

**CITY COUNCIL
ATLANTA, GEORGIA**

26-O-1098

Z-24-54 AN ORDINANCE BY COUNCILMEMBER ANTONIO LEWIS AS AMENDED BY ZONING COMMITTEE TO REZONE 1089 ALLENE AVENUE, SW, 1078 BIGLIN STREET, SW, 1050 MURPHY AVENUE, SW, 0 SYLVAN ROAD, SW (14 0106 LL047) AND 1100 SYLVAN ROAD, SW, FROM I-1-C/BL (LIGHT INDUSTRIAL CONDITIONAL/BELTLINE OVERLAY) TO I-MIX/BL (INDUSTRIAL MIXED USE/BELTLINE OVERLAY) TO IMPLEMENT RECOMMENDATIONS OF THE BELTLINE SUBAREA 2 MASTERPLAN FOR MURPHY TRIANGLE; AND FOR OTHER PURPOSES.

WHEREAS, the Oakland City neighborhood is located south of Downtown Atlanta in NPU S, Council District 12; and

WHEREAS, in 2004 the BeltLine Emerald Necklace study highlights Murphy Crossing as a critical “jewel” for mixed use redevelopment and greenspace; and

WHEREAS, in 2005 the Atlanta BeltLine Redevelopment Plan identifies “Murphy Triangle” as one of the project’s key redevelopment centers; and

WHEREAS, the Oakland City neighborhood helped envision future uses of the Murphy Crossing site in the “Atlanta Farmer’s Market Reuse Plan” completed as part of the first Subarea 2 Master Plan; and

WHEREAS, ABI purchases 16 acres of the former Atlanta State Farmers’ Market, the first step in assembling the future Murphy Crossing site; and

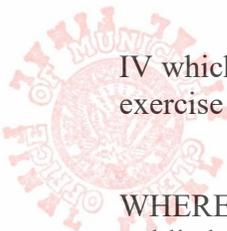
WHEREAS, ABI purchased the final piece of the Murphy Crossing site bringing the total size to 20 acres; and

WHEREAS, the intent of the I-MIX district is to accommodate residential and non-residential growth without the losing land zoned for industrial uses in the process, to promote the growth of both large and small businesses and to ensure that industrial and non-industrial uses in the same development are compatible and planned in a unified manner; and

WHEREAS, NPU S policy S-8, of the 2021 Comprehensive Development Plan is to encourage development that promotes economic development and job growth to attract more commerce and policy S-15 seeks to promote the development of housing at different price points, including affordable (50%-80% AMI) and workforce housing; and

WHEREAS, the City Charter, at Section 1-102(b), provides that the City shall have all powers necessary and proper to promote the safety, health, peace, and general welfare of the City and its inhabitants; and

WHEREAS, this ordinance is adopted pursuant to Georgia Constitution Article IX, Section II, Paragraph



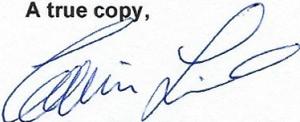
IV which empowers the governing authority of each county and of each municipality to adopt plans and exercise the power of zoning; and

WHEREAS, the City Council of the City of Atlanta finds that this rezoning is in the best interest of the public health, safety, and welfare.

THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS, as follows:

Section 1: That the 1982 City of Atlanta Zoning Ordinance be amended, and the official zoning maps established in connection therewith be changed to include the properties located within the Oakland City neighborhood with the designations as shown on, and "Map Attachment A".

Section 2: This amendment is approved under the provisions of Section 16-02.003 of the City of Atlanta Zoning Ordinance, entitled "Conditional Zoning," as identified with the use of the suffix "C" after the district designation. The Director of the Office of Buildings shall issue building permits for the development of the properties with said "Conditional Zoning" designation only in compliance with the attached conditions. Any conditions hereby approved (including any conditional site plan) do not authorize the violation of any zoning district regulations.

