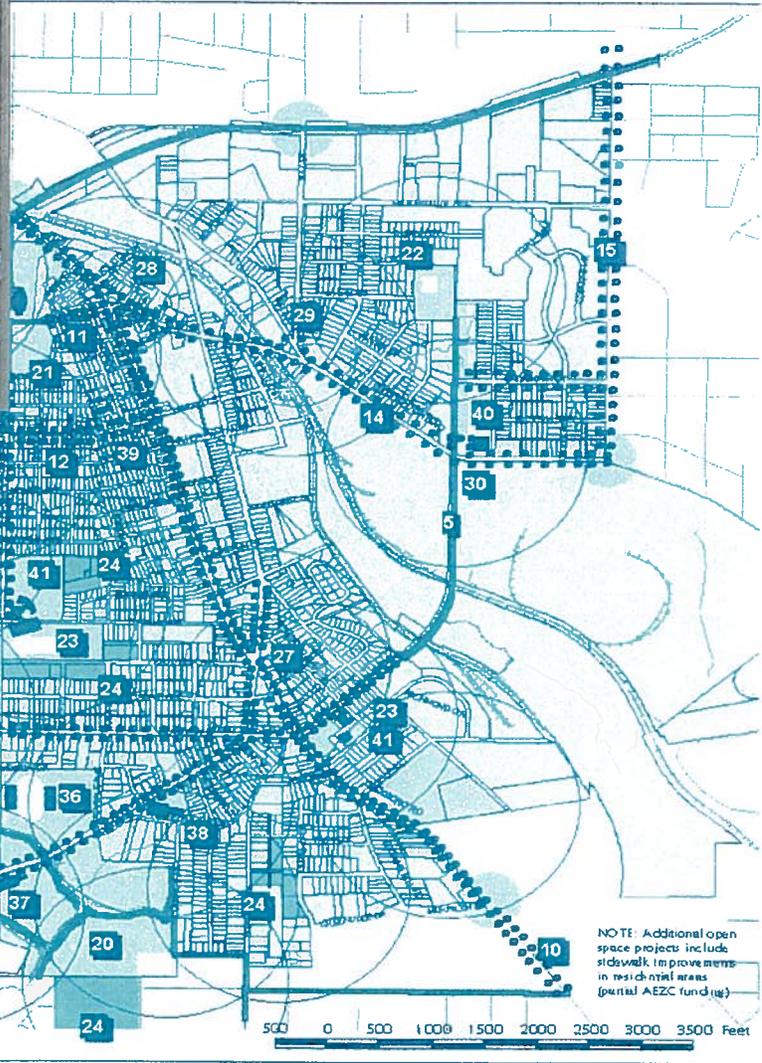
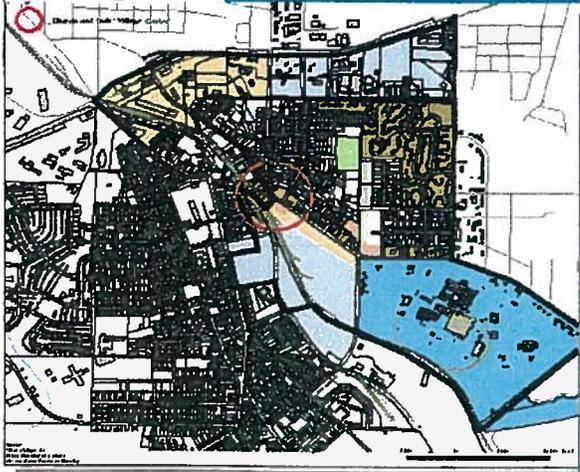




# Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21<sup>st</sup> Century"

CITY OF ATLANTA and The Atlanta Empowerment Zone  
Prepared by: Urban Collage Inc., in Assoc. w/Bishop Planning Consultants



Map by:  
Urban Collage Inc.  
Bishop Planning Consultants  
City of Atlanta, Georgia  
Atlanta Empowerment Zone  
July 5, 2000



July 5, 2000



# Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21<sup>st</sup> Century"

**CITY OF ATLANTA and The Atlanta Empowerment Zone**

*Prepared by: Urban Collage Inc., in Assoc. w/Bishop Planning Consultants*

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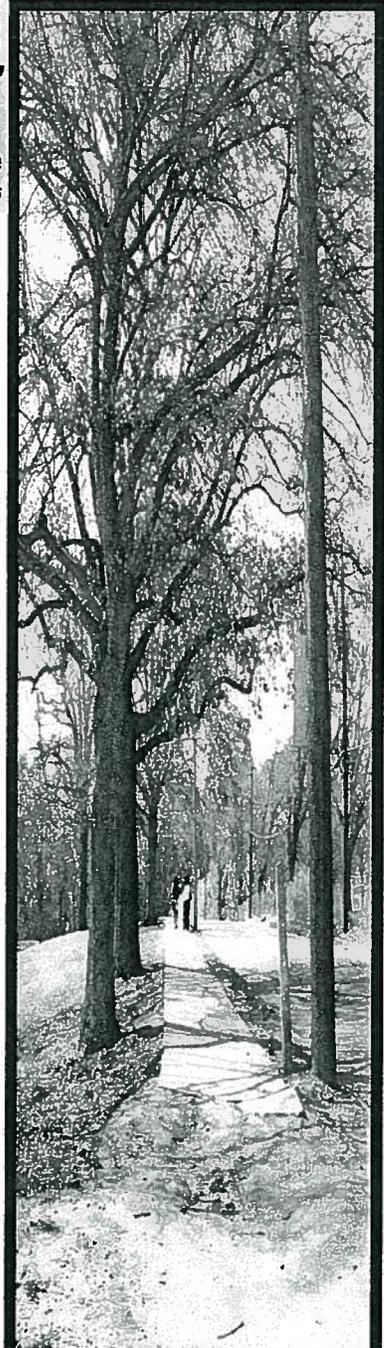
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July 5, 2000



**Amended Southside Atlanta Redevelopment Plan:  
"A Vision for the 21<sup>st</sup> Century"**

**CITY OF ATLANTA and The Atlanta Empowerment Zone**  
*Prepared by: Urban Collage Inc., in Assoc. w/Bishop Planning Consultants*

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*Honorable Robb Pitts, President of the Atlanta City Council*

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District 2 Debi Starnes  
District 3 Michael Julian Bond  
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District 5 Sherry Dorsey  
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District 7 Lee Morris  
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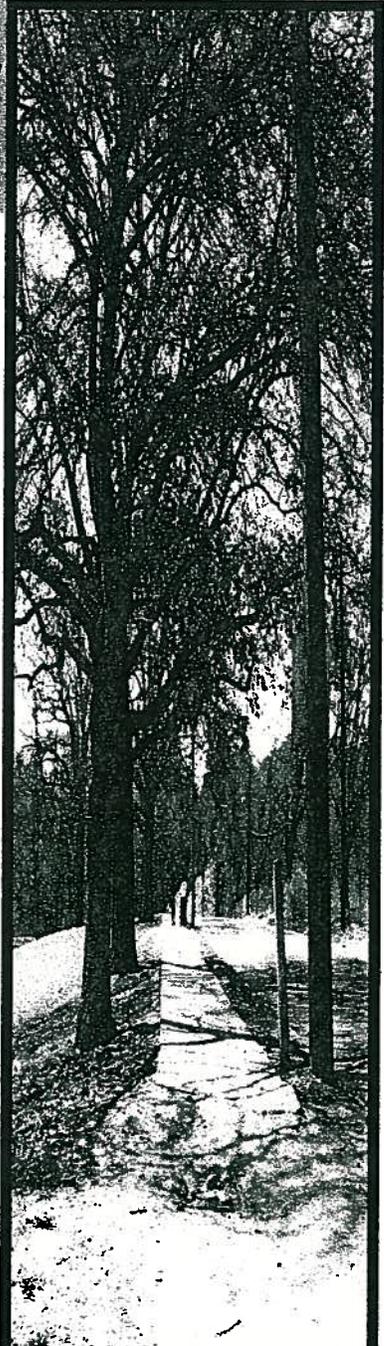
***Betmar-La Villa***  
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***Chosewood***  
Mr. Paul McMurray

***Lakewood Heights***  
Dr. Nana Nyarko

***South Atlanta***  
Ms. Ella Trammel  
Ms. Lisa Haygood

***Carver Homes***  
Ms. Louise Watley



**July 5, 2000**



## RESOURCES

*Special thanks to the following agencies and entities for their support throughout this process and for providing project related data to the planning team.*

### CITY OF ATLANTA

Comprehensive Development Plan  
Zoning Ordinance  
15-Year Bike Plan  
Greenway Plan  
Reverse Commute Program  
Brownfields Program

### PARKS AND RECREATION DEPARTMENT

Capital Improvement Program

### FULTON COUNTY

Tax data  
GIS files

### ATLANTA DEVELOPMENT AUTHORITY (ADA)

Project Coordination

### URBAN RESIDENTIAL DEVELOPMENT CORPORATION (URDC)

Highpoint Estates Development  
Plan and Program

### ATLANTA HOUSING AUTHORITY (AHA) AND THE CARVER HOMES REDEVELOPMENT CORPORATION

Carver Homes Hope VI Development  
Plan and Program

### ATLANTA PUBLIC SCHOOLS (APS)

Build Smart Program



July 5, 2000



## **PREFACE: THE SOUTHSIDE ATLANTA REDEVELOPMENT PLAN "A VISION FOR THE 21<sup>ST</sup> CENTURY"**

This document, "The Southside Atlanta Redevelopment Plan", presents the collective vision and plan for the redevelopment of the Communities of Southside Atlanta. This important area of Atlanta is comprised of neighborhoods with historic and cultural significance. However, the last 30 years has seen a slow but steady deterioration of property, decrease in population, and a decline in the area's economic viability. To correct these problems the residents of Southside Atlanta (also known as Neighborhood Planning Unit-Y) have joined with various community and City leaders to develop a common plan that is proactive and looks to the future. Through a series of public workshops and community meetings, residents, businesses, property owners and institutions have achieved a broad consensus. This consensus is embodied in this Redevelopment Plan. As a whole, this plan seeks to provide a comprehensive vision for revitalization in tandem with a wide variety of mechanisms to enact such change with the ultimate hope of returning Southside Atlanta to the level of prominence it once enjoyed.

In order to adequately describe all the visions, projects and strategies proposed to revitalize Southside Atlanta, this Redevelopment Plan is divided into three (3) main parts as follows:

### **Part 1.0 Issues and Opportunities**

Part 1 lays out the background and framework for the plan, documents all existing conditions within Southside, outlines the framework for using Urban Redevelopment Powers, and describes general goals and objectives of the entire Southside Atlanta Area.

### **Part 2.0 Neighborhood Master Plans**

Part 2 builds upon the broad area-wide vision from Part 1 by providing an overall Southside revitalization concept (Part 2.0) and by detailing more specific revitalization plans and projects for individual neighborhoods (e.g., Part 2A, 2B, 2C, and 2D). Each Master Plan contains a concept, specific objectives and outlines individual revitalization projects.

### **Part 3.0 Southside Atlanta Implementation Plan**

Part 3 describes various implementation programs and policies to be applied across the entire Southside area including: implementation principles, basic design guidelines, land use, zoning, and property acquisition/disposition. Part 3.0 also provides an overall summary of all redevelopment projects, costs, timing and responsibilities.

### **SOUTHSIDE ATLANTA SUBAREAS & NEIGHBORHOODS**

#### **Subarea A: Pryor Road**

Carver Homes Neighborhood  
Highpoint Estates Nbd.  
Joyland Neighborhood  
Amal Heights Neighborhood  
Betmar LaVilla Neighborhood

#### **Subarea B: Lakewood Hgts. Nbd.**

#### **Subarea C: South Atlanta Nbd.**

#### **Subarea D: Chosewood Park Nbd.**

#### **Subarea E: Industrial Corridor**

(No affiliated neighborhood)



# Amended Southside Atlanta Redevelopment Plan Part 1: ISSUES & OPPORTUNITIES

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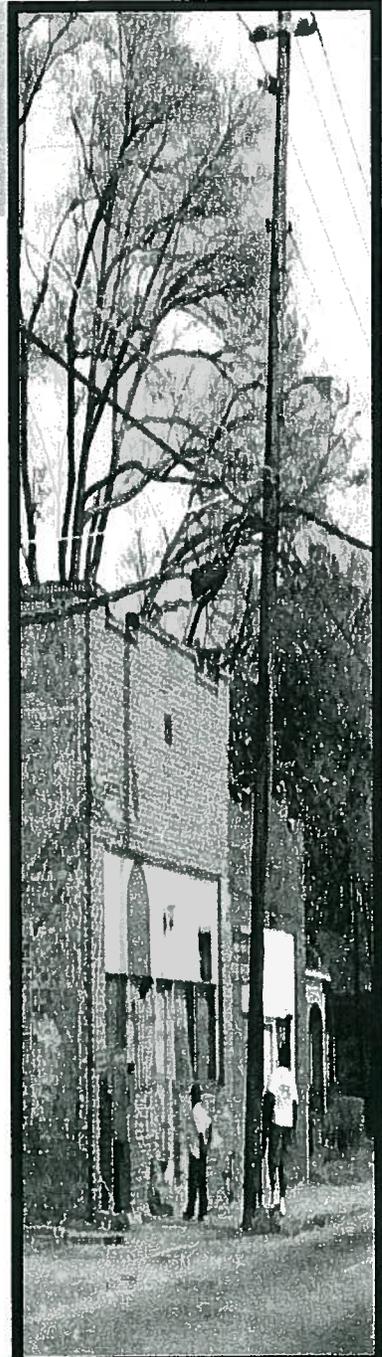
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## **1.1 OVERVIEW & BACKGROUND**

### **Purpose of the Plan**

The Purpose of the Southside Atlanta Master Plan; "A Vision for the 21<sup>st</sup> Century," is to revitalize the once vibrant community commonly referred to as Southside Atlanta. Despite several decades of disinvestment and decline, the people of Southside have continued to work hard in creating a vision of a revitalized community. Over the last several years, the Southside area has begun to take advantage of its in-town location through several strategic initiatives supported by the community, the City of Atlanta, the Atlanta Empowerment Zone and the Atlanta Housing Authority. In an effort to put these disparate initiatives into a comprehensive framework, this Southside Master Plan entails a plan of action for coordinated redevelopment across the entire area while respecting the individual goals of each constituent neighborhood. This first section of the plan, Part 1.0, documents the background (Part 1.1) and existing conditions of the area (Part 1.2) in the effort to create a framework for targeted action. Of primary concern is the assessment of physical indicators of "slum and blight" (as defined by State law) to determine which areas of Southside can be targeted for official Urban Redevelopment Powers. (See Part 1.3 for a summary). If applied carefully and sensitively, these powers can be the most effective tools to achieve the community's goals and objectives. (See Part 1.4 for NPU-wide goals and objectives).

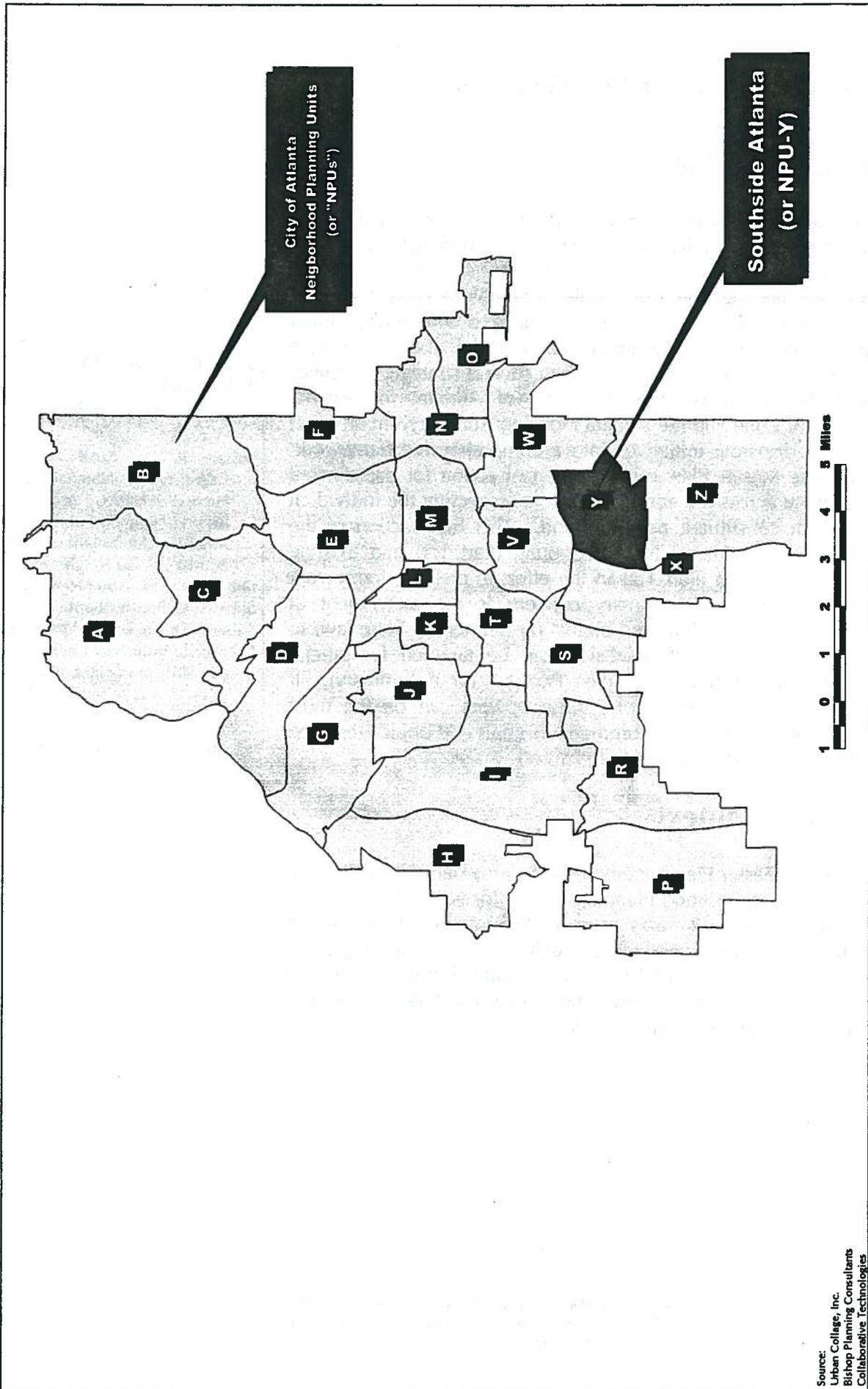
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Highpoint Estates Nbd.  
Joyland Neighborhood  
Amal Heights Neighborhood  
Betmar LaVilla Neighborhood  
**Subarea B: Lakewood Hgts. Nbd.**  
**Subarea C: South Atlanta Nbd.**  
**Subarea D: Chosewood Park Nbd.**  
**Subarea E: Industrial Corridor**  
(No affiliated neighborhood)

### **Study Area Context**

The Southside Master Plan encompasses an area defined by the City of Atlanta as Neighborhood Planning Unit Y (or NPU-Y). NPU Y is located approximately 2 miles south of Downtown Atlanta to the east of Interstate 75/85. NPU-Y is roughly bounded by University Avenue and the Southern Rail line on the north; Boulevard and the Federal Penitentiary on the east; the Lakewood Freeway on the south; and Interstate 75/85 on the west.

**1 PART 1.0: ISSUES AND OPPORTUNITIES**

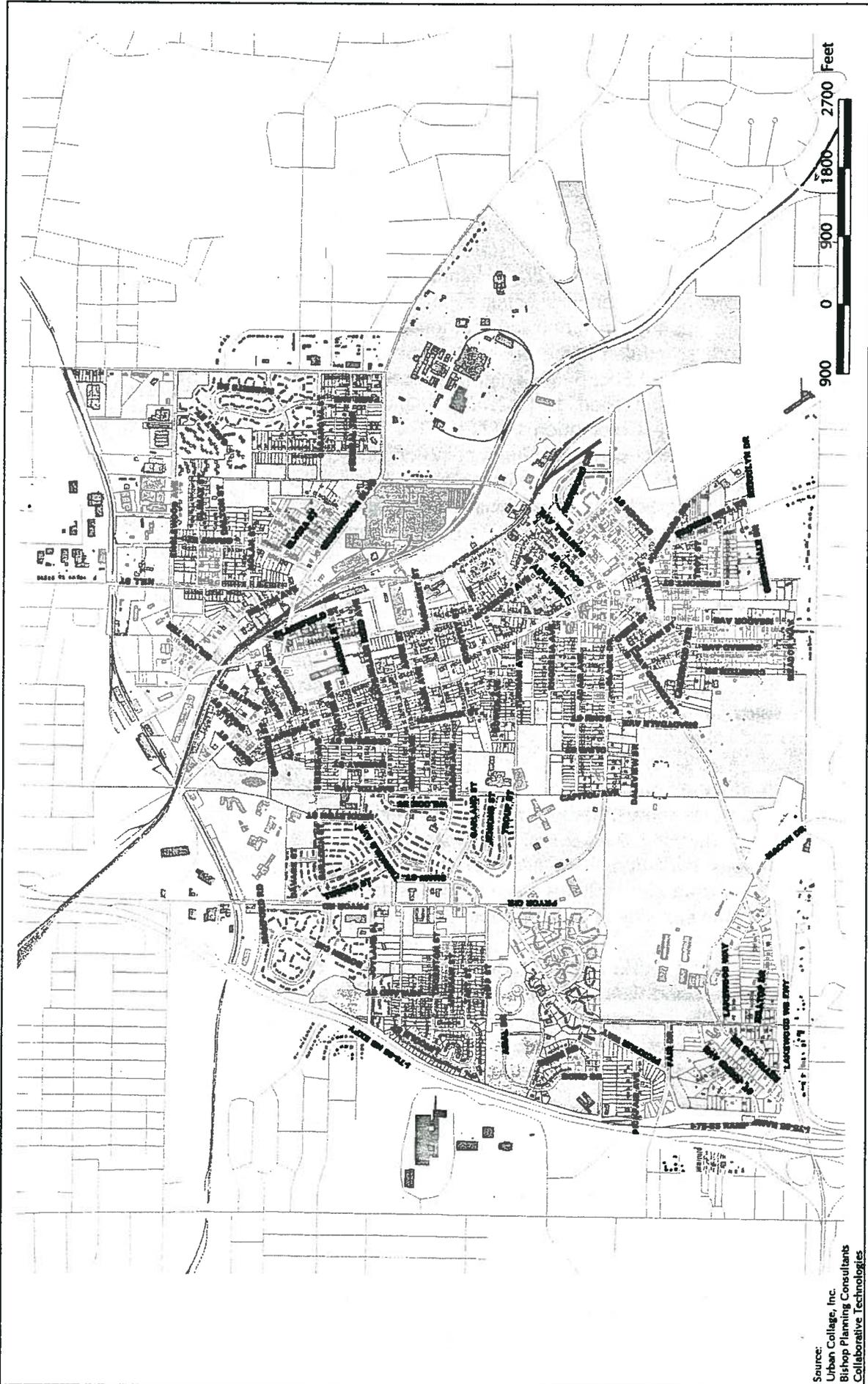


Source:  
Urban Collage, Inc.  
Bishop Planning Consultants  
Collaborative Technologies

Amended Southside Atlanta Master Plan: "A Vision for the 21st Century"  
CITY OF ATLANTA and the Atlanta Empowerment Zone  
Prepared by Urban Collage, Inc. in assoc. w/BPC

**Figure 1.1: Southside Atlanta  
CONTEXT MAP**

**1 PART 1.0: ISSUES AND OPPORTUNITIES**



Source:  
Urban Collage, Inc.  
Bishop Planning Consultants  
Collaborative Technologies

Amended Southside Atlanta Master Plan: "A Vision for the 21st Century"  
CITY OF ATLANTA and the Atlanta Empowerment Zone  
Prepared by Urban Collage, Inc. in assoc. w/BFC

**Figure 1.2: Southside Atlanta  
STUDY AREA**

## I PART 1.0: ISSUES & OPPORTUNITIES

The study has been delineated into five (5) subareas containing a total of eight (8) neighborhoods as defined by the City of Atlanta. The study areas area as follows:

**Subarea A. Pryor Road:** This Subarea is comprised of five (5) neighborhoods on the west side of the Southside Atlanta neighborhood that are united by their association with Pryor Road. These neighborhoods include *Highpoint Estates*, *Carver Homes*, *Joyland*, *Amal Heights* and *Betmar La Villa*. Highpoint Estates and Carver Homes are two redevelopments being supported by HUD that replace existing multi-family housing complexes. These developments are both scheduled to be under construction during 2000. In addition the Joyland Shopping Center (proposed for Pryor Road) is a commercial revitalization development financed by the Atlanta Empowerment Zone Corporation (AEZC). The remaining three neighborhoods are established residential communities with a mix of single-family homes and apartments. This subarea also contains the Atlanta Public Schools educational campus of Carver High School, Slater Elementary School and Campbell Elementary School.

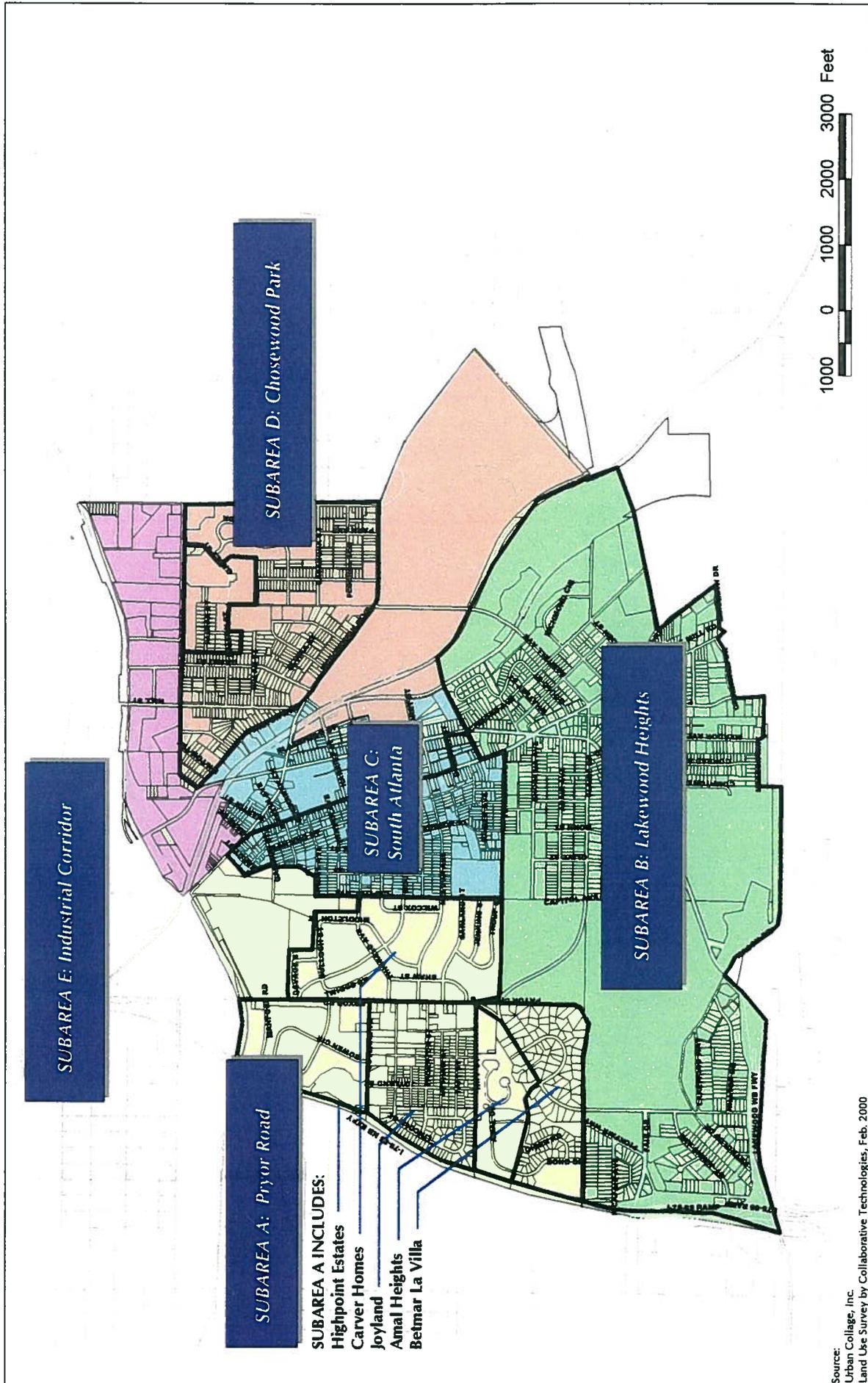
**Subarea B. Lakewood Heights:** Lakewood Heights is a diverse community with the Lakewood Fairgrounds as its centerpiece. The Fairgrounds area is flanked by two mostly residential areas to the east and west. The eastern area also contains the major commercial node of the study area, centered around the intersection of Jonesboro Road and Lakewood Avenue.

**Subarea C. South Atlanta:** South Atlanta is primarily an older single-family neighborhood that abuts Jonesboro road. The neighborhood is characterized by charming bungalows, craftsman cottages and vacant lots in various conditions. In addition to the residential neighborhood, this subarea also includes some of the residential and industrial area along the east side of the Jonesboro Road corridor.

**Subarea D. Choosewood Park:** This subarea contains two city neighborhoods, Choosewood Park and Englewood Manor. The area is a mix of single-family and multifamily homes in the northeast corner of the Southside area, east of the railroad tracks. It also contains the GM site and the Federal Penitentiary.

**Subarea E. Railroad Industrial:** This aging and somewhat underused industrial area, while not a defined City neighborhood, represents some significant opportunities for economic development, adaptive reuse and redevelopment. It lies along the northern border of the Southside area.

**1 PART 1.0: ISSUES AND OPPORTUNITIES**



Source:  
Urban Collage, Inc.  
Land Use Survey by Collaborative Technologies, Feb. 2000

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**Figure 1.3: Southside Atlanta  
PLANNING SUBAREAS**



## **Study Area History**

The neighborhoods that make up the Southside Area are unique in their history and development. Each neighborhood emerged during a time when the City of Atlanta was recovering from the ravages of the Civil War. The City Center was linked to this section by a route that traveled south to what is now known as Jonesboro. Jonesboro Road was the linkage that allowed commerce and agricultural interests to thrive as the city continued to grow.

As Jonesboro Road and its crossings became commercial centers for travelers to and from the city, interest emerged in the availability of the land for residences and businesses. The construction of the waterworks system at Lakewood Park also attracted interest in this area for the development of commercial and residential uses. The availability of rail transportation also attracted manufacturing and warehousing uses in what is now known as the industrial sector. One of the major manufacturers was the General Motors facility, which provided jobs to the surrounding community. A demand for increased housing also resulted from the development of the United States Federal Penitentiary. These major employers provided much needed jobs and affordable housing was found within walking distance.

During the early years of the growth of Atlanta's Southside many African Americans of prominence resided in this section of the city. In 1881, Clark University opened its doors on the site of what is now the Carver High School. Gammon Theological Seminary also has its beginnings within the same area. The educators, theologians, pastors, preachers and teachers who served these institutions made this area their home.

Between the period of 1894-1915, this area grew in prominence with the development of Lakewood Park and the introduction of the Southeastern Fair Association. The Lakewood area became recognized as the center for agricultural fairs. The first fair was held in 1916 and continued annually until 1975. The availability of a streetcar made this area especially attractive to additional development of new residences.

The streetcar line was introduced in 1901 and ran along Pryor Road, Lakewood Avenue, and Jonesboro Road. The Pryor Road line ran directly from the city center to the Lakewood Fairgrounds. Thus, Pryor Road became a major route between the city and its outlying areas. During this same period Joyland emerged as another area of interest. It was first the site of an amusement park for African Americans. In 1923 the property was assembled and subdivided by

## **I PART 1.0: ISSUES & OPPORTUNITIES**

real estate developers. The housing trend continued into the 1950's when the US Department of Housing and Urban development developed the 452-unit High Point apartment complex. These apartments added opportunities for housing for those who were unable to purchase housing. In 1953, this trend continued with the development of Carver Homes. This 990-unit public housing development was the largest of its type and afforded increased opportunities for housing.

Like many in-town areas, this area has witnessed a decline from its earlier prominence. Throughout the 1970's and 1980's, there was a steady loss of population as many residents moved out of the community. This was related in part to the loss of major employers and institutions. Thus, until recently, this area has been in a prolonged state of disinvestment resulting in a deteriorated housing stock and depleted economic base. However, the decade of the 1990's has seen a rededication of the people of this area in partnership with the City, HUD, the Atlanta Empowerment Zone and others. These recent efforts have demonstrated that the area is on the verge of significant redevelopment that will last far into the 21<sup>st</sup> century.

### **Recent Planning Efforts**

The Southside Atlanta Master Plan builds on the work of several key planning efforts that have begun to define a new Vision for the 21<sup>st</sup> Century. These efforts have been strongly supported, if not initiated, by the Southside community itself through a collaborative approach to consensus building and strong community leadership. Most notable among these efforts are as follows:

#### **The Highpoint Estates Redevelopment Project:**

This area was once home to several deteriorating multifamily apartments. However, the Urban Residential Development Corporation (URDC), community leaders, and the Department of Housing and Urban Development, have teamed to develop a concept of new single-family homes.

#### **The Jonesboro Road Redevelopment Plan:**

The Redevelopment Plan was initiated in Spring of 1997 and was adopted by Atlanta City Council on July 6, 1998. While the study recommendations specifically focus on properties adjacent to Jonesboro Road, the study process initiated the visioning exercise for all the communities located along the corridor, including South Atlanta and Lakewood Heights.

## **I PART 1.0: ISSUES & OPPORTUNITIES**

### **The Carver Homes HOPE VI Redevelopment Plan:**

The Jonesboro Road Redevelopment Plan initiated a series of meetings for residents and business and property owners in communities adjacent to Pryor Road throughout 1996/7. These meetings identified issues and priorities which stakeholders wanted to see addressed.

In 1998 the Atlanta Housing Authority (AHA) received a 35 million HOPE VI grant from HUD to redevelop the Carver Homes site into approximately 750 units of mixed income housing. Many of the stakeholders' concerns were addressed by the HOPE VI plan.

The City and ADA have continued the discussion of remaining issues with ANDP, the Land Bank Authority, City Housing Code Enforcement, Atlanta Public Schools, and owners of multifamily housing and commercial property in the areas adjacent to Carver Homes (i.e., The Pryor Road Corridor).

### **The Georgia Conservancy Lakewood Workshop:**

In March 1998, the City of Atlanta and the Georgia Conservancy conducted a weekend long workshop to study the Lakewood Heights community as part of the Conservancy's "Blueprints for Successful Communities" Program. The neighborhood study was conducted in cooperation with various residents, planning professionals and business owners from the area to identify issues of concern and to offer up a general vision for future development.

### **The Atlanta Empowerment Zone Funding Application:**

In August 1998, the Atlanta Development Agency (ADA) submitted a funding application to the Atlanta Empowerment Zone Corporation (AEZC) on behalf of the neighborhoods in Southside Atlanta. The application incorporated a comprehensive list of priority projects by neighborhood. The Southside Resource team has been established to coordinate the implementation of these projects. Working with the resource team, the Southside Atlanta Master Plan and planning process further enhances these priority projects towards implementation by providing program, design and costing detail and modification as necessary.

## **The Southside Atlanta Master Plan Planning Process**

The planning process undertaken for this plan sought to build upon all the previous efforts and consolidate a comprehensive vision the NPU as a whole. To that end, there have been several steps undertaken throughout 1999 and 2000 by a professional team of consultants.

- In April and May of 1999 the consultant team conducted a windshield surveys of every parcel in the Study Area to assess building conditions, existing land use, and building occupancy. In addition, the team gathered a variety of information concerning transportation issues, zoning, community facilities, tax delinquency and demographics (see Part 1.2 of this report).
- Throughout 1999, a series of community workshops were held with community leaders, residents, business owners and other various interests to outline a collective Vision for the 21<sup>st</sup> Century. (See Part 1.4 of this report).
- In the fall of 1999 and throughout the early part of 2000, the planning consultant team prepared the final planning and technical documents for approval by the community and City Council (as contained in this report).

## **1.2 INVENTORY OF EXISTING CONDITIONS**

As a part of the comprehensive planning process for all the neighborhoods and communities of Neighborhood Planning Unit-Y (or NPU-Y), a comprehensive inventory and assessment of existing conditions has been compiled including **Demographics, Land Use, Building Conditions, Zoning, Tax Delinquency, Economic Development Conditions, Public Facilities, and Circulation/Transportation**. It is important to note that demographic projections do not necessarily take into account the very recent surge of development proposed for the area or the expected results of implementing this plan.

### **Demographics**

The United States Census Bureau divides Southside Atlanta into five census tracts (67, 55.02, 64, 68.01 and 70) that report the demographic characteristics of the community. Although census information is dated (original data is from 1990), it reports the most complete source of statistical information available. The U.S. Department of Housing and Urban Development (HUD), as well as the Atlanta Regional Commission (ARC), estimates changes in certain of these statistics periodically. Where available, this report relates the most updated information. The following is a summary of several demographic indicators including population, age and birthrates, education and income, employment, and housing. It is important to note that projections made by HUD do not necessarily account for the targeted revitalization efforts called for in Parts 2 and 3 of this Southside Atlanta Master Plan. More correctly, the following projections portray a picture of the future if current trends were to continue. (*For more detailed analysis, see Appendix*)

#### **Population**

According to the 1990 Census, 12,444 people resided in Southside Atlanta (3,680 households). HUD estimates that the population will steadily decline to 12,084 by the year 2007 (a decline of almost 3%). Of the 12,444 Southside Atlanta residents catalogued in 1990, 76% were African-American, 16% were white and 8% were other races. While HUD estimates that African-American population will decrease by the 2007, HUD estimates an increase in most other races (whites up by 11% and Asians up by 22%). If HUD estimates hold true, by 2007 African-Americans will comprise 70% of the population, whites 18% and other races 12%. Perhaps most significant, HUD estimates that the Hispanic population of Southside Atlanta will increase a dramatic 170% by 2007 (3,128 individuals up from 1,157 in 1990).

**Table 1.1 Southside Atlanta Population Estimates**  
*(Based on 1990-1997 trends)*

	1990 Census	1997 Estimate	2007 Forecast*
Population	<b>12,444</b>	<b>12,308</b>	<b>12,084</b>
Households	<b>3,680</b>	<b>2,466</b>	<b>2,273</b>
Families	<b>2,638</b>	<b>3,664</b>	<b>3,596</b>

Source: HUD, B. Donna & Smith

\*If current conditions continue (does not account for possible revitalization)

**Age & Birthrates**

According to the 1990 Census, Southside Atlanta had a very young population with people under 10 years old making up the largest single age group (21% of the population). By 2007, however, individuals in the 25-34 age group are expected to become the largest group of people at 21% of the population. Examination of Southside Atlanta birthrates between 1990 and 1996 indicate a strong possibility of decline well into the 21<sup>st</sup> century (i.e., in keeping with the city-wide trend.) Therefore, HUD estimates that the population as a whole will shift towards a higher percentage of adults. By the year 2007, people less than 25 years old will comprise only 35% of the NPU population as compared to 44% in 1990. Similarly, by 2007 the elderly (older than 65) will comprise almost 10% percent of the Southside Atlanta population (as opposed to the 6% in 1990).

**Education & Income**

Only 48% of adults older than 25 years have earned a highschool degree or higher. This falls well below the 80% value recorded for the metropolitan Atlanta region. Correspondingly, the 1990 Census recorded a median household income for the NPU of \$11,558 compared to the metropolitan region's income of \$41,618. The gap between Southside Atlanta and the metropolitan region is expected to continue well into 2007 although the revitalization program outlined in this Master Plan is expected to make significant improvements upon Southside Atlanta income levels.

**Employment**

The 1990 Census indicated an unemployment level of 8% (of the civilian labor force). HUD estimates that unemployment is expected to drop to 7% by 2007. Similar to income statistics, labor participation rates should improve as the initiatives of the Southside Atlanta Master Plan come to fruition.

## **I PART 1.0: ISSUES AND OPPORTUNITIES**

### **Housing Occupancy & Sales, and Age**

According to the 1990 Census, only 16% of the housing units in the NPU were unoccupied. While this number could be improved upon, it does indicate that the NPU as a whole is very stable. Owner-occupancy levels, however, were recorded at only 21%, a relatively low number for a primarily residential community.

Housing sales (as reported by The First Real Estate Data – 10/98) indicate average sale prices between \$40,957 and \$42,932 between 1996 and 1998 (approximately 198 sales).

Further statistics compiled by First Real Estate Data indicate that as a whole, the Southside Atlanta is comprised of an older housing stock. A full 72% of all NPU housing units were constructed between 1920 and 1960. By the year 2010, all of these units will be eligible for initial consideration as an historic resource (i.e., at least 50 years old). Since 1960, only 80 units of new housing have been constructed in Southside Atlanta.

## Existing Land Use

As a part of the Southside Atlanta Master Plan Planning process, the entire NPU was surveyed by planners in a "windshield" survey. One of the attributes assessed for each parcel was existing land use. Land use was surveyed in 11 general categories, generally corresponding to the City of Atlanta's Comprehensive Development Plan 15-Year Land Use Plan.

The Master Plan area (i.e., the entire NPU-Y) comprises a total of 1864 acres contained within 2853 parcels. The area has developed over time as a series of single-family residential communities united by several commercial corridors, two railroad corridors (one of which is still active) and a variety of natural and built open space. Correspondingly, the predominant land use in the area is single-family residential (366.2 acres/1716 parcels) with a mix of multifamily uses (218.1 acres/110 parcels), commercial uses (42.4 acres/108 parcels), industrial uses (359.1 acres/93 parcels), institutional uses (356.3 acres/69 parcels), and developed open spaces (262.4 acres/54 parcels). In addition, approximately 13.9% of the land area in the NPU is vacant (259.5 acres/702 parcels).

### Vacant Land

While many of the neighborhoods in Southside Atlanta do not exhibit significant quantities of vacant land, there are some areas that contain an alarmingly high amount of vacant lots. These vacant lots often create public safety hazards and can portray a negative image of the neighborhood as a whole. Addressing these conditions will drastically improve the look, feel and safety of the area.

### Residential Uses

The 1716 single-family parcels and 110 multifamily parcels equate to a total current inventory of approximately 3080 housing units within the area (not including the new housing units to be developed at Highpoint Estates and Carver Homes). As a whole, therefore, the NPU is currently developed at a density of 1.65 housing units per acre, a relatively low density for such an older urban neighborhood. Preserving the single-family housing stock will be an important factor in maintaining the historic character of the Southside Atlanta area.

### Open Space Uses

The quantity of improved or natural open space represents a significant resource compared to many other in-town neighborhoods, particularly when open space associated with institutional use is taken into account. However, much of the improved open space in Southside Atlanta is located on the west side of the area (associated with the South Atlanta Flood Plain).

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### **SAMPLE LAND USES:**

#### **Vacant Land:**

*Land that has never been developed or has been torn down*

#### **Single-Family Residential:**

*Houses & duplexes*

#### **Low-Density Residential:**

*1,2 or 3 story apartments*

#### **Med.-Density Residential:**

*4-6 story apartments*

#### **High-Density Residential:**

*High-rise apartments*

#### **Low-Density Commercial:**

*Shops, cafes, professional services, etc.*

#### **High-Density Commercial:**

*High-rise offices*

#### **Institutional:**

*Churches, social services, community centers*

#### **Open Space:**

*Parks, playgrounds*

#### **Industrial:**

*Warehouses, junkyards, manufacturers*

#### **Mixed-Use:**

*Residential and non-residential on the same lot*

**Table 1.2: Southside Atlanta Existing Land Uses**

	Vacant Land	Single-Family Residential	Low-Density Residential	Medium-Density Residential	High-Density Residential	Low-Density Commercial	High-Density Commercial	Institutional	Open Space/Parks & Rec.	Industrial	Mixed-use	Undetermined	TOTAL
<b>SUBAREA A: Pryor Road</b>													
Parcels:	35	286	96	0	0	6	0	12	30	6	0	0	471
Acres:	61.9	47.0	153.4	0.0	0.0	2.8	0.0	69.7	17.4	12.5	0.0	0.0	364.8
% of Land Area:	17%	13%	42%	0%	0%	1%	0%	19%	5%	3%	0%	0%	100%
<b>SUBAREA B: Lakewood Heights</b>													
Parcels:	247	714	6	0	0	53	0	27	18	7	1	0	1073
Acres:	108.6	181.3	14.4	0.0	0.0	20.3	0.0	80.9	230.2	102.7	0.3	0.0	738.8
% of Land Area:	15%	25%	2%	0%	0%	3%	0%	11%	31%	14%	0%	0%	100%
<b>SUBAREA C: South Atlanta</b>													
Parcels:	297	417	1	0	0	32	0	16	0	36	0	0	799
Acres:	58.2	72.1	0.5	0.0	0.0	6.3	0.0	15.8	0.0	43.1	0.0	0.0	196.1
% of Land Area:	30%	37%	0%	0%	0%	3%	0%	8%	0%	22%	0%	0%	100%
<b>SUBAREA D: Chosewood Park</b>													
Parcels:	96	296	7	0	0	8	0	14	6	6	0	0	433
Acres:	26.1	65.6	49.8	0.0	0.0	4.2	0.0	190.0	14.8	80.2	0.0	0.0	430.7
% of Land Area:	6%	15%	12%	0%	0%	1%	0%	44%	3%	19%	0%	0%	100%
<b>SUBAREA E: Industrial Corridor</b>													
Parcels:	27	3	0	0	0	9	0	0	0	38	0	0	77
Acres:	4.6	0.2	0.0	0.0	0.0	8.7	0.0	0.0	0.0	120.6	0.0	0.0	134.1
% of Land Area:	3%	0%	0%	0%	0%	6%	0%	0%	0%	90%	0%	0%	100%
<b>SOUTHSIDE ATLANTA TOTAL:</b>													
Parcels:	702	1716	110	0	0	108	0	69	54	93	1	0	2853
Acres:	259.5	366.2	218.1	0.0	0.0	42.4	0.0	356.3	262.4	359.2	0.3	0.0	1864.3
% of Land Area:	14%	20%	12%	0%	0%	2%	0%	19%	14%	19%	0%	0%	100%

Source: Urban Collage, Inc.; Collaborative Technologies

**Institutional Uses**

Similarly, the relative quantity of institutional uses is exceptional. There are numerous community centers, recreation centers, service providers and long-standing faith-based institutions. These uses have been, and will continue to be important in maintaining the civic character of the community.

**Commercial Uses**

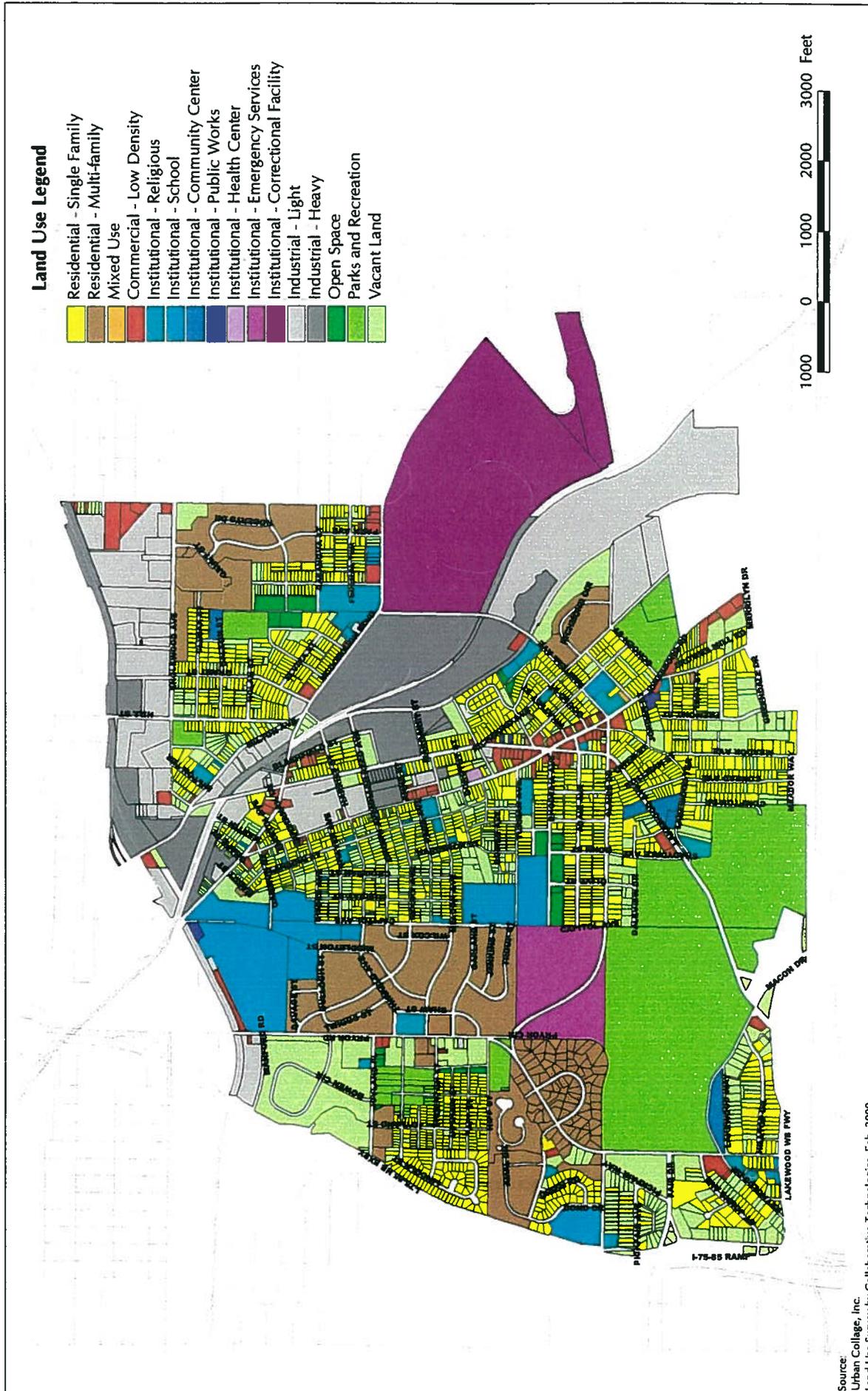
Existing commercial uses within Southside Atlanta are primarily distributed along the Jonesboro Road and McDonough Boulevard corridors. Commercial establishments appear to be somewhat spread out and discontinuous, representing only a portion of the business that once thrived in Southside Atlanta. Pryor Road, once a vibrant shopping area, is now almost totally devoid of retail services. Reclaiming or redeveloping key commercial nodes will be a critical

factor in improving the economics and quality of life in Southside Atlanta.

