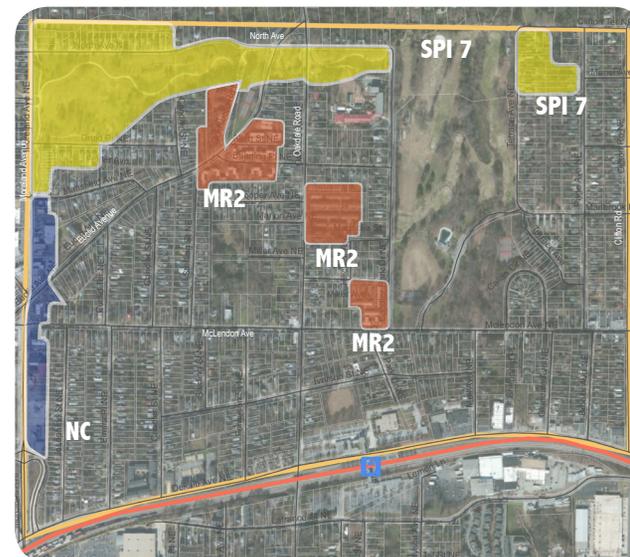
The following comments reflect the majority of input received at this exercise:

- + Because of zoning recommendations, most participants endorsed the concept of redeveloping the MARTA parking lot
- + The most commonly agreed suggestion was to restrict new development building height to not tower over single family housing
- + Many people suggested a landscaped buffer to connect the park and the station.
- + Others noted the benefits of changing the parking lot into a more dense living or working location
- + There were several comments about needing more “eyes on the street” and in the nearby Iverson Park

NEIGHBORHOOD LAND USE: Zoning Recommendations were presented for areas within the neighborhood

The following comments reflect the majority of input received at this exercise:

- + The most popular recommendation was to rezone the existing apartment and condominium properties in the neighborhood that are currently zoned RG2 to the MR2 Quality of Life zoning designation to protect the neighborhood from any potential future redevelopment of these sites
- + The next largest group simply agreed with all the recommendations which included ensuring drive thrus are not permitted in the NC district and around Candler Park in addition to expanding the SPI 7 zoning district to include some property elements Candler Park would like to see stay as new development and houses are built and remodeled over time



Zoning recommendations for the residential areas of the neighborhood were put forward at the May 22 meeting.

Dekalb Avenue LAND USE: Zoning Recommendations were presented for the Dekalb Avenue corridor

- The following comments reflect the majority of input received at this exercise:
- + Most attendees agreed upon recommendations to rezone the remainder of the existing I1 (Industrial), C1 and 2 (Commercial) properties to the MRC2 zoning which would allow for controlled development with necessary height restrictions
 - + Most were also eager to proactively rezone the back portion of land south of Iverson Park into MR2 to allow for small scale redevelopment should MARTA ever redevelop this station stop
 - + There were some who believed this would draw unnecessary attention to the MARTA site however, the majority believed a more proactive position on zoning was needed
 - + The next, most popular recommendation was to employ all of the recommendations including creating a Candler Park Business Association

McLendon Avenue LAND USE: Zoning Recommendations were presented for the 2 existing McLendon Avenue business districts

- The following comments reflect the majority of input received at this exercise:
- + The recommendations to create a Candler Park business association, rezone current RLC and C1 nodes to the Neighborhood Commercial (NC) quality of life zoning, and adding additional controls on the NC nodes to hinder things like pawn shops, gas stations, and restrictions for on-street parking were all strongly supported



Zoning recommendations were also put forward for Dekalb Avenue and McLendon Avenue commercial areas.



by canoe, summer

WHAT
IS THE PLAN?

PURPOSE, VISION & GOALS

Community Plans are equal parts “community” and “plan.” Plans have no chance of long term success if they are not rooted in community desire and consensus. The extensive community outreach and research implemented throughout this planning initiative set a solid foundation for the emergence of a dynamic community plan for the Candler Park neighborhood. This chapter outlines the details of the plan that have emerged from the community, guided by the expertise of the planning team, and vetted by the public engagement process.

During the planning process, public meetings, focus groups, and steering committee meetings were organized for the purposes of including community constituents in the process, as well as generating ideas, comments, and feedback vital to the process. These interactions have also enabled project purpose, vision and goals to be created as a means

of providing a guiding set of principles for this plan. These principles reflect the commentary and input provided by the community throughout the entire process, and are to be used to further guide each idea, recommendation, and project towards completion.

PURPOSE

The purpose of the Candler Park Master Plan is to provide a strategic blueprint for protecting the neighborhood’s unique character, leveraging it’s inherent strengths, and making bold improvements in the future that will improve the quality of life for every member of the community. The plan is also intended to provide the neighborhood with a strong position for obtaining future public investments towards infrastructure and public resources.

VISION

The vision for Candler Park is that of a community containing a broad diversity of people representing various stages of life, ethnicities and occupations. The community should be a regional leader in sustainability, environmentally sensitive infrastructure and smart growth development. The neighborhood commercial districts are to remain a vibrant part of the community - growing dynamic local businesses in a way that lessens negative impacts on the surrounding neighbors. The neighborhood green spaces will continue to provide opportunities for recreation for all community residents. The community will offer an abundance of reliable, safe and accessible forms of transportation including buses, trains, bicycles, walking and calmed vehicular streets. Candler Park will be a place that is safe for its residents, businesses and visitors. The neighborhood will celebrate its unique history, heritage and character through opportunities to tell the stories of its past and by ensuring that future development fits into the context of this historic single family intown neighborhood.

GOALS

- + Provide for a rich diversity of ages, stages of life, races and marital status within Candler Park.
- + Support Mary Lin Elementary maintaining its position as a school of excellence and ensure that a safe and enriched educational opportunity is available for every grade level.
- + Provide safe and accessible parks that provide recreational opportunities to the entire community.

- + Celebrate Candler Park's rich history through public art and public spaces throughout the community.
- + Ensure that commercial uses are of an intensity, form and scale that is consistent with the context of a single-family urban community.
- + Provide safe, calm, accessible and attractive mobility options for residents and visitors alike that prioritizes people over cars.
- + Embrace opportunities for promoting and providing environmental sustainability and stewardship within the community.

RECOMMENDATIONS

The recommendations of the Candler Park Master Plan address the purpose, vision and goals of the project and are strategically and specifically addressed to deal with current problems, address existing issues, and enable the neighborhood to realize its rich potential. While this plan is extensive in its capacity, it is vitally important to the ultimate success of the implementation of the overall plan that the proper strategy be utilized. Given the existing fiscal constraints experienced by local government, these recommendations are structured to stretch limited dollars and to place the neighborhood in a favorable position to receive public funds and resources.

Current market realities reveal that Candler Park has retained its position as a desirable intown destination and home values are returning to their pre-crisis levels. Knowing this, future success depends on leveraging key resources and opportunities to ensure that future growth and development will maintain the character and vision of the neighborhood.

The following recommendations are bold and visionary and will enable Candler Park to maintain its unique position within the Atlanta market.