A true copy,	ADOPTED as amended by the Atlanta City Council	FEB 16, 2026
	APPROVED per City Charter Section 2-403	FEB 25, 2026
Corrine A. Lindo		
Municipal Clerk		



**CITY COUNCIL
ATLANTA, GEORGIA**

26-O-1098

SPONSOR SIGNATURES

Antonio Lewis

Antonio Lewis, Councilmember, District 12



CITY COUNCIL
ATLANTA, GEORGIA

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Z-24-54 AN ORDINANCE BY COUNCILMEMBER ANTONIO LEWIS AS AMENDED BY ZONING COMMITTEE TO REZONE 1089 ALLENE AVENUE, SW, 1078 BIGLIN STREET, SW, 1050 MURPHY AVENUE, SW, 0 SYLVAN ROAD, SW (14 0106 LL047) AND 1100 SYLVAN ROAD, SW, FROM I-1-C/BL (LIGHT INDUSTRIAL CONDITIONAL/BELTLINE OVERLAY) TO I-MIX/BL (INDUSTRIAL MIXED USE/BELTLINE OVERLAY) TO IMPLEMENT RECOMMENDATIONS OF THE BELTLINE SUBAREA 2 MASTERPLAN FOR MURPHY TRIANGLE; AND FOR OTHER PURPOSES.

Workflow List:

Atlanta City Council	Completed	01/20/2026 1:00 PM
Zoning Committee	Completed	01/28/2026 10:00 AM
Zoning Committee	Completed	02/09/2026 11:00 AM
Atlanta City Council	Completed	02/16/2026 1:00 PM

HISTORY:

01/20/26 Atlanta City Council REFERRED WITHOUT OBJECTION

REFERRED TO ZONING COMMITTEE WITHOUT OBJECTION

RESULT:	REFERRED WITHOUT OBJECTION	Next: 1/28/2026 10:00 AM
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01/28/26 Zoning Committee REFERRED TO COMMITTEE

RESULT:	REFERRED TO COMMITTEE [UNANIMOUS]	
MOVER:	Mary Norwood, Chair, District 8	
SECONDER:	Wayne Martin, District 11	
AYES:	Norwood, Bond, Bakhtiari, Worthy, Martin, Westmoreland, Collins	

02/09/26 Zoning Committee FAVORABLE AS AMENDED

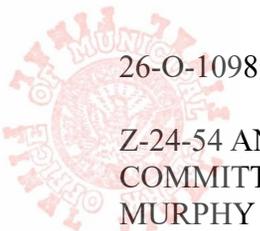
RESULT:	FAVORABLE AS AMENDED [UNANIMOUS]	Next: 2/16/2026 1:00 PM
MOVER:	Eshé Collins, Vice Chair, Post 3 At-Large	
SECONDER:	Wayne Martin, District 11	
AYES:	Bond, Bakhtiari, Worthy, Martin, Westmoreland, Collins	
ABSENT:	Mary Norwood	

02/16/2026 Atlanta City Council ADOPTED AS AMENDED

LEGISLATION HISTORY – BLUE BACK



RESULT: **ADOPTED AS AMENDED BY CONSENT VOTE [12 TO 0]**
MOVER: Alex Wan, Councilmember, District 6
SECONDER: Liliana Bakhtiari, Councilmember, District 5
AYES: Westmoreland, Collins, Bond, Amos, Dozier, Bakhtiari, Wan, Worthy, Hillis, Boone, Martin, Lewis
ABSENT: Jason H. Winston
AWAY: Michael Julian Bond, Mary Norwood