**Industrial Uses**

Industrial uses within Southside Atlanta are numerous and concentrated along the two railroad corridors in the area. Industrial uses along the active CSX line as well as those along the abandoned Atlanta & West Point rail line are somewhat underutilized due to shifts away from a railroad driven economy over the last 50 years. Furthermore, many of these uses lie uncomfortably close to surrounding residential communities. On the positive side, however, these industrial areas offer great opportunities for jobs and economic development. Other possibilities include adaptive re-uses such as loft housing, artist and design studios, and new ecologically sound businesses. If done sensitively, this live-work relationship between residential areas and employment centers will be an important factor in revitalizing the community.

**1 PART 1.0: ISSUES AND OPPORTUNITIES**



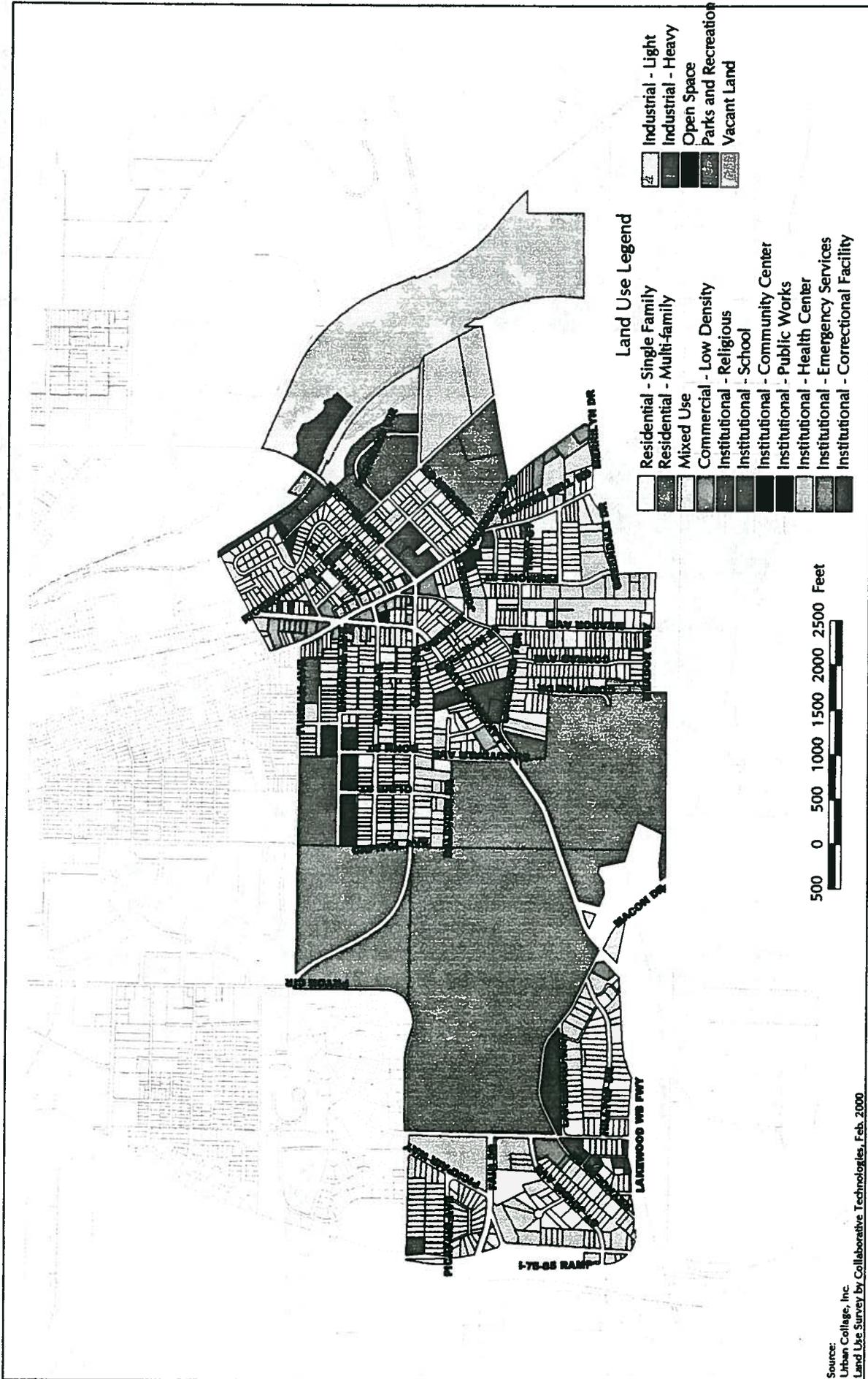
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**Figure 1-4: Southside Atlanta  
EXISTING LAND USE**





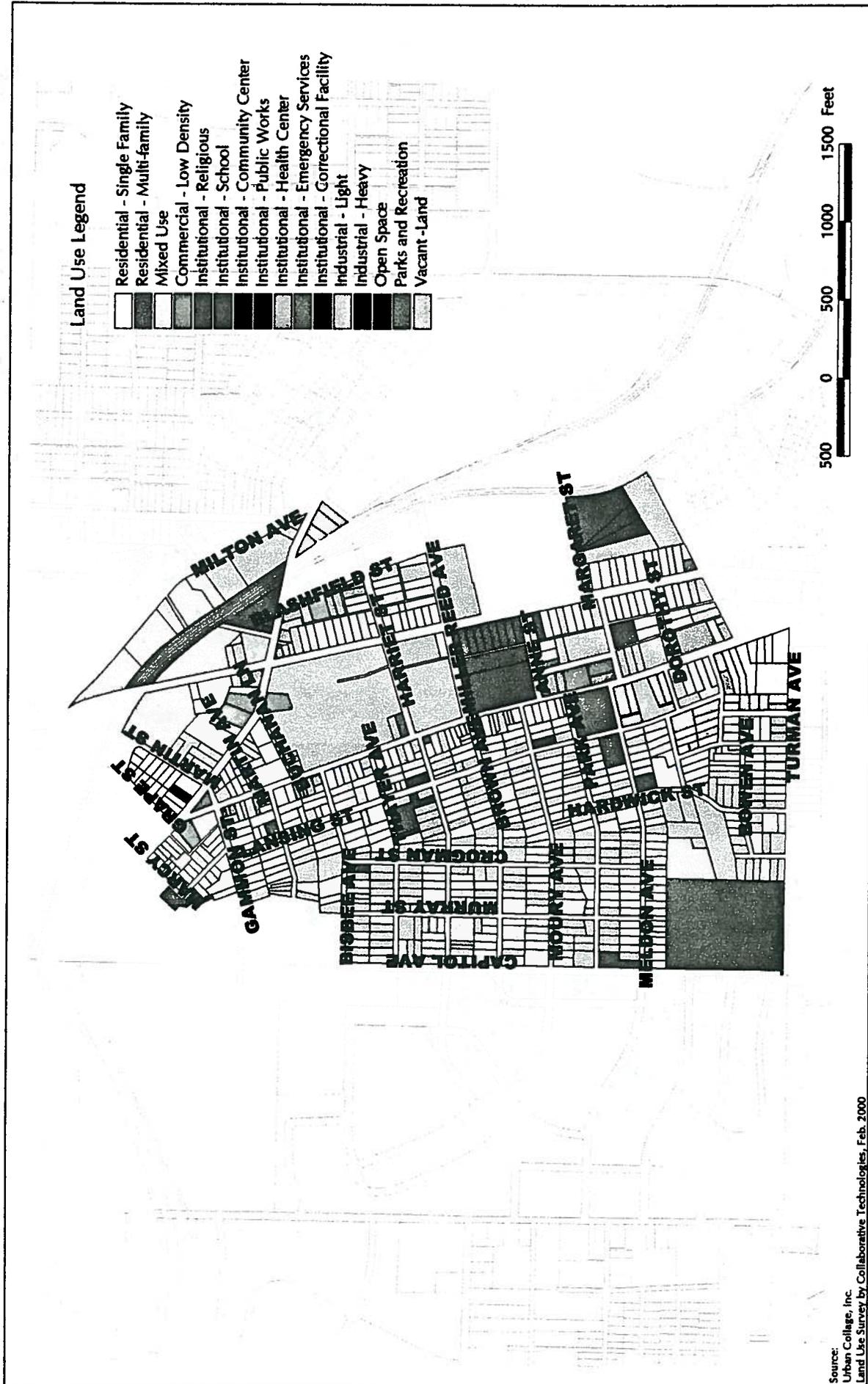
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**Figure 1.6: Subarea B: Lakewood Heights  
EXISTING LAND USE**

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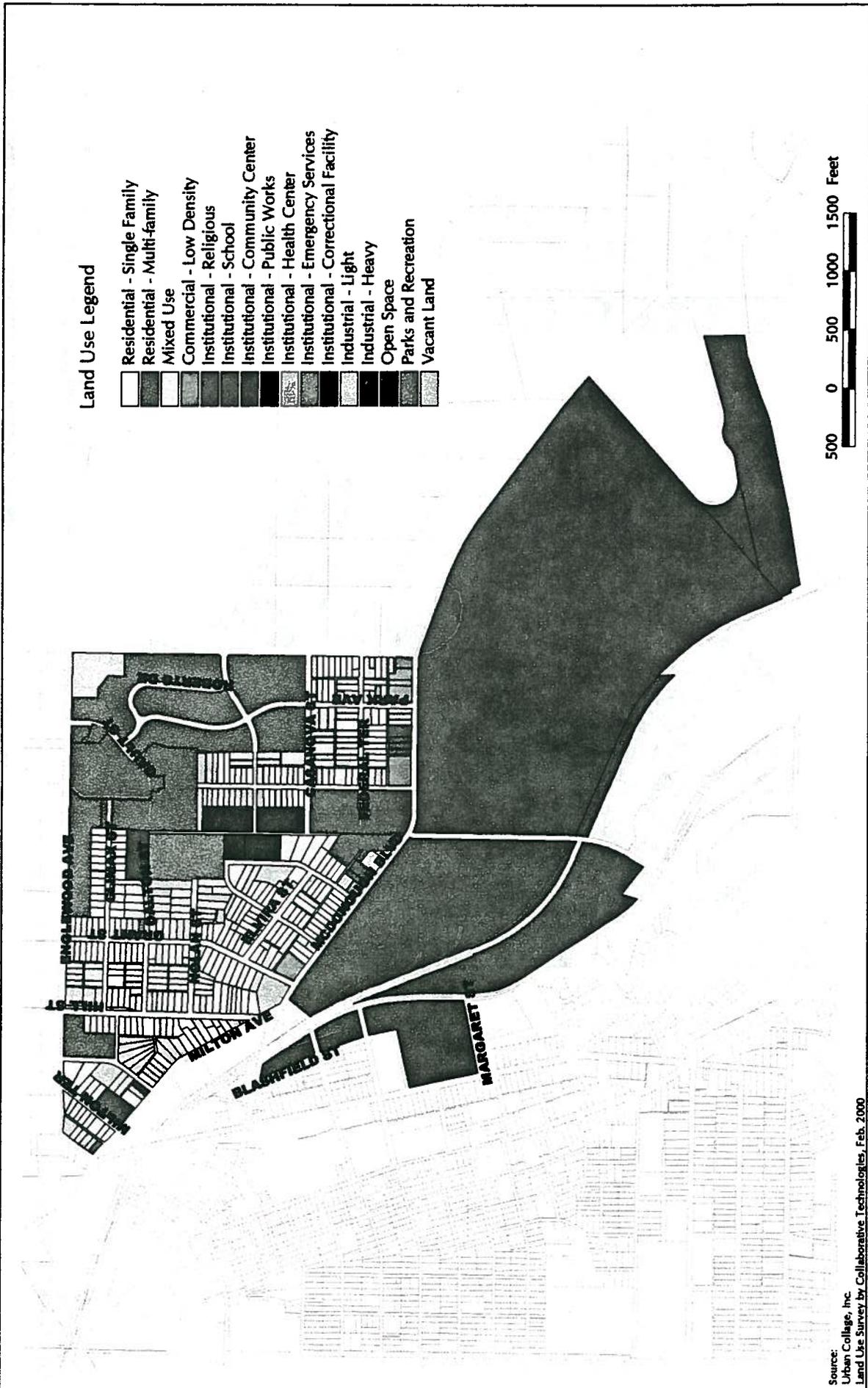


Source:  
Urban Collage, Inc.  
Land Use Survey by Collaborative Technologies, Feb. 2000

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Figure 1.7: Subarea C: South Atlanta  
**EXISTING LAND USE**

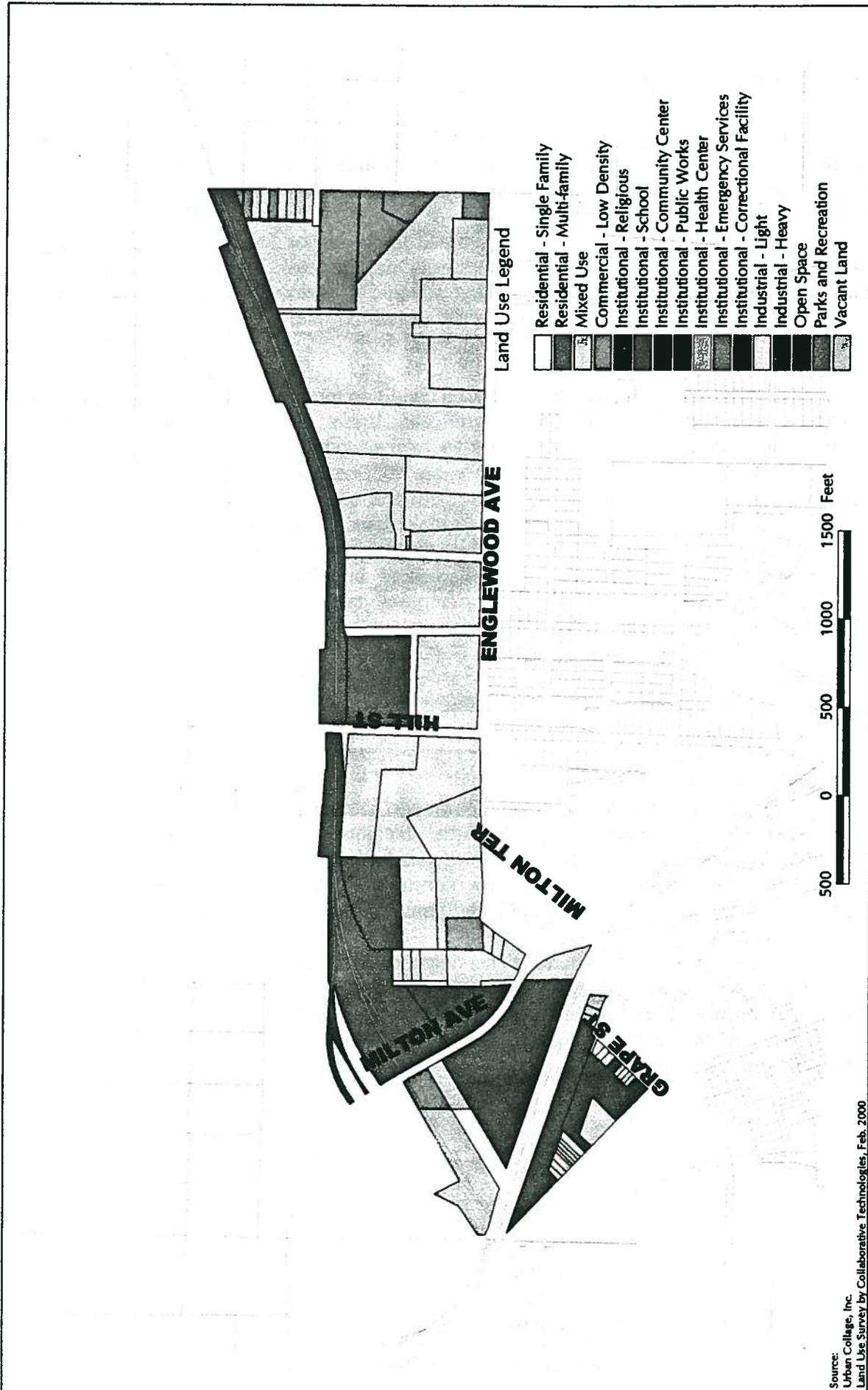
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Figure 1.8: Subarea D: Chosewood Park  
EXISTING LAND USE

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**Figure 1.9: Subarea E: Industrial Corridor**  
**EXISTING LAND USE**

## Existing Building Conditions

A fundamental aspect in assessing an area's opportunity for revitalization is the structural condition of individual buildings. To that end, the planning team conducted windshield surveys of the Southside Atlanta Area during April and May of 1999. It is important to note that these rankings are based on exterior observations only. While they will not necessarily be used to determine individual rehabilitation or demolition actions, they do present an overall picture of a neighborhood's condition and appearance.

As a whole, Southside Atlanta appears to be in good condition for an older urban area that has witnessed significant levels of disinvestment over the last 30 years. Of the 2099 total parcels in the NPU that are developed, 1530, or 72.9% are in Standard condition (see category descriptions at right). Furthermore, only 21 parcels, or 1.0% are dilapidated and may require demolition. Despite these relatively healthy figures, however, there are some areas where substandard, deteriorated, and dilapidated building conditions are clustered. These areas may require targeted rehabilitation efforts to jump start revitalization.

To better understand building conditions, the assessments have been broken down into each of the five planning subareas. A summary can be seen on the table on the following page.

### Subarea A: Pryor Road

The Pryor Road Subarea contains five neighborhoods including Highpoint Estates, Carver Homes, Joyland, Amal Heights and Betmar LaVilla. Highpoint Estates and Carver Homes are both in the process of full redevelopment (i.e., 100% new construction) and therefore have not been surveyed for building conditions.

Within Subarea A, the Joyland and Amal Heights neighborhoods are in excellent overall condition. Betmar LaVilla, however, is showing some signs of disrepair. If not corrected, this neighborhood will detract from the overall vitality of the Pryor Road Corridor and surrounding communities.

#### **BUILDING CONDITION CATEGORIES:**

**Standard:**

*The building is in sound condition and requires no or very minor repairs*

**Sub-Standard:**

*The building requires some level of general repair*

**Deteriorated:**

*The building requires one or more major repairs such as a new roof, foundation, siding or windows*

**Dilapidated:**

*The building represents a major public safety hazard and may need to be demolished*

**Table 1.3: Southside Atlanta Existing Building Conditions**

	Standard	Substandard	Deteriorated	Dilapidated	TOTAL DEVELOPED PARCELS	Undeveloped/No Condition
<b>SUBAREA A: Pryor Road</b>						
Parcels:	316	79	9	2	406	65
% of Total:	78%	19%	2%	0%	100%	
<b>SUBAREA B: Lakewood Heights</b>						
Parcels:	532	217	42	19	810	263
% of Total:	66%	27%	5%	2%	100%	
<b>SUBAREA C: South Atlanta</b>						
Parcels:	332	97	73	0	502	297
% of Total:	66%	19%	15%	0%	100%	
<b>SUBAREA D: Chosewood Park</b>						
Parcels:	304	2	25	0	331	102
% of Total:	92%	1%	8%	0%	100%	
<b>SUBAREA E: Industrial Corridor</b>						
Parcels:	46	2	2	0	50	27
% of Total:	92%	4%	4%	0%	100%	
<b>SOUTHSIDE ATLANTA TOTAL:</b>						
Parcels:	1530	397	151	21	2099	754
% of Total:	73%	19%	7%	1%	100%	

Source: Urban Collage, Inc.; Collaborative Technologies

**Subarea B: Lakewood Heights**

Taken as a whole, the Lakewood Heights neighborhood is in moderate condition. Of the 810 total developed parcels, 65.7% are in Standard condition (i.e., requiring very little, if any, rehabilitation). However, as shown in the Lakewood Heights Building Conditions Map, substandard building conditions tend to be concentrated in and around the Jonesboro/Lakewood commercial core.

**Subarea C: South Atlanta**

In terms of building conditions, the South Atlanta Neighborhood is in fair condition. Of the 502 developed parcels in the Neighborhood, 66.0% are in Standard condition. While there are no Dilapidated buildings, there are several buildings in Deteriorated condition which will require major rehabilitation.

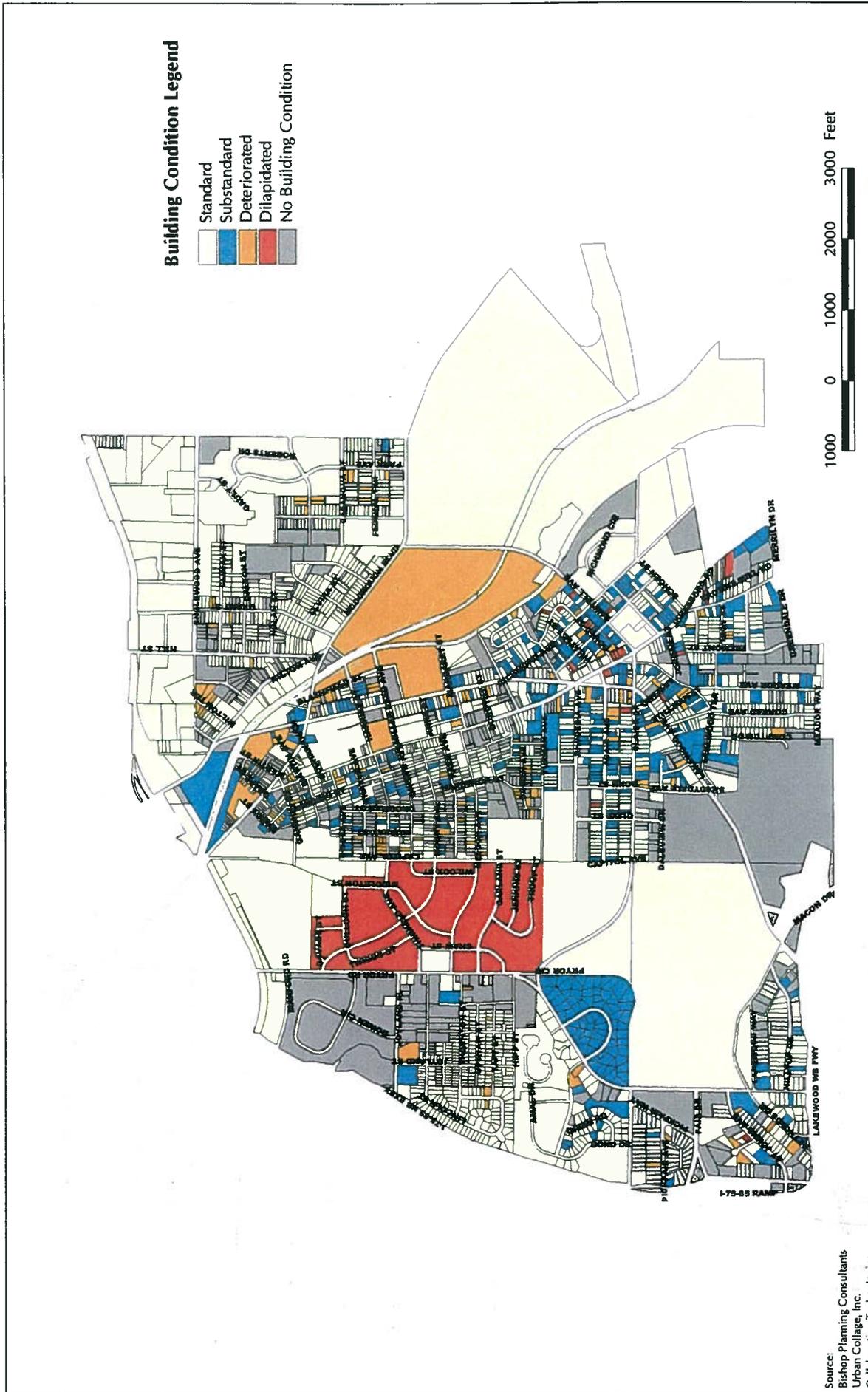
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### **Subarea D: Chosewood Park**

The Chosewood Park Neighborhood is in excellent overall condition with over 91.8% of the developed parcels in Standard condition (304 out of 331).

### **Subarea E: Industrial Corridor**

As one might expect for an underutilized industrial corridor, this subarea contains many buildings that are in need of minor repairs and aesthetic improvements. However, there are only 4 parcels (8% of the 50 developed parcels) that are in need of moderate or major rehabilitation.



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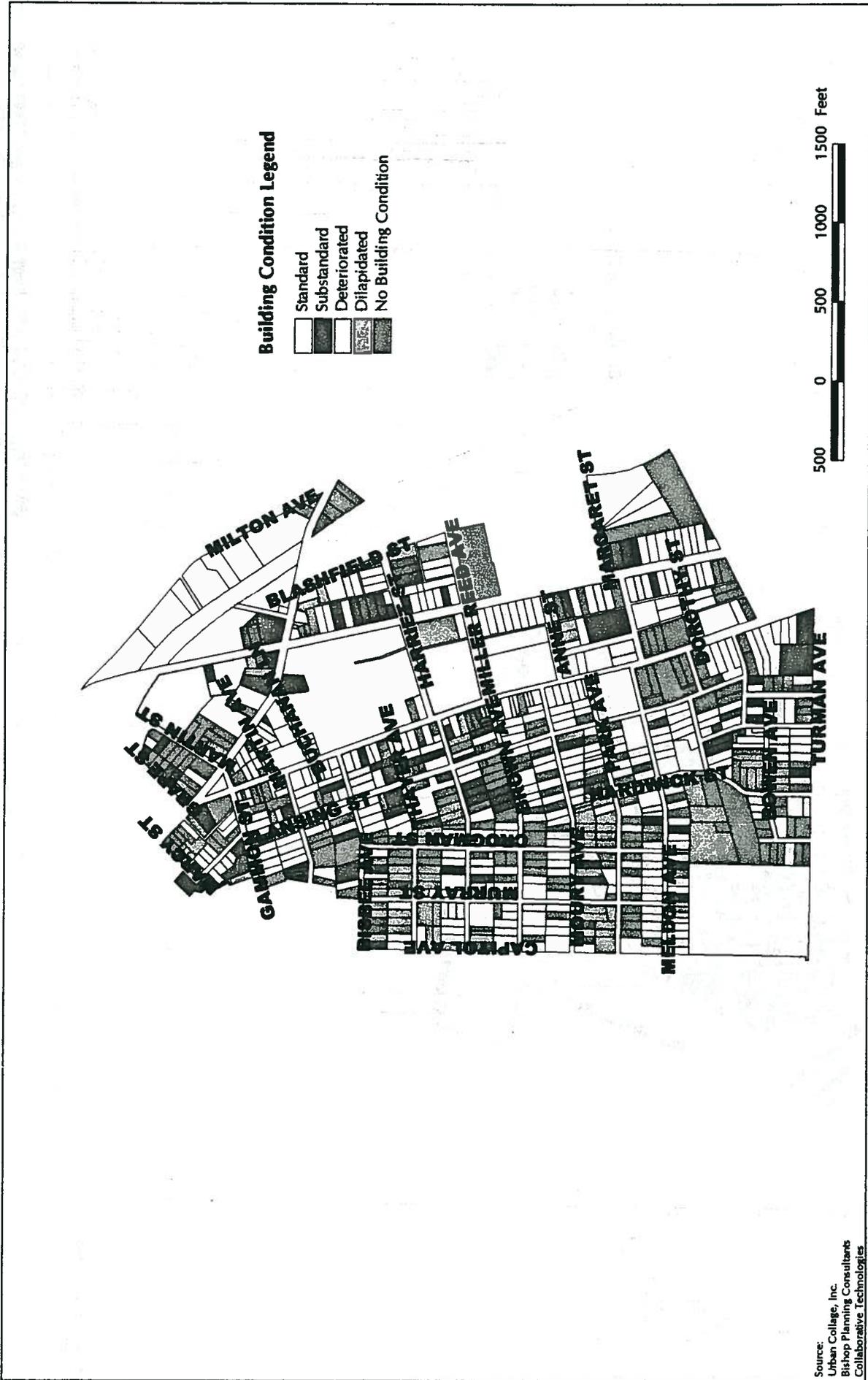
**Figure 1.13: Southside Atlanta  
 EXISTING BUILDING CONDITIONS**

Source:  
 Bishop Planning Consultants  
 Urban Collage, Inc.  
 Collaborative Technologies







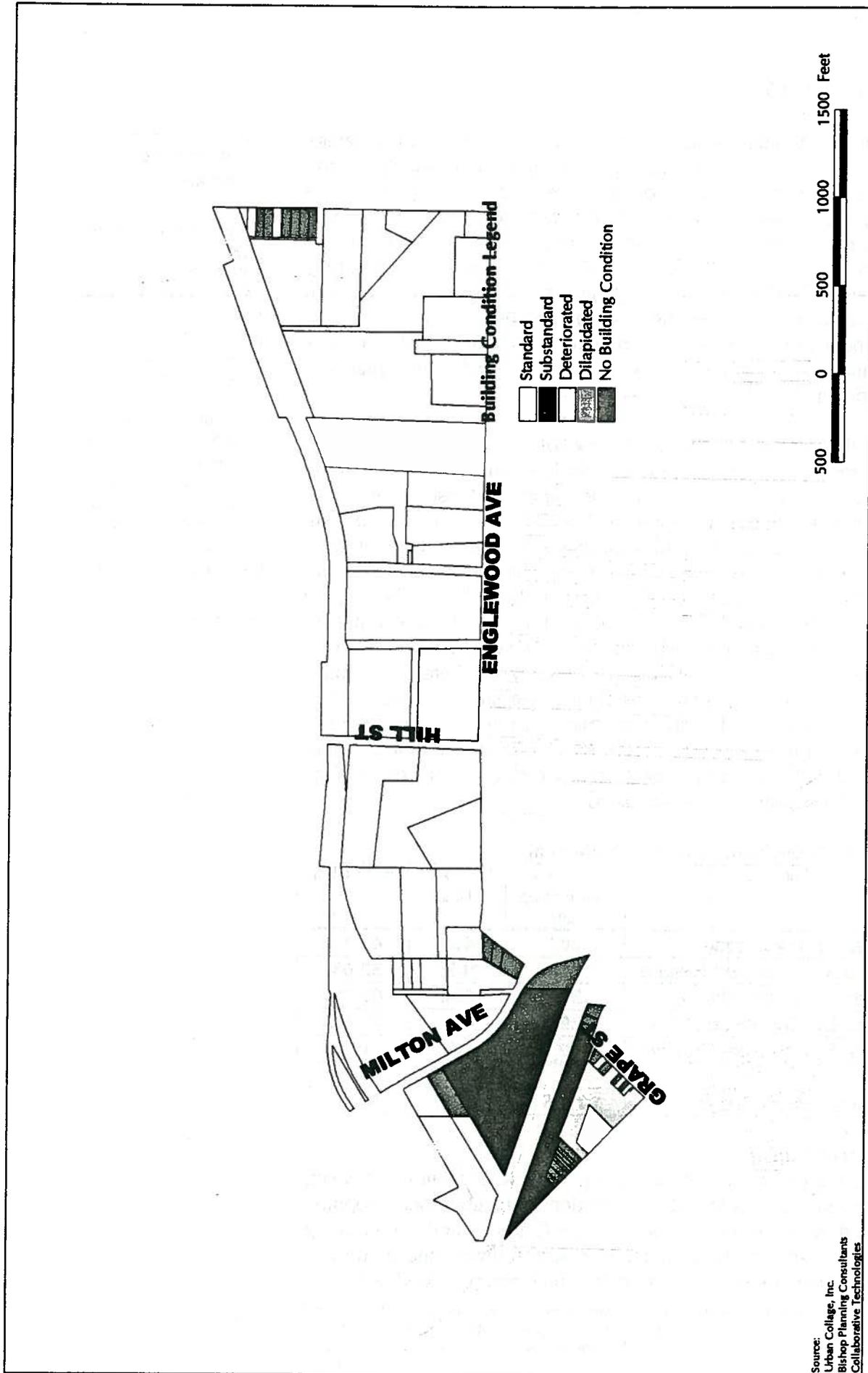


Source:  
 Urban Collage, Inc.  
 Bishop Planning Consultants  
 Collaborative Technologies

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**Figure 1.13: Subarea C: South Atlanta  
 EXISTING BUILDING CONDITIONS**





Source:  
Urban Collage, Inc.  
Bishop Planning Consultants  
Collaborative Technologies

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**Figure 1.15: Subarea E: Industrial Corridor  
EXISTING BUILDING CONDITIONS**

## Existing Zoning

The City of Atlanta regulates the development of all real property through the use of zoning districts. Zoning districts legally control things such as use, height, density, setbacks, parking, etc. The Zoning Map on the following page outlines the current districts that are in place for NPU-Y. In general, there are three types of zoning districts currently utilized in NPU-Y including Residential, Commercial, and Industrial. Each general type of zoning has sub categories that vary by the densities and types of uses allowed. In total, there are 15 different zoning classifications in the area (7 residential, 3 commercial, 4 industrial, and one planned-development).

### Residential Zoning & Non-Conforming Lots

For the most part, zoning in the Southside Atlanta area is in keeping with the types of uses that exist on the ground. Most of the single-family neighborhoods are zoned R-4 or R-5 which are appropriate (in terms of residential uses allowed) to protect the character of these areas. However, many of these lots are “non-conforming” and do not meet the minimum lot sizes as mandated by zoning (9,000 square feet for R-4 and 7,500 square feet for R-5). Although most of these lots are “grandfathered” in for their current building, infill development of new homes will be severely hampered by setback and off-street parking limitations due to the small lot sizes. The Zoning Map on the following page highlights the residential parcels which do not meet these minimum lot-size standards. In total, there area 1,255 parcels in Southside Atlanta which are “non-conforming” according to current zoning standards.

### Understanding Zoning:

The letter in a zoning generally category corresponds to the types of uses allowed. For example, R= Residential, C=Commercial, and I= Industrial.

The number following each zoning category generally corresponds to building density allowed. For example, R-5 allows a higher density residential development than R-4.

**Table 1.4: Non-Conforming Residential Lots**

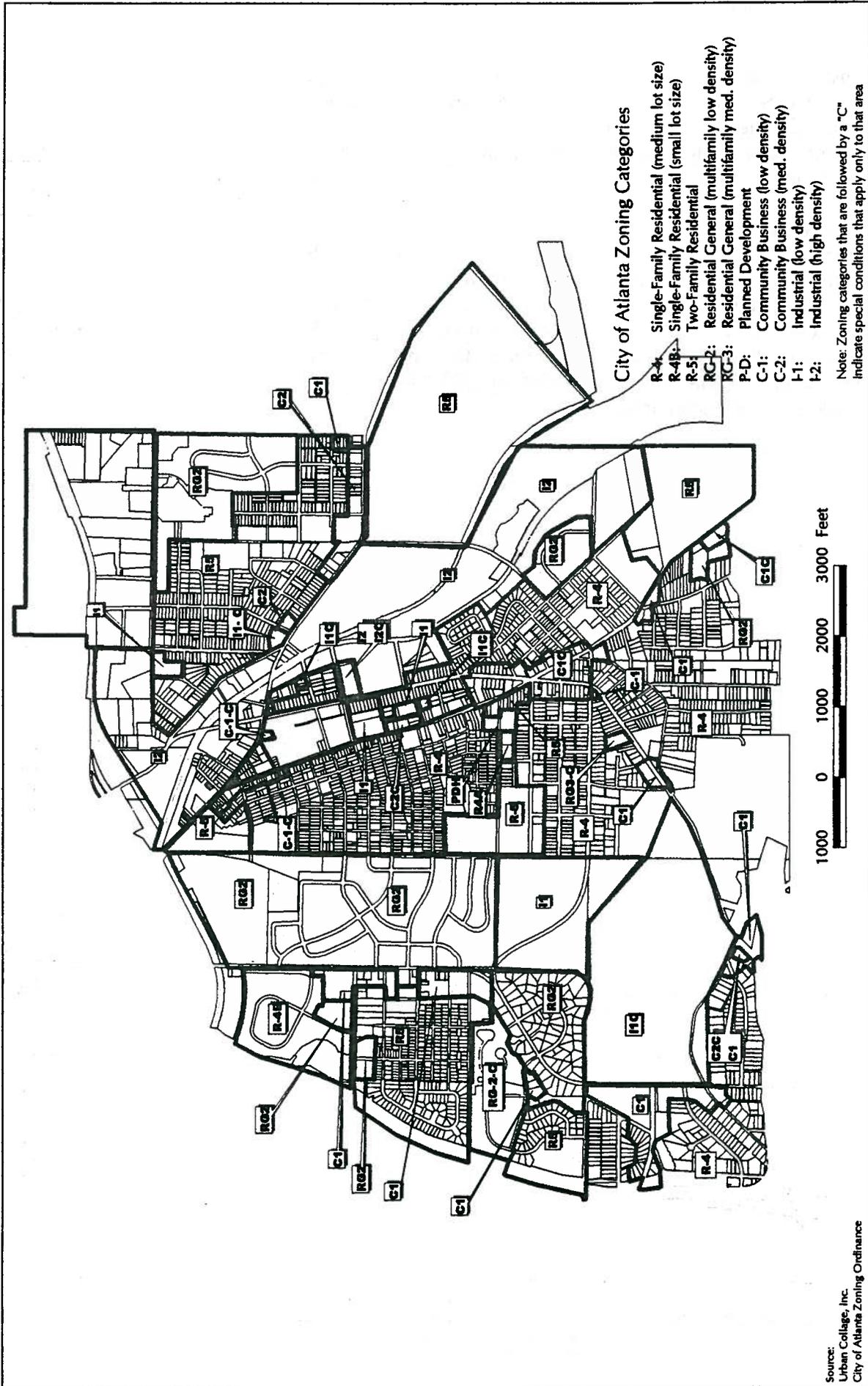
Subarea	# of Non-Conforming Lots	Total # of Lots	% of Total
<b>Subarea A: Pryor Road</b>	<b>201</b>	<b>460</b>	<b>43.7%</b>
<b>Subarea B: Lakewood Heights</b>	<b>343</b>	<b>1073</b>	<b>32.0%</b>
<b>Subarea C: South Atlanta</b>	<b>510</b>	<b>800</b>	<b>63.8%</b>
<b>Subarea D: Chosewood Park</b>	<b>201</b>	<b>432</b>	<b>46.5%</b>
<b>Subarea E: Industrial Corridor</b>	<b>0</b>	<b>88</b>	<b>0%</b>
<b>Southside Atlanta Total:</b>	<b>1255</b>	<b>2853</b>	<b>44.0%</b>

### Commercial Zoning

The existing commercial nodes along Pryor Road, Jonesboro Road, and McDonough Boulevard are traditional neighborhood shopping areas and area generally zoned C-1 or C-2. Several nodes along Jonesboro Road were recently rezoned as part of the Jonesboro Road Corridor Redevelopment Plan (1998). The rezoning added certain

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**Figure 1-16: Southside Atlanta  
EXISTING ZONING DISTRICTS**

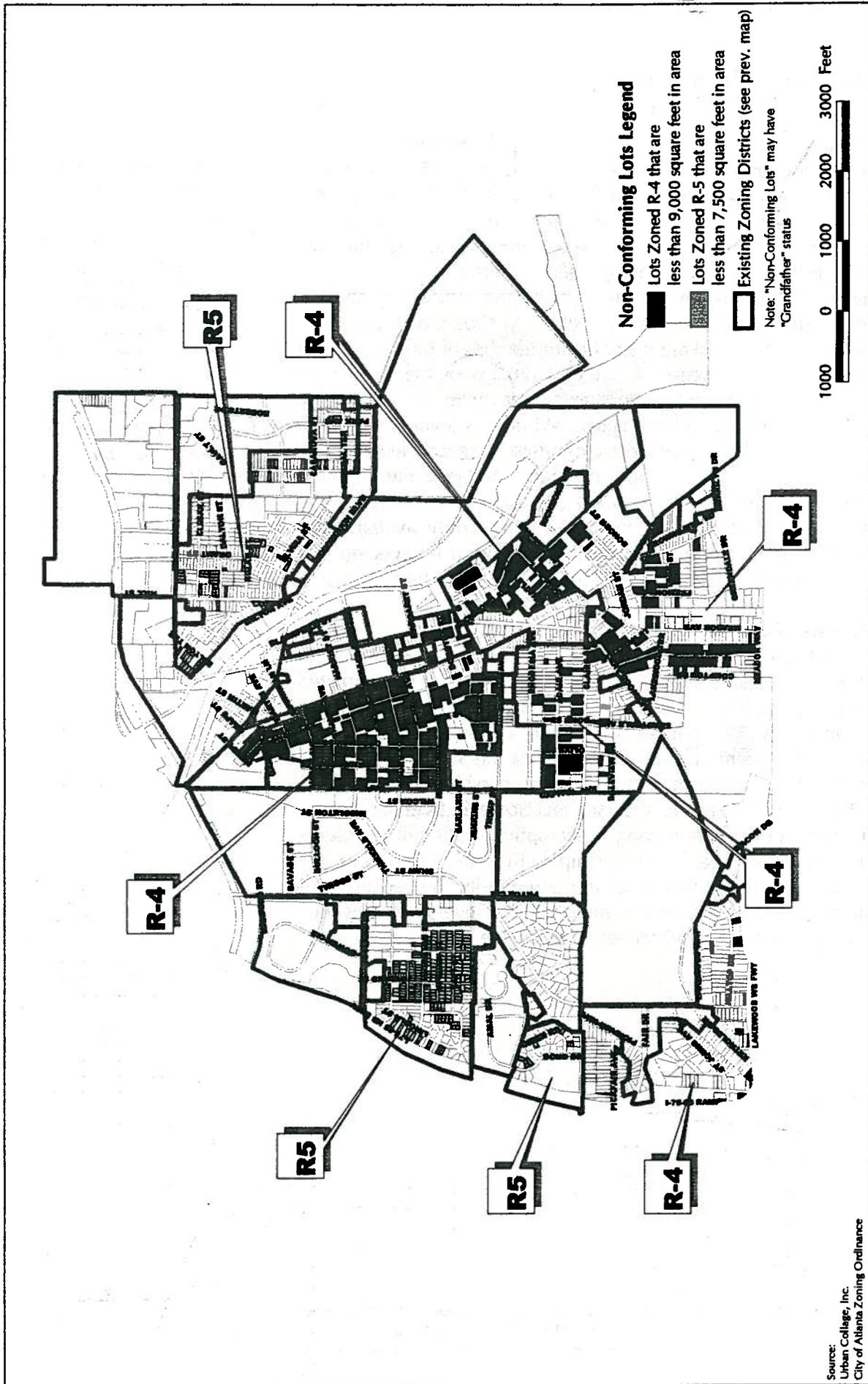
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conditions to limit some of the uses. However, setbacks and parking standards were not addressed. Additional modifications should be considered to encourage more pedestrian friendly development and to protect/enhance the traditional "village center" character of these commercial nodes.

### **Industrial Zoning**

The railroad corridors are currently zoned I-1 or I-2. Due to the presence of several underutilized properties and range of uses that I-1 and I-2 allow, there is a need to make zoning modifications to protect adjacent single-family areas. The Jonesboro Road Corridor Redevelopment Plan (1998) addressed properties fronting onto Jonesboro Road but the interior residential/industrial land use conflicts were not addressed at that time.

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**Figure 1.17: Southside Atlanta  
EXISTING NON-CONFORMING LOTS**

## Existing Tax Delinquency

### Delinquency

Oftentimes in older urban neighborhoods, various economic, social and physical conditions conspire to create a climate of disinvestment and decline. One key factor in determining the relative health and stability of a community is an assessment of tax delinquency patterns. To that end, the planning team gathered and analyzed tax delinquency for Southside Atlanta through the Fulton County Tax Assessors Office (data as of late fall 1999). As shown on the map on the following page, there are a significant number of properties with tax delinquencies in excess of \$10,000 (28.5% of the 2853 total parcels). The entire Southside Atlanta area owes an astounding \$48,273,608 in combined back taxes. While this level is very high on the whole, individual parcels exhibiting a **severe** level of tax delinquency (i.e., in excess of the Fair Market Value of the property) represent a surprisingly small amount (2%, or 60 of the 2853 total parcels). *(Note: Property tax information was only available for approximately 90% of the study area. Therefore, it is expected that tax delinquencies cited above may actually be somewhat higher.)*

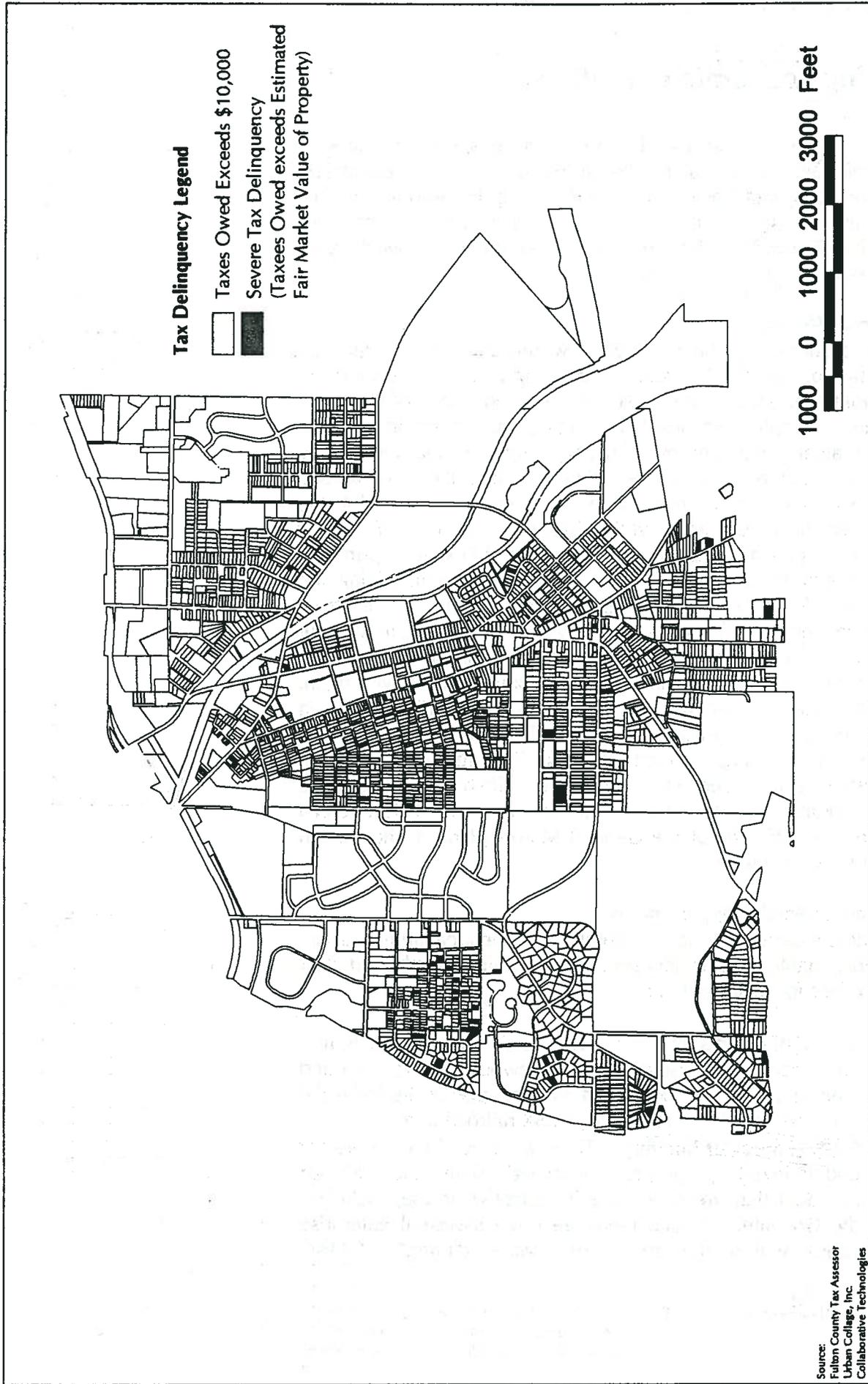
### **Property Value Terms:**

**Fair Market Value:**  
Total assessed value of a property (as assessed by the county) multiplied by 2.5.

**Homestead Exemption:**  
Property tax exemption that can be claimed for properties permanently inhabited by the property owner.