NOTE: The park and open space concepts provided in this plan do not represent “approved” projects by the City of Atlanta Department of Parks and Recreation. Rather, they are a concise listing of the community’s prioritized concerns and preferred focus for future improvements to the open spaces in the neighborhood. Regardless of the concepts provided in this master plan, all future improvements must be coordinated with the

Department of Parks and Recreation based on the findings of a city-wide Facility Needs and Provision Study and upon the availability of necessary funding for both implementation and ongoing maintenance.

#1 CANDLER PARK CONSERVANCY

The Candler Park neighborhood is fortunate to have an abundance of green space infrastructure. A new organization is needed to enable these neighborhood assets to be better promoted, maintained and improved.

RECOMMENDATION 1.1

Create a Candler Park Conservancy to better manage, improve and promote the parks of the Candler Park neighborhood.

RECOMMENDATION 1.2

Encourage the integration of private greenspaces into the Conservancy such as Mullberry Fields, parklettes and the urban forest conservation west of Oakdale Road.

RECOMMENDATION 1.3

Prevent stormwater runoff from Callan Circle into Candler Park park.



RECOMMENDATION 1.4

Alleviate drainage problems on the western edge of Iverson Park.

RECOMMENDATION 1.5

Install exercise stations throughout Candler Park park.

RECOMMENDATION 1.6

Add drinking fountains at key areas of activity in Candler Park park.

RECOMMENDATION 1.7

As part of future maintenance to the Candler Park park drive, integrate pervious paving systems to reduce stormwater runoff.

RECOMMENDATION 1.8

Repair the broken lights at the entry into the Candler Park park driveway off of McLendon Avenue.

RECOMMENDATION 1.9

Provide rubberized playground flooring at the Candler Park park playground to alleviate damp/muddy conditions.

RECOMMENDATION 1.10

Explore closing the Candler Park golf course 1 day a week and making it available to the public, or other similar ideas for enabling periodic community access to the golf course area.

RECOMMENDATION 1.11

Engage a professional landscape architect to create a master plan for improving the design/aesthetics of Candler Park park.

RECOMMENDATION 1.12

Work with the City Parks and Recreation staff to explore the feasibility of utilizing certain Candler Park park slopes for sledding activity.

RECOMMENDATION 1.13

Establish an educational collaboration with the golf course and Mary Lin Elementary School.

RECOMMENDATION 1.14

Provide new pedestrian steps at multiple locations to connect Candler Park Drive to the Candler Park park.

RECOMMENDATION 1.15

Re-install a baseball back stop at the Candler Park park soccer field to allow for informal baseball games.

RECOMMENDATION 1.16

Stabilize and shore the root base of the trees within Candler Park park adjacent to McLendon Avenue.

RECOMMENDATION 1.17

Establish a comprehensive list of needs/expectations for festivals in the Candler Park park.

RECOMMENDATION 1.18

Develop a set of “Event Standards” that better articulates the neighborhood’s expectations that varies in relation to the scale and size of the event type.

RECOMMENDATION 1.19

Establish a continuous path/trail loop around the external edges of Candler Park park utilizing both existing and proposed sidewalks/paths/trails.

RECOMMENDATION 1.20

Upgrade the Candler Park park tennis courts to be consistent with ALTA facility standards.

RECOMMENDATION 1.21

Work with the privately-held greenspaces that wish to be part of the Candler Park Conservancy to create public access points, which are privately controlled, to these community assets. Places like Mullberry Fields and the Oakdale Road Land Trust are examples of areas that could benefit from the Conservancy infrastructure if a public/private interface can be established to these areas.

RECOMMENDATION 1.22

Preserve the existing wetland/wildlife corridor along the 5th fairway of the golf course. Future improvements to this diverse ecosystem should

FIGURE 2. Candler Park Path System



include improved opportunities for public access in addition to new educational signage and observation areas that promote the corridor's rich nature and conservation themes.

#2 CANDLER PARK SWIMMING POOL

The Candler Park Swimming Pool is an under-utilized resource for the community. With a greater investment to upgrade the facility it could become a true center of activity for the neighborhood.

RECOMMENDATION 2.1

Create a new splash pad play area for people of all ages.



RECOMMENDATION 2.2

A lap pool, expanded pool deck, renovated locker rooms and new community club house are all part of a renovated neighborhood pool facility.

A newly renovated pool area includes a splash pad and a new pool clubhouse for community meetings and events.

RECOMMENDATION 2.3

Ensure bathrooms are publicly accessible during normal park hours.





FIGURE 3. Candler Park Swimming Pool Improvements

RECOMMENDATION 2.4

Provide new amphitheater seating on the existing slope and install electrical outlets for small-scale neighborhood entertainment opportunities.

RECOMMENDATION 2.5

Utilize the newly created Candler Park Conservancy to improve and manage the pool area.



The pool-side amphitheater should be built in a way that preserves the natural landscape of the park.

#3 FARMERS MARKET & PARKLETTES

Many people in the community have expressed a desire for a Farmers Market in the neighborhood. This idea is accommodated for here as a concept for small pocket parks known as Parklettes, which would provide opportunities for community interaction as well as the presentation of the history of Candler Park.

RECOMMENDATION 3.1

Organize a Farmers Market at the MARTA parking lot and/or along the Candler Park driveway.

RECOMMENDATION 3.2

Integrate food trucks into the Farmers Market locations.

RECOMMENDATION 3.3

Coordinate with MARTA to promote the MARTA Farmers Market location as a regional destination for other communities with access to transit.



The new Candler Park Farmers Market will be a great opportunity to integrate mobile food platforms such as food trucks and food carts.

WHAT

RECOMMENDATION 3.4

Work with private property owners to establish new community Parklettes at feasible locations to foster a sense of community.

RECOMMENDATION 3.5

Generate Parklette design standards that provide uniform branding for all future Parklettes.

RECOMMENDATION 3.6

Establish a CPNO Historical committee for purposes of documenting the rich history of the community and to determine which “stories” to tell at each of the new community Parklettes.



Parklettes are perfect opportunities to utilize “unused” areas of land for community purposes.

FIGURE 4. Candler Park Parklettes



Several locations throughout the neighborhood were selected that would be ideal for new Parklettes. Some of these locations could also provide the perfect opportunity for a mini-library (places where neighbors share their favorite literature and stories).

#4

MOBILITY/ TRAFFIC CALMING

A series of traffic calming measures are proposed to help reduce the speed of vehicular traffic, to make it easier to be a pedestrian within the community, and to maintain the necessary flow of traffic for residents. *(The recommendations of this section are to be in compliance with all applicable Americans with Disabilities Act requirements)*

RECOMMENDATION 4.1 (SIGNAL)

Continue to work with the Office of Planning, the Office of Public Works and commercial property owners to explore opportunities for improving the spacing of the signals on Moreland Avenue at McLendon Avenue and Euclid Avenue.