26-O-1098

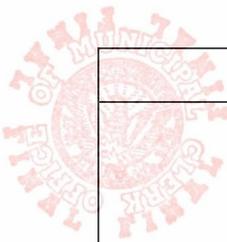
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VOTE RECORD - ORDINANCE 26-O-1098						
<input type="checkbox"/> ADOPTED <input type="checkbox"/> ADVERSED <input type="checkbox"/> FAVORABLE <input type="checkbox"/> ACCEPTED AND FILED <input type="checkbox"/> FIRST READING <input type="checkbox"/> SECOND READING <input type="checkbox"/> THIRD READING <input type="checkbox"/> FOURTH READING <input type="checkbox"/> FIFTH READING <input type="checkbox"/> REFERRED TO COMMITTEE <input type="checkbox"/> HELD IN COMMITTEE <input type="checkbox"/> TABLED <input type="checkbox"/> DEFERRED <input type="checkbox"/> RECONSIDERED <input type="checkbox"/> FILED <input checked="" type="checkbox"/> ADOPTED AS AMENDED <input type="checkbox"/> AMENDED <input type="checkbox"/> ACCEPTED <input type="checkbox"/> SUBSTITUTED <input type="checkbox"/> AMENDED SUBSTITUTE <input type="checkbox"/> FILED BY COMMITTEE <input type="checkbox"/> REFERRED TO ZRB AND ZC <input type="checkbox"/> REFERRED WITHOUT OBJECTION <input type="checkbox"/> ADOPTED ON SUBSTITUTE <input type="checkbox"/> ADOPTED SUBSTITUTE AS AMENDED <input type="checkbox"/> FORWARDED WITH NO RECOMMENDATI <input type="checkbox"/> REFERRED TO SC <input type="checkbox"/> FILED WITHOUT OBJECTION <input type="checkbox"/> FAILED <input type="checkbox"/> FORWARDED TO FC/NQ <input type="checkbox"/> FAVORABLE ON SUBSTITUTE <input type="checkbox"/> FAVORABLE/SUB/AMENDED						
			YES/AYE	NO/NAY	ABSTAIN	ABSENT
	MICHAEL JULIAN BOND	VOTER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	AWAY
	MATT WESTMORELAND	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ESHÉ COLLINS	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	JASON H. WINSTON	VOTER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	KELSEA BOND	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	BYRON D. AMOS	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	JASON DOZIER	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LILIANA BAKHTIARI	SECONDER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ALEX WAN	MOVER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	THOMAS WORTHY	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MARY NORWOOD	VOTER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	AWAY
	DUSTIN HILLIS	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ANDREA L. BOONE	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	WAYNE MARTIN	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ANTONIO LEWIS	VOTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