### Home Ownership

A review of current tax records also provides an opportunity to assess home ownership levels. Home ownership can be estimated by looking at parcels with Homestead Exemptions. Southside Atlanta only has 731 parcels that have claimed a Homestead Exemption. This represents a mere 23.7% of the 3082 total housing units in the area. While the actual homeownership rate is likely to be 5%-10% higher - due to the fact that some individuals do not take advantage of the homestead tax exemption - this still represents an alarmingly low rate of ownership. In order to restore the vibrancy and economic vitality of the community, ownership rates must ultimately be increased to a more healthy level commensurate with a stable residential environment (i.e., above 50%).



Source:  
Fulton County Tax Assessor  
Urban Collage, Inc.  
Collaborative Technologies

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**Figure 1.18: Southside Atlanta  
EXISTING TAX DELINQUENCY**

## **Existing Economic Conditions**

The Southside Atlanta Area has experienced several decades of economic decline that has resulted in many economic weaknesses. However, the area has shown a willingness to restore a strong, diversified economic base and does possess several economic strengths. Below is a brief summary of the comparative weaknesses and strengths of the area's economy.

### **Economic Weaknesses**

As demonstrated by the relatively low incomes in the area, the economy of Southside Atlanta is suffering. Compared to metropolitan Atlanta, income levels are low (only 25% of the metro area) and unemployment levels are high (almost twice as much as metro Atlanta). There are several factors that have contributed to the economic decline of Southside Atlanta. First, the two railroad corridors on the east and north sides of the area once served as the primary economic engine providing jobs for local residents. Over the years, America's intrastate economy has shifted to a primarily automobile-oriented way of doing business thus contributing the partial abandonment of traditional railroad corridors. Freed from their dependence on the railroads, many businesses have moved out to cheaper land in more remote locations. As businesses moved out of Southside Atlanta, jobs and ultimately population left with them. This decrease in population has largely contributed to a corresponding loss in traditional community retail and commercial services, also a large source of jobs. The resulting cycle of disinvestments has been devastating to the life-blood of this once thriving community. A prime example of this cycle of decline can be seen in the closing of the General Motors plant on the eastern edge of the community.

### **Economic Strengths/Opportunities**

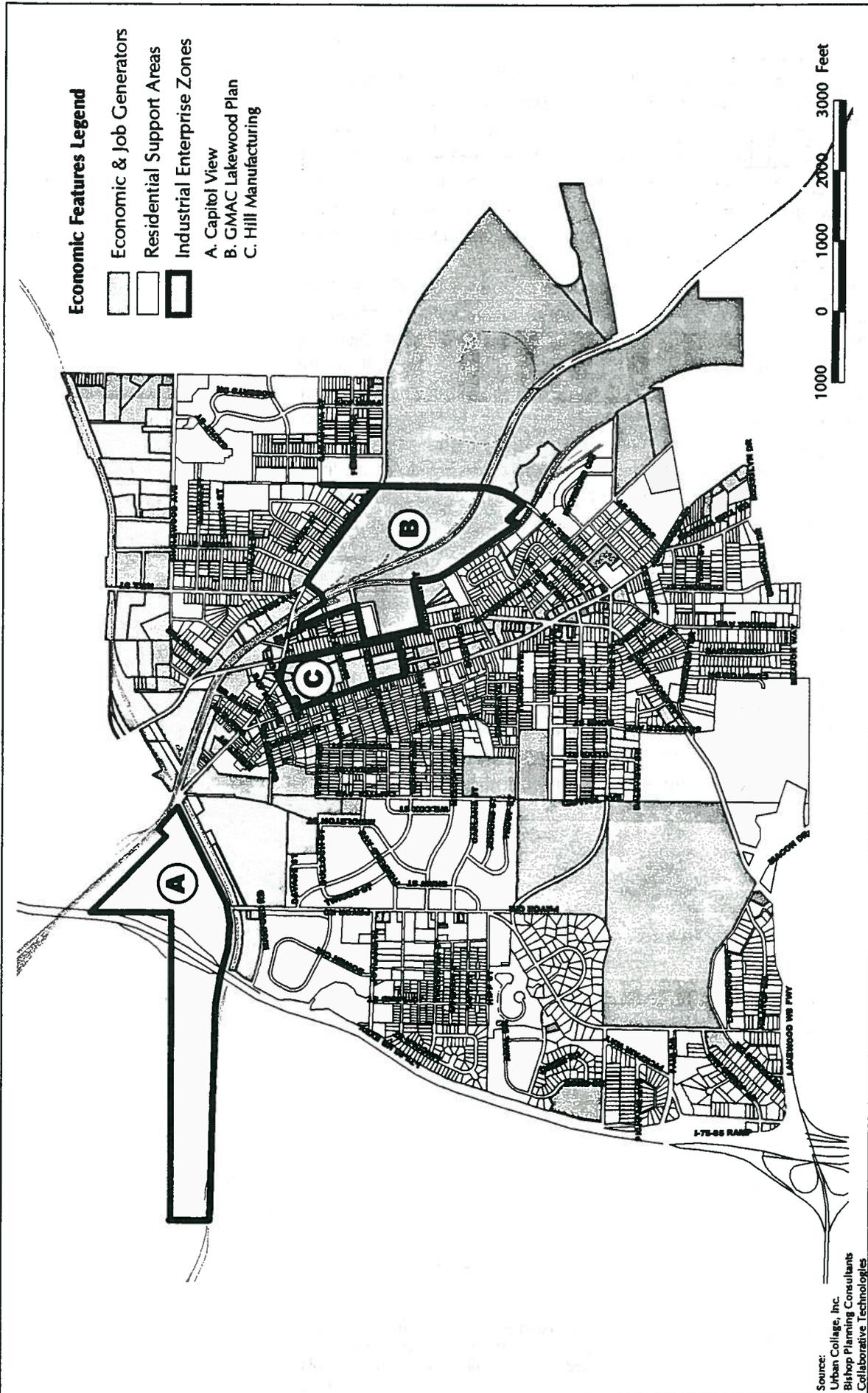
Although the current economic conditions of the area are not strong, Southside Atlanta does present several economic strengths and clear opportunities for revitalization:

- **Location & Access:** The area is uniquely situated within easy access of Interstate 75/85 (Lakewood Freeway exit and University Avenue exit). Furthermore, one of the industrial corridors has access to an active CSX railroad line.
- **Existing Stock of Buildings:** There are several unoccupied or underutilized properties associated with the railroad corridors that are conducive for adaptive re-use, including the GM site. In fact, there are three industrial enterprise zones within the area ("Hill Manufacturing", "GMAC

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Lakewood Plant” and “Capitol View”) that offer excellent incentives for economic development.

- **In-town Economy:** Downtown Atlanta has witnessed a recent surge in new residents and new businesses that have translated to improvements in several in-town communities.
- **Regional Economy:** The metropolitan Atlanta region continues to lead the southeast in generating new business and housing opportunities.
- **National Economy:** The national economy continues to be strong with record low inflation and unemployment rates.
- **Currently Planned Housing Developments:** There are several new housing developments planned including the redevelopment of Carver Homes (approximately 750 new housing units), the reconstruction of Highpoint Estates (approx. 112 new housing units), and the future redevelopment of other multifamily housing in the Pryor Road corridor. These projects present the opportunity for an expanded market for goods and services.
- **Lakewood Fairgrounds:** The Fairgrounds continues to serve as a tourist/visitor destination. If patrons of the Fairgrounds can be persuaded to spend money in other parts of Southside (i.e., the other “village centers”) the economics of the area could be drastically improved.
- **Existing Residents:** The existing residents of Southside Atlanta have expressed a strong desire to shop at local “village centers” if appealing goods and services were more readily available. The economics of the area could benefit greatly from capturing these existing dollars.



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**Figure 1.19: Southside Atlanta  
 ECONOMIC FEATURES**

## **Existing Civic Features**

Unlike many of the older, urban areas throughout Atlanta, Southside Atlanta is blessed with a significant number of civic institutions including community centers, parks and open space, schools, social services and faith-based institutions. A compilation of these features is shown on the "Natural & Civic Features" and "Existing Services" maps on the following pages.

### **Community Centers**

The Burdine Center is perhaps the area's most significant community center with meeting and activity facilities. Other community centers include the Arthur Langford Community Center and the Whitehead Branch of the Boy's and Girl's Club. While the Burdine Center is in good condition, the Boy's and Girl's Club is considering some significant improvements to its current facility.

### **Parks, Open Space And Recreational Facilities**

Southside Atlanta contains four neighborhood parks including Langford Park, South Bend Park, South Atlanta Park and Chosewood Park. Improvements to all three parks are currently being considered by the City's Department of Parks and Recreation. In addition to these open spaces, there are several recreational opportunities available to area residents including: the gym at the Boy's and Girl's Club, the pools and tennis courts at Langford Park and the fields and pool at South Bend Park.

While these parks offer great recreation and relaxation opportunities for Southside residents, there are several opportunities for additional facilities. Chief among these is the Lakewood Fairgrounds with its natural water features and large open space. Currently, this facility is unavailable for day-to-day use by the public. In addition, the redevelopment of Carver Homes presents the opportunity for a new gym and an improved open space recreation area. Most importantly, the Southside Area could benefit from a comprehensive open space plan to connect these various parks, community centers and recreation facilities.

### **Schools**

The Atlanta Public Schools offers five educational facilities in the Southside area including: Slater Elementary School, Campbell Elementary School, Lakewood Elementary School, Price Middle School and Carver High School. Currently, the Board of Education is preparing a comprehensive plan to address facility deficiencies across the entire system ("The Facilities Master Plan). While not yet officially approved, the plan will likely result in significant investment in the Southside area including additions to Slater Elementary School (gym and classrooms), comprehensive

## **I PART 1.0: ISSUES AND OPPORTUNITIES**

reconstruction of Price Middle School, and full-scale renovation of Carver High School. In addition, construction of a new elementary school (a reconstituted Dobbs Elementary) is being considered for the Southside Atlanta area (possibly the old Fulton High School site). While it is likely that Campbell Elementary School will be closed and combined with Slater, Lakewood Elementary School will remain open in the short-term. Long-term consolidation of Lakewood Elementary School (into the new Dobbs site) remains a slight possibility if school-age population does not increase in the area.

### **Social Services**

As shown on the "Existing Services" map, there are numerous social service providers in the Southside Atlanta area including senior services, daycare and nursery centers, and healthcare facilities. These uses tend to be located in the Jonesboro Road corridor area. In addition, there are several wellness and healing centers in the Lakewood Heights area.

### **Faith-Based Institutions**

Southside Atlanta has a long tradition of spiritual participation. Correspondingly, there are a significant number of religious and spiritual institutions in the area. The preservation and support of this moral backbone of the community will help to ensure the future success of Southside Atlanta well into the 21<sup>st</sup> century.



## **Potential Historic Resources**

As an older urban community that was developed in the earlier part of the 20th century, Southside Atlanta contains several historic neighborhoods with older homes and commercial buildings. In the effort to preserve this built history, members of two neighborhoods – Lakewood Heights and South Atlanta – have begun to work with the Atlanta Urban Design Commission on preservation options. Correspondingly, there are two National Register Districts that have been recently considered for the area (see map on the previous page). In conjunction with community activists, the Atlanta Urban Design Commission has conducted several surveys and performed extensive research into the history of these areas. Both areas are historically significant in terms of community planning and development as working-class, residential neighborhoods whose development can be attributed to the construction of a trolley line (1890s). Along this trolley line, several bungalows, gabled ells and cottages were constructed in the early part of the century. Many of these homes still exist, largely unchanged. The active preservation of these historic areas is critical in maintaining the overall character of Southside and will be an important factor in attracting new residents and investment.



## Existing Circulation/Transportation Issues

Existing circulation and transportation systems within Southside Atlanta were surveyed and documented by the Planning Team in the fall of 1999 (See Appendix for full version of Technical Memorandum). Data collection efforts included a windshield survey to inventory roadway conditions, manual traffic counts at key intersections throughout the NPU, automated 24-hour machine counts throughout the NPU, and assembly of information from a number of other existing sources including the City of Atlanta Bureau of Traffic, the Georgia Department of Transportation (GDOT), MARTA, and the Atlanta Regional Commission (ARC).

**DEFINITION:**

*Level of Service – A ranking of traffic volume-to-road capacity ratio.*

- A – Excellent*
- B – Very Good*
- C – Good*
- D – Fair*
- E – Poor but acceptable*
- F – Unacceptable*

### General Traffic Levels

In summary, traffic operates rather well on the major roadways in the South Atlanta area. Most roadways operate in the range of "Level of Service" (see definition at right) "A" or "B", which is exceptionally good. The intersection of the Lakewood Freeway Off-Ramp at Lakewood Avenue has some movements with unacceptable Levels of Service, but only in the morning peak hour (i.e., commuters). Although the major flow off of the ramp onto Lakewood Ave. operates at a Level of Service of "B", the minor through movements on Lakewood Ave. tend to operate at Level of Service "F". Although this poor Level of Service doesn't affect many motorists, it is frustrating to those that it does impact.

**Table 1.5: Level Of Service Analysis For Key Intersections**

Intersection	Level of Service	
	A.M.	P.M.
University/McDonough & Capitol/Ridge	B	B
Jonesboro Rd. & Lakewood Ave.	C	B
Pryor St. & Joyland Pl.	A	A
Pryor St. & Pryor Circle	B	A
Pryor Rd. & Claire Drive	A	A
Claire Dr. & Pryor Circle	B	A
Pryor Rd. & Fair Dr./Lakewood Amph.	B	B
Lakewood Frwy. Off Ramp & Lakewood Ave.	B	B
Lakewood Frwy. On Ramp & Lakewood Ave.	A	A

Source: Streetsmarts

### Truck Traffic

As a whole, the percentage of truck traffic through Southside Atlanta is somewhat high due to the NPU's proximity to Interstate 75/85, the heavy use of Lakewood Fairgrounds area, and the industrial/commercial nature of Jonesboro and McDonough. This may be creating a situation of cut-through traffic in some residential areas – a situation that will only get worse as new development comes on line and overall traffic counts increase. It will be

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## **I PART 1.0: ISSUES AND OPPORTUNITIES**

increasingly important to monitor truck traffic in residential areas and may ultimately require designated truck routes on commercial streets.

### **Transit**

Southside is relatively well served with transit. There are five bus lines, serving all of the major roadways in the area. These five bus routes offer access to the heart of the downtown core, to a number of MARTA rail stations (although no rail stops are found directly within the NPU) and to nearby shopping districts. However, some of the amenities that make transit an attractive alternative to driving, appear to be lacking. There is a need for bus shelters and benches along all of the routes. Furthermore, there is apparently a lack of good service to some of the major shopping districts to the east and west of Southside, which if such service were provided, both shopping and employment opportunities would open up to residents of Southside Atlanta.

### **Sidewalks**

As in most urban areas, neighborhood sidewalks are in fair to poor condition, or non-existent. Sidewalk improvement programs will be important in attracting new homeowners to the area as well as enhancing the pedestrian character of the community.

### **Accessibility**

Accessibility to the Southside Atlanta area and within the Southside Atlanta area is very good when traveling north or south. Interstate access is gained from either the Lakewood Freeway on the south or the University Street exit on the north. Furthermore, several of the major roads operate uninterrupted from south to north including, Pryor Road on the west, Jonesboro Road in the middle, and parts of Lakewood Avenue on the east. On the other hand, east-west traffic in the Southside Area is very difficult. The area is locked in the west by Interstate 75/85 and on the east by the railroad corridor. There are very few streets that run east-west through the middle of the area due to three large land masses: The Lakewood Fairgrounds, Carver Homes, and the Carver High School/Slater Elementary Campus. Claire Drive and Lakewood Avenue offer the only uninterrupted routes across the middle of the NPU (although Claire Drive crosses the middle of a single-family residential area). AHA's impending redevelopment of Carver Homes and The Atlanta Public School's renovation of the educational campus offer great opportunities to reconnect the neighborhoods on the east side of Southside Atlanta to those on the west.

### **Currently Proposed Roadway Improvement Projects**

There are two significant roadway improvement projects scheduled to begin in the year 2000. The first involves a variety of GDOT

## **I** PART 1.0: ISSUES AND OPPORTUNITIES

realignments and intersection improvements at the 5-way intersection of Capitol (north and south), University, Ridge, and McDonough to improve safety. The second improvement involves the restoration of the former Lakewood Ave. bridge over the CSX railroad tracks and an accompanying new traffic signal at Milton Ave. and Lakewood Ave. One additional proposal to widen Jonesboro Road from Constitution Ave. to McDonough Blvd. is being considered by GDOT but is beyond the present 6-year program. The widening of Jonesboro road will likely result in the demolition of much of the Lakewood Heights and South Atlanta Village Centers. This would have a negative impact on the area and work against the community's stated goals of enhancing the pedestrian character of the area. Therefore, this plan strongly recommends against the widening of Jonesboro Road.

### **Traffic vs. New Development**

As shown above, the relatively good Level of Service throughout the NPU implies a correspondingly low to moderate volume of traffic in the area on a daily basis. On the positive side, this indicates that most existing roads are well equipped to handle an increase in traffic that will likely result from the significant amount of new development proposed in the area (particularly along Pryor Road). On the negative side, however, the relatively low traffic volume will make developing new retail centers/nodes somewhat of a challenge in the short-term.



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## 1.3 FRAMEWORK FOR USING "URBAN REDEVELOPMENT POWERS"

Perhaps the most powerful means available to any local municipality in effecting change in older urban areas is the use of official "Urban Redevelopment Powers." Before this aggressive tool is brought to bear in any area, it is critically important to objectively assess physical and demographic conditions to determine the level of "blight and distress" present. While Section 1.2 of this plan **documents** the existing conditions of the area, this section of the Southside Atlanta Master Plan (Section 1.3) **analyzes** the existing conditions in consideration of using "Urban Redevelopment Powers" within NPU-Y.

### Enabling Legislation

The State of Georgia enables the use of specific tools of redevelopment through the "Redevelopment Powers Law" (OCGA 36-44). This law allows the City of Atlanta to undertake specific actions to improve the "pubic health, safety, morals, and welfare" of a specifically designated and qualifying area. In order to enact these powers, the City Council must officially declare an area as qualified based on several indicators of "slum and blight."

### Summary of Indicators of "Slum and Blight"

According to State Law, there are numerous indicators of "slum" and "blight." Some are parcel specific and some apply generally to an entire area. Based on the conditions documented in Section 1.2, the following are objective summaries of several key indicators of blight as they pertain to the Southside Atlanta Area and as defined by State Law.

#### Indicator: Vacant Land

Any area shall be considered qualified for redevelopment powers: "...which is substantially underutilized by containing open lots or parcels of land..." (O.C.G.A. 36-44-3). As shown in Section 1.2 of this report, Southside Atlanta contains 702 vacant parcels accounting for over 24% of the total parcels in the area.

#### Indicator: Structural Deficiencies

Any area shall be considered qualified for redevelopment powers: "...which [has] a predominance of substandard, slum, deteriorated, or deteriorating structures..." (O.C.G.A. 36-44-3). As shown in Section 1.2 of this report, Southside Atlanta contains 569 parcels in

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#### SAMPLE URBAN REDEVELOPMENT POWERS

*Redevelopment Project Controls to carefully guide development*

*Targeted funding mechanisms such as Tax Allocation Districts and Tax-Exempt Bonds*

*Property acquisition through the use of eminent domain*

#### TYPICAL INDICTORS OF "SLUM & BLIGHT" AS DEFINED BY STATE LAW

##### PARCEL SPECIFIC:

- *Prevalent patterns of vacant land*
- *Prevalent indications of structural deficiencies in buildings*
- *Tax delinquencies exceeding property values*
- *Insufficient lot sizes and layouts*

##### GENERAL:

- *Significant defective street layout*
- *Conflicting patterns of land use*
- *Continued population loss*
- *Detrimental environmental conditions*

## **I** PART 1.0: ISSUES & OPPORTUNITIES

less than Standard Condition accounting for over 27% of the total parcels in the area.

### **Indicator: Tax Delinquencies**

Any area shall be considered qualified for redevelopment powers: *"...which [has] a diversity of ownership, tax, or special assessment delinquency exceeding the fair value of the land..."* (O.C.G.A. 36-44-3). As shown in Section 1.2 of this report, Southside Atlanta contains 60 parcels with delinquencies exceeding Fair Market Value (2.5 times total assessed value) accounting for 2% of the total parcels in the area.

### **Indicator: Lot Sizes & Layouts**

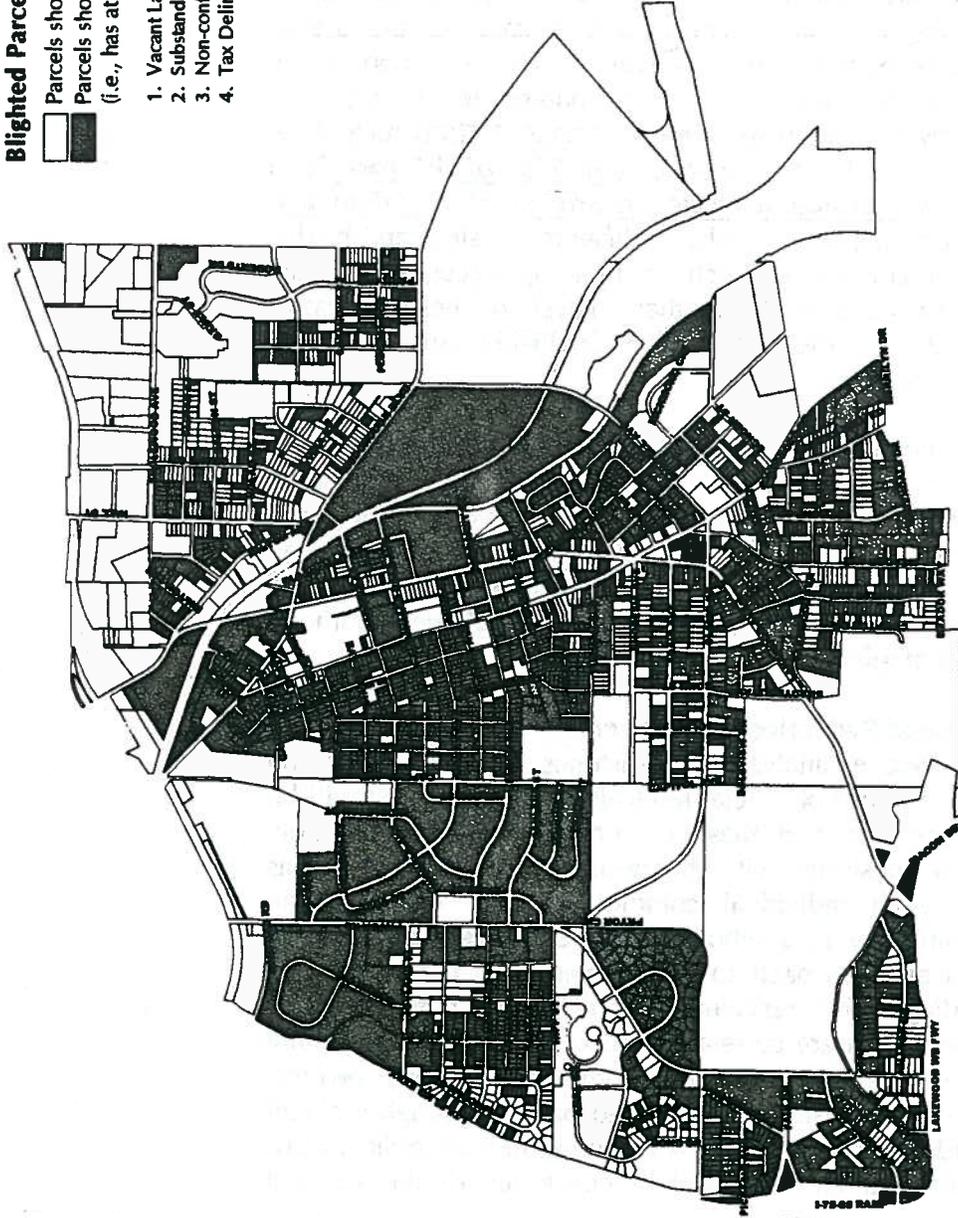
Any area shall be considered qualified for redevelopment powers: *"...[having] a faulty lot layout in relation to size..."* (O.C.G.A. 36-44-3). As shown in Section 1.2 of this report, Southside Atlanta contains 1123 parcels with illegal lot sizes compared to existing zoning. These account for over 39% of the total parcels in the area.

### **General Indicators of "Blight"**

In addition to the parcel specific indicators outlined above, the Southside Atlanta area suffers from several general indicators of "blight."

- The area suffers from inadequate street layouts and accessibility due to the presence of several "superblock" or large-scale developments such as Carver Homes, the Lakewood Fairgrounds, The Carver Education Campus, the United States Penitentiary, the General Motors plant, two railroad corridors and Interstate 75/85.
- In several locations throughout the area, there are significant land use conflicts between single-family residential areas and large-scale industrial properties.
- As demonstrated in the population section of this report, the area has been steadily losing population over the last three decades.
- Due to the presence of the railroad corridors and their associated manufacturing uses, the area contains several potential environmental contaminations.

- Blighted Parcels Legend**
- Parcels showing no indications of "blight"
  - Parcels showing some indications of "blight" (i.e., has at least 1 of the 4 indicators)
1. Vacant Land
  2. Substandard, Deteriorated or Dilapidated bldg.
  3. Non-conforming lot size
  4. Tax Delinquencies exceeding value of parcel



Source:  
Urban Collage, Inc.  
Bishop Planning Consultants  
Collaborative Technologies

Amended Southside Atlanta Master Plan: "A Vision for the 21st Century"  
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**Figure 1-23: Southside Atlanta  
"BLIGHTED" PARCELS**

## **Proposed Southside Atlanta Urban Redevelopment Area**

Any area shall be considered qualified for redevelopment powers: **"...which because of any factor or combination of factors [as enumerated above] substantially impairs or arrests the sound growth of the community."** When taken individually, none of the above indicators presents an overwhelming case for the use of Urban Redevelopment Powers. However, taken in combination, they provide a clear picture of a community that suffers from "blight." As shown on the map on the next page, 1925 parcels show evidence of blight. In other words, **over 67% of the parcels in Southside Atlanta exhibit at least one indicator of "slum and blight."** In addition, several other indicators of "slum and blight" have not been considered (such as building occupancy, code-enforcement violations, etc.). Further analysis of these indicators would only elevate the case for a Southside Atlanta Urban Redevelopment Area.

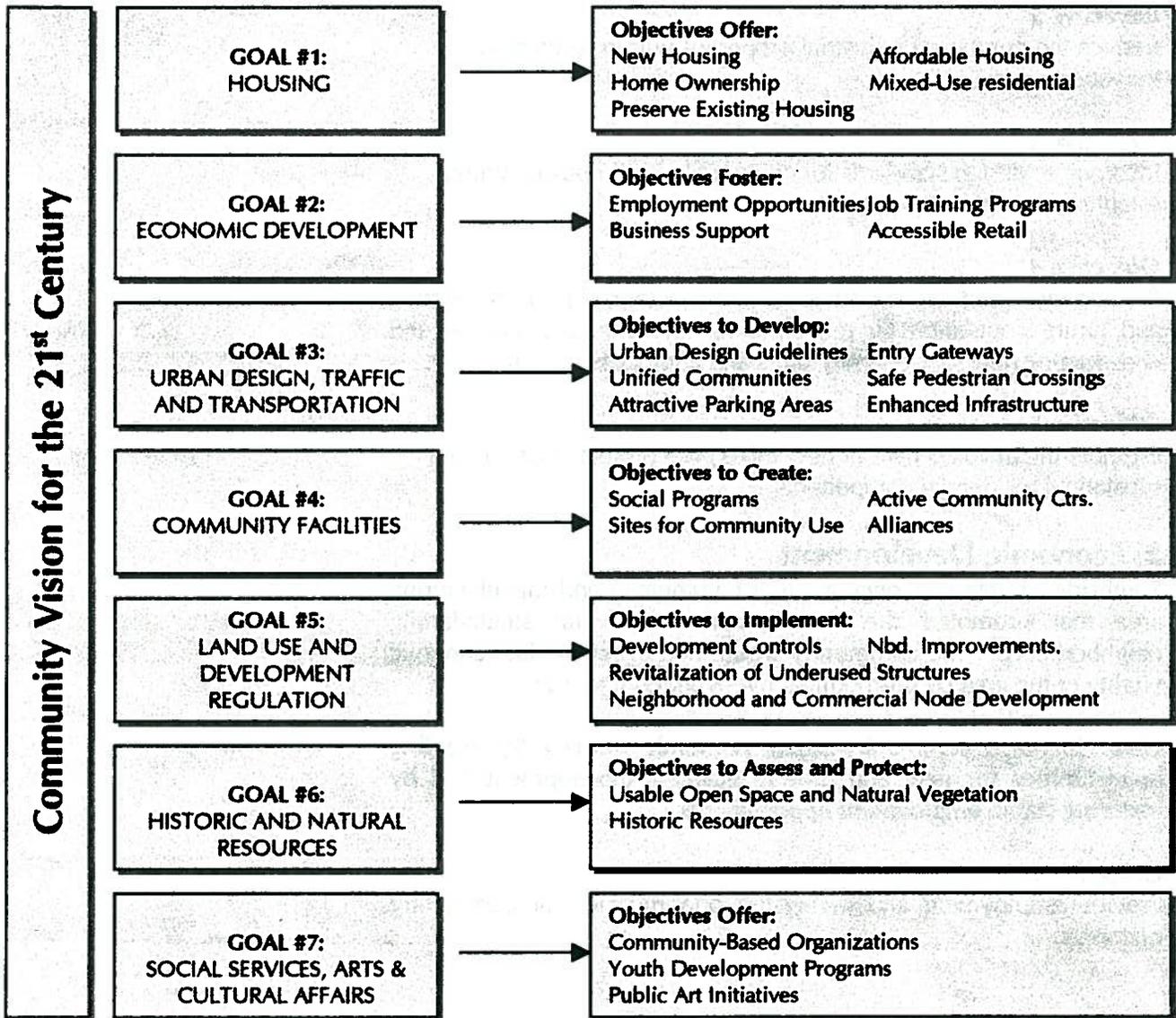
Because this official "Urban Redevelopment Area" is so large (over 1,864 acres), it will be critically important to target the use of Redevelopment Powers in relatively small and strategic locations to effectuate immediate change. A clear plan for strategically phasing the use of Redevelopment Powers, as well as other implementation mechanisms, is presented within each individual Neighborhood Plan in Part 2.0 of this report.

### **Responsible Use of Redevelopment Powers**

Although the above analysis demonstrates a clear need and justification for the use of official redevelopment powers, it will be of utmost importance that these powers be used in a sensible manner that is consistent with the desires for redevelopment as expressed by each individual community. For example, the Southside community as a whole has stated a clear desire for a **preservation-based approach** to redevelopment – preservation of existing buildings and residents. With respect to so-called "blighted" parcels that are currently occupied, this should generally equate to a strategy of assistance to existing property owners. Outright property acquisition of occupied parcels through eminent domain should be used as a last resort only and, by policy, must never be used without the absolute consensus of the affected community.

## 1.4 SOUTHSIDE GOALS & OBJECTIVES

Through persistent community-based leadership all the Southside Atlanta neighborhoods have empowered their residents and businesses to develop a clear vision for the 21<sup>st</sup> century. In short, the people of Southside Atlanta envision a community that is **reclaimed, revitalized, and redeveloped**. Following from this basic, yet powerful vision, more detailed goals and objectives have been enumerated by the community as a whole to define the needs and opportunities for Southside Atlanta. The following seven goals and associated objectives represent an amalgamation of ideas expressed in numerous key community planning efforts over the past two years for the entire Southside Atlanta area. More specific objectives for each Planning Subareas/Neighborhoods are detailed later in Part 2.0.



## **I** PART 1.0: ISSUES AND OPPORTUNITIES

### **1. Housing:**

There are 3080 housing units in the NPU Y area. Several of these units are in disrepair and in need of rehabilitation. According to community leaders there is a need for additional single-family housing to attract young couples to the area as well as to provide housing for the elderly.

**Goal:** Improve the physical condition and availability of housing by increasing the supply of decent safe and affordable housing options through reclamation, rehabilitation, new construction, redevelopment and expanded opportunities for home ownership.

#### **Objective 1**

Preserve, enhance and improve the existing housing stock.

#### **Objective 2**

Reduce the number of industrial properties within residential neighborhoods.

#### **Objective 3**

Incorporate design standards for compatible infill housing within established neighborhoods.

#### **Objective 4**

Provide increased opportunities for home ownership for the existing and future population by rehabilitating unoccupied structures and constructing new single-family units and affordable housing units.

#### **Objective 5**

Promote the development of new mixed-use projects that contain substantial residential components.

### **2. Economic Development**

Southside Atlanta was once a major commercial and manufacturing area that promoted the development of several single-family neighborhoods. The community would like to revive the economic vitality of the area by promoting a live-work community.

**Goal:** Increase community-based economic activity by creating opportunities for new and diverse business development and by fostering stable employment opportunities.

#### **Objective 1**

Provide employment and ownership opportunities for community members.

## **1** PART 1.0: ISSUES AND OPPORTUNITIES

### **Objective 2**

Develop and implement job training programs and placement programs for the community.

### **Objective 3**

Provide commercial retail spaces that offer basic goods, business support services and personal services to the residents of the community.

### **Objective 4**

Develop retail nodes that are accessible, pedestrian friendly and neighborhood scaled.

### **Objective 5**

Provide retail services that are usable by the whole community, particularly for the elderly and the youth in the community.

## **3. Urban Design, Traffic and Transportation**

Southside Atlanta serves several major corridors throughout the city. As a result, the area suffers from cut through and commuter traffic. In addition, the area contains a significant amount of open space that is not connected to surrounding areas or other open space.

**Goal: Improve the public streets, right-of-ways and open spaces in the NPU in an effort to create a more pedestrian friendly environment and to ease vehicular circulation.**

### **Objective 1**

Create development guidelines that guide the design of the public right-of-way to foster a pedestrian friendly environment.

### **Objective 2**

Establish gateways and entry features within the urban landscape to create a sense of identity.

### **Objective 3**

Incorporate design and land use features, which unify and connect the various communities of the NPU.

### **Objective 4**

Provide safe pedestrian crossings at major intersections.

### **Objective 5**

Develop safe and attractive parking areas that foster pedestrian movement.

#### **4. Community Facilities and Services**

Southside Atlanta is blessed with several community facilities. However, many of these facilities are in disrepair.

**Goal:** Preserve, renovate and develop community facilities and services that address the various needs of the community particularly those of youth and seniors.

**Objective 1**

Develop social, educational and recreational programs targeting the youth and elderly populations.

**Objective 2**

Renovate and in some cases expand existing community centers to better serve the residential areas of the community.

**Objective 3**

Identify sites for new community facilities in key locations.

**Objective 4**

Form alliances between adjacent institutions and businesses to foster collaborative community uses.

**Objective 5**

Establish community related uses for the Lakewood fairgrounds and reclaim South Bend Park to promote new recreational uses.

#### **5. Historic and Natural Resources**

As one of the areas of town that was developed early in Atlanta's history, there are a significant number of natural and historic resources that are deserving of preservation.

**Goal:** Identify, evaluate and protect the natural and historic resources present in the community.

**Objective 1**

Encourage development standards that protect and increase usable open space and areas of natural vegetation.

**Objective 2**

Assess all potential historic resources in the community and determine the possibility of nominating individual structures or districts for historic status.

**Objective 3**

Identify and assess all possible areas that may contain environmental contamination to determine adequate mitigation efforts.

## **6. Land Use and Development Regulation**

**Goal:** Develop a sustainable and compatible land use plan that encourages a friendly pattern of single-family residential, well-placed commercial development and increased open space and recreational opportunities.

### **Objective 1**

Develop appropriate development controls to encourage patterns of new development that are consistent with Smart Growth Principles

### **Objective 2**

Improve neighborhood image and visibility

### **Objective 3**

Provide regulatory mechanisms to encourage reuse and revitalization of underutilized structures.

### **Objective 4**

Encourage the clustering of neighborhood/commercial activity in nodes that are convenient to the residents and that provide convenient bicycle and pedestrian access.

## **7. Social Services, Arts & Cultural Affairs**

The cultural life of Southside Atlanta is perhaps its greatest asset.

**Goal:** Provide a network of social services, arts and cultural activities that is self-sustaining and responsive to the community's needs for human development.

### **Objective 1**

Strengthen and expand the capacity of existing community-based organizations and educational programs, with emphasis on self-supporting and self-sustaining programs or services.

### **Objective 2**

Promote youth oriented development programs.

### **Objective 3**

Locate sites for new cultural activities.

### **Objective 4**

Support and expand public art initiatives within Southside Atlanta.



Amended Southside Atlanta Redevelopment Plan  
**Part 2: NEIGHBORHOOD  
MASTER PLANS**

**PART 2.0 OVERALL MASTER PLAN**

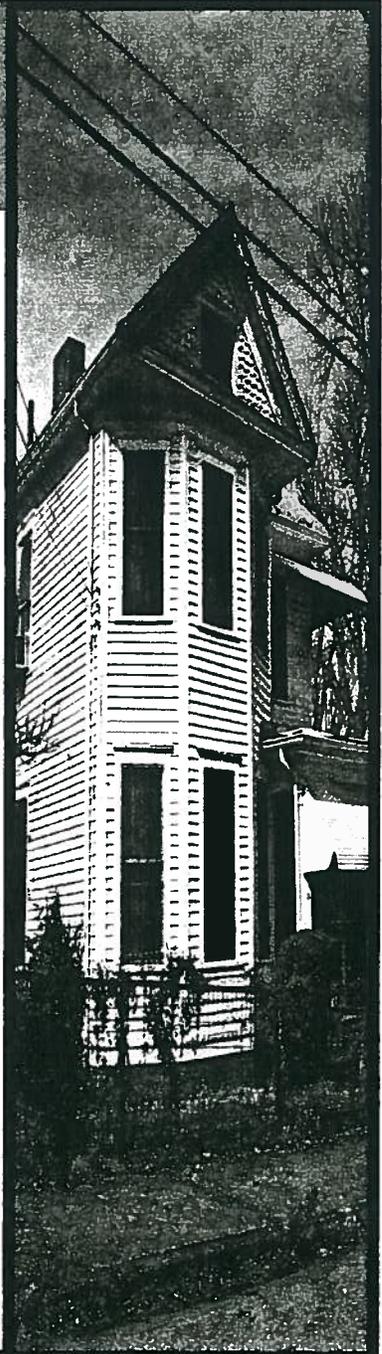
- 2.1 MASTER PLAN FRAMEWORK..... p.2-1
- 2.2 GUIDING PLANNING PRINCIPLES..... p.2-1
- 2.3 OVERALL PLANNING CONCEPTS..... p.2-2
  - Future Land Use Plan & Strategic Actions ..... p.2-2
  - Civic Improvements Plan ..... p.2-6
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**PART 2A PRYOR ROAD CORRIDOR MASTER PLAN**

**PART 2B LAKEWOOD HEIGHTS MASTER PLAN**

**PART 2C SOUTH ATLANTA MASTER PLAN**

**PART 2D CHOSEWOOD PARK MASTER PLAN**





## **PART 2.0 LIST OF FIGURES**

### **2.1 MASTER PLAN FRAMEWORK**

- No Figures

### **2.2 GUIDING PRINCIPLES**

- No Figures

### **2.3 OVERALL PLANNING CONCEPTS**

- Figure 2.1 REDEVELOPMENT LAND USE PLAN .....p.2-3
- Figure 2.2 CIVIC IMPROVEMENTS PLAN .....p.2-7
- Figure 2.3 TRANSPORTATION IMPROVEMENTS .....p.2-10

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### **2.1 MASTER PLAN FRAMEWORK**

- No Tables

### **2.2 GUIDING PRINCIPLES**

- No Tables

### **2.3 OVERALL PLANNING CONCEPTS**

- Table 2.1 SUMMARY OF REDEVELOPMENT CONTROLS .....p.2-12



## 2.1 MASTER PLAN FRAMEWORK

Taken as a whole, this Southside Atlanta Redevelopment Plan document presents the collective vision and plan for the full redevelopment of the Southside Atlanta Community. It is important to recognize, however, that Southside Atlanta is comprised of several distinct communities including: A) The Pryor Road Corridor; B) Lakewood Heights; C) South Atlanta; and D) Chosewood Park (which includes the northern industrial corridor). While Part 1.0 of the Southside Redevelopment Plan documented background and existing conditions information, Part 2.0 describes the projects and programs envisioned to revitalize Southside. In doing so, Part 2.0 presents an Overall Master Plan as well as individual Master Plans for each of the planning Subareas (e.g., Part 2.0A is the Master Plan for the Pryor Road Corridor). The overall Master Plan outlines the basic principles common to all areas and describes the overall approach to land use, civic spaces and transportation. The individual Neighborhood Master Plans detail specific development projects (i.e., pertaining to real estate) as well as open space and transportation improvements.

### SOUTHSIDE ATLANTA SUBAREAS & NEIGHBORHOODS

#### Subarea A: Pryor Road

Carver Homes Neighborhood  
Highpoint Estates Nbd.  
Joyland Neighborhood  
Amal Heights Neighborhood  
Betmar LaVilla Neighborhood

#### Subarea B: Lakewood Hgts. Nbd.

#### Subarea C: South Atlanta Nbd.

#### Subarea D: Chosewood Park

(Inclusive of the Chosewood  
Park Neighborhood and the  
Industrial Corridor- Subarea E)

## 2.2 GUIDING PLANNING PRINCIPLES

Through persistent community-based leadership the Southside Atlanta neighborhoods have empowered themselves to develop a clear vision for the 21<sup>st</sup> century. In short, the people of Southside Atlanta envision a community that is **reclaimed**, **revitalized**, and **redeveloped** (see Part 1.4 for detailed Goals and Objectives). In order to achieve this vision, six important planning ideas have been identified. All of the projects and programs outlined in this plan are based on the following guiding principles:

1. Southside's existing single family neighborhoods must be preserved and rehabilitated;
2. New mixed income housing should be developed;
3. "Village Centers" at the heart of each neighborhood should be developed in a way that is pedestrian friendly and provides basic retail services;
4. Existing institutions such as churches, schools and community centers should be preserved;
5. All parts of the community should be connected through a series of open green spaces, streetscapes and trails;
6. Transportation systems should be enhanced to ensure safe and functional circulation for pedestrians and automobiles.
7. New opportunities for economic development and job creation must be actively pursued.

### GUIDING PRINCIPLES OF SOUTHSIDE

- Preserve Single family Neighborhoods
- Develop New Mixed Income Housing
- Develop Commercial "Village Centers"
- Preserve Existing Institutions
- Connect Areas and Facilities Through a System of Linked Open Spaces and Streetscapes
- Improve Transportation Systems
- Expand Southside's Economic Base

## **2.3 OVERALL PLANNING CONCEPTS**

The following section describes the overall planning approach for Southside Atlanta with respect to Future Land Use, Civic Improvements and Transportation. Only the general concepts are described herein. More details on specific projects can be found in the individual Part 2.0 Neighborhood Master Plans. The overall approach to implementation of these concepts can be found in Part 3.0.

### **Future Land Use Plan & Strategic Actions**

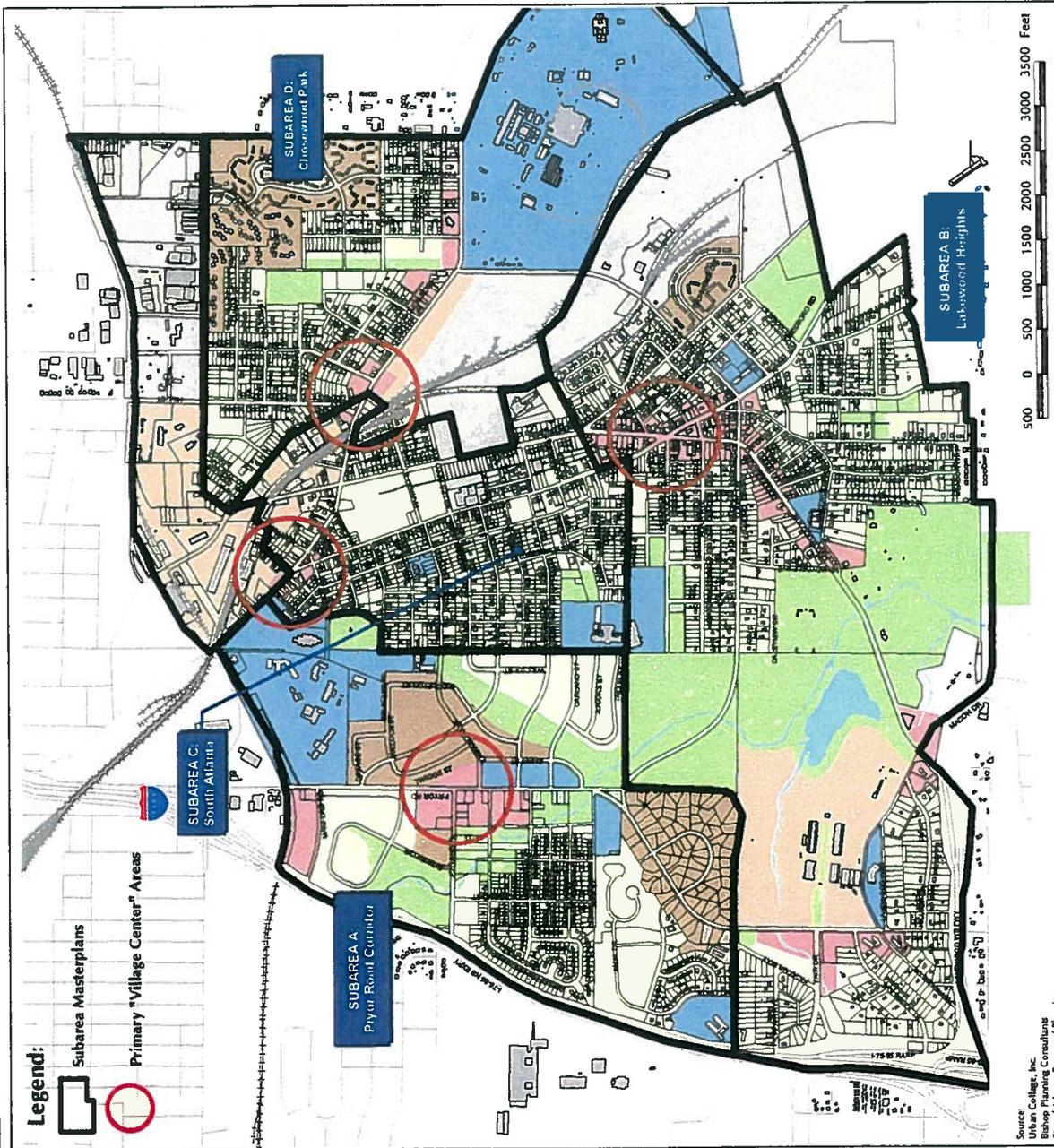
The Southside Atlanta Redevelopment Plan seeks to provide a long-term land use concept that is primarily based on existing land use patterns but enhances the opportunities for living, working, shopping, worshipping and playing. To that end, this plan proposes a 20-year land use vision that is comprised of seven conceptual categories (see Figure 2.1 on the following page). The Land Use Plan is designed as a generalized blue-print for the future and in most cases implies a plan of action to achieve the vision. *(Individual projects are described in more detail in each of the Neighborhood Master Plans).*

#### **Single-Family Residential:**

The existing single-family residential neighborhoods of Southside Atlanta are perhaps the area's greatest asset. These areas must be preserved and aggressively rehabilitated to provide opportunities for increased homeownership. The proposed actions for these areas include:

- Rehabilitate existing single-family houses
- Acquire vacant lots to construct infill single-family homes
- In some cases, acquire unoccupied houses for rehabilitation
- In limited instances, demolish houses that are a severe public safety hazard
- Repair damaged sidewalks
- Rehabilitate existing churches and community institutions
- In a few instances, convert multifamily and non-residential properties to homeownership over time

2 PART 2.0: OVERALL MASTER PLAN



REVITALIZATION AREAS & ACTIONS	
	<b>SINGLE-FAMILY RESIDENTIAL</b> <b>INTENT:</b> Preserve and enhance existing residential neighborhoods and provide new opportunities for homeownership. <b>ACTIONS:</b> -Provide rehabilitation assistance for existing homes; -Purchase vacant lots and construct infill single-family homes; -Purchase and rehabilitate existing unoccupied houses; -Develop new single-family homes and townhouses in key locations; -Demolish existing houses that are a severe public safety hazard (minimal qty); -Repair existing neighborhood sidewalks; -Preserve and rehabilitate existing neighborhood churches and institutions; -Support existing small-scale retail establishments.
	<b>MULTIFAMILY RESIDENTIAL</b> <b>INTENT:</b> Provide rental and ownership opportunities for those that can not afford a house. <b>ACTIONS:</b> -Rehabilitate most existing apartment complexes; -Re-develop and reconstruct select apartment complexes; -Convert select units from rental to ownership (condominium).
	<b>NEIGHBORHOOD COMMERCIAL</b> <b>INTENT:</b> Encourage the development of small-scale, pedestrian-friendly commercial "villages." <b>ACTIONS:</b> -Rehabilitate existing commercial buildings; -Re-develop underutilized commercial structures; -Provide mixed-use opportunities for retail, loft housing, office and professional service space; -Provide pedestrian enhancements such as streetscapes, sidewalks, etc.; -Provide small business assistance; -Coordinate marketing efforts to attract new retailers to serve both residents and visitors.
	<b>INSTITUTIONAL</b> <b>INTENT:</b> Preserve and improve existing neighborhood institutions, service providers and community facilities. <b>ACTIONS:</b> -Preserve and rehabilitate existing community facilities and institutions; -Rehabilitate public school facilities; -Expand select community facilities; -Develop new community facilities in key locations; -Utilize public and private partnerships to share facilities.
	<b>MIXED-USE</b> <b>INTENT:</b> Provide unique new opportunities for housing and non-housing uses together. <b>ACTIONS:</b> -Construct new "live-work" developments which combine housing and commercial uses; -Adaptively re-use existing commercial & industrial buildings for loft and studios.
	<b>INDUSTRIAL</b> <b>INTENT:</b> Provide opportunities for new jobs and economic development. <b>ACTIONS:</b> -Preserve and rehabilitate many existing industrial facilities; -Re-develop existing properties for new light industrial uses; -Improve buffering conditions between industrial areas and residential areas.
	<b>OPEN SPACE &amp; RECREATION</b> <b>INTENT:</b> Improve outdoor recreation options by enhancing existing facilities and providing new facilities in a connected system of open spaces. <b>ACTIONS:</b> -Preserve and rehabilitate existing neighborhood parks; -Improve access and expand amenities at existing parks; -Develop new open spaces; -Connect open spaces through greenways, multi-use paths, bike routes and streetscapes.