RECOMMENDATION 4.2 (SIGNAL)

Establish a new signal at the newly created intersection with the new Bass Fields street and Moreland Avenue

RECOMMENDATION 4.3 (ANALYSIS)

Conduct a feasibility study to examine the appropriateness of roundabouts at the Dekalb Avenue/Austin/Dekalb Avenue Ramp intersection.

RECOMMENDATION 4.4 (ANALYSIS)

Conduct a feasibility study to examine the appropriateness of the Dekalb Avenue road diet proposal (See 4.19).

RECOMMENDATION 4.5 (RAISED INTERSECTION)

Install a raised intersection at Moreland Avenue and McLendon Avenue for purposes of slowing traffic through Little Five Points and enhancing pedestrian mobility. *(A textured intersection may be utilized if GDOT does not permit a raised intersection to be created)*

FIGURE 5. Moreland Avenue Plan

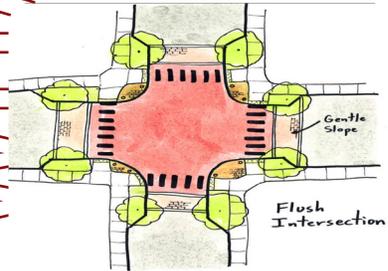


RECOMMENDATION 4.6 (OAKDALE)

This intersection represents the catalyst of the entire master planning process. Oakdale Road is major route for traffic passing through Candler Park. Yet this neighborhood street also is the home of many families and as a result there is a need for this street to be slow and calm. This recommendation involves the Installation of a raised intersection to slow traffic at McLendon Avenue and Oakdale Road, and to enhance pedestrian mobility. Elimination of the signalized intersection and installation of a 4-way stop will alleviate the current “bottle neck” that occurs north of McLendon. On-street parking should additionally be prohibited within 75 to 100 feet of the McLendon Avenue intersection along both sides of Oakdale Road. Before this concept can be implemented it must first be further reviewed by conducting a traffic analysis of the traffic calming recommendations for the intersection. This traffic analysis should:

- + Be coordinated with the Office of Planning and Office of Public Works to properly analyze and implement the proposed recommendations.
- + Be reviewed based primarily on its ability to improve the “bottle neck” situation north of McLendon.

FIGURE 6. Raised Intersection Concept



- New Sidewalks
- New Streets
- Bike/Ped Path
- Adjusted Centerline
- Speed Bump
- Sharrows
- Road Diet
- New Signalized Intersection
- New Crosswalks
- Mini Traffic Circles
- All Way Stops
- Elevated Intersections
- Roundabouts

FIGURE 7. Neighborhood Traffic Calming Plan



- + “Slow” McLendon Avenue in relation to its current condition. This traffic calming effect on McLendon is intentional and should not be considered to be a negative impact of the concept in the analysis of the testing process.

At the conclusion of the traffic analysis, the neighborhood and the City of Atlanta should review the test results and conclude whether or not the new treatment sufficiently addresses the current congestion problems. If the 4-way stop and limited on-street parking prohibition is deemed to be insufficient, then the current traffic signal should be retained while the following additional steps are taken to ensure enhanced traffic calming at the intersection:

- + Install bulbouts at the southwest corner of McLendon Ave and Oakdale Rd.
- + Shift the travel lanes on Oakdale Rd north of the intersection to allow for the parking lane and a smooth transition through the intersection.
- + Improve the crosswalk and pedestrian signal upgrades at the intersection.

RECOMMENDATION 4.7 (RAISED INTERSECTION)

Install a raised intersection at McLendon Avenue and Mell Avenue to slow traffic along McLendon Avenue and to enhance pedestrian mobility.

RECOMMENDATION 4.8 (RAISED INTERSECTION)

Install a raised intersection at McLendon Avenue and Page Avenue to slow traffic along McLendon Avenue and to enhance pedestrian mobility.

FIGURE 8. Oakdale & McLendon Intersection



Certain intersections are in need of 4-way stop installations as well as pedestrian crosswalks across the intersections.

RECOMMENDATION 4.9 (RAISED INTERSECTION)

Install a raised intersection at McLendon Avenue and Clifton Road to slow traffic along McLendon Avenue and to enhance pedestrian mobility.

RECOMMENDATION 4.10 (RAISED INTERSECTION)

Install a raised intersection at Candler Park Drive and North Avenue to slow traffic at this intersection and to enhance pedestrian mobility.

RECOMMENDATION 4.11 (3-WAY STOP)

Install a 3-way stop and pedestrian crosswalks at the Candler Park Drive and Iverson Street intersection.

RECOMMENDATION 4.12 (3-WAY STOP)

Install a 3-way stop and pedestrian crosswalks at the Euclid Avenue and Euclid Terrace intersection.

RECOMMENDATION 4.13 (4-WAY STOP)

Install a 4-way stop and pedestrian crosswalks at the Euclid Avenue and Candler Street intersection.

RECOMMENDATION 4.14 (4-WAY STOP)

Install a 4-way stop and pedestrian crosswalks on Clifton Road at either Marlbrook Drive or Harriett Avenue.

RECOMMENDATION 4.15 (NEW STREET)

Work with Inman Park to explore a new Bass Field street as part of a new parking deck adjacent to the Bass Fields site for purposes of servicing the parking deck and enhancing the Bass Fields area.

RECOMMENDATION 4.16 (CROSSWALK)

Install crosswalks at Candler Park Drive and Miller Avenue.

RECOMMENDATION 4.17 (CROSSWALK)

Install crosswalks at Candler Park Drive and Benning Place.

RECOMMENDATION 4.18 (CROSSWALK)

Install crosswalks at Oakdale Road and Benning Place.

RECOMMENDATION 4.19 (DEKALB ROAD DIET)

Establish a “road diet” for Dekalb Avenue, eliminating the middle “suicide lane”. This concept would necessitate conducting a feasibility study to examine the appropriateness of retaining one-lane in each direction with designated left turn lanes at the Oakdale Road and Clifton Road intersections. This concept would include the installation of wide crosswalks at the Oakdale Road and Clifton Road intersections, painted green for better driver visibility. On-street parking would not be included along Dekalb Avenue as part of this project.

RECOMMENDATION 4.20 (SIDEWALK)

Complete the sidewalks on both side of Druid Place (Moreland Ave to midblock).

RECOMMENDATION 4.21 (SIDEWALK)

Complete the sidewalks on both sides of Mansfield Avenue (midblock).

FIGURE 9. Dekalb Avenue Proposed Section



FIGURE 10. Dekalb Avenue Proposed Visual Rendering



RECOMMENDATION 4.22 (SIDEWALK)

Complete the sidewalks on both sides of Euclid Avenue (Candler St to Oakdale Rd).