<ul style="list-style-type: none"><input type="checkbox"/> FAVORABLE/SUB/AMND/COND<input type="checkbox"/> FAVORABLE/AMND/COND<input type="checkbox"/> FAVORABLE AS AMENDED<input type="checkbox"/> RETURNED AS HELD<input type="checkbox"/> FAVORABLE ON CONDITION<input type="checkbox"/> FAVORABLE/SUB/CONDITION<input type="checkbox"/> QUADRENNIALY TERMINATED<input type="checkbox"/> QUESTION CALLED<input type="checkbox"/> ROUTED TO COW<input type="checkbox"/> SUSTAINED<input type="checkbox"/> OVERRIDDEN<input type="checkbox"/> NOT ACCEPTED BY COMMITTEE<input type="checkbox"/> SUSTAINED W/O OBJECTION<input type="checkbox"/> TABLED W/O OBJECTION<input type="checkbox"/> HELD IN COW<input type="checkbox"/> POSTPONED<input type="checkbox"/> RETAINED AS HELD<input type="checkbox"/> REFER TO ZRB AND ZC W/O OBJECTION<input type="checkbox"/> AUTOMATICALLY TERMINATED (FILED)	
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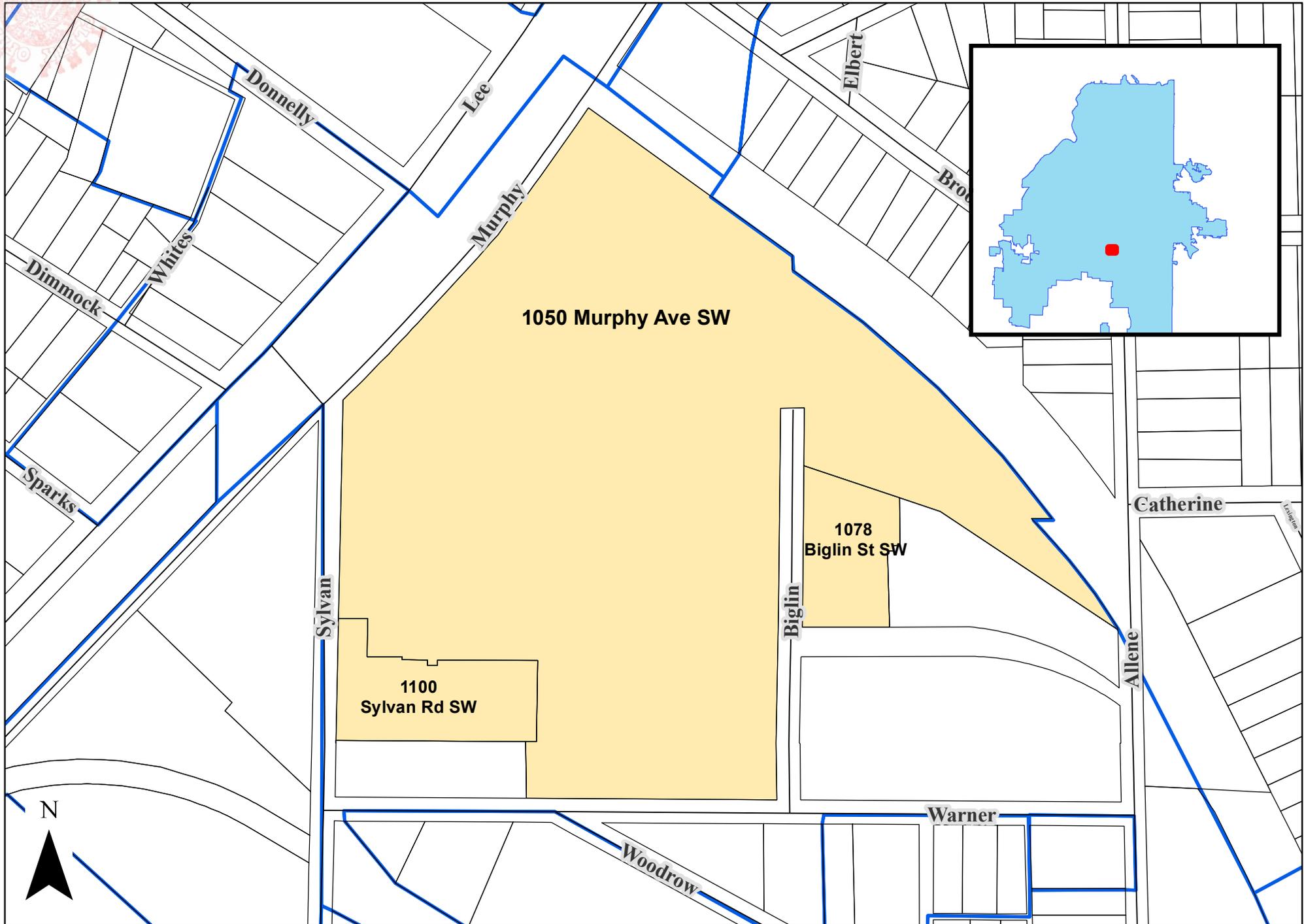
[Unanimous]



Certified by Presiding Officer	Certified by Clerk
<p style="text-align: center;">CERTIFIED</p> <p style="text-align: center;">2/16/2026</p> <p style="text-align: center;">ATLANTA CITY COUNCIL PRESIDENT</p> <p style="text-align: center;"><i>Mani Cole Oatis</i></p>	<p style="text-align: center;">CERTIFIED</p> <p style="text-align: center;">2/16/2026</p> <p style="text-align: center;">MUNICIPAL CLERK</p> <p style="text-align: center;"><i>Corrine A Linda</i></p>
<p>Mayor's Action</p> <p><i>See Authentication Page Attachment</i></p>	