Figure 2.1: Southside Atlanta FUTURE REDEVELOPMENT LAND USE

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 CITY OF ATLANTA and the Atlanta Empowerment Zone  
 Prepared by Urban Collage, Inc. in Assoc. w/BPC



**Multifamily Residential:**

There are several large-scale multifamily developments in the area that provide important opportunities for renters who may not desire or be able to afford homeownership. The proposed actions for these areas include:

- Rehabilitate existing apartment units
- In some cases, demolish and reconstruct new apartment homes
- Provide additional multifamily units within individual or mixed-use developments as outlined in the Jonesboro Road Corridor Redevelopment Plan

**Neighborhood Commercial:**

A fundamental concept of this redevelopment plan is the provision of neighborhood commercial areas for existing residents, new residents and visitors to the area. The centerpiece of this concept is the creation (or enhancement) of three "Village Centers" that are pedestrian-friendly and small-scale and one larger "Town Center" for community level shopping as recommended in the Jonesboro Road Corridor Redevelopment Plan. The proposed actions for these areas include:

- Rehabilitate existing buildings for retail and office uses
- In some cases, demolish and/or reconstruct underutilized structures
- In many cases, provide opportunities for a mix of uses within the same property (e.g., retail, services, offices, loft housing, etc.)
- Improve the pedestrian environment through streetscapes, street furniture, utility burials, signage, and new plazas
- Provide small business assistance to existing and new entrepreneurs
- Conduct collaborative marketing efforts to ensure healthy tenant mixes

**Institutional:**

Another important component of the Southside Atlanta community is the abundance of community facilities and neighborhood institutions. The proposed actions for these areas include:

- Rehabilitate existing community facilities and faith-based institutions
- In some cases, expand existing institutions and community programs
- In some cases, develop new community facilities

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- Rehabilitate existing schools
- Seek out creative partnerships between the public and private sector to further community objectives

### **Mixed-Use:**

In addition to the Village Centers mentioned above, there are several unique opportunities within Southside Atlanta to create new mixed-use developments that seek to combine housing and non-housing uses (most notably Lakewood Fairgrounds and the northern railroad corridor). The proposed actions for these areas include:

- Adaptively reuse existing structures to create new “live-work” studios for professionals and artisans
- Develop new projects that contain both housing and non-housing uses
- Convert existing underutilized industrial spaces into commercial and residential lofts

### **Industrial:**

Due to the area’s history of development along the railroad lines there are several active industrial properties. Although these land uses are proposed to decrease over time, they still provide an important economic base for the area and create numerous job opportunities for residents. The proposed actions for these areas include:

- Rehabilitate many existing industrial uses including improved landscape buffering and property maintenance
- Convert some underutilized industrial properties to ecologically “clean” industries

### **Open Space & Recreation:**

Southside Atlanta is blessed with numerous outdoor open spaces and recreation opportunities. The Future Land Use plan proposes to enhance these areas and expand their usefulness. The proposed actions for these areas include:

- Rehabilitate and in some cases expand existing neighborhood parks
- Improve amenities and access to existing parks
- Develop new open space and recreation facilities
- Connect all open spaces through greenways, multi-use paths, bike routes and streetscapes

## Civic Improvement Plan

As with the Future Land Use Plan, the Southside Atlanta Civic Improvement Plan presents a 20-year blue print for how the area's open spaces, recreation facilities and community centers are to be developed (see Figure 2.2 on the following page). In general, open space improvements have been divided into five distinct types of projects including greenway trails, streetscapes, parks and open spaces, plazas and community facilities. *(Individual projects are described in more detail in each of the Neighborhood Master Plans).*

### Greenway Trails:

Due to the abundance of open space in the area, there is a tremendous opportunity to connect Southside with the City of Atlanta's broader Greenway Trail System. New Greenway Trails developed in Southside will generally include off-street multi-use paths for joggers, bikers, and pedestrians. In some cases they will also include pedestrian amenities such as benches, lighting, and natural water features. The new Southside Greenway Trails System will serve to connect the Carver Educational Campus to South Bend Park and beyond as well as to connect Chosewood Park to the Lakewood Heights Village Center.

### Streetscape Enhancements:

New streetscapes are envisioned for several streets to enhance the overall appearance of the public environment and to make streets more pedestrian friendly. These improvements will include various combinations of new street trees, lights, banners, sidewalks, curbs, landscaping and street furniture. In a few places it might also include on-street parking.

### Park and Open Space Improvements:

As previously mentioned, Southside is blessed with a substantial amount of formalized open space (approximately 180 acres, or 10% of the developable land area). The plan proposes to enhance these spaces with new amenities and, in some cases, proposes expansions to current facilities. As with the Greenway system, there is a great opportunity to connect a series of passive and active open spaces from the Carver Educational Campus to South Bend Park. A key component of this connection will be the long-term conversion of the City of Atlanta property flanking Claire Drive (between Pryor Rd. and Price Middle School). In some cases, new open spaces will be supported through private development initiatives in an effort to maximize funding resources. Finally, the preservation of several large natural open spaces will be critically important in preserving the character of the area and maintaining a mix of passive and active open space.

### SOUTHSIDE GREENWAY TRAILS PROJECTS

- Grant Park and West End Greenway
- Pryor Road Greenway
- Carver Greenway
- Lakewood Greenway
- Chosewood Park Greenway

### STREETSCAPE PROJECTS

- Pryor Road Streetscape
- Moury Streetscape
- Claire Drive Streetscape
- Lakewood Streetscape
- Jonesboro Streetscape
- Gammon Streetscape
- Thirkeld Streetscape
- Capitol Ave. Streetscape
- McDonough Streetscape
- Boulevard Streetscape

### PARKS AND OPEN SPACE PROJECTS

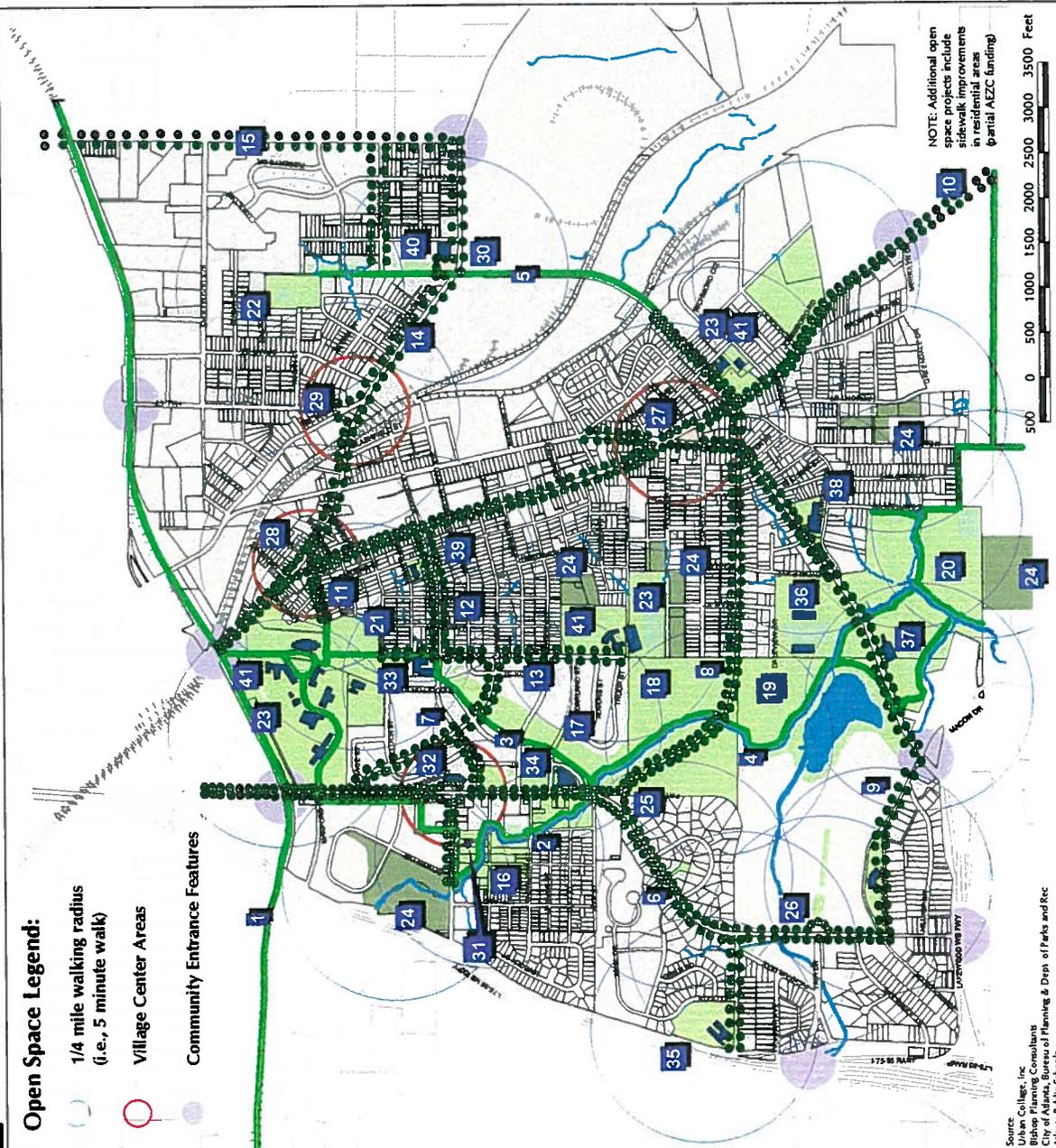
- Langford Park
- Carver Homes
- Claire Drive Parkland
- Lakewood Park
- South Bend Park
- South Atlanta Park
- Chosewood Park
- School Yards
- Natural Open Space Preservation



**2 PART 2.0: OVERALL MASTER PLAN**

**Open Space Legend:**

- 1/4 mile walking radius (i.e., 5 minute walk)
- Village Center Areas
- Community Entrance Features



Source:  
Urban Collage, Inc.  
Bishop Planning Consultants  
City of Atlanta, Bureau of Planning & Dept. of Parks and Rec  
Atlanta Public Schools

**OPEN SPACE IMPROVEMENT PROJECTS**

**SOUTHSIDE GREENWAY TRAILS SYSTEM**

1. GRANT PARK & WEST END GREENWAYS: Multi-use path on abandoned railroad line
2. PRYOR ROAD GREENWAY: Off-street multi-use path for bicycles and pedestrians; path follows recently improved creek
3. CARVER GREENWAY: Off-street multi-use path for bicycles and pedestrians; path follows Carver Campus and new Carver Homes open space
4. LAKEWOOD GREENWAY: Off-street multi-use path for bicycles and pedestrians; path crosses Fairwinds and South Bend Park; path ties into existing street system
5. CHOSEWOOD PARK GREENWAY: Off-street multi-use path for bicycles and pedestrians; path connects Chosewood Park to Lakewood Village Center

**STREETSCAPE ENHANCEMENTS**

6. PRYOR ROAD STREETSCAPE: Trees, sidewalks, lighting, landscaping; partial on-street parking (includes Joyland Place) and minor impvs. to Ashwood Street
7. MOURNY STREETSCAPE: Boulevard, trees, sidewalks, lighting and landscaping (associated with Carver Homes redevelopment)
8. CLAIRE DRIVE STREETSCAPE: Trees, sidewalks, lighting and landscaping; pedestrian crossing at Lakewood Greenway
9. LAKEWOOD AVENUE STREETSCAPE: Trees, sidewalks, lighting and landscaping; pedestrian crossing at Lakewood Greenway
10. JONESBORO ROAD STREETSCAPE: Trees, sidewalks, lighting and landscaping (includes connecting streets at Village Centers)
11. GAMMON STREETSCAPE: Residential streetscape enhancements to connect South Atlanta Park to the South Atlanta Village Center
12. THIRKELD STREETSCAPE: Residential streetscape enhancements to connect the Bethlehem Center to Carver Greenway
13. CAPITOL AVENUE STREETSCAPE: Residential streetscape enhancements to connect Price Middle School to the Carver Campus
14. McDONOUGH BLVD. STREETSCAPE: Trees, sidewalks, lighting and landscaping
15. BOULEVARD STREETSCAPE: Trees, sidewalks, lighting and landscaping (includes Casanova St.)

**PARK & OPEN SPACE IMPROVEMENTS**

16. LANGFORD PARK: Improvements to existing park and expansion to Pryor Road
17. CARVER HOMES: Development of new open space and outdoor recreation amenities
18. CLAIRE DRIVE PARKLAND: Possible long-term conversion of existing City prop. to parkland
19. LAKEWOOD PARK: Improvements to lake area including greater accessibility and pedestrian amenities
20. SOUTH BEND PARK: Construction of new gym along Lakewood Ave; new soccer field on GDOT property; passive recreation improvements around historic building
21. SOUTH ATLANTA PARK: Preservation of existing park with pathway improvements
22. CHOSEWOOD PARK: Resurfacing of tennis courts, pedestrian and landscape improvements; neighborhood maintained trailhead down to McDonough
23. SCHOOL YARD IMPROVEMENTS: Outdoor recreation improvements to Slater Elem., Price Middle and Carver Highschool as a part of APS SPLIT
24. NATURAL OPEN SPACE: Conservation of existing large natural areas

**PEDESTRIAN PLAZAS**

25. CLAIR DRIVE PLAZA: New triangular plaza associated with Pryor Rd. Streetscape
26. LAKEWOOD FARGROUNDS PLAZA: New plaza at Pryor Rd. entry to Fairgrounds
27. LAKEWOOD PLAZA: New plaza with development of Lakewood Village Ctr.
28. SOUTH ATLANTA PLAZA: New plaza with development of South Atlanta Village Ctr.
29. CHOSEWOOD PLAZA: New plaza with development of Chosewood Village Ctr.
30. CHOSEWOOD TRAILHEAD PLAZA: New plaza at trailhead to Chosewood Park

**COMMUNITY FACILITY IMPROVEMENTS**

31. LANGFORD COMMUNITY CENTER: Improvements to exist. pool and center (senior svcs.) (associated with redevelopment of Carver Homes)
32. JOYLAND MIXED-USE CENTER: New community services and retail building
33. CAMPBELL EDUCATION CENTER: APS conversion of school to pre-k and adult ed. center
34. CARVER RECREATION CENTER: New gym and recreation services building linked to expanded Langford Park and Carver Open Space (Assoc. with redevelopment of Carver Homes)
35. ATLANTA FIRE TRAINING CENTER: Improvements to exist. facility and open space improvements for community use
36. APS ATHLETIC FIELD: Preservation of exist. facility
37. SOUTH BEND: Construction of new gym along Lakewood Ave.
38. WHITEHEAD BOY'S AND GIRL'S CLUB: Expansion of current recreation center
39. BETHLEHEM CENTER: Renovation and addition including community gardens
40. CHOSEWOOD PARK CENTER: Develop. of new center within mixed-use project
41. APS SCHOOLS: Renovation of Slater ES, Price MS and Carver HS as part of APS SPLIT

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**Figure 2.2: Southside Atlanta CIVIC IMPROVEMENTS PLAN**



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### **Pedestrian Plazas:**

Several new pedestrian plazas are proposed at key intersections. These plazas will contain new landscaping, lighting, decorative paving and opportunities for public art. The best opportunities for these plazas are at prominent triangular intersections (most notably the Lakewood Heights Village Center).

### **Community Facility Improvements:**

All of the area's community facilities will be preserved and in most cases, renovated. There are several types of community facility renovations including schools, churches, health centers, gymnasiums, fire stations, and community centers. In addition, there are several facilities (both public and private) that will be expanded including the Bethlehem Center and the Boys and Girls club. There are several new community centers planned including space within the Pryor Road Village Center and in the Chosewood Park neighborhood at the intersection of Sawtell and McDonough.

### **Brownfields Assessments**

The City of Atlanta is in the process of expanding its capabilities to support the redevelopment of brownfield sites. As an older railroad and industrial corridor, Southside Atlanta contains numerous documented brownfield sites that represent tremendous redevelopment opportunities. In that regard, the City is currently conceiving a pilot program to address brownfield sites in Southside and three other target areas within the City. The program will seek funding from the Environmental Protection Agency (EPA) to build upon the City's existing partnership with Argonne National Laboratory and Center for Land Renewal. The pilot program has the following goals: a) To create a brownfield GIS center; b) to develop a database of brownfield properties; c) to perform initial assessments of individual sites; d) to identify specific sites for open space/recreational development; e) to identify a "showcase" private development site; f) to provide community outreach sessions; g) to conduct research on City policies, tax incentives and liability insurance; and h) to identify complimentary resources for EPA funds.

These efforts should greatly enhance the viability and attractiveness for development of many of the Southside redevelopment projects outlined in each of the Master Plans contained within this report (see Parts 2A, 2B, 2C and 2D). (Please see the appendix for a map of individual brownfield sites within Southside Atlanta.)

### **PEDESTRIAN PLAZA PROJECTS**

- Claire Drive Plaza
- Lakewood Fairgrounds Entry Plaza
- South Atlanta Village Center Plaza
- Chosewood Village Center Plaza
- Chosewood Trailhead Plaza

### **COMMUNITY FACILITY PROJECTS**

- Langford Community Center
- Joyland Mixed-use Center
- Campbell Education Center
- Carver Recreation Center
- Atlanta Fire Training Center
- APS Athletic Field
- South Bend Center
- Whitehead Boys and Girls Club
- Bethlehem Center
- Chosewood Park Community Center
- APS School Renovations

## Transportation Improvement Plan

The Southside Atlanta Transportation Plan presents a 20-year blue print for how the area's circulation systems are to be improved (see Figure 2.3 on the following page). In general, transportation improvements have been divided into five distinct categories including bike routes, roadway improvements, on-grade railroad crossings, pedestrian crossings, street abandonments and bus routes. *(Individual projects are described in more detail in each of the Neighborhood Master Plans).*

### **Bike Routes:**

Bike routes provide an important alternative mode of transportation in the effort to reduce traffic congestion and pollution. As such, the City of Atlanta has instituted a long-range bike plan to restripe many streets for shared and dedicated lanes. Most of these existing projects have been incorporated herein. A few bike routes have been added to the City's implementation list including a route to coincide with the proposed Southside Greenway Trail System mentioned above (i.e., through Lakewood Park and South Bend Park).

### **Roadway Improvements:**

As documented in Part 1.2 of this plan, most roads within Southside Atlanta operate at a very good level of service (i.e., not overly congested). Despite the significant levels of new development proposed, it has been determined that the road system will continue to operate at good levels and therefore no major changes are anticipated. Proposed roadway changes include a realignment of University Avenue and Ridge Avenue (currently in GDOT's funding cycle) and the reopening of the Lakewood Avenue bridge over the CSX rail line. The plan also proposes to provide on-street parallel parking at the Pryor Road Village Center

### **On-Grade Railroad Crossings:**

Due to the active presence of the CSX rail line, there are two locations where on-grade crossings present a safety hazard. Improvements are planned to the aforementioned University and Ridge intersection as well as the CSX and Sawtell intersection. Both areas will require further study by engineers to determine the best approach for improving these dangerous areas for both pedestrians and automobiles.

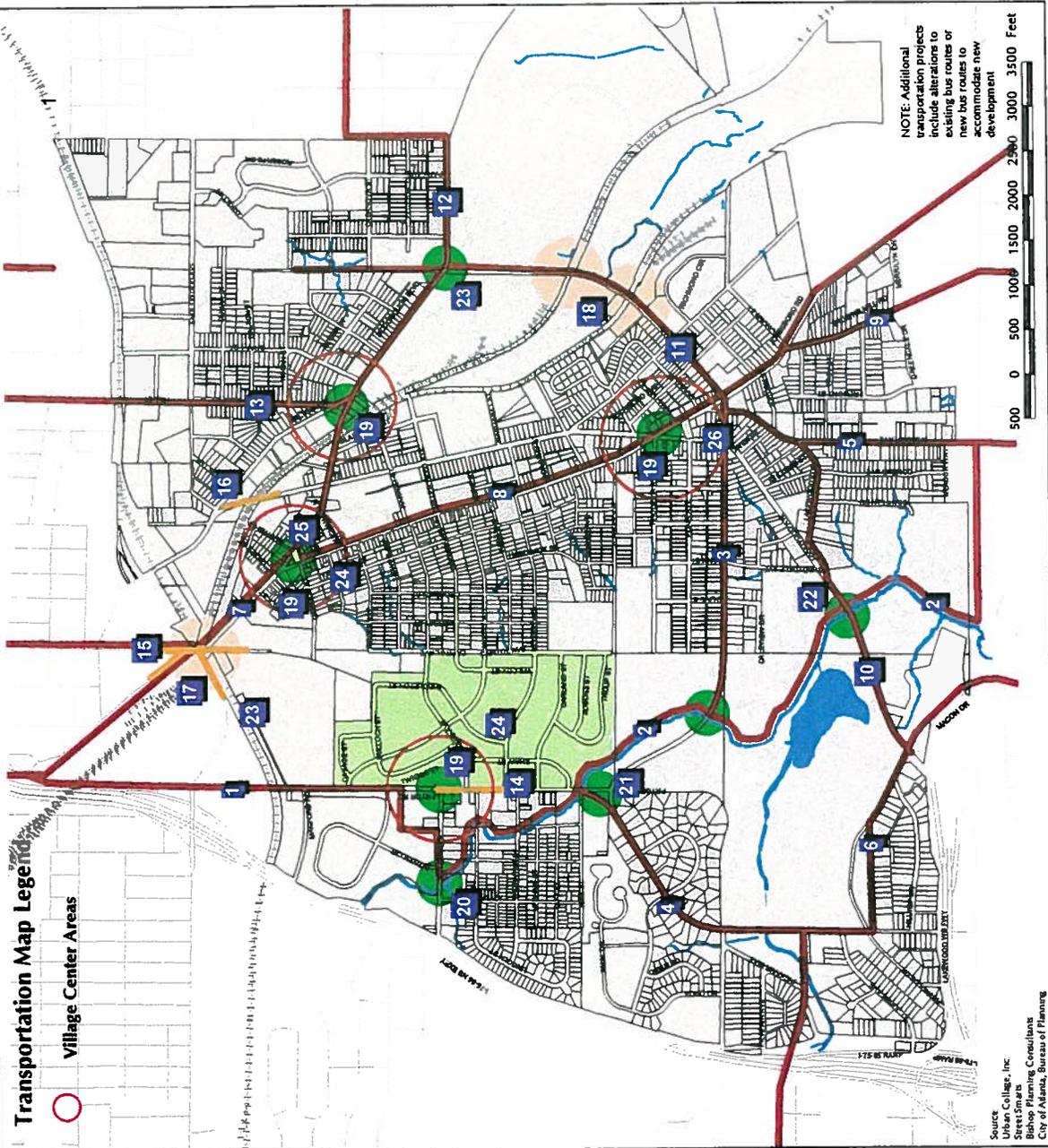
#### **BIKE ROUTE PROJECTS**

- Claire Drive Bike Route
- John A. White-Cleveland Bike Route
- Brown's Mill Road Bike Route
- Hill Street Bike Route

#### **ROADWAY IMPROVEMENT PROJECTS**

- Pryor Road On-Street Parking
- Ridge/University Reconstruction
- Lakewood Avenue Bridge Reconstruction

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- TRANSPORTATION IMPROVEMENT PROJECTS**
- ON & OFF-STREET BIKE ROUTES**
- Bike route projects and titles have been adapted from the City of Atlanta's Bike Plan (1999)
1. CLAIRE DRIVE (A): Combination of on and offstreet bike route from University to Fair Drive (associated with Pryor Street Streetscape)
  2. CLAIRE DRIVE (B) Offstreet bike route from Pryor Road to South Bend Park (associated with Claire Drive Streetscape and Southside Greenway System)
  3. CLAIRE DRIVE (C): Onstreet bike route from north entrance of Lakewood Park to Jonesboro Road (associated with Claire Drive Streetscape)
  4. CLAIRE DRIVE (D): Onstreet bike route from Pryor/Claire to Fair Drive (associated with the later phase of Pryor Road Streetscape)
  5. CLAIRE DRIVE (E): Onstreet bike route from Lakewood Terrace to Mesador Way (assoc. with the later phase of Pryor Rd. Streetscape and with the Lakewood Way Streetscape)
  6. JOHN A. WHITE - CLEVELAND: Onstreet bike route from Interstate 75/65 to Macon Drive
  7. BROWNSHILL ROAD (A): Onstreet bike route from Capitol Avenue to McDonough (associated with Jonesboro Rd. Streetscape/South Atlanta Village Center)
  8. BROWNSHILL ROAD (B): Onstreet bike route from McDonough to Browns Mill (associated with Jonesboro Rd. Streetscape)
  9. BROWNSHILL ROAD (C): Onstreet bike route from Jonesboro Rd. to Greendale
  10. HILL STREET (A): Onstreet bike route from Lakewood Way to Mesador (associated with Lakewood Avenue Streetscape)
  11. HILL STREET (B): Combination of on and offstreet bike route from Jonesboro to Chosewood Park (associated with the Chosewood Park Greenway)
  12. HILL STREET (C): Onstreet bike route from Jonesboro to Boulevard (associated with the McDonough Street Streetscape)
  13. HILL STREET (D): Onstreet bike route from Atlantic & West Point Railroad to McDonough
- ROADWAY IMPROVEMENTS**
14. PRYOR ROAD PARKING: Addition of limited on-street parallel parking along Pryor Rd. from Bowen Cir. to Thomson Street (assoc. with Pryor Rd. Streetscape and Pryor Rd. Village Center)
  15. RIDGE/UNIVERSITY RECONSTRUCTION: Reconstruction of Ridge Avenue termination before intersection and reconstruction of University Avenue to better align with intersection (GDOT short-term project; funded and designed)
  16. LAKEWOOD AVENUE BRIDGE: Reconstruction and reopening of Lakewood Avenue bridge over CSX rail line (GDOT short-term project; funded; designed)
- ON-GRADE RAILROAD CROSSINGS**
17. CAPITAL/UNIVERSITY: Pedestrian and automobile safety improvements including guard rails and signalization improvements (assoc. with GDOT roadway improvement project)
  18. SAWTELLE/CSX: Pedestrian and automobile safety improvements (2 locations)(associated with Chosewood Park Greenway)
- PEDESTRIAN CROSSINGS**
19. VILLAGE CENTER CROSSINGS: Pedestrian crossing improvements at Pryor Rd., Lakewood Heights, South Atlanta and Chosewood Park Village Centers (4 locations)
  20. PRYOR ROAD GREENWAY CROSSING (1): Pedestrian crossing improvements where Greenway crosses Joyland Place (assoc. with Pryor Road Greenway project)
  21. PRYOR ROAD GREENWAY CROSSING (2): Pedestrian crossing improvements where Greenway crosses Pryor Road (assoc. with Pryor Road Greenway and Pryor Road Streetscape)
  22. LAKEWOOD GREENWAY CROSSING: Pedestrian crossing improvements where Greenway crosses Lakewood Avenue (assoc. with Lakewood Greenway and Lakewood Ave. Streetscape)
  23. CHOSEWOOD PARK GREENWAY CROSSING: Pedestrian crossing improvements where Greenway crosses McDonough Boulevard (assoc. with Chosewood Park Greenway and McDonough Streetscape)
- STREET ABANDONMENTS**
24. CARVER HOMES REDEVELOPMENT: Various street abandonments for new site layout of Carver Homes
  25. SOUTH ATLANTA VILLAGE CENTER: Abandonment of Gammon Street between Jonesboro and McDonough for development of new plaza and retail building
  26. LAKEWOOD HEIGHTS VILLAGE CENTER: Abandonment of Adair Drive between Lakewood Avenue and Jonesboro Road for development of new plaza and retail building

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Figure 2.3: Southside Atlanta  
TRANSPORTATION IMPROVEMENTS



**Pedestrian Crossings:**

The goal of making Southside Atlanta more pedestrian friendly will necessitate several pedestrian crossing improvements. These improvements may take several forms including raised crosswalks, pedestrian pavers in the roadway, signage improvements, and/or traffic signalization changes. Pedestrian crossing improvements are planned at all of the Village Centers and at all locations where greenway trails cross over roads

**Street Abandonments:**

There are several locations that require street abandonments to support new development. Most notably, the redevelopment of Carver Homes includes an entirely new street configuration. The new layout seeks to provide better east-west connections and to better integrate Carver Homes with the surrounding community. Other street abandonments include the small street behind the Lakewood Heights Village Center (Adair Street between Lakewood and Jonesboro) and the small street behind the South Atlanta Village Center (Gammon St. between Jonesboro and McDonough).

**Bus Routes:**

Several changes to MARTA bus routes will be necessary as new development within Southside brings new residents. While specific changes are not identified herein, conceptual changes to be considered in the near future include a route to connect Southside to Metropolitan Parkway (and ultimately to the Lakewood MARTA Station) and a few more east-west routes through the Southside community to connect the proposed Village Centers.

**Job Access & Reverse Commute Program:**

The Access to Jobs Program was created to encourage transportation services to connect low-income persons to employment and support services. In 1999, The US Department of Transportation granted the City of Atlanta and The Atlanta Regional Commission a 50 / 50 match for the implementation of such program. The State Department of Human Resources is scheduled to administer the program under the State's unified transportation program. The intent of the program is to provide transportation alternatives for low-income residents to have access to high-paying jobs in suburban areas. Included in the goals of the program are access to job training and day care programs. The project area identified for implementation in Atlanta will be the Hartsfield Airport Complex and all of its surrounding industries. Southside Atlanta is targeted as one of the neighborhoods to benefit from the Job Access and Reverse Commute Program. This program is intended to be in place by fall of 2000.

**PEDESTRIAN CROSSING PROJECTS**

- At Village Centers
- Pryor Road Greenway
- Lakewood Greenway
- Chosewood Park Greenway

**STREET ABANDONMENT PROJECTS**

- Carver Homes Redevel.
- South Atlanta Village Center
- Lakewood Heights Village Center

**BUS ROUTE CHANGES**

- Connection to Metropolitan Blvd.
- More East-West Connections

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**SUMMARY OF SOUTHSIDE ATLANTA REDEVELOPMENT PROJECT AREAS**

Exist. Site Characteristics			
Site Area (Acres)	Number of Parcels	Existing Housing Units	Exist. Non-Residential Space (square feet)
337.4	454	1,006	16,500
50.1	6	0	21,700
0.0	0	0	0
387.5	460	1,006	38,200

Redevelopment Controls															
RESIDENTIAL (units)				NON-RESIDENTIAL (square feet)				INST. (square feet)				OPEN SPACE (ac) (%)			
New Single-Family Units	Single-Family Rehab/Preservation	New Multi-Family Units	Multifamily Rehab/Preservation	TOTAL HOUSING UNITS	New Commercial Space	Commercial Rehab/Preservation	New Industrial Space	Industrial Rehab/Preservation	TOTAL NON-RESIDENTIAL SPACE	New Institutional Space	Institutional Rehab/Preservation	TOTAL INSTITUTIONAL SPACE	New Public Open Space	Public Open Space	TOTAL OPEN SPACE
284	279	1,052	220	1,835	120,000	4,000	0	0	124,000	110,000	417,400	827,400	33.4	11.5	44.9
200	0	100	0	200	30,000	0	0	0	30,000	13,000	31,300	46,300	0.0	0.0	0.0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
484	279	1,152	220	2,135	150,000	4,000	0	0	154,000	123,000	448,700	873,700	33.4	11.5	44.9

**SUBAREA A: PRYOR ROAD CORRIDOR**

Phase 1 Project Areas	
Phase 2 Project Areas	
Phase 3 Project Areas	
<b>SUBTOTAL:</b>	

337.4	454	1,006	16,500	447,200
50.1	6	0	21,700	31,300
0.0	0	0	0	0
387.5	460	1,006	38,200	478,500

95	695	30	11	831	50,000	152,800	0	0	202,800	20,000	94,600	114,600	15.3	107.6	122.9
0	0	50	160	210	138,200	28,600	0	0	166,800	25,000	100,200	125,200	0.0	14.1	14.1
0	0	100	0	100	100,000	129,000	0	93,500	322,500	0	0	0	40.2	17.4	57.6
95	695	180	171	1,141	288,200	310,400	0	93,500	692,100	45,000	195,500	240,500	55.5	139.1	194.6

**SUBAREA B: LAKEWOOD HEIGHTS**

Phase 1 Project Areas	
Phase 2 Project Areas	
Phase 3 Project Areas	
<b>SUBTOTAL:</b>	

467.4	983	727	184,500	102,000
66.1	66	198	32,300	100,900
226.0	14	0	223,500	123,300
759.5	1,063	925	439,300	326,200

100	419	16	0	535	30,000	32,400	0	0	62,400	152,200	91,400	243,600	1.9	0.0	1.9
100	0	30	0	130	76,000	59,300	0	90,000	225,300	0	0	0	0.0	5.5	5.5
0	0	0	0	0	0	0	0	38,600	38,600	0	0	0	0.0	0.0	0.0
200	419	46	0	665	106,000	91,700	0	128,600	326,300	152,200	91,400	243,600	1.9	5.5	7.4

**SUBAREA C: SOUTH ATLANTA**

Phase 1 Project Areas	
Phase 2 Project Areas	
Phase 3 Project Areas	
<b>SUBTOTAL:</b>	

180.1	718	435	34,400	231,400
59.1	56	9	353,600	0
4.4	4	0	38,600	0
243.6	778	444	426,600	231,400

70	311	40	0	421	35,000	4,700	0	0	39,700	30,000	11,500	41,500	3.1	5.8	8.9
0	4	100	635	739	160,000	22,600	50,000	603,500	836,100	0	39,200	39,200	0.0	0.0	0.0
0	0	0	0	0	0	22,500	0	382,500	405,000	0	0	0	0.0	0.0	0.0
70	315	140	635	1,160	195,000	49,800	50,000	986,000	1,280,800	30,000	50,700	80,700	3.1	5.8	8.9

**SUBAREA D: CHOSEWOOD PARK**

Phase 1 Project Areas	
Phase 2 Project Areas	
Phase 3 Project Areas	
<b>SUBTOTAL:</b>	

131.0	408	311	27,000	11,500
228.0	74	639	861,300	39,200
81.6	33	0	403,000	0
440.6	515	950	1,393,300	50,700

849	1,708	1,518	1,056	5,161	739,300	483,900	50,000	1,206,100	2,483,200	312,200	786,300	1,128,500	93.9	164.9	258.9
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**TOTALS**

1871.2	2,816	3,235	2,197,400	1,088,900
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849	1,708	1,518	1,056	5,161	739,300	483,900	50,000	1,206,100	2,483,200	312,200	786,300	1,128,500	93.9	164.9	258.9
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Note:

**Amended Southside Atlanta Redevelopment Plan  
Part 2A: PRYOR ROAD  
CORRIDOR MASTER PLAN**

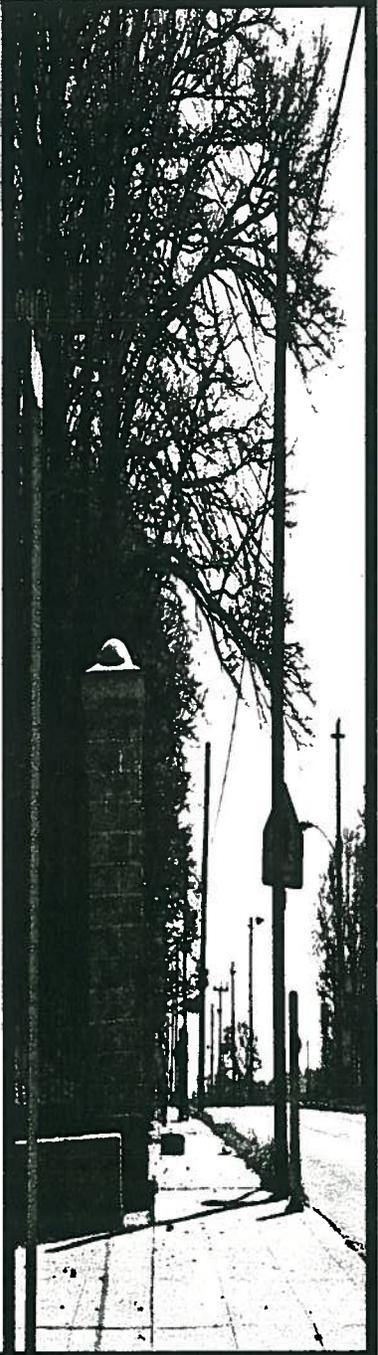
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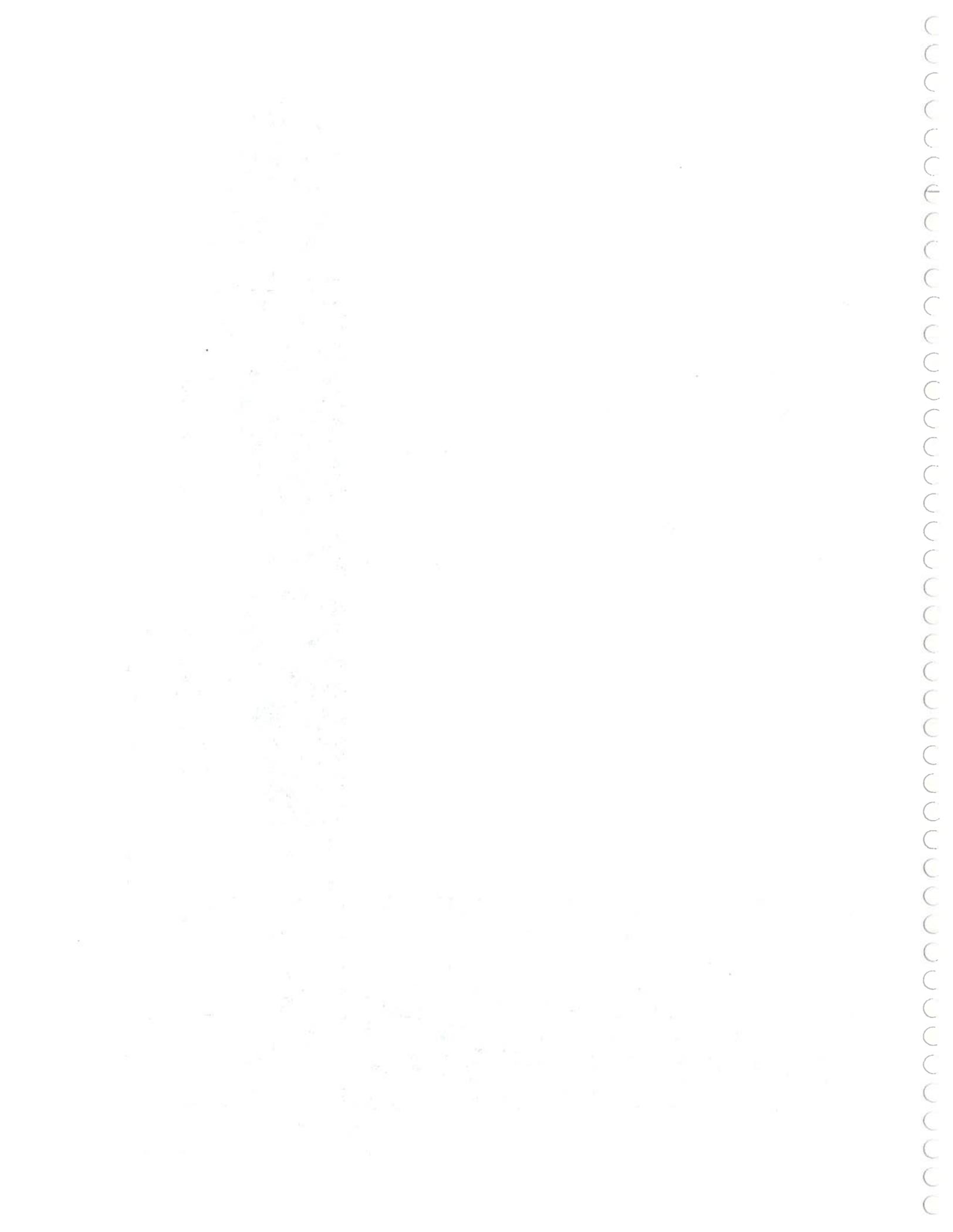
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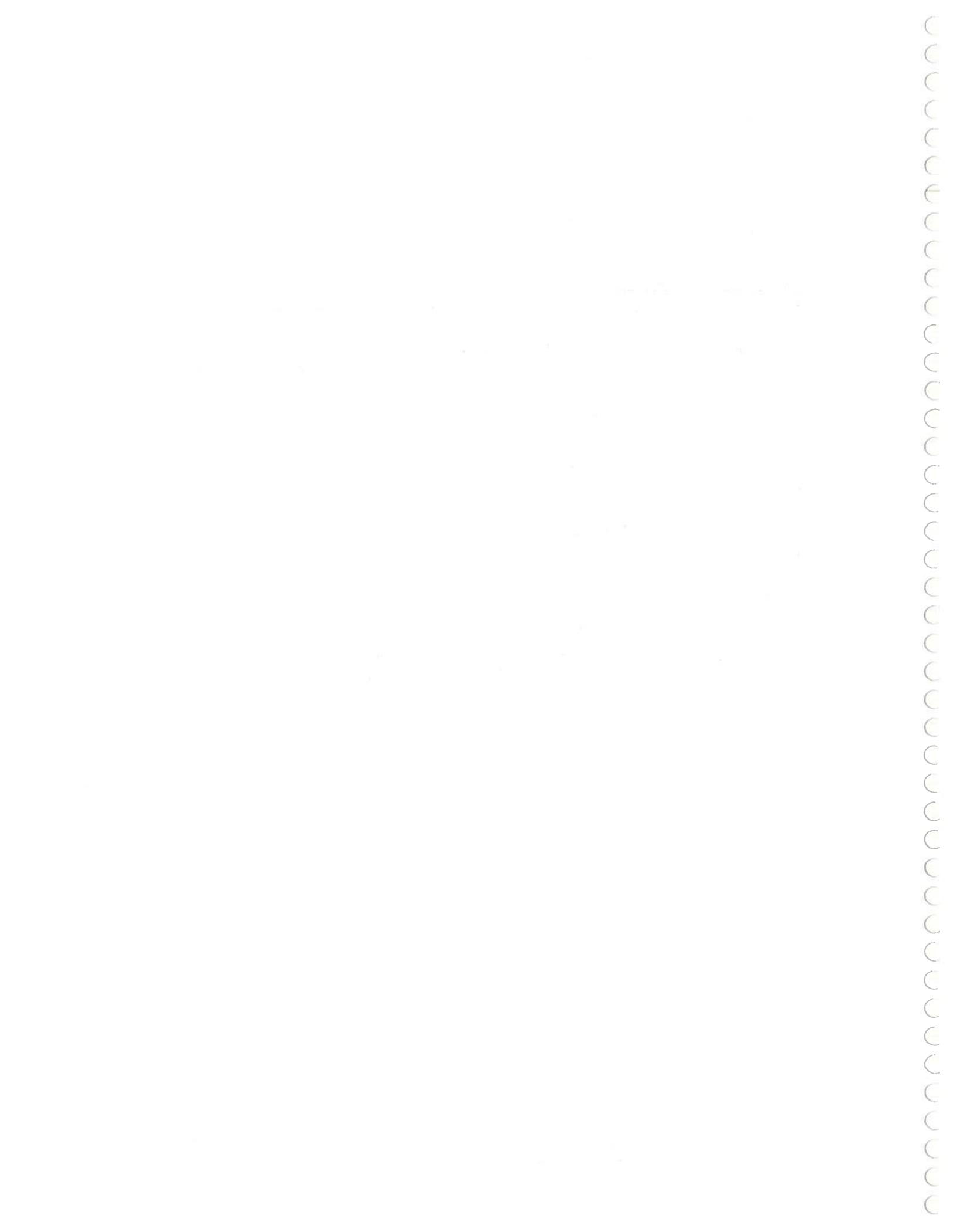
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## 2A.1 MASTER PLAN FRAMEWORK

Taken as a whole, this Southside Atlanta Redevelopment Plan document presents the collective vision and plan for the full redevelopment of the Southside Atlanta Community. It is important to recognize, however, that Southside Atlanta is comprised of several distinct communities including: A) The Pryor Road Corridor; B) Lakewood Heights; C) South Atlanta; and D) Chosewood Park (which includes the northern industrial corridor). While Part 1.0 of the Southside Redevelopment Plan documented background and existing conditions for the Southside area as a whole, this part (Part 2A) describes the projects and programs envisioned to revitalize the Pryor Road Corridor. This Pryor Road Corridor Master Plan details specific information for the Pryor Road Corridor including: the context, the overall concept, goals and objectives, redevelopment projects, civic improvement projects and transportation projects.

### **SOUTHSIDE ATLANTA SUBAREAS & NEIGHBORHOODS**

#### **Subarea A: Pryor Road**

Carver Homes Neighborhood  
Highpoint Estates Nbd.  
Joyland Neighborhood  
Amal Heights Neighborhood  
Betmar LaVilla Neighborhood

#### **Subarea B: Lakewood Hgts. Nbd.**

#### **Subarea C: South Atlanta Nbd.**

#### **Subarea D: Chosewood Park**

(Inclusive of the Chosewood  
Park Neighborhood and the  
Industrial Corridor- Subarea E)

## 2A.2 PRYOR ROAD CORRIDOR CONCEPT

### **Pryor Road Corridor Vision**

The Pryor Road Corridor is comprised of several established single-family neighborhoods including Joyland, Betmar LaVilla, and Amal Heights. It also presents the greatest opportunity for major new development within Southside Atlanta. Therefore, the Pryor Road Corridor is envisioned as a community with: a) a series of preserved single-family communities along Pryor Road; b) significant amounts of new single-family and rental homes in a mixed-income setting; c) a new Village Center at its heart, d) two large parks connected by greenways; and e) several important educational and civic institutions along Pryor Road. (See Figure 2A.1 on the following page).