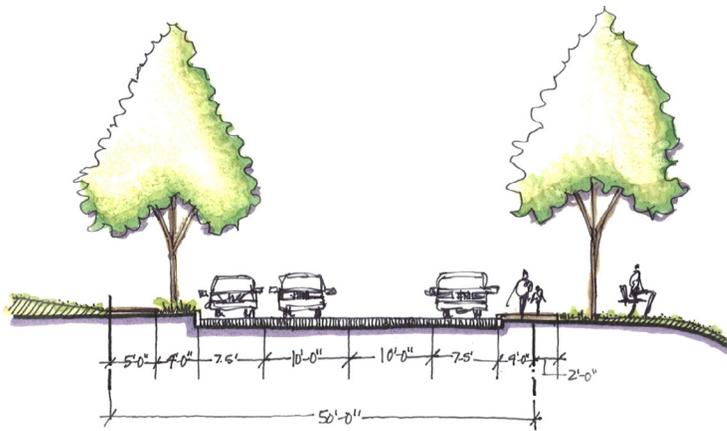
RECOMMENDATION 4.23 (SIDEWALK)

Complete the sidewalks on both sides of Oakdale Road (north of North Ave).

RECOMMENDATION 4.24 (SIDEWALK)

Install a new sidewalk along the eastern edge of Candler Park Drive (McLendon Ave to North Ave).

FIGURE 11. Candler Park Drive Sidewalk



RECOMMENDATION 4.25 (SIDEWALK)

Complete the sidewalk along Clifton Terrace (Terrace Ave to Clifton Rd).

RECOMMENDATION 4.26 (SIDEWALK)

Complete the sidewalks on both sides of Page Avenue (Clifton Ter to Marlbrook Dr).

RECOMMENDATION 4.27 (SIDEWALK)

Complete the sidewalk along Muriel Avenue (Page Ave to Clifton Rd).

RECOMMENDATION 4.28 (SIDEWALK)

Complete the sidewalk along Brooks Avenue (off of Dekalb Ave).

RECOMMENDATION 4.29 (SIDEWALK)

Complete the sidewalks on both sides of Glendale Avenue (off of Dekalb Ave).

RECOMMENDATION 4.30 (MINI-CIRCLE)

Install a mini-traffic circle at the Iverson Street and Oakdale Road intersection.

RECOMMENDATION 4.31 (MINI-CIRCLE)

Install a mini-traffic circle at the PATH Multiuse trail at Oakdale Road.

RECOMMENDATION 4.32 (SPEED BUMP)

Install a speed bump on Benning Place to calm traffic between Oakdale Road and Candler Park Drive.

RECOMMENDATION 4.33 (CENTER LINE)

Remove the center-line yellow striping along Oakdale Road.

RECOMMENDATION 4.34 (RAISED STREET)

Improve the stretch of McLendon Avenue between Page Avenue and Clifton Road by creating a Raised/Textured street section for this commercial district.



FIGURE 12. Oakdale and Path Trail Mini Traffic Circle

RECOMMENDATION 4.35 (TRAIL)

Establish a new Multiuse trail along Dekalb Avenue.

RECOMMENDATION 4.36 (TRAIL)

Establish a new Multiuse trail from Dekalb Avenue to Moreland Avenue that connects to the new Dekalb Avenue trail and to the new Bass Fields street.

RECOMMENDATION 4.37 (SHARROWS)

Work with City of Atlanta Office of Public Works to place “sharrows” (on-street markings that delineate streets that share vehicular and bicycle traffic within the same lane) on Euclid Avenue.

RECOMMENDATION 4.38 (SHARROWS)

Work with City of Atlanta Office of Public Works to place “sharrows” (on-street markings that delineate streets that share vehicular and bicycle traffic within the same lane) on Oakdale Road.

RECOMMENDATION 4.39 (SHARROWS)

Work with City of Atlanta Office of Public Works to place “sharrows” (on-street markings that delineate streets that share vehicular and bicycle traffic within the same lane) on Clifton Road.

RECOMMENDATION 4.40 (SHARROWS)

Work with City of Atlanta Office of Public Works to place “sharrows” (on-street markings that delineate streets that share vehicular and bicycle traffic within the same lane) on McLendon Avenue.

RECOMMENDATION 4.41 (CONNECTIVITY)

Work in conjunction with city officials and other affected groups to develop and implement a safer, more seamless connection on the Freedom Park PATH trail between the east and west sides of Moreland Avenue. The goals of such a solution will be: 1) to improve the accessibility of Atlanta-in-DeKalb neighborhoods to the Beltline; 2) to more effectively integrate the PATH trail network with the Beltline; 3) to increase both the popularity and functional use of both the PATH trails and the Beltline; and 4) to visually complement and enhance the landscape design of Freedom Park

RECOMMENDATION 4.42 (4-WAY STOP)

Install a 4-way stop and pedestrian crosswalks at the Ferguson Street and Iverson Street intersection.

It is important to note that there is a cumulative impact to these mobility recommendations. Streets and intersections are parts of a broader transportation network and as such, traffic calming goals are best realized when as many of the individual aspects of the plan are implemented as possible. These recommendations also represent a balance between “doing enough to make a difference”, and “not doing more than is needed” to avoid unnecessary disruption to the community or higher implementation costs. In this regard, it will be important to monitor the implementation of the plan recommendations to gauge if more is needed to be done in the future to further achieve safe and calm neighborhood streets. As an example, the Clifton Road corridor and the stretch of McLendon Avenue between Moreland Avenue and Oakdale Road could accommodate additional traffic calming mechanisms such as mini traffic circles or raised intersections in the future if they are merited following the implementation of the recommendations of this plan.

#5 MARTA/ TRANSIT

There are viable transit options within the community that are currently under-utilized within the community. The following recommendations highlight steps to take to bridge this gap and to further promote alternative forms of transportation to the residents and businesses of Candler Park.

RECOMMENDATION 5.1

Promote awareness of how residents can connect to area transportation networks such as the Atlanta Beltline.

RECOMMENDATION 5.2

Work with MARTA to make changes to bus stops, buses and the train station to better promote the transit system to professionals and families in the community.



RECOMMENDATION 5.3

Incorporate bus and rail system maps and real-time route bus arrival schedules into MARTA bus stops.

RECOMMENDATION 5.4

Work with MARTA to provide shorter buses that better match ridership levels and that are more suitable for traversing neighborhood streets.

RECOMMENDATION 5.5

Transform the MARTA “wall” along Dekalb Avenue into a “living wall” or “vertical garden” for the community complete with designated plots for neighborhood residents to lease as well as access to a water source for long term maintenance of the landscaping.



RECOMMENDATION 5.6

Work with MARTA and event organizers to provide increased rail and bus service to the community during times of larger events in the neighborhood as a way of mitigating the traffic congestion caused by an over-reliance on automobile access.

#6 DOG PARK

The Dog Park concept was a much-discussed topic throughout the planning process. There were three primary responses to the idea of locating a Dog Park within the neighborhood:



FIGURE 13. Previously Discussed Dog Park Locations

WHAT

- + Yes - we need a Dog Park somewhere!
- + Not if - a Dog Park could work only if...This response tended to focus on either a location that was not desired or on the design and management details that would need to accompany such a facility to ensure that it does not become a community nuisance.
- + No way - we don't want a Dog Park anywhere within the neighborhood!