ADOPTED BY
COUNCIL 02/16/2026

Map Attachment 'A'





Conditions for Z-24-54

1089 Allene Avenue SW, 1078 Biglin Street SW, 1050 Murphy Avenue SW, 0 Sylvan Road SW (14 0106 L1047) And 1100 Sylvan Road SW

1. For the purposes of meeting the requirements of Section 16-16A.004(1)(a) 15% of the floor area or 0.15 FAR shall be devoted to industrial uses per Section 16-16A.004(2).
2. The applicant may choose to provide the minimum required amount of industrial use based on the percentage of total floor area dedicated to industrial uses or FAR whichever is less.
3. The applicant may choose to provide more industrial uses beyond the cap but is required to satisfy the industrial requirement.
4. To accommodate the phasing of this project the following shall apply:

% Allowed Nonindustrial floor area with Occupancy Permit (max)	% of Required Industrial floor area with Occupancy Permit (min)
Up to 10% of total proposed nonindustrial floor area	
10% to <25% of total proposed nonindustrial floor area	
25% to <50% of total proposed nonindustrial floor area	
50% to <75% of total proposed nonindustrial floor area	
75% to <80% of total proposed nonindustrial floor area	10% of total required industrial floor area
80% to <90% of total proposed nonindustrial floor area	50% of total required industrial floor area
90% to 100% of total proposed nonindustrial floor area	100% of total required industrial floor area

The percentage of allowed floor area for nonindustrial uses and required floor area for industrial uses is calculated based on the total floor area proposed for nonindustrial and industrial uses once all phases of the development area are complete and is not calculated per project phase.

5. Within a sidewalk or supplemental zone, utilities shall be located below ground to the extent feasible and as authorized by the applicable utility providers and the City.



NOTICE OF DECISION

To: Anna Roach, ARC
(via electronic mail) Bob Voyles, GRTA
Dick Anderson, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA
Christian Schoen, GRTA
Kirk Fjelstul, GRTA

To: The City of Atlanta
(via electronic mail and certified mail) Dennis Richards
Atlanta Beltline
100 Peachtree Street NW Suit 2300
Atlanta, GA, 30303

From: Jannine Miller, GRTA Executive Director

Copy: Zane Grennell, DCA
(via electronic mail) Graham Foster, SRТА/GRTA
Rachel Bowdler, SRТА/GRTA
Donald Shockey, ARC
Steven Aceto, City of Atlanta
Monique Forte, City of Atlanta
Chris McIntosh, City of Atlanta
Whytne Stevens, City of Atlanta
Zachary Kirtz, MARTA
Brendon Rush, MARTA
Landon Perry, GDOT D7
Megan Wilson, GDOT D7

Andrea Foard, Beltline
Elsa Borello, Beltline
Dennis Richards, Beltline
Hakim Hillard, CG Law Firm
Ryan Snodgrass, Perkins Will
Ana Eiseman, Kimley Horn
Makaela Edmonds, Kimley Horn
Danielle Kronowski, Kimley Horn

Date: January 23, 2026

RE: Notice of Decision for DRI # 4532 Murphy Crossing Mixed Use Development



Notice of Decision for Request for Non-Expedited Review of DRI # 4532 Murphy Crossing

The purpose of this notice is to inform the Atlanta Beltline (the Applicant) and The City of Atlanta (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 4532 (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on November 20, 2025. The review package includes: the site development plan (Site Plan) dated November 18, 2025, titled Murphy Crossing DRI 4532, prepared by Kimley Horn, the Transportation Study dated November 2025, prepared by Kimley-Korn, received by GRTA on November 20, 2025, the DCA Initial and Additional forms filed on October 17, 2025, and November 19, 2025, and GDOT District 7 Clearance received on January 23, 2026.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee, and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA, and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