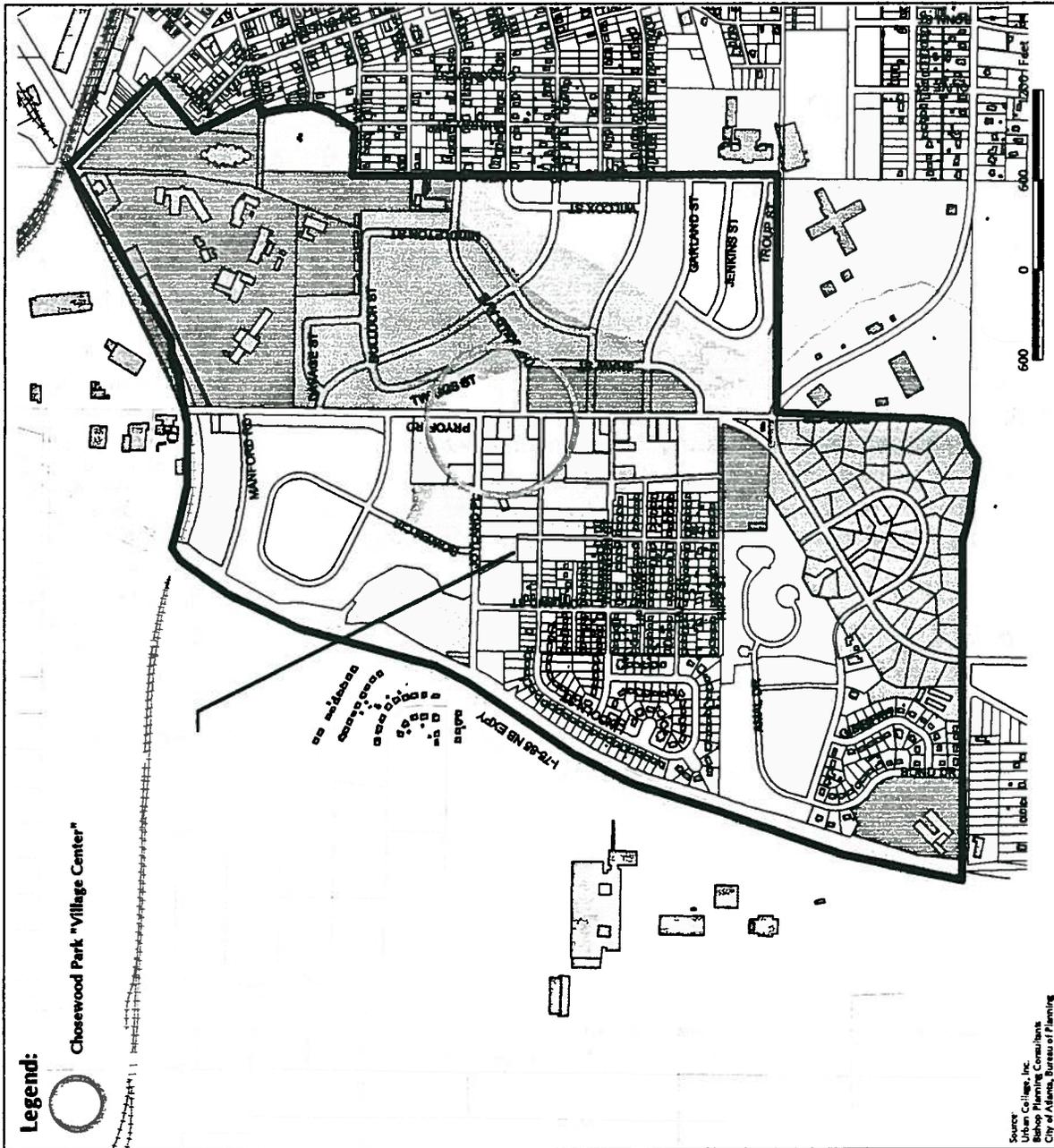
### **Pryor Road Corridor Objectives**

Building upon the Goals and Objectives of the Southside community as a whole (see Part 1.4), the Pryor Road Corridor neighborhoods have enumerated specific objectives for this area.

### **PRYOR ROAD CORRIDOR MASTER PLAN CONCEPT**

- Preservation of single-family neighborhoods
- Development of significant new mixed-income housing
- Development of a new centralized "Village Center"
- Enhancement of two large parks connected by a greenway system
- Enhancement of civic institutions

**2A** PART 2A: PRYOR ROAD CORRIDOR MASTER PLAN



**REVITALIZATION AREAS & ACTIONS**

**SINGLE-FAMILY RESIDENTIAL**

**INTENT:** Preserve and enhance existing residential neighborhoods and provide new opportunities for homeownership.

**ACTIONS:**

- Provide rehabilitation assistance for existing homes;
- Purchase vacant (or and construct) single-family homes;
- Purchase vacant (or and construct) multi-unit structures;
- Develop new single-family homes and townhouses in key locations;
- Demolish existing houses that are a severe public safety hazard (final final op.);
- Repair existing neighborhood sidewalks;
- Preserve and rehabilitate existing neighborhood churches and institutions;
- Support existing small-scale retail establishments.

**MULTIFAMILY RESIDENTIAL**

**INTENT:** Provide rental and ownership opportunities for those that can not afford a house.

**ACTIONS:**

- Rehabilitate most existing apartment complexes;
- Re-develop and reconstruct select apartment complexes;
- Convert select units from rental to ownership (condominium).

**NEIGHBORHOOD COMMERCIAL**

**INTENT:** Encourage the development of small-scale, pedestrian-friendly commercial "Villages."

**ACTIONS:**

- Rehabilitate existing commercial buildings;
- Re-develop underutilized commercial structures;
- Provide mixed-use opportunities for retail, loft housing, office and professional service space;
- Provide pedestrian enhancements such as streetscapes, sidewalks, etc.;
- Provide small business assistance;
- Coordinate marketing efforts to attract new retailers to serve both residents and visitors.

**INSTITUTIONAL**

**INTENT:** Preserve and improve existing neighborhood institutions, service providers and community facilities.

**ACTIONS:**

- Preserve and rehabilitate existing community facilities and institutions;
- Rehabilitate public school facilities;
- Expand select community facilities;
- Develop new community facilities in key locations;
- Utilize public and private partnerships to share facilities.

**MIXED-USE**

**INTENT:** Provide unique new opportunities for housing and non-housing uses together.

**ACTIONS:**

- Construct new "live-work" developments which combine housing and commercial uses;
- Adaptively re-use existing commercial & industrial buildings for loft and studios.

**INDUSTRIAL**

**INTENT:** Provide opportunities for new jobs and economic development.

**ACTIONS:**

- Preserve and rehabilitate many existing industrial facilities;
- Re-develop existing properties for new light industrial uses;
- Improve buffering conditions between industrial areas and residential areas.

**OPEN SPACE & RECREATION**

**INTENT:** Improve outdoor recreation options by enhancing existing facilities and providing new facilities in a connected system of open spaces.

**ACTIONS:**

- Preserve and rehabilitate existing neighborhood parks;
- Improve access and expand amenities at existing parks;
- Develop new open spaces;
- Connect open spaces through greenways, multi-use paths, bike routes and streetscapes.

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 CITY OF ATLANTA and the Atlanta Empowerment Zone  
 Prepared by Urban Collage, Inc. in Assoc. w/BPC

Figure 2A.1: Pryor Road Corridor  
 FUTURE REDEVELOPMENT LAND USE

**Housing Objectives:**

1. Preserve the residential character of the community
2. Develop a significant quantity of new mixed-income housing
3. Provide new housing opportunities for seniors
4. Ensure that new developments are constructed of quality materials and complement the existing residential neighborhood architectural style
5. Provide affordable housing
6. Redevelop properties that are currently a health and safety hazard for the community

**Economic Development Objectives:**

1. Provide basic goods and services for the local community in a centralized location through development of a new Village Center
2. Provide Small Business Assistant Programs for local business owners and entrepreneurs

**Urban Design & Transportation Objectives:**

1. Develop a pedestrian friendly environment
2. Develop the Joyland Avenue corridor with adequate pedestrian amenities designed for the local aging population
3. Create neighborhood gateways particularly at the intersection of Pryor Road and Claire Drive and at the A&WP railroad overpass
4. Create partnerships with MARTA to develop new sensible bus routes that support the redevelopment of the area

**Community Facilities Objectives:**

1. Provide opportunities for senior citizen activity centers
2. Provide new options for child day care and after school programs
3. Enhance Langford Park and provide new opportunities for recreational (both indoor and outdoor)
4. Improve the area's schools
5. Connect community uses with a network of greenway trails

**Land Use Objectives:**

1. Preserve existing single-family areas
2. Target areas of blight and distress for redevelopment
3. Maintain some areas for rental housing
4. Keep some areas of the community as open space
5. Create a buffer of mixed-use development between the Lakewood Fairgrounds and the established Betmar La Villa neighborhood

**Historic and Natural Resources Objectives:**

1. Identify and protect the area's historic resources
2. Incorporate and protect the existing natural area features into the City of Atlanta's Open Space Plan
3. Reclaim and improve the South River Tributary which bisects the area as a natural feature

**Social Services, Arts and Cultural Affairs Objectives:**

1. Sponsor social service programs that encourage employment and home ownership
2. Provide office space for such services in the Joyland Commercial Center
3. Provide new programs for seniors and the area's youth
4. Install public art at key locations

## 2A.3 PROPOSED PROJECTS

In support of the vision and objectives outlined above, there are three types of projects proposed for the Pryor Road Corridor Master Plan including: a) **Redevelopment projects** (i.e., projects affecting private and publicly owned real estate); b) **Civic Projects** (i.e., streetscapes, parks and recreation); and c) **Transportation projects** (i.e., projects designed to improve the area's circulation).

### Master Plan Phasing

It is important to recognize that while all of these projects will have a significant impact on the Pryor Road Corridor, it will take many years to complete the full revitalization of the area. Therefore, projects have been divided into three distinct phases based on a variety of factors such as: current or likely funding available, implementation activities already underway, importance to the community, available market, proximity to other projects, etc. In general, however, the overriding goal of project phasing is to eliminate the worst conditions of "blight" that are currently impacting private market redevelopment. Due to the complexity and scope of many projects, activities may begin in one phase and not be completed until the subsequent phase. Furthermore, the timing of individual projects may ultimately vary from what is programmed as market realities and community objectives are refined in the upcoming years.

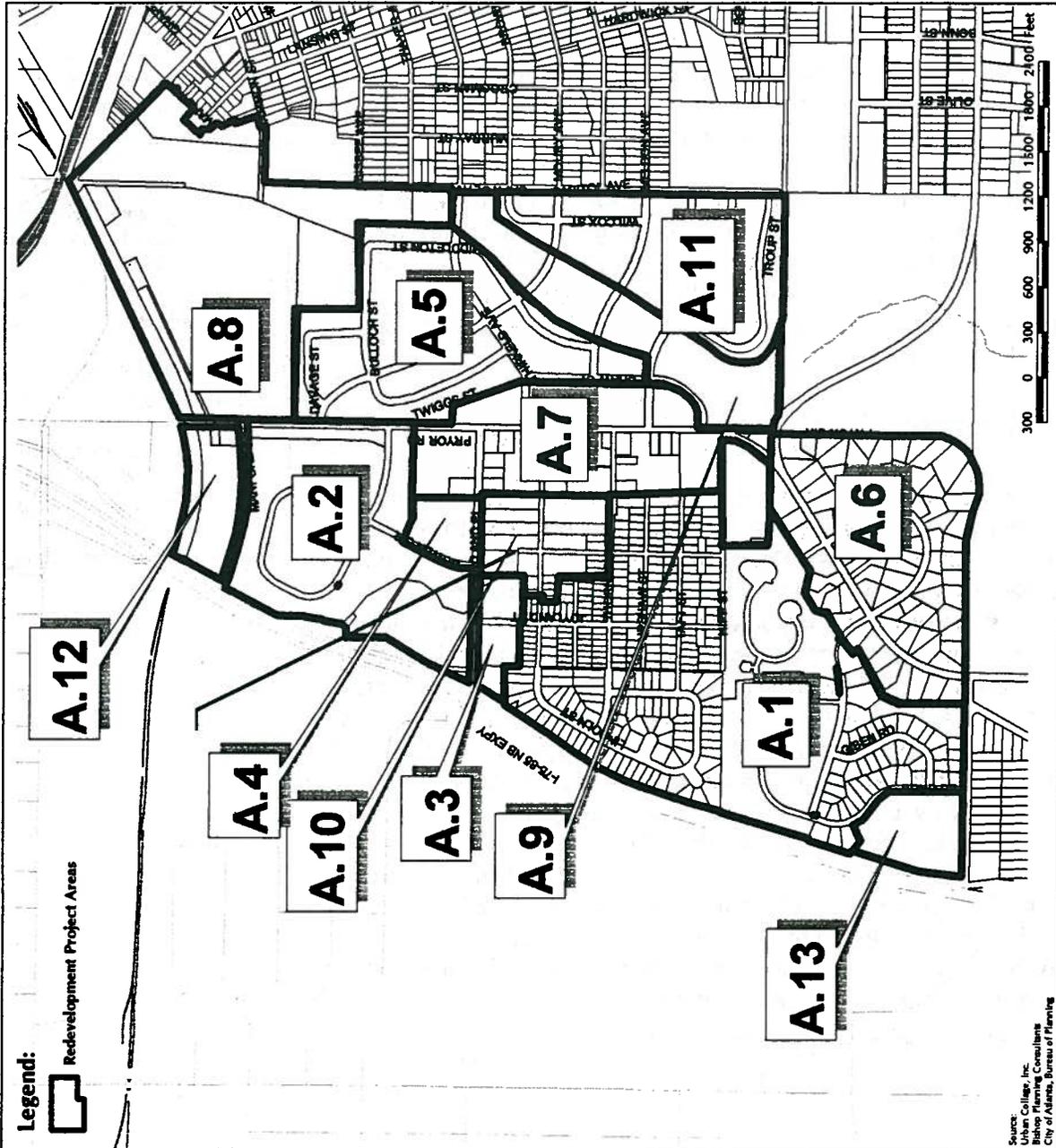
### Redevelopment Projects

Redevelopment Projects are defined as projects that make a physical improvement to public or private real estate (as opposed to public rights-of-way). In some cases, Redevelopment Project Areas contain multiple parcels that have been grouped due to common objectives or by necessity in order to effectuate larger site parameters. In many cases, redevelopment will be achieved programmatically or through private investment and will not involve the transfer, sale or resubdivision of any property. All Redevelopment Project Areas, will be subject to the policies and procedures outlined in the Southside Implementation Plan (See Parts 3.3 and 3.4). The projects described below are listed by phase and are generally grouped by type (i.e., housing, commercial, industrial). Each project is located on the key map on the following page (Figure 2A.2), is described in narrative form on the following pages, and is summarized in Table 2A.1 at the end of this section. In addition, a few key projects have been designed in site plan form to indicate important design features that are desired (See Figures 2A.3, 2A.4 and 2A.5).

#### PRYOR ROAD CORRIDOR MASTER PLAN PHASING

- **Phase 1: 2000-2003**  
Designed to eliminate the worst "blighting conditions and kick-off key projects
- **Phase 2: 2004-2010**  
Designed to complete Phase 1 projects and expand the commercial and residential market base of the community
- **Phase 3: 2011-2020**  
Designed to complete all Master Plan projects, particularly those which are heavily reliant on strong market forces

**2A PART 2A: PRYOR ROAD MASTER PLAN**



**PROJECT AREA KEY**

- A.1: Neighborhood Rehab & Infill
- A.2: Highpoint Estates Single-Family
- A.3: Joyland & Creekside Apartments
- A.4: Highpoint Seniors Housing
- A.5: Carver Homes Multifamily
- A.6: Lakewood Apartments
- A.7: Pryor Road Village Center
- A.8: Caver Educational Campus (Caver HS, Slater ES)
- A.9: Caver Homes Open Space
- A.10: Langford Park & Community Center
- A.11: Carver Homes Single-Family Infill
- A.12: Pryor Road North Mixed-Use
- A.13: Atlanta Fire Training Center
- A.14: Macedonia Baptist Church

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 CITY OF ATLANTA and the Atlanta Empowerment Zone  
 Prepared by Urban Collage, Inc. in Assoc. w/BPC



**Figure 2A.2: Pryor Road Corridor REDEVELOPMENT PROJECT AREAS**

Source:  
 Urban Collage, Inc.  
 Bishop Planning Consultants  
 City of Atlanta, Bureau of Planning

**Phase 1 Redevelopment Projects**

It is anticipated that the following Redevelopment Projects will be initiated in Phase 1 (between year 2000-2003):

**A.1 NEIGHBORHOOD REHAB AND INFILL**

**Location:** Neighborhoods of Joyland and Betmar LaVilla on the east side of Pryor Road.

**Existing Condition:** Single-Family homes in fair to good condition (approx. 279 single-family housing units)

**Proposed Project:** The plan proposes a rehabilitation program to address needed repairs (minor and major) to existing houses. There are no housing demolitions planned. In addition, there will be 5-10 new single-family houses built on existing vacant lots. This project may last into Phase 2 for full completion.

**A.2: HIGHPOINT ESTATES**

**Location:** Intersection of Pryor Road and Manford Road

**Existing Condition:** Vacant land (former apartment complex)

**Proposed Project:** This property is currently being redeveloped to house 108 mixed income single-family homes on 42.2 acres of land. The project offers seven different models (1 and 2 story houses). Various low interest rate loans will be offered to qualified prospective buyers. The project is being developed by URDC with partial funding support from HUD.

**A.3: JOYLAND AND CREEKSIDE REDEVELOPMENT**

**Location:** At the corner of Joyland Place and Joyland Street

**Existing Condition:** The Joyland and Creekside Apartments (179 existing units) on 4.7 acres of land adjacent to the Joyland single-family neighborhood. Most of the units are in a state of disrepair. Existing vacant units pose a threat to the health, safety and welfare of the community.

**Proposed Project:** The site is to be rebuilt as a single-family development of townhomes and condominiums (60-90 units). The site poses several difficulties due to the existing topography and drainage of the existing creek. New units will face the street and parking will be limited to site's interior. The project is being developed by ADA through Empowerment Zone funding.

**A.4 HIGHPOINT SENIORS HOUSING**

**Location:** Joyland Place and Bowen Circle

**Existing Condition:** Approx. 5 acres of vacant land adjacent to the Highpoint Estates project.

**Proposed Project:** Highpoint Seniors Housing will be developed as 94 senior citizen housing units for local elderly men and women. The development will incorporate recreation, banquet and activity areas for residents and local community access. The project may

**SUBAREA A  
PRYOR ROAD CORRIDOR  
PHASE 1 PROJECTS**

1. Rehabilitation and Infill
2. Highpoint Estates
3. Joyland & Creekside Housing
4. Highpoint Seniors Housing
5. Carver Homes Multi-Family
6. Lakewood Apartments
7. Pryor Road Mixed Use Corridor
8. Carver Educational Campus
9. Carver Homes Open Space
10. Langford Park Community Center

also include a small number of retail services such as a barbershop or beauty salon for on-site residents. The project is designed to house 94 multi-family units on 4.9 acres of land. The project is being developed by URDC with partial funding support from HUD.

#### **A.5 CARVER HOMES MULTI-FAMILY**

**Location:** Pryor Road and Moury Avenue

**Existing Condition:** Outdated and deteriorated public housing units that are in the process of being demolished.

**Proposed Project:** The new Carver Homes will include modern garden apartments (718 units) and single-family townhomes (approx. 32 units). The development will incorporate market-rate and low-income housing in a mixed-income concept. The development will include many amenities and resident services including a grand boulevard (Moury Boulevard). The project is being developed by a public-private joint venture with funding support from AHA's Hope VI program (+/- \$35,000,000). The Empowerment Zone is supporting a resident self-sufficiency program and various seniors programs.

#### **A.6 LAKEWOOD APARTMENTS**

**Location:** On Pryor Road just south of Claire Drive (overlooking the Lakewood Amphitheatre)

**Existing conditions:** Approx. 283 units of quadrplex rental units on 42.9 acres of land in a high level of disrepair.

**Proposed Project:** The Redevelopment Plan proposes to demolish the existing structures and build approx. 50 new townhomes along Pryor Road and 200-250 garden apartments behind Pryor Road. There will be a buffer adjacent to the Amphitheatre. Due to its highly visible position, the design of the project will be critical. The project is being supported by ADA and ANDP through Empowerment Zone funding.

#### **A.7 PRYOR ROAD VILLAGE CENTER**

**Location:** Area around Pryor Road and Joyland Place intersection (both sides of the road)

**Existing Condition:** Mostly vacant land, Bowen Street United Methodist Church, various small retail uses.

**Proposed Project:** The plan proposes a new, mixed-use Village Center comprised of a variety of commercial, residential and civic uses in a pedestrian-friendly environment. The first phase of development will focus on creating a new community grocery store, restaurant, post office, dry cleaners, pharmacy, bank, barber shop/salon, police mini precinct, medical office, shoe store, day care, and library. New buildings will be small-scale and face the street. Parking will be located to the rear. The project is being developed by a variety of parties including ADA (through

Empowerment Zone funding) and AHA (as a part of the redevelopment of Carver Homes).

#### **A.8 CARVER EDUCATIONAL CAMPUS**

**Location:** Intersection of Capitol Avenue and University

**Existing Condition:** Three operating public schools including Carver High School, Slater Elementary, and Campbell Elementary. Slater and Campbell have recently been renovated; Carver High is in need of substantial repair.

**Proposed Project:** Through its Build-Smart Program (final board approval pending), APS will renovate and expand Carver High School to accommodate a larger enrollment. Furthermore, APS will consolidate Campbell and Slater in an expanded Slater building. Campbell will be operated as a pre-kindergarten center for the Southside area. The redevelopment plan proposes to also use Campbell as an educational resource for adults in the surrounding communities including computer education and use of the cafeteria as a performance space. These APS projects are being supported through local sales tax revenue (SPLOST).

#### **A.9 CARVER HOMES OPEN SPACE**

**Location:** Carver Homes Community

**Existing Condition:** Carver Homes open space, gym and community center (all in a state of disrepair).

**Proposed Project:** As a part of the Carver Homes redevelopment the area will be improved and enhanced for both passive and active recreation uses. The park area will include multi-use trails with connections to the Carver Campus and towards Lakewood Park. The creek/drainage area at the southern end of the site will be enhanced as a natural water feature. The project will include rebuilding a recreation building and may include the "Major League Baseball Inner City Youth Training Facility". If approved by Major League Baseball, the facility would house four baseball diamonds, a training facility and a dormitory structure for visiting coaches and athletes. The Carver Open Space is being supported by AHA's Hope VI program and Empowerment Zone funding.

#### **A.10 ARTHUR B. LANGFORD PARK AND COMMUNITY CENTER**

**Location:** Joyland Neighborhood

**Existing Condition:** 11.6 Acres of parkland, tennis courts, community pool and community center. (The pool and tennis courts were renovated five years ago).

**Proposed Project:** This project includes substantial landscape and open space improvements to the parkland. An important aspect of enhancing the beauty of this park will be developing the creek as a natural feature. This will include active walking and jogging trails (as a part of the Pryor Road Greenway Trail system) as well passive

features such as picnic tables, benches and park lighting. The community center will be modernized to support and expand senior and youth programs. (Adult and teen recreation needs will be handled by the new Carver Recreation Center one block to the east). This project is being supported by the City's Capital Improvements Program.

**Phase 2 Redevelopment Projects**

The following Redevelopment Projects are anticipated to be initiated in Phase 2 (2004-2010):

**A.11 CARVER HOMES SINGLE-FAMILY**

**Location:** Southeast corner of existing public housing site (along Capitol Avenue)

**Existing Condition:** Carver Homes public housing units in the process of being demolished

**Proposed Project:** This project is associated with the redevelopment of Carver Homes. The area will be rebuilt as approximately 200 new, detached single-family homes with new public roads and sidewalks. Several of the units may be used for replacement housing associated with the demolition of Carver Homes and may include various lease-purchase options for qualified buyers. The project will be partially supported by AHA's Hope VI program.

**A.12 PRYOR ROAD & MUMFORD COMMERCIAL**

**Location:** North end of Pryor Road just south of railroad overpass

**Existing Condition:** Small-scale retail along Pryor Road with light industry use on top of hill (along Interstate 75/85)

**Proposed Project:** This area is proposed for long-term conversion to commercial or mixed-use (multifamily and commercial). In a commercial scenario, commercial uses would be suited to mid to large size retailers that would not compete with the Pryor Road Village Center. In a mixed-use scenario, the hill will be developed as multifamily apartments. In either scenario, the Pryor Road frontage will be redeveloped for office uses and Mumford Road will only be used for residential access.

**A.13 ATLANTA FIRE TRAINING CENTER**

**Location:** At the end of Ashwood Street adjacent to Interstate 75/85

**Condition:** Currently used by the Atlanta Fire Department as a training facility and as public meeting space (in fair condition)

**Proposed Project:** The plan proposes to continue the operations as a fire training facility in the short term. However, the Betmar Community is seeking the long-term redevelopment of the former school building for community uses and an after school program. The building is in need of interior repairs and new finishes. Furthermore, the plan calls for the grounds to be improved with play

**SUBAREA A  
PRYOR ROAD CORRIDOR  
PHASE 2 PROJECTS**

- 11. Carver Homes Single-Family**
- 12. Pryor Road & Mumford Commercial**
- 13. Atlanta Fire Training Center**

equipment and pedestrian amenities for use by the surrounding neighborhoods (also described as a Civic Improvement Project later in this Master Plan).

**Phase 3 Redevelopment Projects**

Because the Pryor Road Corridor area has already been a major focus area for the City over the past five years, it is anticipated that all Redevelopment Projects will be complete by the end of Phase 2. Therefore, there are no Phase 3 projects planned.

**SUBAREA A  
PRYOR ROAD CORRIDOR  
PHASE 3 PROJECTS**

**None**

2A PART 2A: PRYOR ROAD CORRIDOR MASTER PLAN

PRYOR ROAD CORRIDOR REDEVELOPMENT PROJECT AREAS	Exist. Site Characteristics				Redevelopment Controls										OPEN SPACE (sq)						
	Approx. Site Area (Acres)	Number of Parcels	Existing Housing Units	Exist. Non-Residential Space (square feet)	RESIDENTIAL (units)				NON-RESIDENTIAL (square feet)				INST. (square feet)		New Public Open Space	Public Open Space Rehab/Preservation	TOTAL OPEN SPACE				
					New Single-Family Units	Single-Family Rehab/Preservation	New Multi-Family Units	Multifamily Rehab/Preservation	TOTAL HOUSING UNITS	New Commercial Space	Commercial Rehab/Preservation	New Industrial Space	Industrial Rehab/Preservation	TOTAL NON-RESIDENTIAL SPACE				New Institutional Space	Institutional Rehab/Preservation	TOTAL INSTITUTIONAL SPACE	
<b>PHASE 1 PROJECT AREAS (2000 - 2003)</b>																					
A.1 Neighborhood Rehab & Infill	85.1	307	499	4,000	5,400	10	279	0	220	509	0	4,000	0	4,000	0	5,400	5,400	0.0	0.0	0.0	
A.2 Highpoint Estates Single-Family	42.2	1	0	0	0	108	0	0	108	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
A.3 Joyland & Creekside Housing	4.7	4	179	0	0	70	0	0	70	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
A.4 Highpoint Senior's Housing	4.9	0	0	0	0	0	0	94	0	94	0	0	0	0	0	0	0	0.0	0.0	0.0	
A.5 Carver Homes Multifamily	42.2	1	0	0	3,000	32	0	718	0	750	0	0	0	0	0	5,000	0	5,000	0.0	0.0	
A.6 Lakewood Apartments	42.9	87	283	0	0	50	0	240	0	290	0	0	0	0	10,000	0	10,000	2.0	0.0	2.0	
A.7 Pryor Road Village Center	28.2	28	45	12,500	22,200	14	0	0	0	14	120,000	0	0	0	120,000	40,000	12,300	52,300	6.2	0.0	6.2
A.8 Carver Educational Campus	55.4	6	0	0	395,000	0	0	0	0	0	0	0	0	0	0	50,000	395,000	445,000	0.0	5.0	5.0
A.9 Carver Homes Open Space	20.2	1	0	0	16,900	0	0	0	0	0	0	0	0	0	0	5,000	0	5,000	20.2	0.0	20.2
A.10 Langford Park & Community Center	11.6	19	0	0	4,700	0	0	0	0	0	0	0	0	0	0	4,700	4,700	5.0	6.5	11.5	
<b>SUBTOTAL:</b>	337.4	484	1,006	16,500	447,200	284	279	1,052	220	1,835	120,000	4,000	0	124,000	110,000	417,400	527,400	33.4	11.5	44.9	
<b>PHASE 2 PROJECT AREAS (2004-2010)</b>																					
A.11 Carver Homes Single-Family Infill	32.2	1	0	0	0	200	0	0	0	200	0	0	0	0	0	0	0	0.0	0.0	0.0	
A.12 Pryor Road Mixed-Use/Comm.	5.7	3	0	21,700	0	0	0	100	0	100	30,000	0	0	30,000	0	0	0	0.0	0.0	0.0	
A.13 Atlanta Fire Training Center	8.2	1	0	0	31,300	0	0	0	0	0	0	0	0	0	0	31,300	31,300	0.0	0.0	0.0	
A.14 Macedonia Baptist Church	4.0	1	0	0	0	0	0	0	0	0	0	0	0	0	15,000	0	15,000	0.0	0.0	0.0	
<b>SUBTOTAL:</b>	50.1	6	0	21,700	31,300	200	0	100	0	300	30,000	0	0	30,000	15,000	31,300	46,300	0.0	0.0	0.0	
<b>PHASE 3 PROJECT AREAS (2011-2020)</b>																					
None	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
<b>SUBTOTAL:</b>	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
<b>TOTALS</b>	387.5	490	1,006	39,200	478,500	484	279	1,152	220	2,135	150,000	4,000	0	154,000	125,000	448,700	573,700	23.4	11.5	44.9	

Notes:  
 1) Redevelopment controls may be varied by upto 10% with administrative approval by ADA/BOP.  
 2) Phasing indicates when projects are likely to start. In many cases, projects will last into successive phases. Phasing of Redevelopment Project Areas may be changed administratively by ADA/BOP with consent from NPULY.  
 3) Existing site areas are approximate and represent gross area (i.e., inclusive of rights-of-way). Existing housing unit information is generally based on Fulton County tax records and C. Tech property survey.  
 4) See figures for more details on redevelopment controls (selected projects only).



**PROJECT NUMBER/NAME:**  
**A-3 Joyland and Creekside  
 Redevelopment**

**Location:**

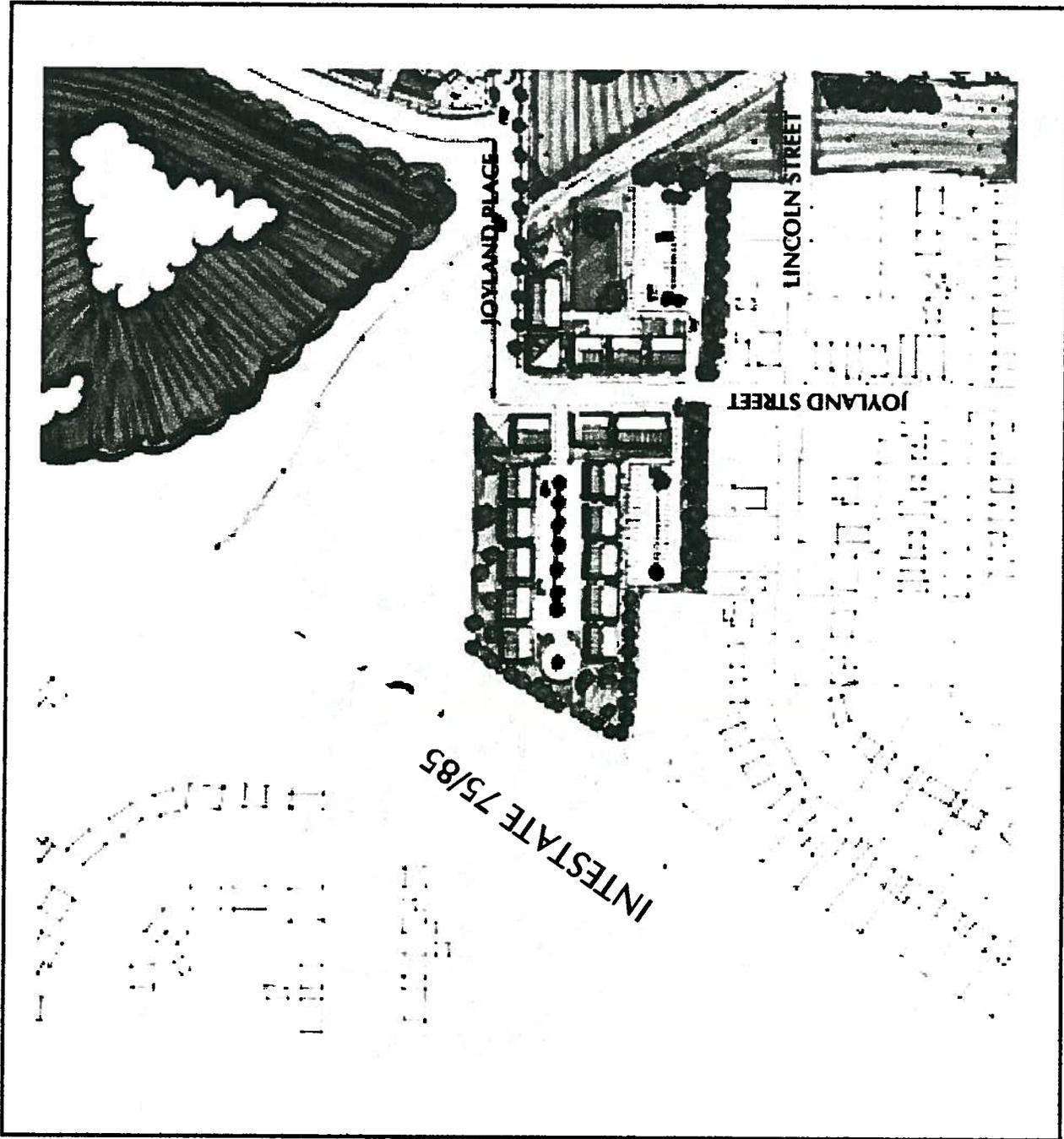
At the corner of Joyland Place and Joyland Street

**Existing Condition:**

The Joyland and Creekside Apartments (179 existing units) on 4.7 acres of land adjacent to the Joyland single-family neighborhood. Most of the units are in a state of disrepair.

**Proposed Project:**

The site is to be rebuilt as a single-family development of townhomes and condominiums (60-90 units). The site poses several difficulties due to the existing topography and drainage of the existing creek. New units will face the street and parking will be limited to site's interior. The project is being developed by ADA through Empowerment Zone funding.



Amended Southside Atlanta Redevelopment Plan; "A Vision for the 21<sup>st</sup> Century"  
 CITY OF ATLANTA and The Atlanta Empowerment Zone  
 Prepared by: Urban Collage Inc. in assoc. w/BPC

Figure 2A.3: Pylon Rd.  
 JOYLAND CREEKSIDE



**PROJECT NUMBER/NAME:**  
A-6 Lakewood Apartments

**Location:**

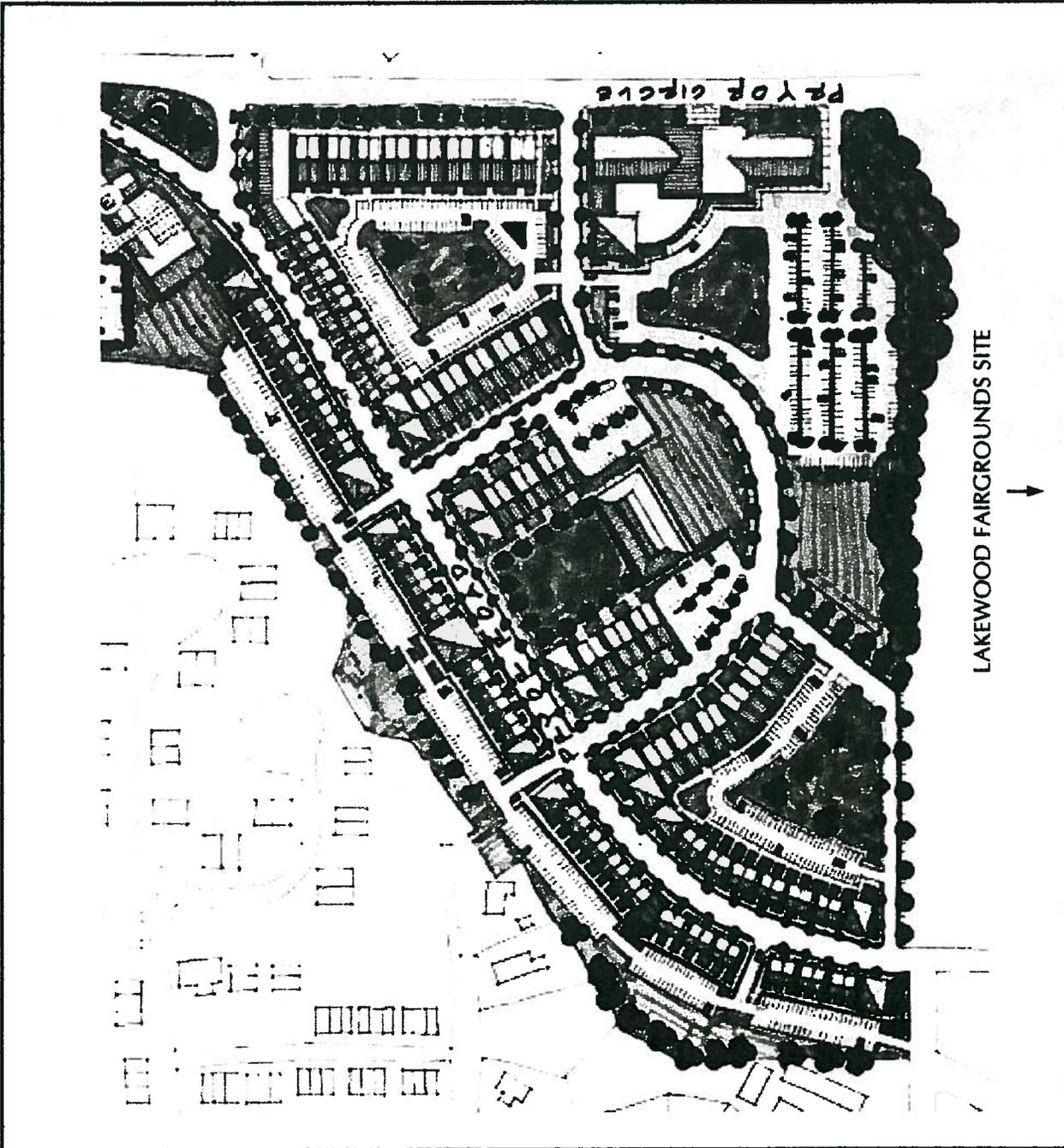
On Pryor Road just south of Claire Drive (overlooking the Lakewood Amphitheatre)

**Existing conditions:**

Approx. 283 units of quadra-plex rental units on 42.9 acres of land in a high level of disrepair.

**Proposed Project:**

The Redevelopment Plan proposes to demolish the existing structures and build approx. 50 new townhomes along Pryor Road and 200-250 garden apartments behind Pryor Road. There will be a buffer adjacent to the Amphitheatre. Due to its highly visible position, the design of the project will be critical. The project is being supported by ADA and ANDP through Empowerment Zone funding.



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CITY OF ATLANTA and The Atlanta Empowerment Zone  
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Figure 2A-4: Pryor Rd.  
LAKEWOOD APTS.

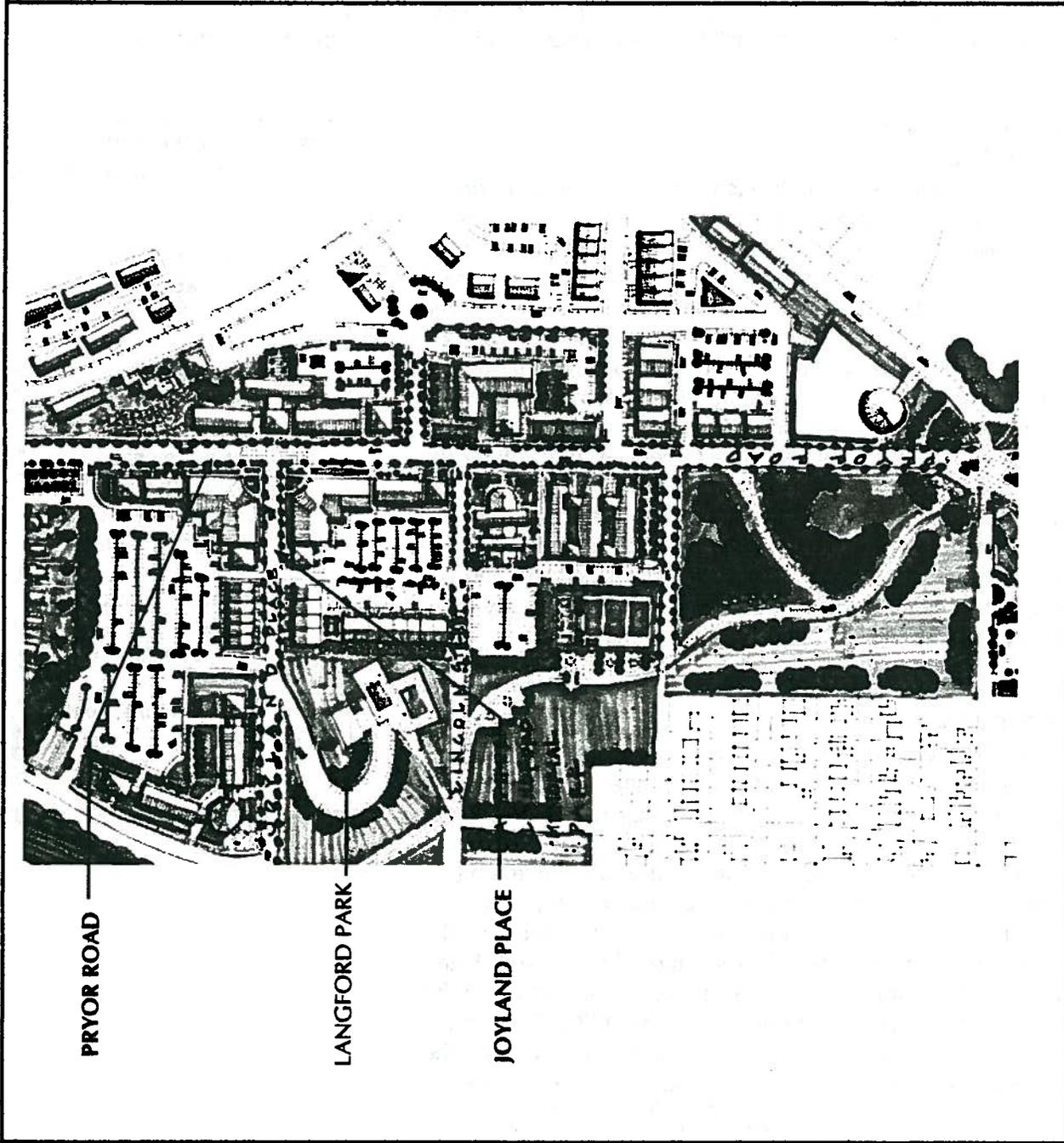


**PROJECT NUMBER/NAME:**  
A.7 Pryor Road Village Center

**Location:**  
Area around Pryor Road and Joyland Place intersection (both sides of the road)

**Existing Condition:**  
Mostly vacant land, Bowen Street United Methodist Church, various small retail uses.

**Proposed Project:**  
The plan proposes a new, mixed-use Village Center comprised of a variety of commercial, residential and civic uses in a pedestrian-friendly environment. The first phase of development will focus on creating a new community grocery store, restaurant, post office, dry cleaners, pharmacy, bank, barber shop/salon, police mini precinct, medical office, shoe store, day care, and library.



**Figure 2A.5: PRYOR RD. PRYOR VILLAGE CTR.**

Amended Southside Atlanta Redevelopment Plan; "A Vision for the 21<sup>st</sup> Century"  
CITY OF ATLANTA and The Atlanta Empowerment Zone  
Prepared by: Urban Collage Inc. In assoc. WBPC

## Civic Projects

In addition to the 14 Redevelopment Projects described above, there are also several Civic Projects identified for the Pryor Road Corridor. While the Redevelopment Projects described above deal with actual property (i.e., real estate), the Civic Projects described below are more likely to involve public improvements that affect the civic life of the area as a whole and connect various parts of the community together (see Figure 2.2 in Part 2.0). These types of projects include greenway trails, streetscape enhancements, park and open space improvements, pedestrian plazas, community facilities and community gateway features. As with the Redevelopment Projects, these projects have been programmed by phase (see margins at right).

### PRYOR ROAD GREENWAY

**Project Type:** Greenway Trail

**Location:** Running north to south through the Pryor Road Corridor from the railroad line to Claire Drive

**Proposed Project:** This Greenway will include a multi-use path for bicycles and pedestrians. It starts on the north at the railroad overpass (tying into the Grant Park and West End Greenways) and runs along the western side of Pryor Road along side of Highpoint Estates. The path veers to the west down Joyland Place until reaching Langford Park. At this point, the Greenway Trail will follow the existing South River Tributary which will be reclaimed and improved as a natural feature. The Greenway will follow the creek down to the intersection of Pryor Road and Claire Drive where it will exit the Pryor Road Corridor (and become the Lakewood Greenway). The project will be developed in conjunction with two other Civic Projects including the Pryor Road Streetscape and the improvements to Langford Park. Partial funding has already been allocated through the Federal Transportation Enhancement and Air Quality (Tea-21) program and transportation impact fees (\$224,999).

### CARVER GREENWAY

**Project Type:** Greenway Trail

**Location:** Running down the middle of the Carver Homes redevelopment site from the Carver Educational Campus to Pryor Road

**Proposed Project:** The Carver Greenway Trail will include a multi-use path for pedestrians and bicycles that will connect the APS campuses with the surrounding community. The portion of the greenway running through the Carver High School and Slater Elementary School campus will be developed in conjunction with APS' Special Purpose Local Option Sales Tax (SPLOST) funded renovations of those schools. This will connect south through the

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 CITY OF ATLANTA and The Atlanta Empowerment Zone  
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#### TYPES OF CIVIC PROJECTS

- **Greenway Trails**
- **Streetscapes**
- **Parks and Open Space**
- **Pedestrian Plazas**
- **Community Facilities**
- **Gateways**

#### PRYOR ROAD CORRIDOR PHASE 1 CIVIC PROJECTS

- **Pryor Road Greenway**
- **Carver Greenway**
- **Pryor Rd. Streetscape**
- **Moury Streetscape**
- **Sidewalk Repairs**
- **Langford Park**
- **Carver Open Space**
- **School Yard Improvements**
- **Highpoint Open Space**
- **Claire Drive Plaza**
- **Langford Community Center**
- **Joyland Mixed-Use Center**
- **Campbell Education Center**
- **Carver High School**
- **Slater Elem. School**
- **Pryor Rd. Gateway**

heart of the Carver Homes Redevelopment Project and connect up with the Lakewood Greenway. This part of the project will be developed through the HOPE VI-funded redevelopment of Carver Homes.

**GRANT PARK AND WEST END GREENWAY**

**Project Type:** Greenway Trail

**Location:** Partially abandoned Atlantic and West Point railroad line along northern edge of the Pryor Road Corridor

**Proposed Project:** The plan proposes to convert the railroad right-of-way to a multi-use path for bicycles and pedestrians. Once completed this Greenway will tie into the City's broader system of Greenways along the old loop rail line. This would be accomplished once the railroad line has been fully abandoned.

**PRYOR ROAD STREETScape**

**Project Type:** Major Streetscape

**Location:** Pryor Road from University Avenue to Lakewood Way (including Joyland Place and Ashwood Avenue)

**Proposed Project:** This project will include significant improvements to the visual appearance of Pryor Road – the central feature shared by each neighborhood within the Pryor Road Corridor. Improvements will generally include: trees, sidewalks, street lights, landscaping and street furniture. In addition, more intense improvements will be made along the section of Pryor Road going through the Village Center including on-street parking, pedestrian lights, buried utilities, and areas of decorative pavers. This project is being partially supported through Empowerment Zone funding and Federal Transportation Funds.

**MOURY STREETScape**

**Project Type:** Major Streetscape

**Location:** Moury Street running from Pryor Road to Capitol Avenue

**Proposed Project:** This project will include the reconstruction of Moury Road as a new boulevard through the middle of the new Carver Homes. This project will include trees, sidewalks, street lights and landscaping. The project will be developed through AHA's HOPE VI redevelopment of Carver Homes.

**NEIGHBORHOOD SIDEWALKS**

**Project Type:** Sidewalk Repairs

**Location:** Single-family residential areas

**Proposed Project:** In conjunction with the rehabilitation of single-family neighborhoods, neighborhood sidewalks will be repaired on an as-needed basis. This program will be partially funded through the Empowerment Zone.