While all three of these voices were heard from the community, the majority of response was “Yes”, closely followed by “Not if”. As a result, it is clear that the majority of the support is for a Dog Park with the stipulation that it be sensitively located, properly designed and well-managed. The following recommendations further delineate the recommendations of the plan related to the Dog Park concept.

RECOMMENDATION 6.1

A more thorough and focused process is needed beyond this planning process to properly analyze proposed locations for a Dog Park and to ensure issues related to water runoff, noise, size, parking and other issues can be adequately handled and addressed.

RECOMMENDATION 6.2

A neighborhood subcommittee should be immediately created and tasked with finding a location with the most support within the community for the new Dog Park. The subcommittee should further establish the structure for the management, upkeep and maintenance of the new facility.

RECOMMENDATION 6.3

Include City Parks and Recreation staff and design standards for Dog Park location and operation as part of the subcommittee process.



When designed and managed correctly, Dog Parks can be community building spaces within a neighborhood.

#7

LAND USE

The majority of the existing development patterns within the neighborhood are strong and healthy, however there are key locations where the zoning permission could result in a development pattern that would be potentially detrimental to the character of the neighborhood. The following recommendations address these issues.

RECOMMENDATION 7.1

Update the Little Five Points NC District to ensure that drive-thru's are not permitted as an accessory use, as an elaboration of the current prohibition against drive thru structures.

RECOMMENDATION 7.2

Rezone the apartment properties in the neighborhood that are currently zoned to RG2 to the MR2 Quality of Life zoning designation to protect the neighborhood from any potential future redevelopment of these sites.

RECOMMENDATION 7.3

Create a CPNO committee to study the merits of incorporating a limited number of additional controls into the zoning of the single family residential neighborhood. Elements in need of additional control include:

- + Requiring front porches
- + Requiring street trees
- + Requiring sidewalks
- + Retaining small front yard setbacks
- + Allowing accessory dwelling units

The current SPI 7 regulations have standards that need not apply to the remainder of the neighborhood. These regulations include the following:

- + Requirement for approval from the Atlanta Urban Design Commission.
- + Requirement for the issuance of a certificate of appropriateness from the Atlanta Urban Design Commission.
- + Minimum lot size, floor area ratio, net lot area, parking, site design or architectural regulations (These calculations would continue to be regulated by the current underlying zoning designation).

TABLE 6. Neighborhood Zoning Analysis

ZONING ANALYSIS	EXISTING RG2	PROPOSED MR2
USES	Multi-Family	Multi-Family
MAXIMUM HEIGHT	None	35 feet
TRANSITIONAL BUFFERS NEXT TO SINGLE-FAMILY	Required	Required
DENSITY	.348 FAR	.348 FAR
OPEN SPACE	Required	Required
SIDEWALKS	Not Required	Required
STREET TREES	Not Required	Required
PARKING IN FRONT	Permitted	Prohibited

FIGURE 14. Neighborhood Zoning Proposal



RECOMMENDATION 7.4

Create a Candler Park Business Association for purposes of organizing the businesses in the neighborhood (businesses in Little Five Points are part of the Little Five Points Business Association).

RECOMMENDATION 7.5

Rezoning the RLC and C1 nodes that intersect with McLendon Avenue to two new Mixed Residential Commercial (MRC) zoning districts.

RECOMMENDATION 7.6

Within the MRC districts, place additional controls on future development to ensure that the nodes remain small-scaled and neighborhood-serving such as:

- + Prohibit gasoline service stations.
- + Prohibit pawn shops.

RECOMMENDATION 7.7

Rezoning the existing Industrial (I1) and Commercial (C1, C2) properties (with the exception of the MARTA property) to MRC2 to ensure quality development at an appropriate-scale in the future.

RECOMMENDATION 7.8

Further condition the MRC2 zoning area with the following additional limitations:

- + Eating and drinking establishments must have a parking requirement of one parking space for each 100 square feet of

TABLE 7. McLendon Zoning Analysis

ZONING ANALYSIS	EXISTING RLC	EXISTING C1	PROPOSED MRC2
USES	Residential & Commercial	Residential & Commercial	Residential & Commercial
MAXIMUM HEIGHT	35 feet	None	35 feet *
TRANSITIONAL BUFFERS NEXT TO SINGLE-FAMILY	Required	Required	Required
DENSITY	.848 FAR	2.696 FAR	3.696 FAR
OPEN SPACE	Not Required	Residential only	Required
SIDEWALKS	Not Required	Not Required	Required
STREET TREES	Not Required	Not Required	Required
PARKING IN FRONT	Permitted	Permitted	Prohibited

FIGURE 15. McLendon Mixed Use Zoning Proposal



* When this district is located within 150 feet of any single family or multi-family zoning district, the maximum height allowed is 35 feet.

TABLE 8. Dekalb Zoning Analysis

ZONING ANALYSIS	EXISTING I1	EXISTING C1	EXISTING C2	PROPOSED MRC2	PROPOSED MR2
USES	Residential & Commercial	Residential & Commercial	Residential & Commercial	Residential & Commercial	Multi-Family
MAXIMUM HEIGHT	None	None	None	60 feet (proposed)	35 feet
TRANSITIONAL BUFFERS NEXT TO SINGLE-FAMILY	Required	Required	Required	Required	Required
DENSITY	2.0 FAR	2.696 FAR	3.696 FAR	3.696 FAR	.348 FAR
OPEN SPACE	Not Required	Residential only	Residential only	Required	Required
SIDEWALKS	Not Required	Not Required	Not Required	Required	Required
STREET TREES	Not Required	Not Required	Not Required	Required	Required
PARKING IN FRONT	Permitted	Permitted	Permitted	Prohibited	Prohibited

floor area and one parking space for each 75 square feet of floor area for eating and drinking establishments that derive more than 60% of gross income from the sale of alcohol.

- + All development is to be limited to a maximum height of 60 feet.

RECOMMENDATION 7.9

Continue to work with MARTA to ensure that any future development at the north parking lot is consistent with the vision of this plan. More specifically:

- + Work with MARTA to bring community events such as a Farmers Market to the parking lot as a short term way of making the site more attractive to the neighborhood

FIGURE 16. Dekalb Mixed Use Zoning Proposal



- + When the site redevelops, MARTA must work closely with the adjacent neighbors to coordinate a plan for access to the station that ensures that the current level of public safety is maintained or improved.
- + Should redevelopment occur, it should be of a scale that avoids towering, shadowing or other negative impacts on the adjacent single-family neighbors.
- + Future development should utilize the Quality of Life zoning districts of MR and MRC at transit-supportive densities.

#8 STREET REPAIR & MAINTENANCE

The ongoing repair and maintenance of Candler Park streets is of the utmost importance. The following recommendations are targeted towards achieving short term and long term results.

RECOMMENDATION 8.1

Engage the CPNO sidewalk committee to finalize an inventory of all sidewalks that are in disrepair in the neighborhood and to identify all street intersections that have compromised sight visibility due to overgrowth.