DocuSigned by:

C2ABEB312926471...
Jannine Miller
Executive Director
Georgia Regional Transportation Authority



Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Provide direct access to the Beltline via pedestrian and bicycle accessible walkways, stairs, and ramps.
- Provide wayfinding and design streetscapes to improve site and adjacent community access to the Southwest Beltline trail and anticipated Oakland-Murphy Spur Trail.
- Coordinate with GDOT and the City of Atlanta to determine the feasibility of providing connectivity to the Proposed Lee Street Trail via Sylvan Road. Where pedestrian infrastructure is not feasible, consider wayfinding and alternative routes for pedestrians. Make safety considerations for any possible pedestrian crossings at Sylvan Rd and Murphy Avenue/Lee Street.
- Restripe the crosswalks at Sylvan Rd. And Murphy Avenue.
- Evaluate the feasibility of adding or improving multimodal connections to existing Oakland City and West End MARTA rail stations, prioritizing infrastructure that reduces first-mile/last-mile barriers, as well as working with MARTA to identify opportunities for improved bus stop facilities and enhanced connectivity to nearby transit hubs.
- Consider access improvements and connectivity to the two MARTA routes within the site's vicinity. Work with MARTA to Identify potential bus stops along the Proposed Route #68, and, if a bus stop will be within a quarter of a mile, identify and determine best practices to implement pedestrian access with consideration for safety. Make considerations for pedestrian access to any nearby bus stops on Metropolitan Parkway, Route 95 (such as, at the intersection with Catherine Street), as this route may be a common destination for residents and site visitors with the intent of traveling via MARTA.
- Make considerations for reducing points of tension between vehicular traffic and pedestrian movements. The Applicant shall consider implementing traffic calming measures, such as minimal curb radii and other design measures, to reduce speeds, particularly at pedestrian crossings and driveways. The applicant shall also consider other measures, to the best of their ability, that achieve these goals and promote pedestrian safety.

General Georgia Department of Transportation (GDOT) Conditions

- GDOT reserves the right to set driveway/access points based on compliance with GDOT standards, safety analysis, neighboring conflicts, and any other circumstance needing consideration on all state routes.
- Any access to GDOT right of way will be determined at the time of permitting when submitted with a design.
- GDOT will determine what access is allowable based on the design in accordance with the most current copy of the GDOT Driveway/Encroachment Manual. This includes construction of right turn deceleration lane(s), left turn lane(s), all sight distance requirements, etc.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Murphy Avenue at Proposed Driveway A (Intersection 7)

- Construct Proposed Driveway A to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.



Sylvan Road at Proposed Driveway B (Intersection 8)

- Construct Proposed Driveway B to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.

Warner Street at Woodrow Street/Proposed Driveway C (Intersection 9)

- Construct Proposed Driveway C to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.

Warner Street at Proposed Driveway D (Intersection 10)

- Construct Proposed Driveway D to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.



Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.



Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures*, a “Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Provide direct access to the Beltline via pedestrian and bicycle accessible walkways, stairs, and ramps.
- Provide wayfinding and design streetscapes to improve site and adjacent community access to the Southwest Beltline trail and anticipated Oakland-Murphy Spur Trail.
- Coordinate with GDOT and the City of Atlanta to determine the feasibility of providing connectivity to the Proposed Lee Street Trail via Sylvan Road. Where pedestrian infrastructure is not feasible, consider wayfinding and alternative routes for pedestrians. Make safety considerations for any possible pedestrian crossings at Sylvan Rd and Murphy Avenue/Lee Street.
- Restripe the crosswalks at Sylvan Rd. And Murphy Avenue.
- Evaluate the feasibility of adding or improving multimodal connections to existing Oakland City and West End MARTA rail stations, prioritizing infrastructure that reduces first-mile/last-mile barriers, as well as working with MARTA to identify opportunities for improved bus stop facilities and enhanced connectivity to nearby transit hubs.
- Consider access improvements and connectivity to the two MARTA routes within the site’s vicinity. Work with MARTA to identify potential bus stops along the Proposed Route #68, and, if a bus stop will be within a quarter of a mile, identify and determine best practices to implement pedestrian access with consideration for safety. Make considerations for pedestrian access to any nearby bus stops on Metropolitan Parkway, Route 95 (such as, at the intersection with Catherine Street), as this route may be a common destination for residents and site visitors with the intent of traveling via MARTA.
- Make considerations for reducing points of tension between vehicular traffic and pedestrian movements. The Applicant shall consider implementing traffic calming measures, such as minimal curb radii and other design measures, to reduce speeds, particularly at pedestrian crossings and driveways. The applicant shall also consider other measures, to the best of their ability, that achieve these goals and promote pedestrian safety.