**PRYOR ROAD CORRIDOR  
PHASE 2 CIVIC PROJECTS**

- **Grant Park & West End Greenway**
- **Completion of Sidewalk Repairs**
- **Langford Park Expansion**
- **Atlanta Fire Training Center**

**ARTHUR B. LANGFORD PARK**

**Project Type:** Parks and Open Space

**Location:** On the south side of Joyland Place (1 block west of Pryor)

**Proposed Project:** An important civic feature of the Pryor Road Corridor area is Langford Park. The plan proposes significant improvements to the park including more pedestrian amenities, more picnic areas, better landscaping, park lighting and reclamation of the drainage creek (associated with the Pryor Road Greenway project.). In addition, the plan proposes to expand Langford Park to the southeast thus connecting the park out to Pryor Road and the Carver Homes Open Space (park expansion will likely occur in Phase 2). *This Civic Project coincides with Redevelopment Project A.10*

**CARVER HOMES OPEN SPACE**

**Project Type:** Parks and Open Space

**Location:** Center of Carver Homes Community

**Proposed Project:** The Carver Homes Open Space is being developed as a part of AHA's redevelopment of Carver Homes. The new open space will include opportunities for both passive and active recreation space and is associated with the Carver Greenway. The area will include outdoor play fields, play equipment and most notably, may include a new Youth Baseball Training Facility supported by Major League Baseball. *This Civic Project coincides with Redevelopment Project A.9*

**SCHOOL YARD IMPROVEMENTS**

**Project Type:** Parks and Open Space

**Location:** School yards of Carver High School, Slater Elementary School and Campbell Elementary School

**Proposed Project:** The school yards of these facilities will be improved as a part of the upcoming renovations associated with APS' Build Smart Program. School yard improvements will include pedestrian paths that connect the schools to the surrounding neighborhoods as well as minor landscape improvements. *This Civic Project coincides with Redevelopment Project A.8*

**NATURAL OPEN SPACE – HIGH POINT ESTATES**

**Project Type:** Natural Open Space Conservation

**Location:** Western edge of High Point Estates development project

**Proposed Project:** Conservation of natural open space is an important feature in the Southside Redevelopment Plan. This large, natural area of the High Point Estates site will be left undeveloped thus preserving significant stands of trees and leaving flood plane areas undisturbed. The vegetation will also serve to block noise

coming from the interstate. *This Civic Project coincides with Redevelopment Project A.2*

#### **CLAIRE DRIVE PLAZA**

**Project Type:** Pedestrian Plaza

**Location:** Triangular intersection of Claire Drive and Pryor Road

**Proposed Project:** This important intersection will be enhanced as a pedestrian plaza to mark the entrance to the Pryor Road Corridor. The plaza will include a major piece of public art which can be observed from many locations within the area. This project will be developed in association with the Pryor Road Streetscape and the Pryor Road Greenway.

#### **ARTHUR LANGFORD COMMUNITY CENTER**

**Project Type:** Community Facility – Public

**Location:** In Arthur Langford Park

**Proposed Project:** The community center at Langford Park currently contains a meeting room, offices and an outdoor pool. The center will be fully renovated to support expanded senior service programs and youth programs. This project is currently in the City's Capital Improvements Program. *This Civic Project coincides with Redevelopment Project A.10*

#### **JOYLAND MIXED-USE CENTER**

**Project Type:** Community Facility – Public

**Location:** Intersection of Pryor Road and Joyland Place

**Proposed Project:** It will be of critical importance to include community service space along with the development of the Pryor Road Corridor Village Center. Therefore, the plan proposes to include the following uses where applicable: post office, Fulton County Library branch, daycare center, community meeting space and police mini-precinct. *This Civic Project coincides with Redevelopment Project A.7*

#### **CAMPBELL EDUCATION CENTER**

**Project Type:** Community Facility – Public

**Location:** Intersection of Capitol Avenue and Thirkeld

**Proposed Project:** As a part of APS' system-wide facility recommendations (The Build Smart Program), Campbell Elementary School will be consolidated with Slater Elementary School on the Slater site. APS will be converting the Campbell building to a pre-kindergarten center to serve the Southside area. In addition, this plan proposes that the facility also be established as an adult education center. This may include computer training courses, adult literacy programs, and other enrichment programs. Furthermore, the cafeteria space can be used as a community performance and meeting space. APS will be committing funding for the pre-k

portion of the program. *This Civic Project coincides with Redevelopment Project A.10*

**ATLANTA FIRE TRAINING CENTER**

**Project Type:** Community Facility - Public

**Location:** At the end of Ashwood Street adjacent to Interstate 75/85

**Proposed Project:** In conjunction with Redevelopment Project A.13 mentioned earlier, the plan proposes to convert the facility for community uses. As a former school site, the grounds provide an excellent opportunity for play equipment and pedestrian amenities for use by the surrounding neighborhoods. *This project coincides with Redevelopment Project A.13*

**CARVER VOCATIONAL HIGH & SLATER ELEMENTARY SCHOOL**

**Project Type:** Public Schools

**Location:** Intersection of Capitol Avenue and University Avenue

**Proposed Project:** Through its Build-Smart Program (final board approval pending), APS will renovate and expand Carver High School to accommodate a larger enrollment. Furthermore, APS will consolidate Campbell and Slater in an expanded Slater building (including a new classroom wing and multi-purpose building). These APS projects are being supported through local sales tax revenue (SPLOST). *This Civic Project coincides with Redevelopment Project A.8*

**PRYOR ROAD CORRIDOR GATEWAY**

**Project Type:** Community Gateway

**Location:** Railroad overpass at Pryor Road

**Proposed Project:** The existing railroad overpass marks the northern entrance to the Pryor Road Corridor and the Southside area as a whole. It provides an excellent opportunity to create a visual gateway for the community and may include artwork, signage and/or landscape improvements. This project may be developed in association with the Pryor Road Streetscape.

## Transportation Projects

In addition to the Redevelopment Projects and Civic Projects described above, there are also several Transportation Projects identified for the Pryor Road Corridor (see Figure 2.3 in Part 2.0). These projects relate primarily to the physical improvement of the area's roads. In general they include proposed bike routes, roadway improvements, on-grade railroad crossings, pedestrian crossings, street abandonments and bus route changes. As with the Redevelopment Projects and Civic Projects, these projects have been programmed by phase (see margins at right).

### CLAIRE DRIVE BIKE ROUTE

**Project Type:** Bike Route

**Location:** Along Pryor Road from University Avenue to Claire Drive (north section) and from Claire Drive to Fair Drive (south section)

**Proposed Project:** This project includes the development of an on-street bike route to connect to the City's broader system of bicycle routes. This project will be developed in association with the Pryor Road Streetscape.

### PRYOR ROAD ON-STREET PARKING

**Project Type:** Roadway Improvements

**Location:** Along both sides of Pryor Road from Bowen Circle to Thornton Street

**Proposed Project:** On-street parallel parking will be added to both sides of Pryor Road to support the development of the Pryor Road Corridor Village Center. The addition of on-street parking will necessitate lane changes to Pryor Road which will be studied in further detail during project implementation. This project will be developed in association with the Pryor Road Streetscape.

### RIDGE AVENUE/UNIVERSITY AVENUE RECONSTRUCTION

**Project Type:** Roadway Improvement/On-Grade Crossing

**Location:** The five-way intersection of Ridge Avenue, Capitol Avenue and University Avenue

**Proposed Project:** The City of Atlanta, in conjunction with GDOT, is currently proposing numerous changes to improve the safety of this intersection including: terminating Ridge Avenue before the intersection, the potential reduction of the vertical curve on Capitol Avenue, and the horizontal realignment of University Avenue. These improvements are expected to improve sight views and traffic safety at this intersection. Other needed improvements at this intersection include adding guard rails at key locations where the railroad line drops below the level of the roadway.

#### TYPES OF TRANSPORTATION PROJECTS

- **Bike Routes**
- **Roadway Improvements**
- **On-Grade Railroad Crossings**
- **Pedestrian Crossings**
- **Street Abandonments**
- **Bus Route Changes**

#### PRYOR ROAD CORRIDOR PHASE 1 TRANSPORTATION PROJECTS

- **Claire Drive Bike Route (north section)**
- **Pryor Road On-Street Parking**
- **Ridge/University Reconstruction**
- **Village Center Pedestrian Crossing**
- **Greenway Pedestrian Crossings**
- **Carver Homes Street Abandonments (Associated w/Phase 1 redevelopment)**

### **VILLAGE CENTER PEDESTRIAN CROSSING**

**Project Type:** Pedestrian Crossing

**Location:** The intersection of Pryor Road and Joyland Place

**Proposed Project:** The development of the Pryor Road Corridor Village Center will create a new pedestrian-friendly shopping area. It will be critically important to facilitate the safe and pleasant movement of pedestrians back and forth across the street. Improvements may include pavers in the roadway, painted crosswalks, and/or signalization alterations. This project will be developed in association with the Pryor Road Streetscape.

### **PRYOR ROAD GREENWAY CROSSINGS**

**Project Type:** Pedestrian Crossing

**Location:** One crossing at the intersection of Bowen Circle and Joyland Place and another at the intersection of Pryor Road and Claire Drive

**Proposed Project:** In order to facilitate the safe movement of pedestrians along the Pryor Road Greenway Trail, it will be important to provide pedestrian crossings where the Greenway crosses the roadway. Improvements may include pavers, bollards, painted crosswalks and/or signage. This project will be developed in association with the Pryor Road Greenway and the Pryor Road Streetscape.

### **CARVER HOMES STREET ABANDONMENTS**

**Project Type:** Street Abandonment

**Location:** Carver Homes

**Proposed Project:** AHA's redevelopment of Carver Homes involves the full reconstruction of the site and will necessitate a new street layout. Therefore, many of the existing streets will be abandoned and reconstructed in other locations.

### **BUS ROUTE CHANGES**

**Project Type:** Bus Routes

**Location:** TBD

**Proposed Project:** Several changes to MARTA bus routes will be necessary as new development within the Pryor Road Corridor brings new residents. While specific changes are not identified herein, conceptual changes to be considered in the near future include a route to connect Pryor Road to Metropolitan Parkway and a few more east-west routes through the Southside community to connect the Pryor Road Corridor area to the other communities within Southside Atlanta.

#### **PRYOR ROAD CORRIDOR PHASE 2 TRANSPORTATION PROJECTS**

- **Claire Drive Bike Route (south section)**
- **Carver Homes Street Abandonments (associated w/later phases of redevelopment)**
- **Bus Route Changes**

**2A PART 2A: PRYOR ROAD CORRIDOR MASTER PLAN**

PRYOR ROAD CORRIDOR REDEVELOPMENT PROJECT AREAS	Estimated Cost			Anticipated Funding Sources								BUDGET AMOUNT
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority	Urban Residential Development Corporation	Private Sector	
<b>PHASE 1 PROJECT AREAS (2000 - 2003)</b>												
A.1 Neighborhood Rehab & Infill	\$186,750	\$4,766,250	\$4,953,000	0	186,750	0	0	0	0	0	0	4,766,250
A.2 Highpoint Estates Single-Family	\$9,180,000	\$0	\$9,180,000	0	0	0	0	0	0	9,180,000	0	9,180,000
A.3 Joyland & Creekside Housing	\$896,000	\$8,555,000	\$9,451,000	896,000	0	0	0	0	0	0	0	8,555,000
A.4 Highpoint Senior's Housing	\$4,700,000	\$0	\$4,700,000	50,000	0	0	0	0	0	4,650,000	0	4,650,000
A.5 Carver Homes Multifamily	\$20,060,000	\$19,060,000	\$39,120,000	1,000,000	0	0	0	0	19,060,000	0	0	19,060,000
A.6 Lakewood Apartments	\$900,000	\$21,877,000	\$22,777,000	900,000	0	0	0	0	0	0	21,877,000	21,877,000
A.7 Pryor Road Village Center	\$5,303,250	\$14,051,800	\$19,355,050	3,960,250	843,000	0	0	0	500,000	0	0	14,051,800
A.8 Carver Educational Campus	\$32,700,000	\$0	\$32,700,000	0	0	0	0	32,700,000	0	0	0	32,700,000
A.9 Carver Homes Open Space	\$1,005,000	\$0	\$1,005,000	0	0	0	0	0	1,005,000	0	0	1,005,000
A.10 Langford Park & Community Center	\$0	\$319,000	\$319,000	0	0	0	0	0	0	0	0	319,000
<b>SUBTOTAL:</b>	\$74,931,000	\$68,829,050	\$143,760,050	6,806,250	1,029,750	0	0	32,700,000	20,565,000	13,830,000	68,829,050	\$143,760,050
<b>PHASE 2 PROJECT AREAS (2004-2010)</b>												
A.11 Carver Homes Single-Family Infill	\$8,525,000	\$8,525,000	\$17,050,000	0	0	0	0	0	8,525,000	0	0	8,525,000
A.12 Pryor Road Mixed-Use/Comm.	\$0	\$8,231,150	\$8,231,150	0	0	0	0	0	0	0	0	8,231,150
A.13 Atlanta Fire Training Center	\$2,191,000	\$0	\$2,191,000	0	2,191,000	0	0	0	0	0	0	2,191,000
A.14 Macedonia Baptist Church	\$0	\$1,500,000	\$1,500,000	0	0	0	0	0	0	0	0	1,500,000
<b>SUBTOTAL:</b>	\$10,716,000	\$18,256,150	\$28,972,150	0	2,191,000	0	0	0	8,525,000	0	0	18,256,150
<b>PHASE 3 PROJECT AREAS (2011-2020)</b>												
None	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	\$85,647,000	\$87,085,200	\$172,732,200	6,806,250	3,229,750	0	0	32,700,000	29,090,000	13,830,000	87,085,200	\$172,732,200

**Notes:**

- 1) Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
- 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- 4) "City of Atlanta" includes transportation impact funds, bonds, and capital funds. "T-21" funding is already committed. City is targeted to support a portion of housing rehab needs through future CDBG/HOME, etc.
- 5) "Atlanta Public Schools" funding will come from existing and future SPOST sales tax revenue.
- 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
- 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

2A PART 2A: PRYOR ROAD CORRIDOR MASTER PLAN

PRYOR ROAD CORRIDOR CIVIC IMPROVEMENT PROJECTS	Estimated Cost		Anticipated Funding Sources						BUDGET AMOUNT		
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools		Atlanta Housing Authority	Urban Residential Development Corporation
<b>PHASE 1 CIVIC PROJECTS (2000-2003)</b>											
Pryor Road Greenway	\$700,000	\$0	\$700,000	0	600,000	100,000	0	0	0	0	0
Carver Greenway	\$600,000	\$0	\$600,000	0	0	0	0	300,000	300,000	0	0
Pryor Road Streetscape	\$3,000,000	\$0	\$3,000,000	1,000,000	1,810,000	190,000	0	0	0	0	0
Mowry Streetscape	\$1,250,000	\$0	\$1,250,000	0	0	0	0	1,250,000	0	0	0
Neighborhood Sidewalk Repairs	\$500,000	\$0	\$500,000	225,000	275,000	0	0	0	0	0	0
Langford Park Improvements	\$65,000	\$0	\$65,000	0	65,000	0	0	0	0	0	0
Carver Open Space & Recreation Center	\$1,905,000	\$0	\$1,905,000	0	0	0	0	1,905,000	0	0	0
School Yard Improvements	\$50,000	\$0	\$50,000	0	0	0	0	50,000	0	0	0
Hillwood Natural Open Space	\$50,000	\$0	\$50,000	0	50,000	0	0	0	0	30,000	0
Claire Drive Plaza	\$50,000	\$0	\$50,000	0	0	0	0	0	0	0	0
Langford Community Center	\$379,000	\$0	\$379,000	0	379,000	0	0	0	0	0	0
Inflated Mixed-Use Community Center	\$500,000	\$1,000,000	\$1,500,000	0	0	0	0	0	500,000	0	1,000,000
Campbell Education Center	\$25,000	\$25,000	\$50,000	0	0	0	0	25,000	0	0	25,000
Carver High School Renovation/Expansion	\$25,000,000	\$0	\$25,000,000	0	0	0	0	25,000,000	0	0	0
Slater Elementary School Expansion	\$5,000,000	\$0	\$5,000,000	0	0	0	0	5,000,000	0	0	0
Pryor Road Community Gateway	\$10,000	\$10,000	\$20,000	0	10,000	0	0	0	0	0	10,000
<b>SUBTOTAL:</b>	<b>\$38,634,000</b>	<b>\$1,035,000</b>	<b>\$39,669,000</b>	<b>1,225,000</b>	<b>3,139,000</b>	<b>290,000</b>	<b>0</b>	<b>30,375,000</b>	<b>3,855,000</b>	<b>50,000</b>	<b>1,035,000</b>
<b>PHASE 2 CIVIC PROJECTS (2004-2010)</b>											
Grant Park & West End Greenways	\$1,000,000	\$0	\$1,000,000	0	1,000,000	0	0	0	0	0	0
Langford Park Expansion	\$125,000	\$0	\$125,000	0	125,000	0	0	0	0	0	0
Atlanta Fire & Training Center	\$2,191,000	\$0	\$2,191,000	0	2,191,000	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$3,316,000</b>	<b>\$0</b>	<b>\$3,316,000</b>	<b>0</b>	<b>3,316,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PHASE 3 CIVIC PROJECTS (2011-2020)</b>											
None	\$0	\$0	\$0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>\$41,950,000</b>	<b>\$1,035,000</b>	<b>\$42,985,000</b>	<b>1,225,000</b>	<b>6,455,000</b>	<b>290,000</b>	<b>0</b>	<b>30,375,000</b>	<b>3,855,000</b>	<b>50,000</b>	<b>1,035,000</b>

Notes:  
 1) Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.  
 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.  
 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.  
 4) "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. Approx. \$900,000 funds have already been committed. "T-21" funding has already been committed.  
 5) "Atlanta Public Schools" funding will come from existing and future SPOST sales tax revenue.  
 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.  
 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

PART 2A: PRYOR ROAD CORRIDOR MASTER PLAN

PRYOR ROAD CORRIDOR TRANSPORTATION IMPROVEMENT PROJECTS	Estimated Cost		Anticipated Funding Sources							BUDGET AMOUNT		
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority		Urban Residential Development Corporation	Private Sector
<b>PHASE 1 TRANS. PROJECTS (2000-2003)</b>												
Claire Drive Bike Route (north)	\$50,000	\$50,000	\$100,000	0	50,000	0	0	0	0	0	0	50,000
Pryor Road On-Street Parking	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
Ridges/University Reconstruction	\$400,000	\$0	\$400,000	0	0	0	400,000	0	0	0	0	0
Village Center Pedestrian Crossing	\$0	\$10,000	\$10,000	0	0	0	0	0	0	0	0	10,000
Greenway Pedestrian Crossings (3)	\$30,000	\$0	\$30,000	0	30,000	0	0	0	0	0	0	0
Carver Homes Street Abandonments	\$30,000	\$0	\$30,000	0	0	0	0	0	30,000	0	0	0
<b>SUBTOTAL:</b>	<b>\$510,000</b>	<b>\$60,000</b>	<b>\$570,000</b>	<b>0</b>	<b>80,000</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>60,000</b>
<b>PHASE 2 TRANS. PROJECTS (2004-2010)</b>												
Claire Drive Bike Route (south)	\$37,500	\$37,500	\$75,000	0	37,500	0	0	0	0	0	0	37,500
Carver Homes Street Abandonments	\$80,000	\$0	\$80,000	0	0	0	0	0	80,000	0	0	0
MARTA Bus Route Changes	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$117,500</b>	<b>\$37,500</b>	<b>\$155,000</b>	<b>0</b>	<b>37,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>37,500</b>
<b>PHASE 3 TRANS. PROJECTS (2011-2020)</b>												
None	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>\$627,500</b>	<b>\$97,500</b>	<b>\$725,000</b>	<b>0</b>	<b>117,500</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>110,000</b>	<b>0</b>	<b>0</b>	<b>97,500</b>

Notes:

- 1) Many Phase 1 Transportation Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
- 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- 4) "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. "T-21" and "GDOT" funding has already been committed.
- 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.
- 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
- 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.



Amended Southside Atlanta Redevelopment Plan  
**Part 2B: LAKEWOOD HEIGHTS**  
**MASTER PLAN**

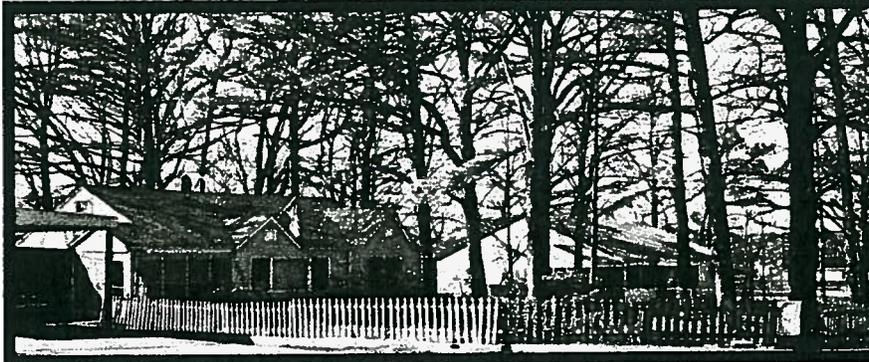
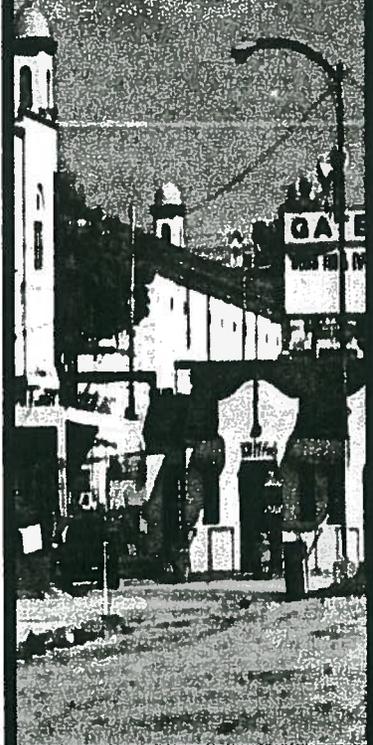
**2B.1 MASTER PLAN FRAMEWORK** ..... p.2B-1

**2B.2 LAKEWOOD HEIGHTS CONCEPT** ..... p.2B-1

- Lakewood Heights Vision..... p.2B-1
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**2B.3 PROPOSED PROJECTS** ..... p.2B-5

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- No Figures

### **2B.2 LAKEWOOD HEIGHTS CONCEPT**

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### **2B.1 MASTER PLAN FRAMEWORK**

- No Tables

### **2B.2 LAKEWOOD HEIGHTS CONCEPT**

- No Tables

### **2B.3 PROPOSED PROJECTS**

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## **2B.1 MASTER PLAN FRAMEWORK**

Taken as a whole, this Southside Atlanta Redevelopment Plan document presents the collective vision and plan for the full redevelopment of the Southside Atlanta Community. It is important to recognize, however, that Southside Atlanta is comprised of several distinct communities including: A) The Pryor Road Corridor; B) Lakewood Heights; C) South Atlanta; and D) Chosewood Park (which includes the northern industrial corridor). While Part 1.0 of the Southside Redevelopment Plan documented background and existing conditions for the Southside area as a whole, this part (Part 2B) describes the projects and programs envisioned to revitalize the Lakewood Heights community. This Lakewood Heights Master Plan details specific information including: the context, the overall concept, goals and objectives, redevelopment projects, civic improvement projects, and transportation projects.

**SOUTHSIDE ATLANTA  
SUBAREAS &  
NEIGHBORHOODS**

**Subarea A: Pryor Road**  
Carver Homes Neighborhood  
Highpoint Estates Nbd.  
Joyland Neighborhood  
Amal Heights Neighborhood  
Betmar LaVilla Neighborhood

**Subarea B: Lakewood Hgts. Nbd.**

**Subarea C: South Atlanta Nbd.**

**Subarea D: Chosewood Park**  
(Inclusive of the Chosewood  
Park Neighborhood and the  
Industrial Corridor- Subarea E)

## **2B.2 LAKEWOOD HEIGHTS CONCEPT**

### **Lakewood Heights Vision**

Lakewood Heights is the largest neighborhood in Southside Atlanta. It is comprised of a diverse population of residents, businesses and institutions. The community represents a unique mix of historic single-family streets, a struggling village center, a large park and the Lakewood Fairgrounds. The area is blessed with a rolling topography and larger undisturbed natural areas – unique for such an urban location. Therefore a revitalized Lakewood Heights is envisioned as a “healing, holistic, oasis” which contains a) a preserved single-family areas; b) a revitalized Village Center at its heart, c) significant mixed-use redevelopment of the Fairgrounds, d) expansive parklands accessible to the community, e) preserved natural and historic features. (See Figure 2B.1 on the following page).

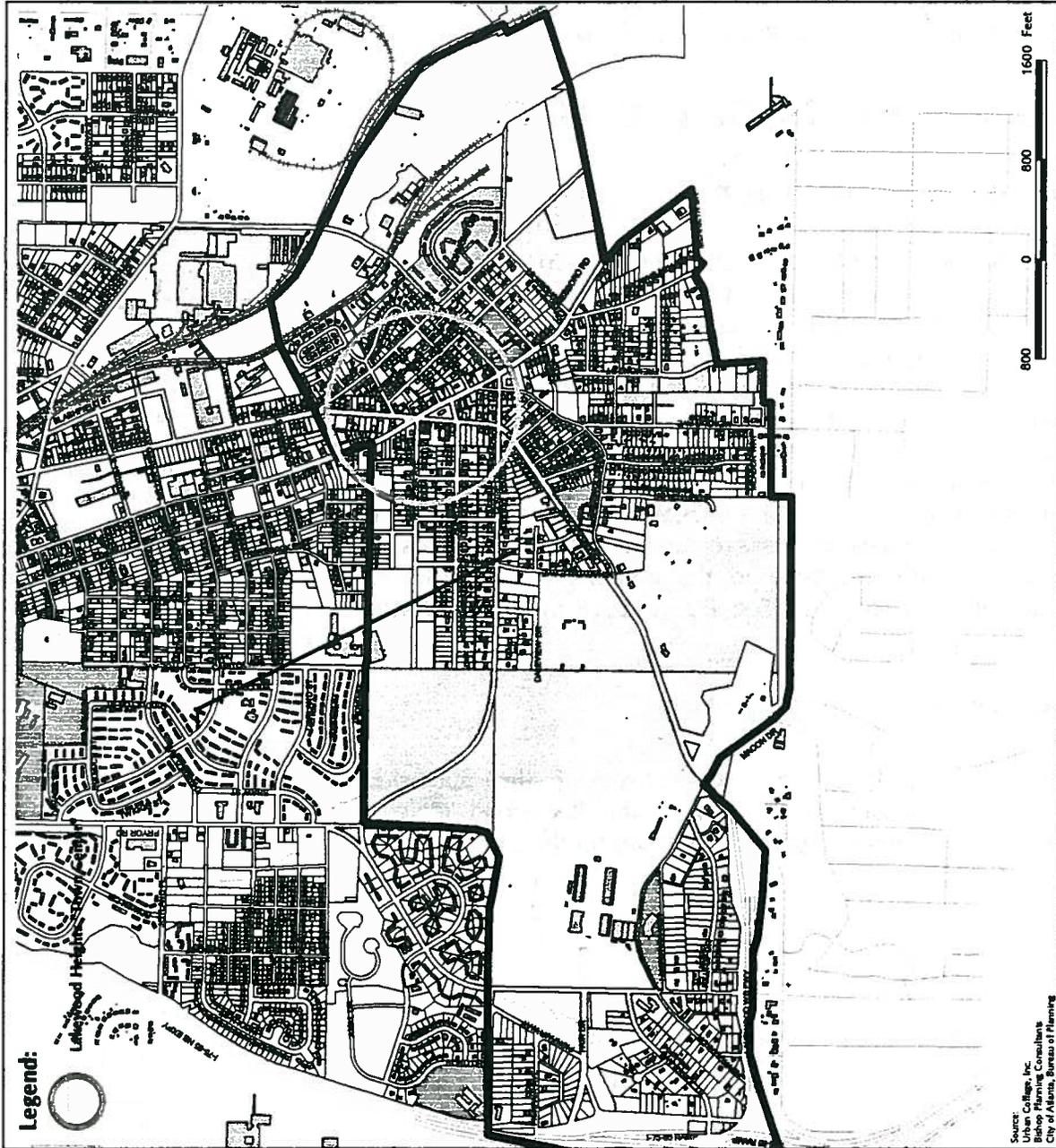
**LAKEWOOD HEIGHTS  
MASTER PLAN CONCEPT**

- Preservation of single-family areas
- Revitalization of existing “Village Center”
- Significant mixed-use redevelopment of the Lakewood Fairgrounds
- Enhancement and connection of parklands
- Preservation of Key natural and historic features

### **Lakewood Heights Objectives**

Building upon the Goals and Objectives of the Southside community as a whole (see Part 1.4), the Lakewood Heights community has enumerated specific objectives for this area.

**2B** PART 2B: LAKEWOOD HEIGHTS MASTER PLAN



2B-2

Source:  
Urban Collage, Inc.  
Bishop Planning Consultants  
City of Atlanta, Bureau of Planning

**REVITALIZATION AREAS & ACTIONS**

**SINGLE-FAMILY RESIDENTIAL**

**INTENT:** Preserve and enhance existing residential neighborhoods and provide new opportunities for homeownership.

- ACTIONS:**
- Provide rehabilitation assistance for existing homes;
  - Purchase vacant lots and construct infill single-family homes;
  - Purchase and rehabilitate existing vacant, unoccupied houses;
  - Develop new single-family homes and townhouses in key locations;
  - Demolish existing houses that are a severe public safety hazard (minimal qty.);
  - Repair existing neighborhood sidewalks;
  - Preserve and rehabilitate existing neighborhood churches and institutions;
  - Support existing small-scale retail establishments.

**MULTIFAMILY RESIDENTIAL**

**INTENT:** Provide rental and homeownership opportunities for those that can not afford a house.

- ACTIONS:**
- Rehabilitate most existing apartment complexes;
  - Redevelop and reconstruct select apartment complexes;
  - Convert select units from rental to homeownership (condominium).

**NEIGHBORHOOD COMMERCIAL**

**INTENT:** Encourage the development of small-scale, pedestrian-friendly commercial "villages."

- ACTIONS:**
- Rehabilitate existing commercial buildings;
  - Redevelop underutilized commercial structures;
  - Provide in-house opportunities for retail, job housing, office and professional service space;
  - Provide pedestrian enhancements such as streetscapes, sidewalks, etc.;
  - Provide small business assistance;
  - Coordinate marketing efforts to attract new retailers to serve both residents and visitors.

**INSTITUTIONAL**

**INTENT:** Preserve and improve existing neighborhood institutions, service providers and community facilities.

- ACTIONS:**
- Preserve and rehabilitate existing community facilities and institutions;
  - Rehabilitate public school facilities;
  - Expand select community facilities;
  - Develop new community facilities in key locations;
  - Utilize public and private partnerships to share facilities.

**MIXED-USE**

**INTENT:** Provide unique new opportunities for housing and non-housing uses together.

- ACTIONS:**
- Construct new "live-work" developments which combine housing and commercial uses;
  - Adaptively reuse existing commercial & industrial buildings for jobs and studios.

**INDUSTRIAL**

**INTENT:** Provide opportunities for new job and economic development.

- ACTIONS:**
- Preserve and rehabilitate many existing industrial facilities;
  - Redevelop existing properties for new light industrial uses;
  - Improve buffering conditions between industrial areas and residential areas.

**OPEN SPACE & RECREATION**

**INTENT:** Improve outdoor recreation options by enhancing existing facilities and providing new facilities in a connected system of open spaces.

- ACTIONS:**
- Preserve and rehabilitate existing neighborhood parks;
  - Improve access and expand amenities at existing parks;
  - Develop new open spaces;
  - Connect open spaces through greenways, multi-use paths, bike routes and streetscapes.

Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21st Century"  
CITY OF ATLANTA and the Atlanta Empowerment Zone  
Prepared by Urban Collage, Inc. In Assoc. w/BPC

Figure 2B.1: Lakewood Heights  
FUTURE REDEVELOPMENT LAND USE

**Housing Objectives:**

1. Preserve the historic, residential character of the community
2. Enhance the residential area with compatible infill housing in a wide range of housing types
3. More forcefully enforce housing codes

**Economic Development Objectives:**

1. Attract new economic development and business opportunities
2. Attract new and wider ranges of businesses in the Village Center
3. Create new job opportunities for local residents
4. Provide Small Business Assistant Programs for local business owners and entrepreneurs
5. Make the appearance of unsightly businesses more acceptable

**Urban Design & Transportation Objectives:**

1. Develop a pedestrian friendly environment
2. Develop a system of Greenway Trails
3. Establish a neighborhood identity through signage, logos and neighborhood newspapers and flyers
4. Provide better lighting in neighborhoods and along major streets
5. Expand public transportation connections with MARTA rail stations and downtown

**Community Facilities Objectives:**

1. Improve and expand existing community facilities
2. Develop "life-care" centers
3. Create community-related uses within the Lakewood Fairgrounds
4. Improve the area's schools

**Land Use Objectives:**

1. Preserve existing single-family areas
2. Recycle brownfield areas into more productive uses
3. More forcefully enforce zoning codes
4. Preserve open space uses and keep some areas of the community as natural open space
5. Redevelop the Lakewood Fairgrounds as a mixed-use development

**Historic and Natural Resources Objectives:**

1. Identify and protect the area's historic resources
2. Improve the natural areas and facilities found in parks and open spaces
3. Protect and enhance natural waterways and environmentally sensitive or unique areas

**Social Services, Arts and Cultural Affairs Objectives:**

1. Increase the number of neighborhood-wide community functions
2. Provide services which take advantage of natural healing methods
3. Establish greater police presence
4. Install public art at key locations

## 2B.3 PROPOSED PROJECTS

In support of the vision and objectives outlined above, there are three types of projects proposed for the Lakewood Heights Master Plan including: a) **Redevelopment projects** (i.e., projects affecting private and publicly owned real estate); b) **Civic Projects** (i.e., streetscapes, parks and recreation); and c) **Transportation projects** (i.e., projects designed to improve the area's circulation).

### Master Plan Phasing

It is important to recognize that while all of these projects will have a significant impact on the Lakewood Heights community, it will take many years to complete the full revitalization of the area. Therefore, projects have been divided into three distinct phases based on a variety of factors such as: current or likely funding available, implementation activities already underway, importance to the community, available market, proximity to other projects, etc. In general, however, the overriding goal of project phasing is to eliminate the worst conditions of "blight" that are currently impacting private market redevelopment. Due to the complexity and scope of many projects, activities may begin in one phase and not be completed until the subsequent phase. Furthermore, the timing of individual projects may ultimately vary from what is programmed as market realities and community objectives are refined in the upcoming years.

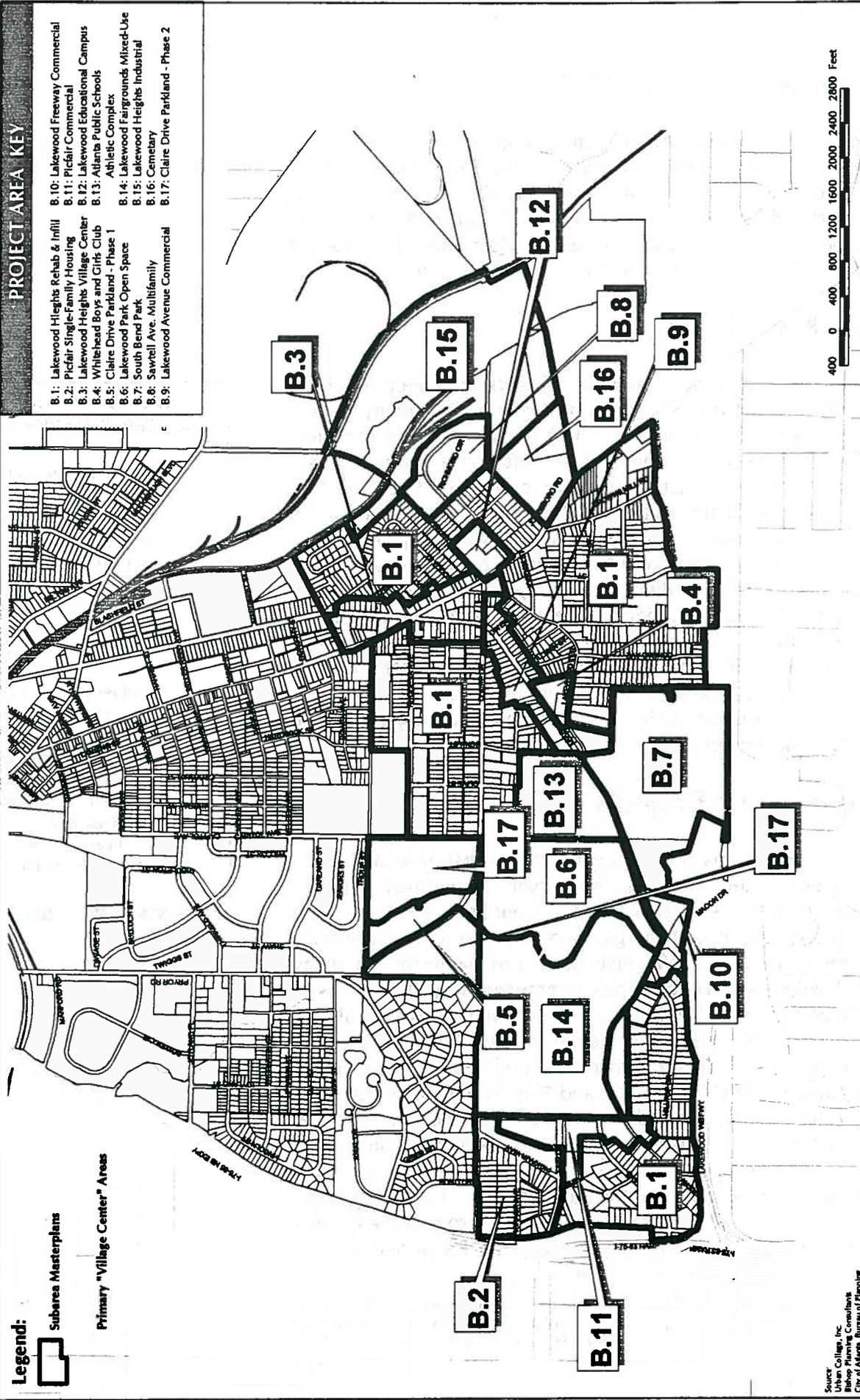
### Redevelopment Projects

Redevelopment Projects are defined as projects that make a physical improvement to public or private real estate (as opposed to public rights-of-way). In some cases, Redevelopment Project Areas contain multiple parcels that have been grouped due to common objectives or by necessity in order to effectuate larger site parameters. In many cases, redevelopment will be achieved programmatically or through private investment and will not involve the transfer, sale or resubdivision of any property. All Redevelopment Project Areas, will be subject to the policies and procedures outlined in the Southside Implementation Plan (See Parts 3.3 and 3.4). The projects described below are listed by phase and are generally grouped by type (i.e., housing, commercial, industrial). Each project is located on the key map on the following page (Figure 2B.2), is described in narrative form on the following pages, and is summarized in Table 2B.1 at the end of this section. In addition, a few key projects have been designed in site plan form to indicate important design features that are desired (See Figures 2B.3 and 2B.4).

**LAKWOOD HEIGHTS  
MASTER PLAN PHASING**

- **Phase 1: 2000-2003**  
Designed to eliminate the worst "blighting conditions and kick-off key projects
- **Phase 2: 2004-2010**  
Designed to complete Phase 1 projects and expand the commercial and residential market base of the community
- **Phase 3: 2011-2020**  
Designed to complete all Master Plan projects, particularly those which are heavily reliant on strong market forces

**2B** PART 2B: LAKEWOOD HEIGHTS MASTER PLAN



Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21st Century"  
 CITY OF ATLANTA and the Atlanta Empowerment Zone  
 Prepared by Urban Collage, Inc. In Assoc. w/BPC

**Figure 2B.2: Lakewood Heights REDEVELOPMENT PROJECT AREAS**

Source:  
 Urban Collage, Inc.  
 Bishop Planning Consultants  
 City of Atlanta, Bureau of Planning

### Phase 1 Redevelopment Projects

It is anticipated that the following Redevelopment Projects will be initiated in Phase 1 (between year 2000-2003):

#### B.1 NEIGHBORHOOD REHAB AND INFILL

**Location:** Residential areas west of Lakewood Fairgrounds (off of Pryor Road); Residential areas east of Lakewood Fairgrounds (off of Claire, Jonesboro and Lakewood Ave.)

**Existing Condition:** Single-Family homes in fair to good condition (approx. 712 single-family units)

**Proposed Project:** The area is significant in its various types of historical design types including New South Cottages, folk Victorians, Shotguns, pyramidal Cottages and various derivations of the Bungalow style. The plan proposes a rehabilitation program to address needed repairs (minor and major) along with consideration of a National Register District. Minor demolition may be required for public safety hazards (less than 20). In addition, there will be 40-50 new single-family houses built on existing vacant lots.

#### B.2 PICFAIR SINGLE FAMILY HOUSING

**Location:** West of Pryor Road between Ashwood and Fair

**Existing Condition:** Approx. 26 acres; significant quantity of vacant land; approx. 14 single-family homes.

**Proposed Project:** The redevelopment plan proposes to build 30-40 new single-family attached and detached dwellings along Ashwood and Picfair Way. The plan also calls for rehabilitation of 11 single-family homes. This project is being supported through Empowerment Zone funding.

#### B.3 LAKEWOOD HEIGHTS VILLAGE CENTER

**Location:** The crossroads of Lakewood Avenue and Jonesboro Road.

**Existing Condition:** This area consists of approx. 24 acres, 73 parcels, 33 housing units, 152,300 square feet of non-residential space and 11,400 of institutional space. Although the area is in fair condition, there are several underutilized properties and a few safety hazards.

**Proposed Project:** The redevelopment plan proposes to enhance and improve the area as a "Town Center." This will primarily be accomplished through renovation of existing buildings. There will also be +/- 50,000 square feet of infill commercial development that is in keeping with the pedestrian character of the area. The village center will include a new plaza in the southern triangle formed by the intersection of Lakewood Avenue and Jonesboro Road. The area will also benefit from new senior programs and a Small Business Incentive Program to assist existing operators and attract new businesses. This area was previously rezoned as a part of the Jonesboro Road Redevelopment Plan to limit incompatible uses.

#### SUBAREA B LAKEWOOD HEIGHTS PHASE 1 PROJECTS

1. Rehabilitation and Infill
2. Picfair Single-Family Housing
3. Lakewood Heights Village Center
4. Whitehead Boys and Girls Club
5. Claire Drive Parkland (initial development)
6. Lakewood Park Open Space
7. South Bend Park

However, to ensure compatibly designed new development, this plan proposes that specific urban design guidelines be prepared (possibly in connection with a new Neighborhood Commercial zoning district). This project is being supported through Empowerment Zone funding.

#### **B.4 WHITEHEAD BOYS AND GIRLS CLUB**

**Location:** Lakewood Avenue adjacent to Southbend Park

**Existing Condition:** Approximately 26,800 square foot building on 4 acres. The building contains a large game room, a gym, small community rooms and offices.

**Proposed Project:** The Boys and Girls Club is proposing an expansion to their facility on the same site where they are currently located. This Club is an asset to the local community.

#### **B.5 CLAIRE DRIVE PARKLAND**

**Location:** Claire Drive Along Lakewood Fairgrounds

**Existing Condition:** Vacant land and unimproved drainage creek (former Fire Training Center).

**Proposed Project:** In the short-term, the frontage portion of this City property is to be developed as parkland in association with the Pryor Road Greenway. The creek will be opened and enhanced as a natural feature with adjacent jogging and bike paths.

#### **B.6 LAKEWOOD PARK OPEN SPACE**

**Location:** East end of Lakewood Fairgrounds site

**Existing Condition:** The lake area (approx. 50 acres) is minimally maintained with limited vegetation and pedestrian amenities.

**Proposed Project:** The plan proposes to improve the appearance and usability of the area around lake including pedestrian trails, benches, lighting and ultimately improving the appearance and usability of the lake. The project includes improving the accessibility of the park to community residents and possibly rerouting the fence to the west or removing it altogether.

#### **B.7 SOUTH BEND PARK**

**Location:** Lakewood Avenue across from the Lakewood Fairgrounds

**Existing Condition:** The current parkland is in good condition however there has been some criminal activity reported within the park proper.

**Proposed Project:** The City of Atlanta Parks and Recreation Department is currently in the process of developing a new gymnasium connected to the existing outdoor pool and parking area along Lakewood Avenue. Other improvements include improving access to the rear of the site (baseball field) and renovating the historic community building on Compton Drive for community use. Furthermore, the City is considering constructing a new soccer field

on the GDOT property at the west end of the Park on Lakewood Way.

**Phase 2 Redevelopment Projects**

The following Redevelopment Projects are anticipated to be initiated in Phase 2 (2004-2010):

**B.8 SAWTELL AVENUE MULTIFAMILY**

**Location:** On Sawtell Avenue east of Jonesboro Rd., adjacent to the CSX rail line

**Existing Condition:** Multifamily apartments (approx. 160 units) in fair condition

**Proposed Project:** This existing multifamily development is important in that it provides the only major rental opportunities within the Lakewood Heights neighborhood. While these apartments are relatively good condition, minor repairs and modernization will probably be required within the next 5-10 years. In addition, the site needs some landscaping improvements to better insulate the community from the adjacent industrial uses.

**B.9 LAKEWOOD AVENUE COMMERCIAL & OFFICE CORRIDOR**

**Location:** Properties fronting Lakewood Avenue between South Bend Park and Lakewood Heights Town Center

**Existing Condition:** A mix of commercial establishments and single-family homes in good condition

**Proposed Project:** This corridor, which forms a gateway to the Lakewood Town Center, is envisioned as small-scale office district for professionals and community services. In order to maintain the visual character of the district, it be critically important to preserve existing house structures wherever possible. Therefore, existing houses will be renovated and converted to studios and offices over time. In addition, existing vacant lots will be developed as new offices in house-type structures that are compatibly designed. Although most of the conversions will occur in Phase 2, a detailed set of urban design guidelines will be prepared in Phase 1 (in association with the Lakewood Heights Town Center design guidelines).

**B.10 LAKEWOOD FREEWAY COMMERCIAL**

**Location:** The termination of the Lakewood Freeway at Macon Dr.

**Existing Condition:** Mostly vacant property with one commercial establishment

**Proposed Project:** Due to its accessibility, this intersection provides a logical place for long-term commercial development associated with a redeveloped Lakewood Fairgrounds. New commercial development here will be less pedestrian friendly than in other, more walkable locations. However, as a highly visible site, new

<p style="text-align: center;"><b>SUBAREA B LAKEWOOD HEIGHTS PHASE 2 PROJECTS</b></p> <ol style="list-style-type: none"><li>8. Sawtell Ave. Multifamily</li><li>9. Lakewood Ave. Commercial/Office</li><li>10. Lakewood Freeway Commercial</li><li>11. Picfair Commercial</li><li>12. Lakewood Educational Campus</li><li>13. Atlanta Public Schools Athletic Campus</li></ol>
--

development should still be of a scale and design character that is in keeping with the Lakewood Heights area.

**B.11 PICFAIR COMMERCIAL**

**Location:** The intersection of Fair Drive and Pryor Rd.

**Existing Condition:** Vacant land across from the main entrance to the Lakewood Fairgrounds

**Proposed Project:** This intersection provides the opportunity for commercial establishments that are compatible with the mixed-use redevelopment of the Lakewood Fairgrounds. It will be important to structure a tenant mix and phase the development in a manner that does not compete with the success of the Pryor Road Village Center just up the road. While the Pryor Road Village Center will contain more neighborhood-oriented retail and services, the Picfair commercial area will attract more regionally-based commercial uses that draw on outside visitors to the Fairgrounds.

**B.12 LAKEWOOD EDUCATIONAL CAMPUS**

**Location:** On Sawtell Avenue just east of Jonesboro Road

**Existing Condition:** Lakewood Elementary School (Atlanta Public Schools, recently renovated) and underutilized church facility

**Proposed Project:** This institutional node anchors the southeast corner of the Lakewood Heights Village Center. The Atlanta Board of Education, through its system-wide "Build Smart Program," has recommended that the enrollment of Lakewood Elementary School be closely monitored over the next two years. Depending upon what changes occur, there are two options being considered by APS: a) Lakewood Elementary may be consolidated with nearby Dobbs Elementary in a new building in another location, b) Lakewood Elementary may be expanded by utilizing the adjacent church property. If Lakewood Elementary is ultimately relocated off-site, the properties (both the school and church) are ideal candidates for conversion to loft housing.

**B.13 ATLANTA PUBLIC SCHOOLS ATHLETIC CAMPUS**

**Location:** On Lakewood Avenue across from South Bend Park and east of the Lakewood Fairgrounds

**Existing Condition:** Atlanta Public Schools football stadium and bus storage facility in good condition

**Proposed Project:** This facility provides the public school system with an important amenity to accommodate its football athletic program. In the future, APS is considering improving the facility to accommodate a tennis program.