RECOMMENDATION 8.2

Provide educational materials to residents regarding property maintenance and public safety.

RECOMMENDATION 8.3

Coordinate with Atlanta Public Works to alleviate areas of poor sidewalk condition and intersection sight visibility due to street tree overgrowth in the public right of ways.

RECOMMENDATION 8.4

Coordinate with Atlanta Public Works and residents to implement a collaborative public-private Sidewalk and Street Curb Repair Program in areas where street trees in the public realm have eroded the public infrastructure.

RECOMMENDATION 8.5

Whenever new sidewalks/curbs are being replaced and when new development takes place, coordinate with the property owner to place overhead utilities underground wherever it is feasible.

RECOMMENDATION 8.6

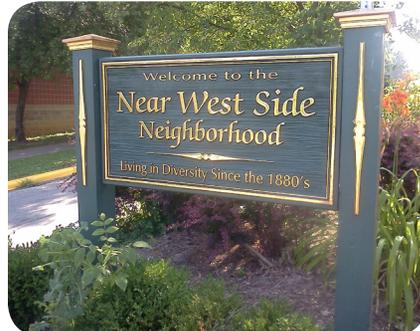
Identify opportunities at entry-points into the community to create aesthetically-pleasing neighborhood gateways.

RECOMMENDATION 8.7

Work with Atlanta Public Works to ensure that existing and future traffic calming infrastructure, such as raised intersections, are properly designed and built so as to ensure adequate public safety for all users.

RECOMMENDATION 8.8

Work with Atlanta Public Works to adjust the existing McLendon Avenue bulb outs to a proper dimension that is safe and usable for both cars and cyclists.



Neighborhood gateway signs, repaired sidewalks and curb lines and remaining in the Grady-Inman school cluster are all examples of initiatives that will directly impact the quality of life of Candler Park residents.

#9 QUALITY OF LIFE

There are a number of ideas that have emerged through the process that are not related to transportation or land use but are still important to the future health and viability of the community.

RECOMMENDATION 9.1

Work with the City of Atlanta and Atlanta Public Schools to ensure that the Candler Park neighborhood remains within the Grady High-Inman Middle cluster.

RECOMMENDATION 9.2

Recruit Pre-K school services into the area as an amenity for parents of children ages 3 years and younger.

RECOMMENDATION 9.3

Pursue events, City investments and development patterns that preserve diversity (ages, incomes, races, stages of life, etc.).

RECOMMENDATION 9.4

Develop an educational resource for residents articulating practical methods for implementing environmental sustainability, crime prevention and awareness, civic participation, property maintenance, etc.

RECOMMENDATION 9.5

Work with the City of Atlanta Parks and Recreation Department and Atlanta Police Department to provide security cameras in key public places.

RECOMMENDATION 9.6

Work with the CPNO Public Safety committee to create a neighborhood watch program and to consider engaging a private security patrol for the neighborhood.

RECOMMENDATION 9.7

Check with APD/AFD to ascertain the most common incidents and use the plan to address these issues.

RECOMMENDATION 9.8

Work with Atlanta Public Works to repair broken street lights and to install small pedestrian lights in high-traffic public rights-of-way.



With security and crime being such major issues for current residents, it is imperative for a neighborhood watch to be initiated in close cooperation with the Atlanta Police Department.

The park and open space concepts provided in this plan do not represent “approved” projects by the City of Atlanta Department of Parks and Recreation. Rather, they are a concise listing of the community’s prioritized concerns and preferred focus for future improvements to the open spaces in the neighborhood. Regardless of the concepts provided in this master plan, all future improvements must be coordinated with the Department of Parks and Recreation based on the findings of a city-wide Facility Needs and Provision Study and upon the availability of necessary funding.



HOW
IS THE PLAN IMPLEMENTED?

THE NEED FOR IMPLEMENTATION

It is one thing to create a plan for a community. But it is another thing entirely to effectively implement a plan for a community. Far too often community plans are left “on a shelf” due to either the ineffectiveness of the plan or because the tools to implement the plan are never understood.

The Candler Park Master Plan is ambitious, far-reaching, and bold. And it is implementable. This section of the plan outlines the pertinent details that will provide guidance to implement the overall plan. Responsible entities are highlighted, budgets estimated and projected time lines are provided. The result is a broad set of resources that can guide the community towards bringing the plan to life.

Some of the methods and processes for implementation are easy and able to be achieved quickly - within the next year or two.

Other mechanisms and schedules will be more challenging and will necessitate the involvement of many agencies or partners and multiple funding streams over several years. And still other aspects of implementation can take up to 20 years to achieve, owing to the need for the initial recommendations of the plan to be implemented within the community in order to then be utilized as a foundation. Funding sources are always limited but private funding sources could be available through a Candler Park Conservancy, which would enable funding of certain projects to occur faster than normal.

The time frames assigned to each of the recommendations in the tables of this section are identified as follows:

- + Short-term - 0-2 years
- + Mid-term - 2-10 years
- + Long-term - 10-20 years

1. CANDLER PARK CONSERVANCY IMPLEMENTATION

TABLE 9. Candler Park Conservancy Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
1.1	Creation of the CPC	N/A	Short-term	DPR, Southface Energy Institute
1.2	Integrate private greenspaces into the CPC	N/A	Mid-term	CPC
1.3	Prevent stormwater runoff from Callan Cir into Candler Park park	N/A	Short-term	CPC, DPR
1.4	Alleviate drainage problems on the western edge of Iverson Park	N/A	Short-term	CPC, DPR
1.5	Install exercise stations throughout Candler Park park (15 stations)	\$25K	Mid-term	CPC, DPR
1.6	Add drinking fountains at key areas of Candler Park park (15 fountains)	\$25K	Mid-term	CPC, DPR
1.7	Integrate pervious paving into Candler Park park drive	\$300K-\$500K	Long-term	CPC, DPR
1.8	Repair the broken lights at the Candler Park park McLendon Avenue entry	\$1K-2.5K	Short-term	CPC, DPR
1.9	Provide rubberized playground flooring at the Candler Park park playground	\$75K-\$150K	Mid-term	CPC, DPR
1.10	Close the golf course 1 day/week for public access	N/A	Mid-term	CPC, DPR
1.11	Engage a landscape architect to create a Candler Park park master plan	\$50K-\$150K	Short-term	CPC, DPR
1.12	Work with DPR to explore the feasibility of Candler Park park sledding	N/A	Mid-term	CPC, DPR
1.13	Establish an educational collaboration with the golf course and Mary Lin	N/A	Short-term	APS, CPC
1.14	Provide pedestrian steps from Candler Park Drive to the Candler Park park (2)	\$30K-\$50K	Short-term	CPC, DPR
1.15	Re-install a baseball back stop at the Candler Park park soccer field (1)	\$500-\$1K	Short-term	CPC, DPR

APS - Atlanta Public Schools

CPC - Candler Park Conservancy

DPR - Atlanta, Department of Parks and Recreation

N/A - Not Applicable

TABLE 9. Candler Park Conservancy Implementation (continued)