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- GDOT reserves the right to set driveway/access points based on compliance with GDOT standards, safety analysis, neighboring conflicts, and any other circumstance needing consideration on all state routes.



- Any access to GDOT right of way will be determined at the time of permitting when submitted with a design.
- GDOT will determine what access is allowable based on the design in accordance with the most current copy of the GDOT Driveway/Encroachment Manual. This includes construction of right turn deceleration lane(s), left turn lane(s), all sight distance requirements, etc.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Murphy Avenue at Proposed Driveway A (Intersection 7)

- Construct Proposed Driveway A to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.

Sylvan Road at Proposed Driveway B (Intersection 8)

- Construct Proposed Driveway B to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.

Warner Street at Woodrow Street/Proposed Driveway C (Intersection 9)

- Construct Proposed Driveway C to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.

Warner Street at Proposed Driveway D (Intersection 10)

- Construct Proposed Driveway D to operate as a Two-Way Stop Control (TWSC) driveway under side-street-stop-control with one (1) ingress lane and one (1) egress lane.

Section 2:

Roadway System Improvement Conditions to GRTA Notice of Decision:

Sylvan Road at SR 14/Lee Street (Intersection 2)

- Modify signal timing and install a new signal head for westbound permissive-overlap right-turn movements.

Sylvan Road at Murphy Avenue (Intersection 3)

- GRTA recommends further analysis of this intersection that includes an assessment for safety and connectivity improvements at the railroad crossing prior to implementing intersection improvements.
- Current assessments recommend to install a traffic signal, if warranted and approved by the City of Atlanta.

Dill Avenue at Sylvan Road (Intersection 4)

- Install a traffic signal, if warranted and approved by the City of Atlanta.

Dill Avenue at Murphy Avenue (Intersection 5)

- The City of Atlanta may request further analysis to evaluate the best practice for improvements to this intersection.
- If warranted, improvements may include installing a traffic signal.



Campbellton Road at SR 14/Lee Street (Intersection 6)

- Construct one (1) northbound-right designated turn lane along SR 14/Lee Street.
- Study modifications for signal adjustments, as approved by GDOT and the City of Atlanta.

Bicycle and Pedestrian System Improvements:

- GRTA strongly recommends that the City of Atlanta, with the support of the Applicant and other State and City partners, coordinate with Norfolk-Southern to identify an opportunity to improve pavement condition and bicycle/pedestrian access across the Sylvan Road at-grade railroad crossing. Any proposed upgrades should incorporate comprehensive safety measures to protect non-motorized users, including clearly marked crosswalks, ADA-compliant curb ramps, and high-visibility signage. For cyclists, improvements should consider dedicated bike lanes, smooth pavement transitions across the tracks, and appropriate warning systems. Lighting, traffic calming features, and coordination with rail operations to minimize exposure to active train movements should also be prioritized to enhance overall safety and accessibility.
- GRTA recommends that the City of Atlanta, MARTA, and the Applicant coordinate to provide safe and efficient pedestrian access from the development to the Proposed Murphy Crossing MARTA station. MARTA should evaluate the feasibility of implementing a pedestrian bridge across Lee St/Murphy Avenue and, subsequently, the railroad.