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
1.16	Stabilize and shore the Candler Park park trees along McLendon Avenue	N/A	Mid-term	CPC, DPR
1.17	Establish a comprehensive list of needs/expectations for park festivals	N/A	Short-term	CPC, SE
1.18	Develop a set of fee structures and sponsor expectations for park events	N/A	Short-term	CPC, DPR
1.19	Establish a continuous trail/path around Candler Park park	See Table 12	Mid-term	CPC, DPR
1.20	Upgrade Candler Park park tennis courts to meet ALTA facility standards (facility does not meet requirement for bathrooms within 300 feet of the court)	See Table 10	Long-term	CPC, DPR
1.21	Create public access points to privately held greenspaces	N/A	Long-term	CPC
1.22	Preserve/enhance the existing wetland/wildlife corridor along the 5th fairway	N/A	Short-term	CPC, DPR

CPC - Candler Park Conservancy

DPR - Atlanta, Department of Parks and Recreation

N/A - Not Applicable

OE - City of Atlanta, Office of Special Events

2. CANDLER PARK SWIMMING POOL IMPLEMENTATION

TABLE 10. Candler Park Swimming Pool Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
2.1	Create a new splash pad play area for people of all ages	\$75K-\$150K	Mid-term	CPC, DPR
2.2	Lap pool, expanded pool deck, renovated locker rooms, community club house	\$6M-\$8M	Mid-term	CPC, DPR
2.3	Ensure bathrooms are publicly accessible during normal park hours	N/A	Short-term	CPC, DPR

CPC - Candler Park Conservancy

DPR - Atlanta, Department of Parks and Recreation

N/A - Not Applicable

TABLE 10. Candler Park Swimming Pool Implementation (continued)

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
2.4	Provide new amphitheater seating and install electrical outlets	\$20K-\$50K	Mid-term	CPC, DPR
2.5	Utilize the CPC to improve and manage the pool area.	N/A	Mid-term	CPC, DPR

CPC - Candler Park Conservancy

DPR - Atlanta, Department of Parks and Recreation

N/A - Not Applicable

3. FARMERS MARKET & PARKLETTES IMPLEMENTATION

TABLE 11. Farmers Market & Parklettes Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
3.1	Organize Farmers Market at MARTA parking lot or Candler Park park driveway	N/A	Short-term	CPC, DPR, MARTA
3.2	Integrate food trucks into the Farmers Market locations	N/A	Short-term	CPC, DPR, MARTA, ASFC
3.3	Promote MARTA Farmers Market location as a regional destination	N/A	Short-term	CPC, MARTA
3.4	Establish new community Parklettes at feasible locations (5)	\$5K-\$25K	Short-term	CPC, CPNO
3.5	Generate Parklette design standards	N/A	Short-term	CPC, CPNO
3.6	Establish a historical committee to provide “stories” to tell at Parklette locations	N/A	Short-term	CPC, CPNO

CPC - Candler Park Conservancy

DPR - Atlanta, Department of Parks and Recreation

ASFC - Atlanta Street Food Coalition

CPNO - Candler Park Neighborhood Organization

N/A - Not Applicable

4. MOBILITY/TRAFFIC CALMING IMPLEMENTATION

TABLE 12. Mobility/Traffic Calming Implementation (cost estimates provided by AECOM transportation engineers)

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
4.1	Moreland Avenue and Euclid/McLendon signal improvement	N/A	Long-term	GDOT, COA
4.2	Moreland Avenue and new Bass Fields street signal	\$345K	Long-term	GDOT, COA
4.3	Dekalb Avenue, Austin Avenue & Dekalb Ramp roundabouts feasibility study	\$100K	Short-term	GDOT, COA
4.4	Dekalb Avenue road diet feasibility study	\$100K	Short-term	GDOT, COA *
4.5	Moreland Avenue and McLendon Avenue raised intersection	\$632.5K	Mid-term	GDOT, COA
4.6	McLendon Avenue and Oakdale Road raised intersection	\$800K	Short-term	COA *
4.7	McLendon Avenue and Mell Avenue raised intersection	\$632.5K	Mid-term	COA
4.8	McLendon Avenue and Page Avenue raised intersection	\$632.5K	Mid-term	COA
4.9	McLendon Avenue and Clifton Road raised intersection	\$632.5K	Mid-term	COA
4.10	Candler Park Drive and North Avenue raised intersection	\$632.5K	Mid-term	COA
4.11	Candler Park Drive and Iverson Street 3-way stop and crosswalks	\$46K	Short-term	COA
4.12	Euclid Avenue and Euclid Terrace 3-way stop and crosswalks	\$46K	Short-term	COA
4.13	Euclid Avenue and Candler Street 4-way stop & crosswalks	\$46K	Short-term	COA
4.14	Clifton Road and Marlbrook/Harriett 4-way stop and pedestrian crosswalks	\$46K	Short-term	COA
4.15	Explore new Bass Field street	N/A	Long-term	COA, APS, IPNA, LFPBA

APS - Atlanta Public Schools COA - Atlanta, Department of Public Works, Department of Planning and Community Development GDOT - Georgia Department of Transportation

N/A - Not Applicable * - Priority Project for purposes of the proposed Atlanta Quality of Life Bond initiative IPNA - Inman Park Neighborhood Association

LFPBA - Little Five Points Business Association

TABLE 12. Mobility/Traffic Calming Implementation (cost estimates provided by AECOM transportation engineers) **continued**

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
4.16	Candler Park Drive and Miller Avenue crosswalks	\$22.5K	Short-term	COA
4.17	Candler Park Drive and Benning Place crosswalks	\$22.5K	Short-term	COA
4.18	Oakdale Road and Benning Place crosswalks	\$22.5K	Short-term	COA
4.19	Dekalb Avenue road diet	\$500K	Mid-term	COA *
4.20	Druid Place sidewalks (550', Moreland Ave to midblock)	\$57.2K	Mid-term	COA
4.21	Mansfield Avenue sidewalks (50', midblock)	\$5.5K	Mid-term	COA
4.22	Euclid Avenue sidewalks (1,500', Candler St to Oakdale Rd)	\$165K	Short-term	COA
4.23	Oakdale Road sidewalks (170', north of North Ave)	\$17.6K	Short-term	COA
4.24	Candler Park Drive sidewalks (2,300', McLendon Ave to North Ave)	\$500K	Short-term	COA
4.25	Clifton Terrace sidewalks (2,500', Terrace Ave to Clifton Rd)	\$275K	Short-term	COA
4.26	Page Avenue sidewalks (620', Clifton Ter to Marlbrook Dr)	\$71.5K	Mid-term	COA
4.27	Muriel Avenue sidewalks (50', Page Ave to Clifton Rd)	\$78.5K	Mid-term	COA
4.28	Brooks Avenue sidewalks (110', off of Dekalb Ave)	\$12.1K	Mid-term	COA
4.29	Glendale Avenue sidewalk (280', off of Dekalb Ave)	\$28.6K	Mid-term	COA
4.30	Iverson Street at Oakdale Road mini-traffic circle	\$165K	Short-term	COA *

COA - Atlanta, Department of Public Works, Department of Planning and Community Development * - Priority Project for purposes of the proposed Atlanta Quality of Life Bond initiative

TABLE 12. Mobility/Traffic Calming Implementation (cost estimates provided by AECOM transportation engineers) **continued**

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
4.31	PATH Multiuse trail at Oakdale Road mini-traffic circle	\$165K	Short-term	COA *
4.32	Benning Place speed bump	\$165K	Short-term	COA
4.33	Oakdale Road removal of yellow center-line striping	\$3K	Short-term	COA
4.34	McLendon raised/textured street	\$605K	Mid-term	COA
4.35	Multiuse trail along Dekalb Avenue (1 mile)	\$250K	Mid-term	COA *
4.36	Multiuse trail from Dekalb Avenue to Moreland Avenue (1,100')	\$55K	Mid-term	COA
4.37	Euclid Avenue sharrows	\$4K	Short-term	COA
4.38	Oakdale Road sharrows	\$3.5K	Short-term	COA
4.39	Clifton Road sharrows	\$3.5K	Short-term	COA
4.40	McLendon Avenue sharrows	\$4K	Short-term	COA
4.41	Moreland Avenue and Freedom Park Trail connectivity	N/A	Short-term	COA
4.42	Ferguson Street and Iverson Street 4-way stop & crosswalks	\$46K	Short-term	COA

COA - Atlanta, Department of Public Works, Department of Planning and Community Development * - Priority Project for purposes of the proposed Atlanta Quality of Life Bond initiative
 N/A - Not Applicable

5. MARTA/TRANSIT IMPLEMENTATION

TABLE 13. MARTA/Transit Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
5.1	Promote awareness of area transportation networks such as the Atlanta Beltline	N/A	Short-term	CPNO
5.2	Work with MARTA to promote the transit system to professionals and families	N/A	Short-term	CPNO, MARTA
5.3	Incorporate system maps and real-time route schedules into MARTA bus stops	\$10K per stop	Mid-term	CPNO, MARTA
5.4	Work with MARTA to provide shorter buses	N/A	Mid-term	CPNO, MARTA
5.5	Transform the MARTA “wall” along Dekalb Avenue into a “living wall”	N/A	Mid-term	CPNO, MARTA
5.6	Work with MARTA to provide increased service during events	N/A	Short-term	CPNO, MARTA

CPNO - Candler Park Neighborhood Organization

N/A - Not Applicable

6. DOG PARK IMPLEMENTATION

TABLE 14. Dog Park Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
6.1	Create a committee to analyze/select a location for a Dog Park	N/A	Short-term	CPNO, DPR
6.2	Establish the management, upkeep and maintenance standards	N/A	Short-term	CPNO, DPR
6.3	Include DPR staff and design standards for Dog Park location and operation	N/A	Short-term	CPNO, DPR

CPNO - Candler Park Neighborhood Organization

DPR - Atlanta, Department of Parks and Recreation

N/A - Not Applicable

7. LAND USE IMPLEMENTATION

TABLE 15. Land Use Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
7.1	Update Little Five Points NC District to ensure that drive-thru's are not permitted	N/A	Short-term	CPNO, DPCD, LFBA
7.2	Rezone the apartment properties in the neighborhood to MR2	N/A	Short-term	CPNO, DPCD
7.3	Explore a new neighborhood zoning district for limited purposes	N/A	Short-term	CPNO, DPCD
7.4	Create a Candler Park Business Association	N/A	Short-term	CPNO
7.5	Rezone the McLendon Avenue commercial nodes to MRC2	N/A	Short-term	CPNO, DPCD
7.6	Tailor McLendon MRC2 districts to match local context	N/A	Short-term	CPNO, DPCD
7.7	Rezone I1 zoned parcels on Dekalb Avenue to MR2 and MRC2	N/A	Short-term	CPNO, DPCD
7.8	Add restaurant parking and building height conditions to MRC2	N/A	Short-term	CPNO, DPCD
7.9	Work with MARTA to ensure future development is consistent with this plan	N/A	Short-term	CPNO, DPCD, MARTA

CPNO - Candler Park Neighborhood Organization

DPCD - Atlanta, Department of Planning and Community Development

LFBA - Little Five Points Business Association

N/A - Not Applicable

8. STREET REPAIR & MAINTENANCE IMPLEMENTATION

TABLE 16. Street Repair & Maintenance Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
8.1	Inventory broken sidewalks and street intersections with poor visibility	N/A	Short-term	CPNO
8.2	Provide educational materials regarding property maintenance and public safety	N/A	Short-term	CPNO
8.3	Work with DPW to fix sidewalks and improve intersection sight visibility	N/A	Short-term	CPNO, DPW
8.4	Implement a public-private sidewalk and street curb repair program	N/A	Short-term	CPNO, DPW
8.5	Whenever new sidewalks/curbs are being replaced, bury utilities when feasible	N/A	Short-term	CPNO, DPW
8.6	Identify entry-points into the community for neighborhood gateways	N/A	Short-term	CPNO, DPW
8.7	Ensure that existing and future traffic calming infrastructure is properly designed	N/A	Short-term	CPNO, DPW
8.8	Trim existing McLendon Avenue bulb outs to a proper dimension	N/A	Short-term	CPNO, DPW

CPNO - Candler Park Neighborhood Organization

DPR - Atlanta, Department of Parks and Recreation

N/A - Not Applicable

9. QUALITY OF LIFE IMPLEMENTATION

TABLE 17. Quality of Life Implementation

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
9.1	Work to remain within the Grady High-Inman Middle cluster	N/A	Short-term	CPNO, APS
9.2	Recruit Pre-K school services into the area	N/A	Short-term	CPNO

CPNO - Candler Park Neighborhood Organization

APS - Atlanta Public Schools

N/A - Not Applicable

TABLE 17. Quality of Life Implementation (continued)

PROJECT	DESCRIPTION	COST	TIME FRAME	AGENCY
9.3	Pursue events, City investments, development patterns that preserve diversity	N/A	Short-term	CPNO
9.4	Develop resource for residents on environmental sustainability, crime prevention and awareness, civic participation, property maintenance, etc	N/A	Short-term	CPNO
9.5	Work with DPR and APD to provide security cameras in key public places	N/A	Mid-term	DPR, APD
9.6	Establish a neighborhood watch program and consider private patrols	N/A	Short-term	CPNO, APD
9.7	Work with APD/AFD to identify common incidents and plan to address these	N/A	Mid-term	APD, AFD
9.8	Work with DPW to repair broken lights and install small pedestrian lights	N/A	Mid-term	DPW

AFD - Atlanta Fire Department

APD - Atlanta Police Department

CPNO - Candler Park Neighborhood Organization

DPR - Atlanta, Department of Parks and Recreation

DPW - Atlanta, Department of Public Works

N/A - Not Applicable