### Phase 3 Redevelopment Projects

The following Redevelopment Projects are anticipated to be initiated in Phase 3 (2011-2020):

#### B.14 LAKEWOOD FAIRGROUNDS MIXED-USE DEVELOPMENT

**Location:** West end of Lakewood Fairgrounds site

**Existing Condition:** Lakewood Amphitheatre concert venue, surface parking and Lakewood Fairgrounds special events buildings

**Proposed Project:** The Lakewood Fairgrounds provides a very unique opportunity for significant mixed-use redevelopment. The plan proposes that the site be intensified to include either new multifamily housing, new commercial enterprises, educational facilities or cultural arts amenities. The centerpiece of the added development would be a centralized open space or "oasis" accessed from a new entry plaza off of Pryor Road. The property is owned by the City of Atlanta but is under a long-term lease by the current operators. Of paramount importance is that the site continue to provide jobs for Southside residents and that the recreational opportunities become more accessible and connected to the adjacent community. Due to the current long-term lease, this project is programmed for Phase 3. However, significant development interest may allow this project to be developed much earlier.

#### B.15 LAKEWOOD HEIGHTS INDUSTRIAL

**Location:** Adjacent to the CSX rail line on the eastern edge of Lakewood Heights

**Existing Condition:** Active industrial operations in fair condition

**Proposed Project:** This rail road yard provides an invaluable opportunity for jobs and the economic development of the Lakewood Heights area. The plan proposes to rehabilitate the existing light industrial uses, seek more job producing ventures to operate on-site and provide additional landscape buffers near the adjacent residential areas.

#### B.16 CEMETERY

**Location:** East side of Jonesboro Road just south of Schoen Street

**Existing Condition:** Cemetery in good condition

**Proposed Project:** The cemetery provides a pleasant oasis from the traffic and noise of Jonesboro Road and serves as the only passive open space on the east side of Lakewood Heights. Therefore, the plan proposes to preserve this cemetery well into the future.

#### B.17 CLAIRE DRIVE PARKLAND (FULL CONVERSION)

**Location:** Property along Claire Drive (both sides) just southeast of intersection with Pryor Road

**SUBAREA B  
LAKEWOOD HEIGHTS  
PHASE 3 PROJECTS**

14. Lakewood Fairgrounds  
Mixed-Use Development
15. Lakewood Heights  
Industrial
16. Cemetery
17. Claire Drive Parkland  
(Full Conversion)

**Existing Condition:** Currently owned and used by the City of Atlanta as a transportation services center and Sanitation Department.

**Proposed Project:** This project completes the initial parkland conversion described in Redevelopment Project B-5. Full conversion will entail the long-term redevelopment of this city owned property into natural parkland. Alternative sites will need to be identified to house the City's storage, office, maintenance and parking uses that are currently on site.





**PROJECT NUMBER/NAME:**

- B.2 Picfair Single Family Housing
- B.11 Picfair Commercial

**Location:**

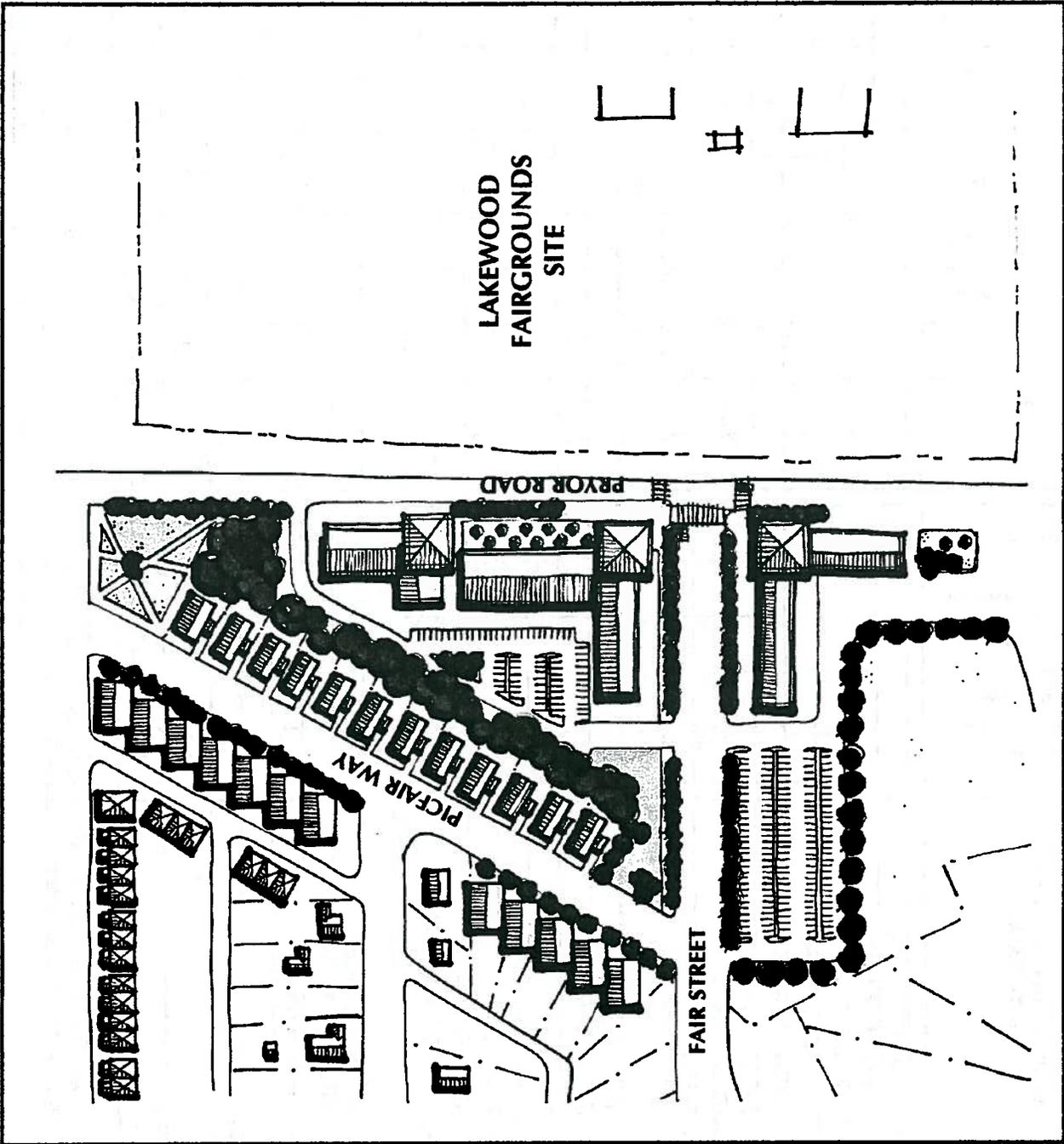
West of Pryor Road between Ashwood and Fair

**Existing Condition:**

Approx. 26 acres; significant quantity of vacant land; approx. 14 single-family homes.

**Proposed Project:**

The redevelopment plan proposes to build 30-40 new single-family attached and detached dwellings along Ashwood and Picfair Way. The plan also calls for rehabilitation of 11 single-family homes. This project is being supported through Empowerment Zone funding. Long-term, the plan also calls for commercial development at the intersection of Pryor Rd. and Fair Street near the entrance to Lakewood Fairgrounds.



Amended Southside Atlanta Redevelopment Plan; "A Vision for the 21<sup>st</sup> Century"  
 CITY OF ATLANTA and The Atlanta Empowerment Zone  
 Prepared by: Urban Collage Inc. in assoc. w/BPC

Fig. 2B.3 Lakewood HHS  
 PICFAIR

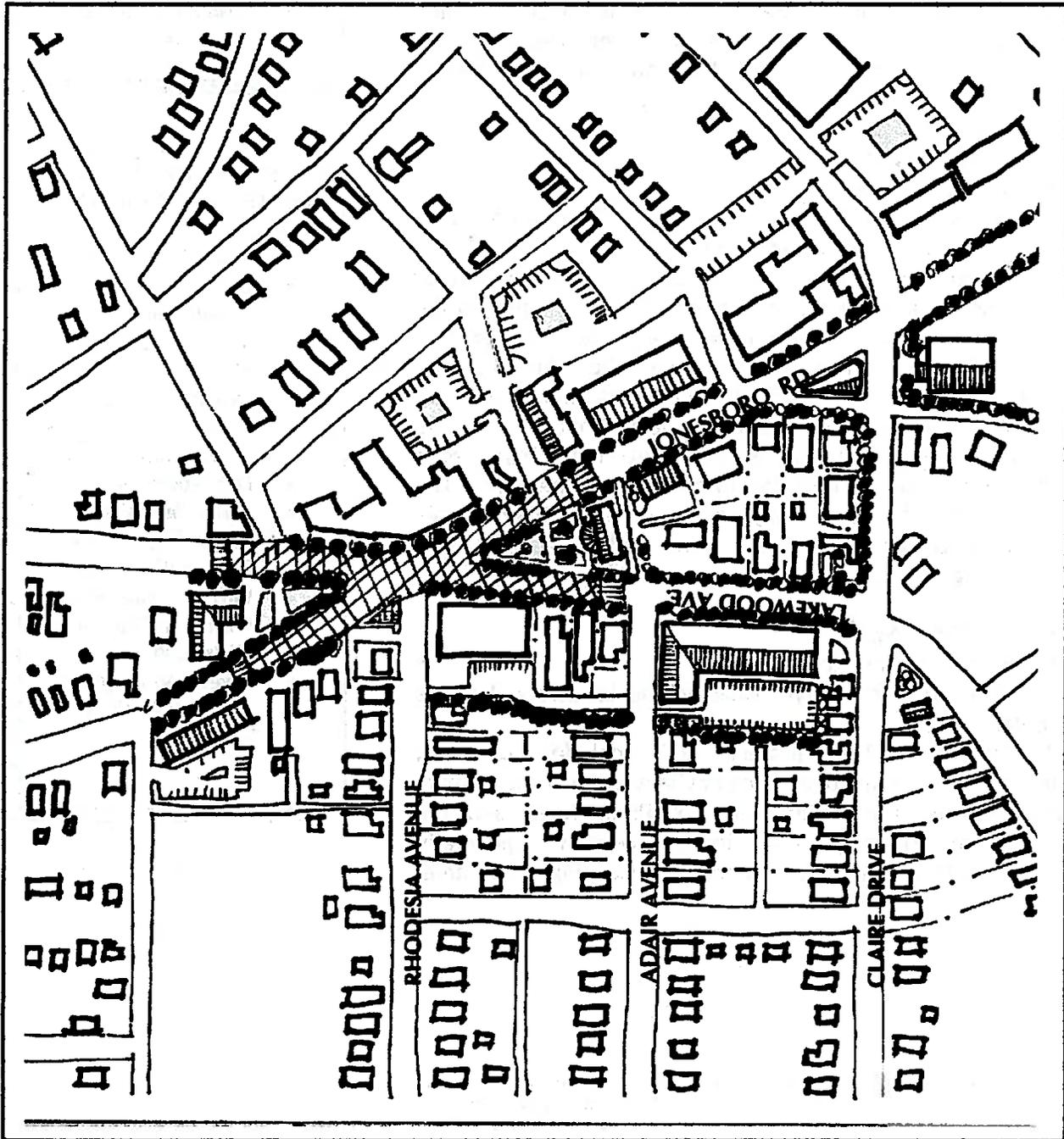


**PROJECT NUMBER/NAME:**  
 B.3 Lakewood Heights  
 Village Center

**Location:**  
 The crossroads of Lakewood  
 Avenue and Jonesboro Road.

**Existing Condition:**  
 This area consists of approx. 24  
 acres, 73 parcels, 33 housing  
 units, 152,300 square feet of  
 non-residential space and  
 11,400 of institutional space.

**Proposed Project:**  
 The redevelopment plan pro-  
 poses to enhance and improve  
 the area as a "Town Center."  
 This will primarily be accom-  
 plished through renovation of  
 existing buildings. There will  
 also be +/- 50,000 square feet  
 of infill commercial develop-  
 ment that is in keeping with the  
 pedestrian character of the area.



**Fig. 2B-4: Lakewood Hills  
 VILLAGE CENTER**

Amended Southside Atlanta Redevelopment Plan; "A Vision for the 21<sup>st</sup> Century"  
 CITY OF ATLANTA and The Atlanta Empowerment Zone  
 Prepared by: Urban Collage Inc. in assoc. w/BPC

## Civic Projects

In addition to the 17 Redevelopment Projects described above, there are also several Civic Projects identified for Lakewood Heights (some of which overlap or coincide with Redevelopment Projects). While the Redevelopment Projects described above deal with actual property (i.e., real estate), the Civic Projects described below are more likely to involve public improvements that affect the civic life of the area as a whole and connect various parts of the community together (see Figure 2.2 in Part 2.0). These types of projects include greenway trails, streetscape enhancements, park and open space improvements, pedestrian plazas, community facilities and community gateway features. As with the Redevelopment Projects, these projects have been programmed by phase (see margins at right).

### LAKEWOOD GREENWAY

**Project Type:** Greenway Trail

**Location:** Running north to south through from the intersection of Pryor Road and Claire Drive through South Bend Park

**Proposed Project:** This Greenway will include a multi-use path for bicycles and pedestrians. Once completed it will connect to the Pryor Road Greenway on the north, move along side of the creek in the proposed Claire Drive Parkland, travel past the Lakewood Park lake area and meander through South Bend Park and a 100-acre nature preserve, ultimately connecting to the neighborhood to the south and to Jonesboro Road. The path will have many branches in the park to provide full accessibility to all sides of the park. The project will be developed in conjunction with the Claire Drive Parkland, Lakewood Park and South Bend Park (Redevelopment Projects B.5, B.6 and B.7).

### CLAIRE DRIVE STREETScape

**Project Type:** Major Streetscape

**Location:** Claire Drive from Pryor Road to the Lakewood Heights Village Center

**Proposed Project:** This project will include significant improvements to the visual appearance of Claire Drive – the primary connection between the communities of Pryor Road and the Lakewood Heights Village Center. Improvements will generally include: trees, sidewalks, street lights, landscaping and street furniture.

#### TYPES OF CIVIC PROJECTS

- **Greenway Trails**
- **Streetscapes**
- **Parks and Open Space**
- **Pedestrian Plazas**
- **Community Facilities**
- **Gateways**
- **Historic Districts**

#### LAKEWOOD HEIGHTS PHASE 1 CIVIC PROJECTS

- **Lakewood Greenway**
- **Lakewood Avenue Streetscape**
- **Jonesboro Rd. Streetscape**
- **Sidewalk Repairs**
- **Claire Drive Parkland (initial Phase)**
- **Lakewood Park**
- **South Bend Park**
- **Natural Open Space Preservation**
- **Village Center Plaza**
- **Whitehead Boys and Girls Club**
- **Lakewood Heights National Register District**

**LAKEWOOD AVENUE STREETScape**

**Project Type:** Major Streetscape

**Location:** Lakewood Avenue and Lakewood Way from Pryor Road to the Lakewood Heights Village Center

**Proposed Project:** This project will include significant improvements to the visual appearance of Lakewood Avenue – the primary route that connects the east side of the community to the west side. Improvements will generally include: trees, sidewalks, street lights, landscaping and street furniture.

**JONESBORO ROAD STREETScape**

**Project Type:** Major Streetscape

**Location:** Jonesboro Road from University Avenue to Merrilyn Dr.

**Proposed Project:** This project will include significant improvements to the visual appearance of Jonesboro Road – the primary route that connects the South Atlanta Village Center to the Lakewood Heights Village Center. Improvements will generally include: trees, sidewalks, street lights, landscaping and street furniture. Initial phases of the Streetscape will focus on the Village Centers.

**NEIGHBORHOOD SIDEWALKS**

**Project Type:** Sidewalk Repairs

**Location:** Single-family residential areas

**Proposed Project:** In conjunction with the rehabilitation of single-family neighborhoods, neighborhood sidewalks will be repaired on an as-needed basis. This program will be partially funded through the Empowerment Zone.

**CLAIRE DRIVE PARKLAND**

**Project Type:** Parks and Open Space

**Location:** Property along Claire Drive (both sides) just southeast of intersection with Pryor Road

**Proposed Project:** This project contemplates the full conversion of this city property to Parkland thus connecting Lakewood Park to the Carver Homes open space and an expanded Langford Park (both in the Pryor Road Corridor area). Full conversion will entail the long-term redevelopment of this city owned property into natural parkland. Alternative sites will need to be identified to house the City's storage, office, maintenance and parking uses that are currently on site. *This Civic Project coincides with Redevelopment Project B.5.*

**LAKEWOOD HEIGHTS  
PHASE 2 CIVIC PROJECTS**

- **Claire Drive Streetscape**
- **Completion of the Jonesboro Rd. Streetscape**
- **Completion of Sidewalk Repairs**
- **APS Athletic Facility**
- **Lakewood Elementary**
- **Gateways**

**LAKEWOOD PARK**

**Project Type:** Parks and Open Space

**Location:** East end of Lakewood Fairgrounds site

**Proposed Project:** The plan proposes to improve the appearance and usability of the area around lake including pedestrian trails, benches and lighting. The project includes improving the accessibility of the park to community residents and possibly rerouting the fence to the west or removing it altogether. *This Civic Project coincides with Redevelopment Project B.6*

**SOUTH BEND PARK**

**Project Type:** Parks and Open Space/Community Facility - Public

**Location:** Lakewood Avenue across from the Lakewood Fairgrounds

**Proposed Project:** The City of Atlanta Parks and Recreation Department is currently in the process of developing a new gymnasium connected to the existing pool and parking area along Lakewood Avenue. Other improvements include improving access to the rear of the site (baseball field) and renovating the historic structure on Compton Drive for community use. Furthermore, the City is considering constructing a new soccer field on the GDOT property at Lakewood Way. *This Civic Project coincides with Redevelopment Project B.7*

**NATURAL OPEN SPACE – LAKEWOOD HEIGHTS**

**Project Type:** Parks and Open Space

**Location:** Eastern side of Lakewood Heights between Meador Avenue and Freemont Street

**Proposed Project:** Conservation of natural open space is an important feature in the Southside Redevelopment Plan. This large, natural area will be left undeveloped thus preserving significant stands of trees. In addition, there is a larger tract of land just south of South Bend Park that is an Indian Burial Grounds. It will be critically important to preserve this local treasure in an undisturbed state.

**LAKEWOOD FAIRGROUNDS PLAZA**

**Project Type:** Pedestrian Plaza

**Location:** Intersection of Pryor Road and Fair Drive at the entry to the Fairgrounds

**Proposed Project:** This important area will be enhanced as a pedestrian plaza to mark the entrance to the mixed-use redevelopment project described above (B.14). The plaza will include a major piece of public art which can be observed from many locations within the area.

**LAKEWOOD HEIGHTS  
PHASE 3 CIVIC PROJECTS**

- **Lakewood Fairgrounds Plaza**
- **Claire Drive Parkland (Final Phase)**

**LAKEWOOD VILLAGE CENTER PLAZA**

**Project Type:** Pedestrian Plaza

**Location:** Intersection of Jonesboro Road and Lakewood Avenue at the Lakewood Heights Village Center

**Proposed Project:** This important triangular intersection will be enhanced as a pedestrian plaza as the focal point of the revitalized village center. The plaza will include landscaping, pavers, benches and a major piece of public art which can be observed from many locations within the area. This project will be developed in association with the Jonesboro Road Streetscape and the Lakewood Heights Village Center Redevelopment Project.

**ATLANTA PUBLIC SCHOOLS ATHLETIC CAMPUS**

**Project Type:** Community Facility - Public

**Location:** On Lakewood Avenue across from South Bend Park and east of the Lakewood Fairgrounds

**Proposed Project:** This facility provides the public school system with an important amenity to accommodate its football athletic program. In the future, APS is considering improving the facility to accommodate a tennis program. *This Civic Project coincides with Redevelopment Project B.13*

**WHITEHEAD BOYS AND GIRLS CLUB**

**Project Type:** Community Facility - Private

**Location:** Lakewood Avenue adjacent to Southbend Park

**Proposed Project:** The Boys and Girls Club is proposing an expansion to their facility on the same site where they are currently located. *This Civic Project coincides with Redevelopment Project B.4*

**LAKEWOOD ELEMENTARY SCHOOL**

**Project Type:** Community Facility - Public Schools

**Location:** On Sawtell Avenue just east of Jonesboro Road

**Proposed Project:** The Atlanta Board of Education, through its system-wide "Build Smart Program," has recommended that the enrollment of Lakewood Elementary School be closely monitored over the next two years. Depending upon what changes occur, there are two options being considered by APS: a) Lakewood Elementary may be consolidated with nearby Dobbs Elementary in a new building in another location, b) Lakewood Elementary may be expanded by utilizing the adjacent church property. *This Civic Project coincides with Redevelopment Project B.12*

**SOUTHSIDE ATLANTA GATEWAYS**

**Project Type:** Community Gateway

**Location:** Fair Drive at Interstate 75/85; Pryor Road at the Lakewood Freeway overpass; intersection of Lakewood Way and Macon Drive; Jonesboro Road at Merillyn Drive

**Proposed Project:** In addition to the Lakewood Heights signs that already exist at various locations throughout the neighborhood, these locations provide an excellent opportunity to create visual gateways for the Southside area as a whole. They may include artwork, signage and/or landscape improvements.

**LAKEWOOD HEIGHTS NATIONAL REGISTER DISTRICT**

**Project Type:** Historic District

**Location:** Much of the single-family residential areas between the Lakewood Fairgrounds and Jonesboro Road

**Proposed Project:** Members of the Lakewood Heights community have been working very hard with the City of Atlanta's Urban Design Commission to identify a potential historic district for listing on the National Register of Historic Places. Once approved, this national distinction will enable individuals to qualify for various historic preservation grants and funding incentives.

## Transportation Projects

In addition to the Redevelopment Projects and Civic Projects described above, there are also several Transportation Projects identified for Lakewood Heights (see Figure 2.3 in Part 2.0). These projects relate primarily to the physical improvement of the area's roads. In general they include proposed bike routes, on-grade railroad crossings, pedestrian crossings, street abandonments and bus route changes. As with the Redevelopment Projects and Civic Projects, these projects have been programmed by phase (see margins at right).

### CLAIRE DRIVE BIKE ROUTE

**Project Type:** Bike Route

**Location:** Numerous locations including: along Claire Drive from Pryor Road to Jonesboro Road; along the Lakewood Greenway through Lakewood Park and South Bend Park; along Meador Avenue from Lakewood Terrace to Meador Way

**Proposed Project:** This project includes the development of an on-street bike route to connect to the City's broader system of bicycle routes. This project will be developed in association with several streetscape projects and the Lakewood Greenway Project.

### JOHN A. WHITE-CLEVELAND BIKE ROUTE

**Project Type:** Bike Route

**Location:** Along Fair Drive, Lakewood Way and Macon Drive

**Proposed Project:** This project includes the development of an on-street bike route to connect to the City's broader system of bicycle routes. This project will be developed in association with several streetscape projects including Pryor Road and Lakewood Way.

### BROWNSMILL BIKE ROUTE

**Project Type:** Bike Route

**Location:** Along Jonesboro Road and along Brownsmill Road

**Proposed Project:** This project includes the development of an on-street bike route to connect to the City's broader system of bicycle routes. This project will be developed in association with the Jonesboro Road Streetscape Projects.

### HILL STREET BIKE ROUTE

**Project Type:** Bike Route

**Location:** Along Lakewood Avenue from Macon Drive to the CSX rail line

**Proposed Project:** This project includes the development of an on-street bike route to connect to the City's broader system of bicycle routes. This project will be developed in association with the Lakewood Avenue Streetscape.

#### TYPES OF TRANSPORTATION PROJECTS

- **Bike Routes**
- **On-Grade Railroad Crossings**
- **Pedestrian Crossings**
- **Street Abandonments**
- **Bus Route Changes**

#### LAKEWOOD HEIGHTS PHASE 1 TRANSPORTATION PROJECTS

- **Claire Dr Bike Route (along northern portion of Claire Drive & Pryor Road)**
- **Hill Street Bike Route**
- **Village Center Pedestrian Crossing**
- **Lakewood Greenway Crossings**
- **Village Center Street Abandonment**
- **Bus Route Changes**

**CSX RAILROAD CROSSING IMPROVEMENTS**

**Project Type:** On-Grade Crossing

**Location:** Where Sawtell Avenue crosses the CSX rail line (2 locations)

**Proposed Project:** These heavily traveled locations present a potential safety hazard for drivers. Improvements are needed to improve traffic flow and provide better safety. Further study will be needed but options include improvements to the roadway, signage and lighting.

**VILLAGE CENTER PEDESTRIAN CROSSING**

**Project Type:** Pedestrian Crossing

**Location:** The intersection of Jonesboro Road and Lakewood Avenue

**Proposed Project:** The revitalization of the Lakewood Village Center will increase pedestrian activity in the area. It will be critically important to facilitate the safe and pleasant movement of pedestrians back and forth across the street. Improvements may include pavers in the roadway, painted crosswalks, and/or signalization alterations. This project will be developed in association with the Jonesboro Road Streetscape, the Village Center Redevelopment Project and the Village Center Plaza.

**LAKEWOOD GREENWAY CROSSING**

**Project Type:** Pedestrian Crossing

**Location:** One crossing where the Lakewood Greenway crosses Claire Drive and another where the Lakewood Greenway crosses Lakewood Avenue

**Proposed Project:** In order to facilitate the safe movement of pedestrians along the Lakewood Greenway Trail, it will be important to provide pedestrian crossings where the Greenway crosses the roadway. Improvements may include pavers, bollards, painted crosswalks and/or signage. This project will be developed in association with the Lakewood Greenway and the Lakewood Avenue Streetscape.

**VILLAGE CENTER STREET ABANDONMENTS**

**Project Type:** Street Abandonment

**Location:** Adair Drive between Lakewood Avenue and Jonesboro Road

**Proposed Project:** In order to facilitate the construction of a new pedestrian plaza, this small portion of road should be closed.

**LAKEWOOD HEIGHTS  
PHASE 2 TRANSPORTATION  
PROJECTS**

- *Claire Drive Bike Route (along eastern section of Claire Drive and Meador Ave.)*
- *John A. White – Cleveland Bike Route*
- *Brownsmill Bike Route*
- *CSX Pedestrian Crossings*

**LAKEWOOD HEIGHTS  
PHASE 3 TRANSPORTATION  
PROJECTS**

*None*

**BUS ROUTE CHANGES**

**Project Type:** Bus Routes

**Location:** TBD

**Proposed Project:** Several changes to MARTA bus routes will be necessary as new development within Lakewood Heights brings new residents. While specific changes are not identified herein, conceptual changes to be considered in the near future include a route to connect Pryor Road to Metropolitan Parkway (possibly along Fair Drive) and a few more east-west routes through the Southside community.

**2B PART 2B: LAKEWOOD HEIGHTS MASTER PLAN**

LAKEWOOD HEIGHTS REDEVELOPMENT PROJECT AREAS	Estimated Cost		Anticipated Funding Sources							BUDGET AMOUNT		
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority		Urban Residential Development Corporation	Private Sector
<b>PHASE 1 PROJECT AREAS (2000 - 2003)</b>												
B.1 Lakewood Heights Rehab & Infill	\$1,897,250	\$12,157,200	\$14,054,450	1,250,000	647,250	0	0	0	0	0	12,157,200	\$14,054,450
B.2 Picfair Single-Family Housing	\$300,000	\$3,846,000	\$4,146,000	300,000	0	0	0	0	0	0	3,846,000	\$4,146,000
B.3 Lakewood Heights Village Center	\$936,125	\$15,839,975	\$16,776,100	381,250	554,875	0	0	0	0	0	15,839,975	\$16,776,100
B.4 Whitehead Boys and Girls Club	\$0	\$2,876,000	\$2,876,000	0	0	0	0	0	0	0	2,876,000	\$2,876,000
B.5 Claire Drive Parkland - Phase 1	\$330,300	\$0	\$330,300	0	330,300	0	0	0	0	0	0	\$330,300
B.6 Lakewood Park Open Space	\$480,000	\$0	\$480,000	0	480,000	0	0	0	0	0	0	\$480,000
B.7 South Bend Park	\$2,730,000	\$0	\$2,730,000	0	2,730,000	0	0	0	0	0	0	\$2,730,000
<b>SUBTOTAL:</b>	<b>\$6,673,675</b>	<b>\$34,719,175</b>	<b>\$41,392,850</b>	<b>1,931,250</b>	<b>4,742,425</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,719,175</b>	<b>\$41,392,850</b>
<b>PHASE 2 PROJECT AREAS (2004-2010)</b>												
B.8 Sawtell Ave. Multifamily	\$0	\$4,100,000	\$4,100,000	0	0	0	0	0	0	0	4,100,000	\$4,100,000
B.9 Lakewood Avenue Commercial	\$0	\$5,636,000	\$5,636,000	0	0	0	0	0	0	0	5,636,000	\$5,636,000
B.10 Lakewood Freeway Commercial	\$0	\$2,000,000	\$2,000,000	0	0	0	0	0	0	0	2,000,000	\$2,000,000
B.11 Picfair Commercial	\$0	\$9,369,000	\$9,369,000	0	0	0	0	0	0	0	9,369,000	\$9,369,000
B.12 Lakewood Educational Campus	\$7,750,000	\$0	\$7,750,000	0	0	0	0	7,750,000	0	0	0	\$7,750,000
B.13 Atlanta Public Schools Athletic Complex	\$771,000	\$0	\$771,000	0	0	0	0	771,000	0	0	0	\$771,000
<b>SUBTOTAL:</b>	<b>\$8,521,000</b>	<b>\$21,105,000</b>	<b>\$29,626,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,521,000</b>	<b>0</b>	<b>0</b>	<b>21,105,000</b>	<b>\$29,626,000</b>
<b>PHASE 3 PROJECT AREAS (2011-2020)</b>												
B.14 Lakewood Fairgrounds Mixed-Use Devel.	\$0	\$24,192,500	\$24,192,500	0	0	0	0	0	0	0	24,192,500	\$24,192,500
B.15 Lakewood Heights Industrial	\$0	\$6,545,000	\$6,545,000	0	0	0	0	0	0	0	6,545,000	\$6,545,000
B.16 Cemetery	\$0	\$174,000	\$174,000	0	0	0	0	0	0	0	174,000	\$174,000
B.17 Claire Drive Parkland - Phase 2	\$2,132,850	\$0	\$2,132,850	0	2,132,850	0	0	0	0	0	0	\$2,132,850
<b>SUBTOTAL:</b>	<b>\$2,132,850</b>	<b>\$30,911,500</b>	<b>\$33,044,350</b>	<b>0</b>	<b>2,132,850</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,911,500</b>	<b>\$33,044,350</b>
<b>TOTALS</b>	<b>\$17,527,525</b>	<b>\$86,735,675</b>	<b>\$104,063,200</b>	<b>1,931,250</b>	<b>6,875,275</b>	<b>0</b>	<b>0</b>	<b>6,521,000</b>	<b>0</b>	<b>0</b>	<b>66,735,675</b>	<b>\$104,063,200</b>

Notes:  
 1) Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.  
 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.  
 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.  
 4) "City of Atlanta" includes transportation impact funds, bonds, and capital funds. "T-21" funding is already committed. City is targeted to support a portion of housing rehab needs through future CDBG/HOME, etc.  
 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.  
 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.  
 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

**2B PART 2B: LAKEWOOD HEIGHTS MASTER PLAN**

LAKEWOOD HEIGHTS CIVIC IMPROVEMENT PROJECTS	Estimated Cost		Anticipated Funding Sources							BUDGET AMOUNT			
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority		Urban Residential Development Corporation	Private Sector	
<b>PHASE 1 CIVIC PROJECTS (2000-2003)</b>													
Lakewood Greenway	\$600,000	\$0	\$600,000	100,000	500,000	0	0	0	0	0	0	\$600,000	
Lakewood Avenue Streetscape	\$2,000,000	\$0	\$2,000,000	0	2,000,000	0	0	0	0	0	0	\$2,000,000	
Jonesboro Road Streetscape	\$2,000,000	\$0	\$2,000,000	0	2,000,000	0	0	0	0	0	0	\$2,000,000	
Neighborhood Sidewalk Repairs	\$1,000,000	\$0	\$1,000,000	225,000	775,000	0	0	0	0	0	0	\$1,000,000	
Claire Drive Parkland (Phase 1)	\$330,300	\$0	\$330,300	0	330,300	0	0	0	0	0	0	Cost Carried in Table 2B.2	
Lakewood Park	\$480,000	\$0	\$480,000	0	480,000	0	0	0	0	0	0	Cost Carried in Table 2B.2	
South Bend Park	\$2,730,000	\$0	\$2,730,000	0	2,730,000	0	0	0	0	0	0	Cost Carried in Table 2B.2	
Natural Open Space Preservation	\$0	\$0	\$0	0	0	0	0	0	0	0	0	\$0	
Lakewood Heights Village Center Plaza	\$0	\$50,000	\$50,000	0	0	0	0	0	0	0	50,000	Cost Carried in Table 2B.2	
Whitehead Boys and Girls Club	\$0	\$2,876,000	\$2,876,000	0	0	0	0	0	0	0	2,876,000	Cost Carried in Table 2B.2	
Lakewood Heights National Register District	\$0	\$0	\$0	0	0	0	0	0	0	0	0	\$0	
<b>SUBTOTAL:</b>	<b>\$9,140,300</b>	<b>\$2,926,000</b>	<b>\$12,066,300</b>	<b>325,000</b>	<b>8,815,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,926,000</b>	<b>\$6,000,000</b>	
<b>PHASE 2 CIVIC PROJECTS (2004-2010)</b>													
Claire Drive Streetscape	\$500,000	\$0	\$500,000	0	500,000	0	0	0	0	0	0	Cost Carried in Table 2B.2	
Atlanta Public Schools Athletic Facility	\$0	\$771,000	\$771,000	0	0	0	0	0	0	0	771,000	Cost Carried in Table 2B.2	
Lakewood Elementary School	\$7,750,000	\$0	\$7,750,000	0	0	0	0	7,750,000	0	0	0	Cost Carried in Table 2B.2	
Community Gateways (4)	\$40,000	\$40,000	\$80,000	0	40,000	0	0	0	0	0	40,000	\$80,000	
<b>SUBTOTAL:</b>	<b>\$8,290,000</b>	<b>\$811,000</b>	<b>\$9,101,000</b>	<b>0</b>	<b>540,000</b>	<b>0</b>	<b>0</b>	<b>7,750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$880,000</b>	
<b>PHASE 3 CIVIC PROJECTS (2011-2020)</b>													
Lakewood Fairgrounds Plaza	\$0	\$50,000	\$50,000	0	0	0	0	0	0	0	0	Cost Carried in Table 2B.2	
Claire Drive Parkland (Full Build-Out)	\$2,132,850	\$0	\$2,132,850	0	2,132,850	0	0	0	0	0	0	Cost Carried in Table 2B.2	
<b>SUBTOTAL:</b>	<b>\$2,132,850</b>	<b>\$50,000</b>	<b>\$2,182,850</b>	<b>0</b>	<b>2,132,850</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$0</b>	
<b>TOTALS</b>	<b>\$19,563,150</b>	<b>\$3,787,000</b>	<b>\$23,350,150</b>	<b>\$25,000</b>	<b>\$11,486,150</b>	<b>0</b>	<b>0</b>	<b>7,750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$3,787,000</b>	<b>\$6,180,000</b>

**Notes:**

- Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
- Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. Approx. \$1,150,000 funds have already been committed. "T-21" funding has already been committed.
- "Atlanta Public Schools" funding will come from existing and future SPOST sales tax revenue.
- "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
- "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

**2B PART 2B: LAKEWOOD HEIGHTS MASTER PLAN**

LAKWOOD HEIGHTS TRANSPORTATION IMPROVEMENT PROJECTS	Estimated Cost		Anticipated Funding Sources							BUDGET AMOUNT		
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority		Urban Residential Development Corporation	Private Sector
<b>PHASE 1 TRANS. PROJECTS (2000-2003)</b>												
Claire Drive Bike Route (north section)	\$25,000	\$25,000	\$50,000	0	25,000	0	0	0	0	0	0	25,000
Hill Street Bike Route	\$62,500	\$62,500	\$125,000	0	62,500	0	0	0	0	0	0	62,500
Village Center Pedestrian Crossing	\$0	\$10,000	\$10,000	0	0	0	0	0	0	0	0	10,000
Lakewood Greenway Crossings (3)	\$30,000	\$0	\$30,000	0	30,000	0	0	0	0	0	0	30,000
Village Center Street Abandonment	\$0	\$10,000	\$10,000	0	0	0	0	0	0	0	0	10,000
MARTA Bus Route Changes	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$117,500</b>	<b>\$107,500</b>	<b>\$225,000</b>	<b>0</b>	<b>117,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>107,500</b>
<b>PHASE 2 TRANS. PROJECTS (2004-2010)</b>												
Claire Drive Bike Route (east section)	\$37,500	\$37,500	\$75,000	0	37,500	0	0	0	0	0	0	37,500
White - Cleveland Bike Route	\$62,500	\$62,500	\$125,000	0	62,500	0	0	0	0	0	0	62,500
Brownsville Bike Route (south section)	\$37,500	\$37,500	\$75,000	0	37,500	0	0	0	0	0	0	37,500
CSX Crossing Improvements (2)	\$20,000	\$0	\$20,000	0	20,000	0	0	0	0	0	0	20,000
<b>SUBTOTAL:</b>	<b>\$157,500</b>	<b>\$137,500</b>	<b>\$295,000</b>	<b>0</b>	<b>157,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137,500</b>
<b>PHASE 3 TRANS. PROJECTS (2011-2020)</b>												
None	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>\$375,000</b>	<b>\$245,000</b>	<b>\$620,000</b>	<b>0</b>	<b>275,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>245,000</b>

**Notes:**

- 1) Many Phase 1 Transportation Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
- 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- 4) "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. "T-21" funding has already been committed.
- 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.
- 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
- 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

Amended Southside Atlanta Redevelopment Plan  
**Part 2C: SOUTH ATLANTA  
MASTER PLAN**

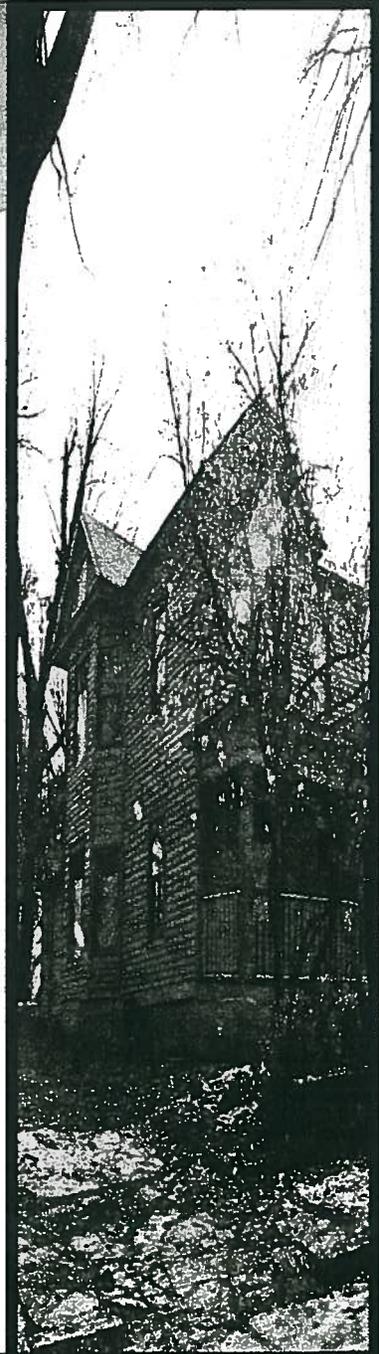
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## 2C.1 MASTER PLAN FRAMEWORK

Taken as a whole, this Southside Atlanta Redevelopment Plan document presents the collective vision and plan for the full redevelopment of the Southside Atlanta Community. It is important to recognize, however, that Southside Atlanta is comprised of several distinct communities including: A) The Pryor Road Corridor; B) Lakewood Heights; C) South Atlanta; and D) Chosewood Park (which includes the northern industrial corridor). While Part 1.0 of the Southside Redevelopment Plan documented background and existing conditions for the Southside area as a whole, this part (Part 2C) describes the projects and programs envisioned to revitalize the South Atlanta Neighborhood. This South Atlanta Master Plan details specific information including: the context, the overall concept, goals and objectives, redevelopment projects, open space projects, and transportation projects.

**SOUTHSIDE ATLANTA  
SUBAREAS &  
NEIGHBORHOODS**

**Subarea A: Pryor Road**  
Carver Homes Neighborhood  
Highpoint Estates Nbd.  
Joyland Neighborhood  
Amal Heights Neighborhood  
Betmar LaVilla Neighborhood

**Subarea B: Lakewood Hgts. Nbd.**

**Subarea C: South Atlanta Nbd.**

**Subarea D: Chosewood Park**  
(Inclusive of the Chosewood  
Park Neighborhood and the  
Industrial Corridor- Subarea E)

## 2C.2 SOUTH ATLANTA CONCEPT

### South Atlanta Neighborhood Vision

The South Atlanta Neighborhood is primarily a single-family residential neighborhood located off of a mixed-use corridor of commercial and industrial enterprises as well as an aging railroad corridor. Historically, the South Atlanta Neighborhood was home to the original educators who founded Gammon Theological and Clark Atlanta University (now Atlanta Public Schools' Carver Educational Campus). The neighborhood is still blessed with many important civic institutions, historic homes, a rolling topography, and large undisturbed natural areas. However, the neighborhood is in a general state of disrepair and disinvestments. Therefore a revitalized South Atlanta Neighborhood is envisioned as a renewed community which contains a) a preserved and rehabilitated single-family homes; b) a revitalized and expanded Village Center, c) the historic legacy of its educational roots, d) a revitalized, and more community-friendly railroad corridor, e) adaptively reused or redeveloped industrial property, and f) preserved natural and historic features. (See Figure 2C.1 on the following page).

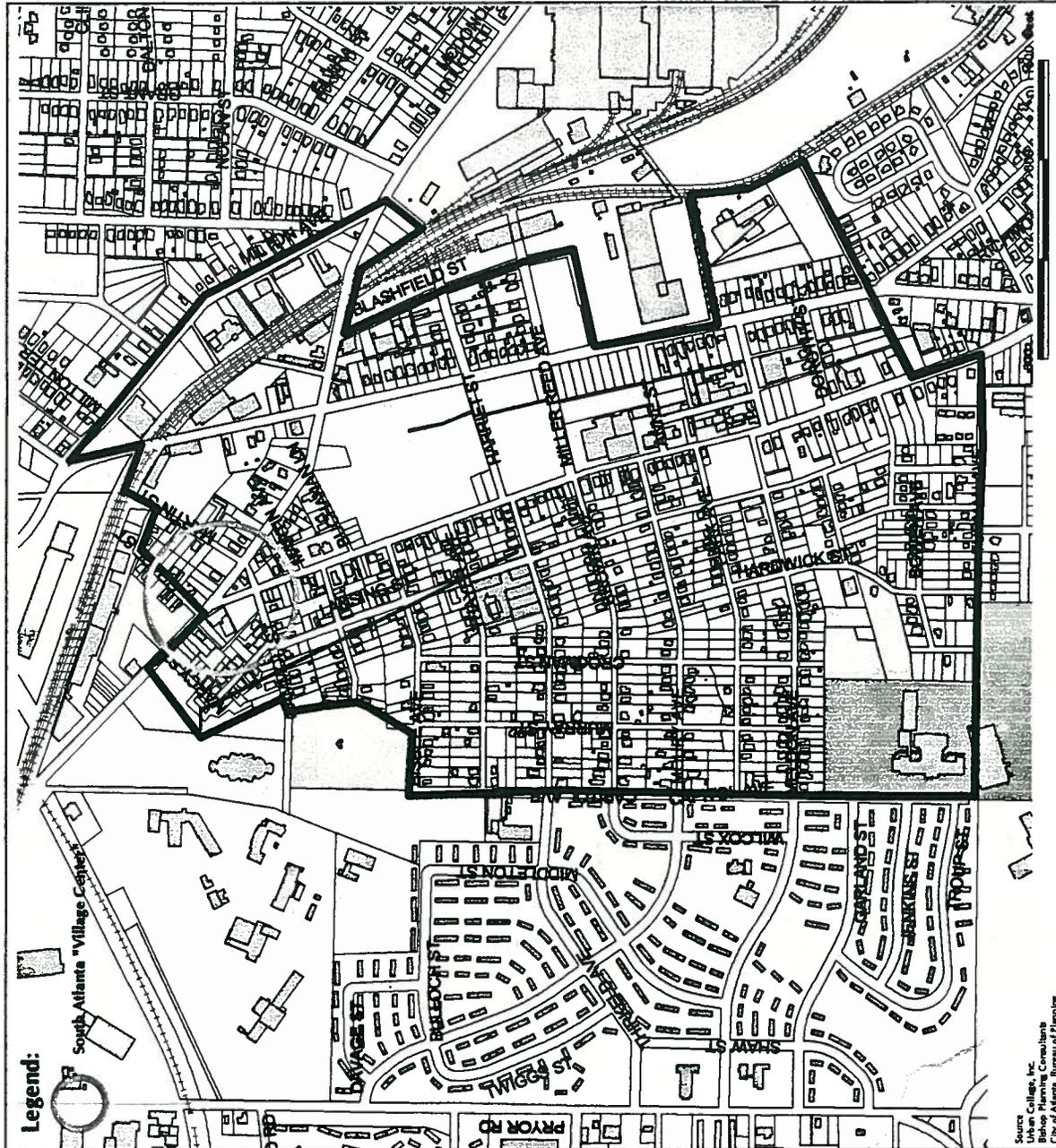
**LAKESWOOD HEIGHTS  
MASTER PLAN CONCEPT**

- Preservation and rehab of single-family homes
- Revitalization and expansion of existing "Village Center"
- Historic Legacy of Education
- Community-friendly industrial revitalization
- Redevelopment of underused industrial sites
- Preservation of Key natural and historic features

### South Atlanta Neighborhood Objectives

Building upon the Goals and Objectives of the Southside community as a whole (see Part 1.4), the South Atlanta Neighborhood has enumerated specific objectives for this area.

**2C** PART 2C: SOUTH ATLANTA MASTER PLAN



2C-2

Source:  
Urban College, Inc.  
Planning Consultants  
City of Atlanta, Bureau of Planning

**REVITALIZATION AREAS & ACTIONS**

**SINGLE-FAMILY RESIDENTIAL**

**INTENT:** Preserve and enhance existing residential neighborhoods and provide new opportunities for homeownership.

- ACTIONS:**
- Provide rehabilitation assistance for existing homes;
  - Purchase vacant lots and construct light single-family homes;
  - Purchase and rehabilitate existing, unoccupied homes;
  - Develop new single-family homes and townhouses in key locations;
  - Demolish existing houses that are a severe public safety hazard (minimal effort);
  - Repair existing neighborhood sidewalks;
  - Preserve and rehabilitate existing neighborhood churches and institutions;
  - Support existing small-scale retail establishments.

**MULTIFAMILY RESIDENTIAL**

**INTENT:** Provide rental and ownership opportunities for those that can not afford a house.

- ACTIONS:**
- Rehabilitate most existing apartment complexes;
  - Re-develop and reconstruct select apartment complexes;
  - Convert select units from rental to ownership (condominium).

**NEIGHBORHOOD COMMERCIAL**

**INTENT:** Encourage the development of small-scale, pedestrian-friendly commercial "villages."

- ACTIONS:**
- Rehabilitate existing commercial buildings;
  - Re-develop underutilized commercial structures;
  - Provide mixed-use opportunities for retail, light housing, office and professional service space;
  - Provide pedestrian enhancements such as streetscapes, sidewalks, etc.;
  - Provide small business assistance;
  - Coordinate marketing efforts to attract new retailers to serve both residents and visitors.

**INSTITUTIONAL**

**INTENT:** Preserve and improve existing neighborhood institutions, service providers and community facilities.

- ACTIONS:**
- Preserve and rehabilitate existing community facilities and institutions;
  - Rehabilitate public school facilities;
  - Expand select community facilities;
  - Develop new community facilities in key locations;
  - Utilize public and private partnerships to share facilities.

**MIXED-USE**

**INTENT:** Provide unique new opportunities for housing and non-housing uses together.

- ACTIONS:**
- Construct new "live-work" developments which combine housing and commercial uses;
  - Adaptively re-use existing commercial & industrial buildings for lots and studios.

**INDUSTRIAL**

**INTENT:** Provide opportunities for new jobs and economic development.

- ACTIONS:**
- Preserve and rehabilitate many existing industrial facilities;
  - Re-develop existing properties for new light industrial uses;
  - Improve buffering conditions between industrial areas and residential areas.

**OPEN SPACE & RECREATION**

**INTENT:** Improve outdoor recreation options by enhancing existing facilities and providing new facilities in a connected system of open spaces.

- ACTIONS:**
- Preserve and rehabilitate existing neighborhood parks;
  - Improve access and expand amenities at existing parks;
  - Develop new open spaces;
  - Connect open spaces through greenways, multi-use paths, bike routes and streetscapes.

Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21st Century"  
CITY OF ATLANTA and the Atlanta Empowerment Zone  
Prepared by Urban College, Inc. in Assoc. w/BPC

Figure 2C.1: South Atlanta  
FUTURE REDEVELOPMENT LAND USE

**Housing Objectives:**

1. Preserve the historic, residential character of the community
2. Enhance the residential area with compatible infill housing
3. Limit illegal conversion of homes to boarding houses
4. Install high-speed technology lines in the area

**Economic Development Objectives:**

1. Promote the neighborhood as a historic tourist destination
2. Attract new economic development and business opportunities
3. Attract new and wider ranges of businesses
4. Create new job opportunities for local residents
5. Provide Small Business Assistant Programs for local business owners and entrepreneurs

**Urban Design & Transportation Objectives:**

1. Develop a pedestrian friendly environment
2. Clean up the image of the streets and sidewalks
3. Improve traffic problems associated with trucks and blind intersections

**Community Facilities Objectives:**

1. Create a visitors center to conduct historic tours
2. Improve and expand the Bethlehem Community Center
3. Preserve existing community institutions thereby preserving the rich history of South Atlanta

**Land Use Objectives:**

1. Preserve existing single-family areas
2. Preserve open space uses and keep some areas of the community as natural open space
3. Convert underused industrial properties into mixed-use and housing areas

**Historic and Natural Resources Objectives:**

1. Identify and protect the area's historic resources through a National Register Historic District
2. Improve South Atlanta Park
3. Protect existing large, undeveloped areas from redevelopment

**Social Services, Arts and Cultural Affairs Objectives:**

1. Provide programs for the neighborhood's seniors and youth
2. Conduct historic tours of the area
3. Provide opportunities for performance art and public art
4. Provide educational opportunities related to the arts

## 2C.3 PROPOSED PROJECTS

In support of the vision and objectives outlined above, there are three types of projects proposed for the South Atlanta Master Plan including: a) **Redevelopment projects** (i.e, projects affecting private and publicly owned real estate); b) **Civic Projects** (i.e., streetscapes, parks and recreation); and c) **Transportation projects** (i.e, projects designed to improve the area's circulation).

### Master Plan Phasing

It is important to recognize that while all of these projects will have a significant impact on the South Atlanta community, it will take many years to complete the full revitalization of the area. Therefore, projects have been divided into three distinct phases based on a variety of factors such as: current or likely funding available, implementation activities already underway, importance to the community, available market, proximity to other projects, etc. In general, however, the overriding goal of project phasing is to eliminate the worst conditions of "blight" that are currently impacting private market redevelopment. Due to the complexity and scope of many projects, activities may begin in one phase and not be completed until the subsequent phase. Furthermore, the timing of individual projects may ultimately vary from what is programmed as market realities and community objectives are refined in the upcoming years.

### Redevelopment Projects

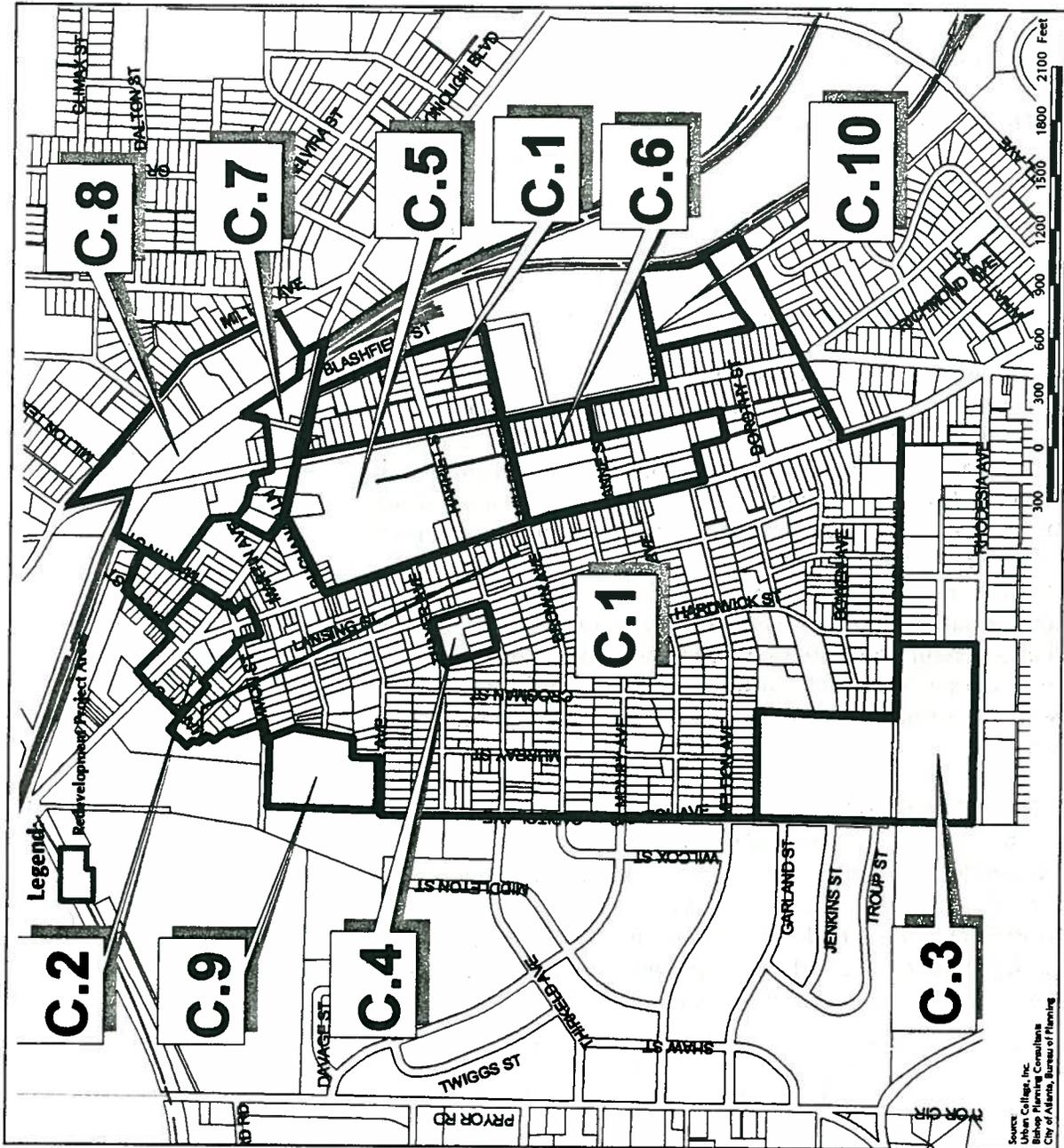
Redevelopment Projects are defined as projects that make a physical improvement to public or private real estate (as opposed to public rights-of-way). In some cases, Redevelopment Project Areas contain multiple parcels that have been grouped due to common objectives or by necessity in order to effectuate larger site parameters. In many cases, redevelopment will be achieved programmatically or through private investment and will not involve the transfer, sale or resubdivision of any property. All Redevelopment Project Areas, will be subject to the policies and procedures outlined in the Southside Implementation Plan (See Part 3). The projects described below are listed by phase and are generally grouped by type (i.e, housing, commercial, industrial). Each project is located on the key map on the following page (Figure 2C.2), is described in narrative form on the following pages, and is summarized in Table 2C.1 at the end of this section. In addition, a few key projects have been designed in site plan form to indicate important design features that are desired (See Figures 2C.3 and 2C.4).

*Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21<sup>st</sup> Century"*  
CITY OF ATLANTA and The Atlanta Empowerment Zone  
Prepared by: Urban Collage Inc. in assoc. w/BPC,

#### SOUTH ATLANTA MASTER PLAN PHASING

- **Phase 1: 2000-2003**  
Designed to eliminate the worst "blighting conditions and kick-off key projects
- **Phase 2: 2004-2010**  
Designed to complete Phase 1 projects and expand the commercial and residential market base of the community
- **Phase 3: 2011-2020**  
Designed to complete all Master Plan projects, particularly those which are heavily reliant on strong market forces

**2C** PART 2C: SOUTH ATLANTA MASTER PLAN



**PROJECT AREA KEY**

- C.1: South Atlanta Rehab & Infill**
- C.2: South Atlanta Village Center**
- C.3: Price Middle School**
- C.4: Bethlehem Community Center**
- C.5: Harriet & Buchanan Housing**
- C.6: Jonesboro Road Commercial**
- C.7: McDonough Blvd. Commercial**
- C.8: Milton Avenue Adaptive Reuse**
- C.9: South Atlanta Park**
- C.10: Railroad Industrial**

Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21st Century"  
 CITY OF ATLANTA and the Atlanta Empowerment Zone  
 Prepared by Urban Collage, Inc. in Assoc. w/BPC

**Figure 2C.2: South Atlanta REDEVELOPMENT PROJECT AREAS**

Source:  
 Urban Collage, Inc.  
 Bishop Planning Consultants  
 City of Atlanta, Bureau of Planning

### Phase 1 Redevelopment Projects

It is anticipated that the following Redevelopment Projects will be initiated in Phase 1 (between year 2000-2003):

#### C.1 NEIGHBORHOOD REHAB AND INFILL

**Location:** West of Jonesboro Road, east of Capitol Avenue

**Existing Condition:** Single-Family homes in fair to deteriorated condition (approx. 432 single-family units)

**Proposed Project:** The area is significant in its various types of historical design types including New South Cottages, folk Victorians, Shotguns, pyramidal Cottages and various derivations of the Bungalow style. The plan proposes a rehabilitation program to address needed repairs (minor and major) along with consideration of a National Register District. Minor demolition may be required for public safety hazards (less than 15). In addition, there will be 75-100 new single-family houses built on existing vacant lots. Existing churches and institutions within this project area will be preserved.

#### C.2 SOUTH ATLANTA VILLAGE CENTER

**Location:** The intersection of McDonough Boulevard and Jonesboro Road.

**Existing Condition:** This area consists of approx. 5 acres, 23 parcels, 3 housing units, 28,200 square feet of non-residential space and 1,800 of institutional space. The area is in deteriorated condition, there are several underutilized properties and the area poses a safety hazard.

**Proposed Project:** The redevelopment plan proposes to enhance and improve the area as a "Village Center." This will be accomplished through a combination of renovation of existing buildings and infill commercial development (+/- new 30,000 square feet). New construction will be in keeping with the pedestrian character of the area. The village center will include a new plaza in the southern triangle formed by the intersection of McDonough and Jonesboro Road. A major component of the project will be a Visitor's Center (+/- 10,000 square feet) to celebrate the rich history of the area. The area will also benefit from new senior programs and a Small Business Incentive Program to assist existing operators and attract new businesses. The project is being supported through Empowerment Zone funding.

#### C.3 PRICE MIDDLE SCHOOL

**Location:** The southern most end of Capitol Avenue

**Existing Condition:** Existing public middle school in a general state of disrepair (19 acres of land, 215,000 square feet).

**Proposed Project:** The scheduled renovation and new construction will begin by summer of 2000 and completed in summer of 2002. The scope of work entails complete renovation of the two existing

**SUBAREA C  
SOUTH ATLANTA  
PHASE 1 PROJECTS**

1. Rehabilitation and Infill
2. South Atlanta Village Center
3. Price Middle School
4. Bethlehem Center

gymnasium buildings and new construction of a classroom building, media center and administration building. The state of the art educational programs planned will make this APS' model middle school facility. This project is being supported by local sales tax revenue (SPLOST).

#### **C.4 BETHLEHEM COMMUNITY CENTER**

**Location:** Thayer Avenue; one block west of Jonesboro

**Existing Condition:** 3,800 square feet building including a large gathering room, game room, kitchen, and offices (in somewhat deteriorated condition).

**Proposed Project:** This privately run facility will be renovated and expanded. Renovations include new interior finishes, a new roof, expanded kitchen and better security measures. A new addition will provide more space for senior programs and will include a small community garden. The addition will require acquisition of several parcels behind the existing structure. This project is being supported through a combination of Empowerment Zone funding and private resources already committed by the current owners.

#### **Phase 2 Redevelopment Projects**

The following Redevelopment Projects are anticipated to be initiated in Phase 2 (2004-2010):

#### **C.5 HARRIET AND BUCHANNAN HOUSING**

**Location:** The two full blocks bounded by Harriet Street, Jonesboro Road, Buchannan Street and Lakewood Avenue

**Existing Condition:** A-Tow towing service currently uses this property as a storage yard for towed vehicles

**Proposed Project:** This property is currently being underused use as an automobile storage yard and is immediately adjacent to single-family residences on three sides. The community has identified this prime location on Jonesboro Road as a perfect location for a major single-family development. The property could yield up to 100 single-family attached townhomes with parking and common amenities located in the block's interior. Until a developer is identified for this project, the perimeter of the existing property should be properly fenced, screened and landscaped to improve its visual appearance.

#### **C.6 JONESBORO ROAD COMMERCIAL**

**Location:** East Side of Jonesboro Road between Miller Reed Ave. and Dorothy Street

**Existing Condition:** Commercial and industrial uses in fair condition (approximately 120,000 square feet)

**Proposed Project:** This portion of Jonesboro Road provides the South Atlanta community and the Southside Atlanta area with much

<b>SUBAREA C SOUTH ATLANTA PHASE 2 PROJECTS</b>	
5.	Harriet and Buchannan Housing
6.	Jonesboro Road Commercial
7.	McDonough Boulevard Commercial
8.	Milton Avenue Adaptive Reuse
9.	South Atlanta Park

needed jobs and economic development. The plan proposes for these properties to be revitalized and to be re-landscaped to minimize its noise, sound and visual impact on the surrounding residential areas.

### **C.7 McDONOUGH BOULEVARD COMMERCIAL**

**Location:** East side of McDonough Boulevard between Martin Avenue and the CSX rail line

**Existing Condition:** Combination of underutilized commercial and industrial properties (approx. 30,600 square feet)

**Proposed Project:** This stretch of McDonough Boulevard provides an important link between the neighborhoods of South Atlanta and Chosewood Park and their respective Village Centers. The plan proposes that these properties be rehabilitated into viable commercial properties. It will be critically important that new commercial uses do not compete with neighborhood retail uses associated with the nearby Village Centers.

### **C.8 MILTON AVENUE ADAPTIVE REUSE**

**Location:** North of McDonough Boulevard between Lakewood Avenue and Milton Avenue

**Existing Condition:** Mostly underutilized industrial properties in deteriorating condition

**Proposed Project:** This series of partially abandoned warehouse structures provides a great opportunity to create loft housing in Southside Atlanta within a mixed-use environment. The area also provides the opportunity for artist studios, loft offices, etc. Therefore, the plan proposes that the existing buildings be renovated and adaptively reused to create approximately 30 loft apartments/condos and 70-80,000 square feet of commercial studio space.

### **C.9 SOUTH ATLANTA PARK**

**Location:** At the end of Gammon Street abutting the Carver High School Campus

**Existing Condition:** Play areas, open space and tennis courts in fair condition

**Proposed Project:** Although the park provides the South Atlanta Neighborhood with an important amenity, the park is somewhat isolated from the Southside Atlanta community as a whole. Therefore, the plan proposes to provide better access through more pedestrian paths, thus connecting to the Carver Greenway system to the west.

**Phase 3 Redevelopment Projects**

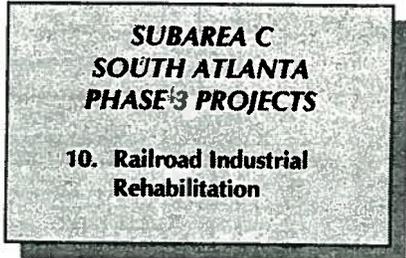
The following Redevelopment Projects are anticipated to be initiated in Phase 3 (2011-2020):

**C.10 RAILROAD INDUSTRIAL REHABILITATION**

**Location:** East side of Lakewood Avenue between Margaret Street and Bowen Avenue

**Existing Condition:** Heavy industrial property adjacent to CSX rail line

**Proposed Project:** Given its proximity to the rail line, this property is well suited for industrial use. However, the property abuts single-family residential uses along Lakewood Avenue and is across Bowen Avenue from a single-family subdivision. Therefore, the plan calls for preservation of this industrial use in a manner that is friendly to the community including limiting truck traffic through residential areas and providing screening and/or landscape buffers near residential properties. Ultimately, this property will likely require rehabilitation and modernization.







**PROJECT NUMBER/NAME:**  
**C-2 South Atlanta  
 Village Center**

**Location:**

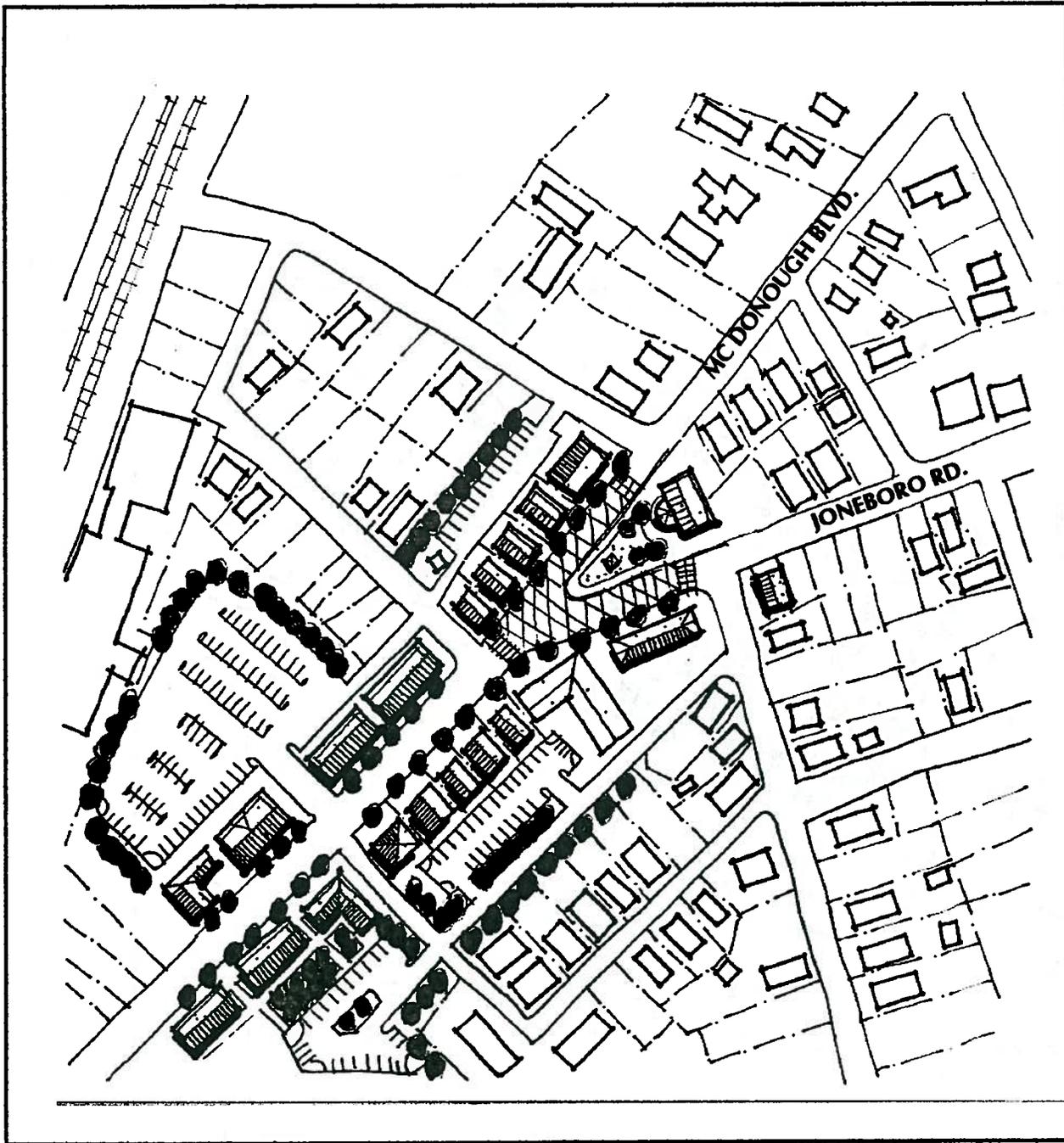
The intersection of McDonough Boulevard and Jonesboro Road.

**Existing Condition:**

This area consists of approx. 5 acres, 23 parcels, 3 housing units, 28,200 square feet of non-residential space and 1,800 of institutional space. The area is in deteriorated condition, there are several underutilized properties and the area poses a safety hazard.

**Proposed Project:**

The redevelopment plan proposes to enhance and improve the area as a "Village Center." This will be accomplished through a combination of renovation of existing buildings and infill commercial development (+/- new 30,000 square feet).



**Fig. 2C-3 S. Atlanta  
 VILLAGE CENTER**

Amended Southside Atlanta Redevelopment Plan, "A Vision for the 21<sup>st</sup> Century"  
 CITY OF ATLANTA and The Atlanta Empowerment Zone  
 Prepared by: Urban Collage Inc. in assoc. w/BPC



**PROJECT NUMBER/NAME:**

**C.4 Bethlehem Community Center**

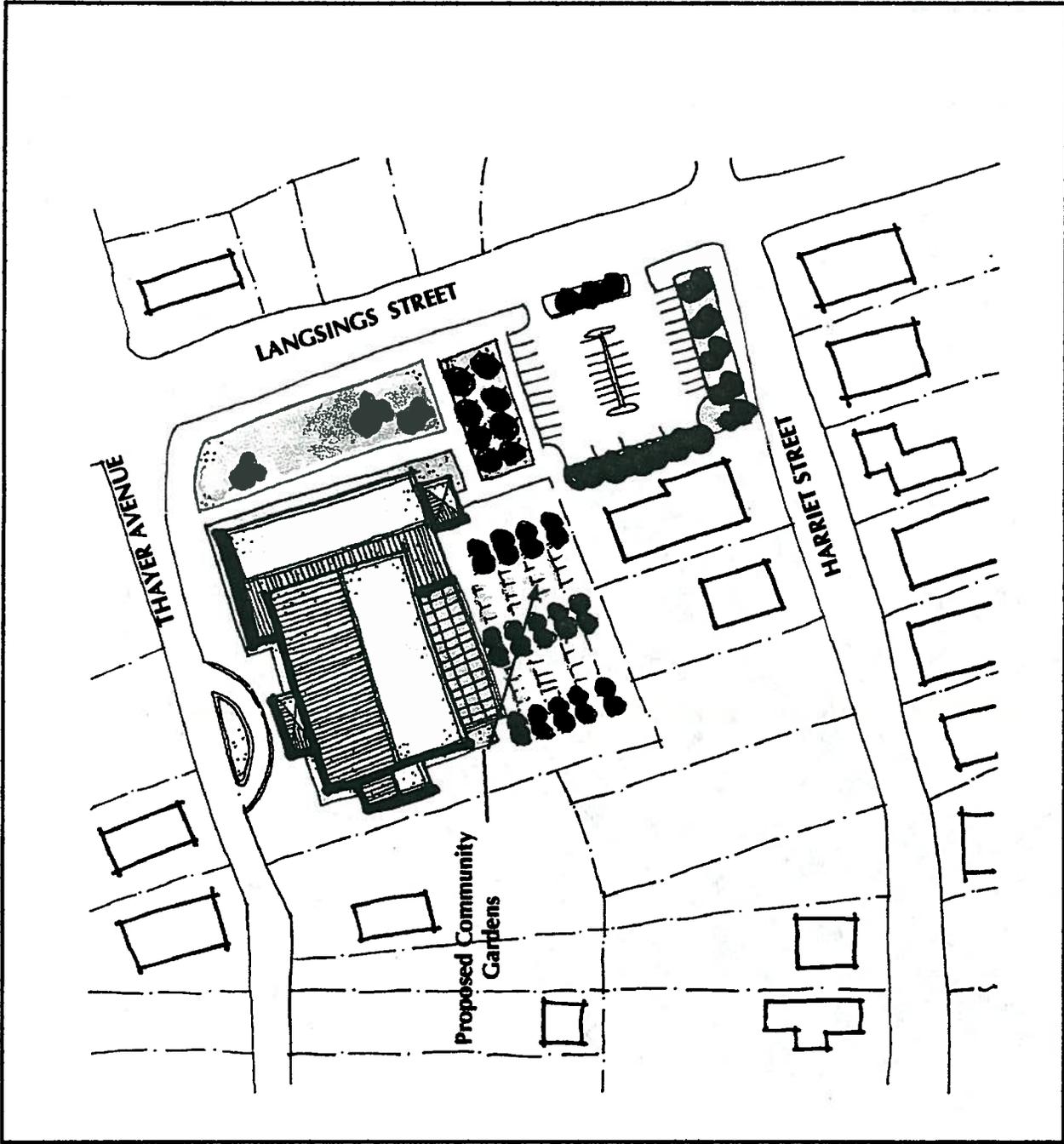
**Location:**

Thayer Avenue; one block West of Jonesboro.

**Existing Conditions:**

3,800 square feet building including a large gathering room, game room, kitchen, and offices (in somewhat deteriorated condition).

**Proposed Project:** This privately run facility will be renovated and expanded. Renovations include new interior finishes, a new roof, expanded kitchen and better security measures. A new addition will provide more space for senior programs and will include a small community garden. The addition will require acquisition of several parcels behind the existing structure.



Amended Southside Atlanta Redevelopment Plan; "A Vision for the 21<sup>st</sup> Century"  
 CITY OF ATLANTA and The Atlanta Empowerment Zone  
 Prepared by: Urban Collage Inc. In assoc. w/BPC

Fig. 2C.4: S. Atlanta  
 BETHLEHEM CENTER

## Civic Projects

In addition to the 10 Redevelopment Projects described above, there are also several Civic Projects identified for Lakewood Heights (some of which overlap or coincide with Redevelopment Projects). While the Redevelopment Projects described above deal with actual property (i.e., real estate), the Civic Projects described below are more likely to involve public improvements that affect the civic life of the area as a whole and connect various parts of the community together (see Figure 2.2 in Part 2.0). These types of projects include greenway trails, streetscape enhancements, park and open space improvements, pedestrian plazas, community facilities and community gateway features. As with the Redevelopment Projects, these projects have been programmed by phase (see margins at right).

### **CARVER GREENWAY (IN SOUTH ATLANTA PARK)**

**Project Type:** Greenway Trail

**Location:** Running through South Atlanta Park

**Proposed Project:** This Greenway will include a multi-use path through the park for bicycles and pedestrians. Once completed it will connect south to the Carver Greenway system (being developed as a part of the Carver Homes redevelopment) and will connect west through the Carver and Slater school campuses. The project will be developed in conjunction with Redevelopment Project C.9.

### **JONESBORO ROAD STREETScape**

**Project Type:** Major Streetscape

**Location:** Jonesboro Road from University Avenue to Merrillyn Dr.

**Proposed Project:** This project will include significant improvements to the visual appearance of Jonesboro Road – the primary route that connects the South Atlanta Village Center to the Lakewood Heights Village Center. Improvements will generally include: trees, sidewalks, street lights, landscaping, street furniture and, where possible, utility burials. Initial phases of the Streetscape will focus in and around the Village Centers.

### **GAMMON STREETScape**

**Project Type:** Minor Streetscape

**Location:** Gammon Street from Jonesboro Road to South Atlanta Park

**Proposed Project:** This project seeks to provide a more appealing pedestrian connection from the South Atlanta Village Center to South Atlanta Park. The project will focus on repairing and replacing the sidewalks and providing new street lights.

#### **TYPES OF CIVIC PROJECTS**

- **Greenway Trails**
- **Streetscapes**
- **Parks and Open Space**
- **Pedestrian Plazas**
- **Community Facilities**
- **Gateways**
- **Historic Districts**

#### **SOUTH ATLANTA PHASE 1 CIVIC PROJECTS**

- **Carver Greenway (South Atlanta Park section)**
- **Jonesboro Rd. Streetscape (at Village Centers)**
- **Sidewalk Repairs**
- **South Atlanta Village Center Plaza**
- **Bethlehem Center**
- **Price Middle School**
- **South Atlanta National Register District**

### **THIRKELD AVENUE STREETScape**

**Project Type:** Minor Streetscape

**Location:** Thirkeld Avenue from Jonesboro Road to Capitol Avenue (Bickers Drive)

**Proposed Project:** This project seeks to provide a more appealing pedestrian connection from Jonesboro Road, past the Bethlehem Center to the proposed Campbell Education Center and ultimately to the proposed Pryor Road Village Center. The project will focus on repairing and replacing the sidewalks and providing new street lights and street trees where needed.

### **CAPITOL AVENUE (BICKERS DRIVE) STREETScape**

**Project Type:** Minor Streetscape

**Location:** Capitol Avenue (Bickers Drive) from the Carver Educational Campus to Price Middle School

**Proposed Project:** This project seeks to provide a more appealing pedestrian connection from the Carver Educational Campus to Price Middle School. The project will focus on repairing and replacing the sidewalks and providing new street lights and street trees where needed.

### **McDONOUGH BOULEVARD STREETScape**

**Project Type:** Major Streetscape

**Location:** McDonough Boulevard from University Avenue to Boulevard

**Proposed Project:** This project will include significant improvements to the visual appearance of McDonough Boulevard – the primary route that connects the South Atlanta Village Center to the Chosewood Park Village Center. Improvements will generally include: trees, sidewalks, street lights, landscaping and street furniture. Initial phases of the Streetscape will focus in and around the Village Centers.

### **NEIGHBORHOOD SIDEWALKS**

**Project Type:** Sidewalk Repairs

**Location:** Single-family residential areas

**Proposed Project:** In conjunction with the rehabilitation of single-family neighborhoods, neighborhood sidewalks will be repaired on an as-needed basis. This program will be partially funded through the Empowerment Zone.

#### **SOUTH ATLANTA PHASE 2 CIVIC PROJECTS**

- **Gammon Streetscape**
- **Completion of Jonesboro Road Streetscape**
- **McDonough Boulevard Streetscape**
- **Completion of Sidewalk Repairs**
- **South Atlanta Park**
- **Natural Open Space**
- **Gateways**

### **SOUTH ATLANTA PARK**

**Project Type:** Parks and Open Space

**Location:** At the end of Gammon Street abutting the Carver High School Campus

**Proposed Project:** Although the park provides the South Atlanta Neighborhood with an important amenity, the park is somewhat isolated from the Southside Atlanta community as a whole. Therefore, the plan proposes to provide better access through more pedestrian paths, thus connecting to the Carver Greenway system to the west. *This Civic Project coincides with Redevelopment Project C.9*

### **NATURAL OPEN SPACE – SOUTH ATLANTA**

**Project Type:** Parks and Open Space

**Location:** Eastern and southern side of Price Middle School

**Proposed Project:** Conservation of natural open space is an important feature in the Southside Redevelopment Plan. This large, natural area will be left undeveloped thus preserving significant stands of trees and open space. Several landscape and public infrastructure improvements will be needed to improve the appearance of the area.

### **SOUTH ATLANTA VILLAGE CENTER PLAZA**

**Project Type:** Pedestrian Plaza

**Location:** Intersection of Jonesboro Road and McDonough Boulevard at the South Atlanta Village Center

**Proposed Project:** This important triangular intersection will be enhanced as a pedestrian plaza as the focal point of the revitalized village center. The plaza will include landscaping, pavers, benches and a major piece of public art which can be observed from many locations within the area. This project will be developed in association with the Jonesboro Road Streetscape and the South Atlanta Village Center Redevelopment Project.

#### **SOUTH ATLANTA PHASE 3 CIVIC PROJECTS**

- **Thirkel Ave. Streetscape**
- **Capitol Ave. (Bickers Drive) Streetscape**

### **BETHLEHEM COMMUNITY CENTER**

**Project Type:** Community Facility - Private

**Location:** Thayer Avenue; one block west of Jonesboro

**Proposed Project:** This privately run facility will be renovated and expanded. Renovations include new interior finishes, a new roof, expanded kitchen and better security measures. A new addition will provide more space for senior programs and will include a small community garden. The addition will require acquisition of several parcels behind the existing structure. This project is being supported through a combination of Empowerment Zone funding and private resources already committed by the current owners. *This Civic Project coincides with Redevelopment Project C.4*

**PRICE MIDDLE SCHOOL**

**Project Type:** Community Facility – Public Schools

**Location:** The southern most end of Capitol Avenue (Bickers Drive)

**Proposed Project:** The scheduled renovation and new construction will begin by summer of 2000 and be completed in summer of 2002. The scope of work entails complete renovation of the two existing gymnasium buildings and new construction of a classroom building, media center and administration building. The state of the art educational programs planned will make this APS' model middle school facility. This project is being supported by local sales tax revenue (SPLOST). *This Civic Project Coincides with Redevelopment Project C.3*

**NEIGHBORHOOD GATEWAYS**

**Project Type:** Community Gateways

**Location:** TBD

**Proposed Project:** In order to improve the appearance and image of the South Atlanta Neighborhood, several community signs will be constructed throughout the community (in addition to the ones that already exist).

**SOUTH ATLANTA NATIONAL REGISTER DISTRICT**

**Project Type:** Historic District

**Location:** Most of the single-family residential area west of Jonesboro Road

**Proposed Project:** Members of the community have been working very hard with the City of Atlanta's Urban Design Commission to identify a potential historic district for listing on the National Register of Historic Places. Once approved, this national distinction will enable individuals to qualify for various historic preservation grants and funding incentives.

## Transportation Projects

In addition to the Redevelopment Projects and Civic Projects described above, there are also several Transportation Projects identified for Lakewood Heights (see Figure 2.3 in Part 2.0). These projects relate primarily to the physical improvement of the area's roads. In general they include proposed bike routes, roadway improvements, pedestrian crossings, street abandonments and bus route changes. As with the Redevelopment Projects and Civic Projects, these projects have been programmed by phase (see margins at right).

### **BROWNSMILL BIKE ROUTE**

**Project Type:** Bike Route

**Location:** Along McDonough Boulevard from University to Jonesboro Road and along Jonesboro Road from McDonough to the Lakewood Heights Village Center

**Proposed Project:** This project includes the development of an on-street bike route to connect to the City's broader system of bicycle routes. This project will be developed in association with the Jonesboro Road Streetscape Project.

### **LAKEWOOD AVENUE BRIDGE**

**Project Type:** Roadway Improvement

**Location:** Lakewood Avenue as it crosses over the CSX rail line

**Proposed Project:** This project proposes the restoration of the bridge of Lakewood Avenue over the CSX rail line. This project has already been designed, along with an accompanying new traffic signal at the intersection of Milton Avenue and Lakewood Avenue. The project should be under construction by fall of 2000 or sooner.

### **NEIGHBORHOOD STREET INTERSECTION IMPROVEMENTS**

**Project Type:** Roadway Improvements

**Location:** TBD

**Proposed Project:** Due to the older development pattern of narrow streets, there are several problem intersections which present a safety problem. A complete study of the neighborhood street system is required and may lead to improvements such as signalization, intersection widenings, signage, sight-line improvements, etc. While actual locations are yet to be determined, "hot spot" locations identified by community residents include residential streets where they intersect with Jonesboro Road.

#### **TYPES OF TRANSPORTATION PROJECTS**

- **Bike Routes**
- **Roadway Improvements**
- **Pedestrian Crossings**
- **Street Abandonments**
- **Bus Route Changes**

#### **SOUTH ATLANTA PHASE 1 TRANSPORTATION PROJECTS**

- **Lakewood Avenue Bridge**
- **Village Center Pedestrian Crossing**
- **Village Center Street Abandonment**
- **Bus Route Changes**

**VILLAGE CENTER PEDESTRIAN CROSSING**

**Project Type:** Pedestrian Crossing

**Location:** The intersection of Jonesboro Road and McDonough Boulevard

**Proposed Project:** The revitalization and expansion of the South Atlanta Village Center will increase pedestrian activity in the area. It will be critically important to facilitate the safe and pleasant movement of pedestrians back and forth across the street. Improvements may include pavers in the roadway, painted crosswalks, and/or signalization alterations. This project will be developed in association with the Jonesboro Road Streetscape, the Village Center Redevelopment Project and the Village Center Plaza.

**SOUTH ATLANTA  
PHASE 2 TRANSPORTATION  
PROJECTS**

- **Brownsmill Bike Route**
- **Neighborhood Street Intersection Improvements**

**VILLAGE CENTER STREET ABANDONMENTS**

**Project Type:** Street Abandonment

**Location:** Gammon Street between Jonesboro Road and McDonough Boulevard

**Proposed Project:** In order to facilitate the construction of a new pedestrian plaza, this small portion of road may be closed.

**BUSROUTE CHANGES**

**Project Type:** Bus Routes

**Location:** TBD

**Proposed Project:** Several changes to MARTA bus routes may be necessary as new development within South Atlanta brings new residents. While specific changes are not identified herein, conceptual changes to be considered in the near future include a few more east-west routes through the community.

**SOUTH ATLANTA  
PHASE 3 TRANSPORTATION  
PROJECTS**

*None*

**2C PART 2.C: SOUTH ATLANTA MASTER PLAN**

SOUTH ATLANTA REDEVELOPMENT PROJECT AREAS	Estimated Cost		Anticipated Funding Sources							BUDGET AMOUNT		
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority		Urban Residential Development Corporation	Private Sector
<b>PHASE 1 PROJECT AREAS (2000 - 2003)</b>												
C.1 South Atlanta Rehab & Infill (1)	\$942,750	\$13,506,750	\$14,449,500	300,000	642,750	0	0	0	0	0	13,506,750	\$14,449,500
C.2 South Atlanta Village Center	\$537,950	\$6,474,000	\$7,012,750	431,250	106,700	0	0	0	0	0	6,474,000	\$7,012,750
C.3 Price Middle School	\$0	\$0	\$0	0	0	0	0	19,530,000	0	0	0	\$19,530,000
C.4 Beeblethorn Community Center	\$50,000	\$438,500	\$488,500	90,000	0	0	0	0	0	0	438,500	\$488,500
<b>SUBTOTAL:</b>	\$21,060,700	\$20,420,050	\$41,480,750	781,250	749,450	0	0	19,530,000	0	0	20,420,050	\$41,480,750
<b>PHASE 2 PROJECT AREAS (2004-2010)</b>												
C.5 Harriet & Buchanan Housing	\$0	\$9,288,850	\$9,288,850	0	0	0	0	0	0	0	9,288,850	\$9,288,850
C.6 Jonesboro Road Commercial	\$0	\$6,344,000	\$6,344,000	0	0	0	0	0	0	0	6,344,000	\$6,344,000
C.7 McDonough Blvd. Commercial	\$0	\$2,142,000	\$2,142,000	0	0	0	0	0	0	0	2,142,000	\$2,142,000
C.8 Milton Ave. Adaptive Resuse	\$0	\$9,240,000	\$9,240,000	0	0	0	0	0	0	0	9,240,000	\$9,240,000
C.9 South Atlanta Park	\$55,000	\$0	\$55,000	0	55,000	0	0	0	0	0	0	\$55,000
<b>SUBTOTAL:</b>	\$55,000	\$29,014,850	\$29,069,850	0	55,000	0	0	0	0	0	29,014,850	\$29,069,850
<b>PHASE 3 PROJECT AREAS (2011-2020)</b>												
C.10 Railroad Industrial	\$0	\$2,702,000	\$2,702,000	0	0	0	0	0	0	0	2,702,000	\$2,702,000
<b>SUBTOTAL:</b>	\$0	\$2,702,000	\$2,702,000	0	0	0	0	0	0	0	2,702,000	\$2,702,000
<b>TOTALS</b>	\$21,115,700	\$52,136,900	\$73,252,600	781,250	804,450	0	0	19,530,000	0	0	52,136,900	\$73,252,600

**Notes:**

- 1) Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
- 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- 4) "City of Atlanta" includes transportation impact funds, bonds, and capital funds. "T-21" funding is already committed. City is targeted to support a portion of housing rehab needs through future CDBG/HOME, etc.
- 5) "Atlanta Public Schools" funding will come from existing and future SPOST sales tax revenue.
- 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
- 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

**2C PART 2C: SOUTH ATLANTA MASTER PLAN**

SOUTH ATLANTA CIVIC IMPROVEMENT PROJECTS	Estimated Cost		Anticipated Funding Sources						BUDGET AMOUNT		
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools		Atlanta Housing Authority	Urban Residential Development Corporation
<b>PHASE 1 CIVIC PROJECTS (2000-2003)</b>											
Carver Greenway (section in South Atlanta Park)	\$200,000	\$0	\$200,000	0	200,000	0	0	0	0	0	0
Jonesboro Road Streetscape	\$2,500,000	\$0	\$2,500,000	0	2,500,000	0	0	0	0	0	0
Neighborhood Sidewalk Repairs	\$750,000	\$0	\$750,000	225,000	525,000	0	0	0	0	0	0
South Atlanta Village Center Plaza	\$0	\$50,000	\$50,000	50,000	0	0	0	0	0	0	50,000
Bethlehem Center Expansion	\$50,000	\$438,500	\$488,500	50,000	0	0	0	0	0	0	438,500
Price Middle School	\$19,530,000	\$0	\$19,530,000	0	0	0	0	19,530,000	0	0	0
South Atlanta National Register District	\$0	\$0	\$0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$23,830,000</b>	<b>\$488,500</b>	<b>\$23,518,500</b>	<b>275,000</b>	<b>3,225,000</b>	<b>0</b>	<b>0</b>	<b>19,530,000</b>	<b>0</b>	<b>0</b>	<b>488,500</b>
<b>PHASE 2 CIVIC PROJECTS (2004-2010)</b>											
Garrison Streetscape	\$600,000	\$0	\$600,000	0	600,000	0	0	0	0	0	0
McDonough Boulevard Streetscape	\$1,500,000	\$0	\$1,500,000	0	1,500,000	0	0	0	0	0	0
South Atlanta Park	\$55,000	\$0	\$55,000	0	55,000	0	0	0	0	0	0
Natural Open Space Preservation	\$0	\$0	\$0	0	0	0	0	0	0	0	0
Community Gateway	\$10,000	\$10,000	\$20,000	0	10,000	0	0	0	0	0	10,000
<b>SUBTOTAL:</b>	<b>\$2,165,000</b>	<b>\$10,000</b>	<b>\$2,175,000</b>	<b>0</b>	<b>2,165,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>
<b>PHASE 3 CIVIC PROJECTS (2011-2020)</b>											
Thirkald Avenue Streetscape	\$300,000	\$300,000	\$600,000	0	300,000	0	0	0	0	0	300,000
Capitol Ave. (Bickers Drive) Streetscape	\$600,000	\$0	\$600,000	0	300,000	0	0	0	300,000	0	0
<b>SUBTOTAL:</b>	<b>\$900,000</b>	<b>\$300,000</b>	<b>\$1,200,000</b>	<b>0</b>	<b>600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>300,000</b>
<b>TOTALS</b>	<b>\$26,095,000</b>	<b>\$798,500</b>	<b>\$26,893,500</b>	<b>275,000</b>	<b>5,950,000</b>	<b>0</b>	<b>0</b>	<b>19,530,000</b>	<b>300,000</b>	<b>0</b>	<b>798,500</b>

Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21st Century"  
 CITY OF ATLANTA and the Atlanta Empowerment Zone  
 Prepared by Urban Collage, Inc. in Assoc. w/BPC

Table 2C - South Atlanta Master Plan  
**ESTIMATED CIVIC IMPROVEMENT COSTS**

- Notes:**
- 1) Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
  - 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
  - 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
  - 4) "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. Approx. \$270,000 funds have already been committed. "T-21" funding has already been committed.
  - 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.
  - 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
  - 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

**2C PART 2C: SOUTH ATLANTA MASTER PLAN**

SOUTH ATLANTA TRANSPORTATION IMPROVEMENT PROJECTS	Estimated Cost			Anticipated Funding Sources							BUDGET AMOUNT	
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority	Urban Residential Development Corporation		Private Sector
<b>PHASE 1 TRANS. PROJECTS (2000-2003)</b>												
Lakewood Avenue Bridge	\$1,500,000	\$0	\$1,500,000	0	300,000	1,200,000	0	0	0	0	0	\$1,600,000
Village Center Pedestrian Crossing	\$0	\$10,000	\$10,000	0	0	0	0	0	0	0	10,000	\$10,000
Village Center Street Abandonment	\$0	\$10,000	\$10,000	0	0	0	0	0	0	0	10,000	\$10,000
MARTA Bus Route Changes	\$0	\$0	\$0	0	0	0	0	0	0	0	0	\$0
<b>SUBTOTAL:</b>	<b>\$1,500,000</b>	<b>\$20,000</b>	<b>\$1,520,000</b>	<b>0</b>	<b>300,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>\$1,620,000</b>
<b>PHASE 2 TRANS. PROJECTS (2004-2010)</b>												
Brownmill Bike Route (north section)	\$50,000	\$50,000	\$100,000	0	50,000	0	0	0	0	0	0	\$100,000
Neighborhood Street Intersections	\$40,000	\$0	\$40,000	0	40,000	0	0	0	0	0	0	\$40,000
<b>SUBTOTAL:</b>	<b>\$90,000</b>	<b>\$50,000</b>	<b>\$140,000</b>	<b>0</b>	<b>90,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$140,000</b>
<b>PHASE 3 TRANS. PROJECTS (2011-2020)</b>												
None	\$0	\$0	\$0	0	0	0	0	0	0	0	0	\$0
<b>SUBTOTAL:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$0</b>
<b>TOTALS</b>	<b>\$1,590,000</b>	<b>\$70,000</b>	<b>\$1,660,000</b>	<b>0</b>	<b>390,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,000</b>	<b>\$1,660,000</b>

Table 2C-4: South Atlanta Master Plan  
**ESTIMATED TRANSPORTATION COSTS**

Amended Southside Atlanta Redevelopment Plan: "A Vision for the 21st Century"  
CITY OF ATLANTA and the Atlanta Empowerment Zone  
Prepared by Urban Collage, Inc. in Assoc. w/8PC

- Notes:
- 1) Many Phase 1 Transportation Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
  - 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
  - 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
  - 4) "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. "T-21" funding has already been committed.
  - 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.
  - 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
  - 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.



Amended Southside Atlanta Redevelopment Plan  
**Part 2D: CHOSEWOOD PARK  
MASTER PLAN**

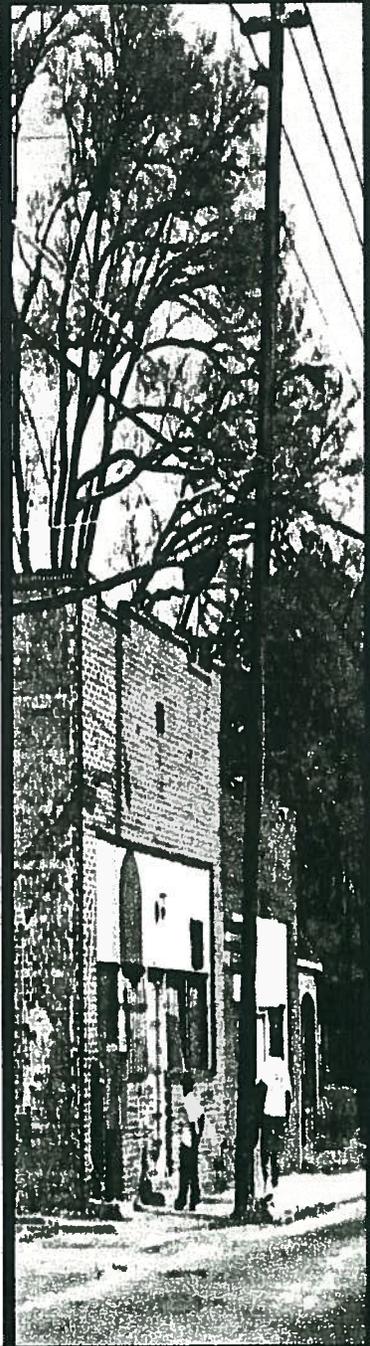
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## **2D.1 MASTER PLAN FRAMEWORK**

Taken as a whole, this Southside Atlanta Redevelopment Plan document presents the collective vision and plan for the full redevelopment of the Southside Atlanta Community. It is important to recognize, however, that Southside Atlanta is comprised of several distinct communities including: A) The Pryor Road Corridor; B) Lakewood Heights; C) South Atlanta; and D) Chosewood Park (which includes the northern industrial corridor). While Part 1.0 of the Southside Redevelopment Plan documented background and existing conditions for the Southside area as a whole, this part (Part 2D) describes the projects and programs envisioned to revitalize the Chosewood Park Neighborhood. This Chosewood Park Master Plan details specific information including: the context, the overall concept, goals and objectives, redevelopment projects, civic improvement projects, and transportation projects.

### **SOUTHSIDE ATLANTA SUBAREAS & NEIGHBORHOODS**

**Subarea A: Pryor Road**

Carver Homes Neighborhood  
Highpoint Estates Nbd.  
Joyland Neighborhood  
Arnal Heights Neighborhood  
Betmar LaVilla Neighborhood

**Subarea B: Lakewood Hgts. Nbd.**

**Subarea C: South Atlanta Nbd.**

**Subarea D: Chosewood Park**

(Inclusive of the Chosewood  
Park Neighborhood and the  
Industrial Corridor- Subarea E)

## **2D.2 CHOSEWOOD PARK CONCEPT**

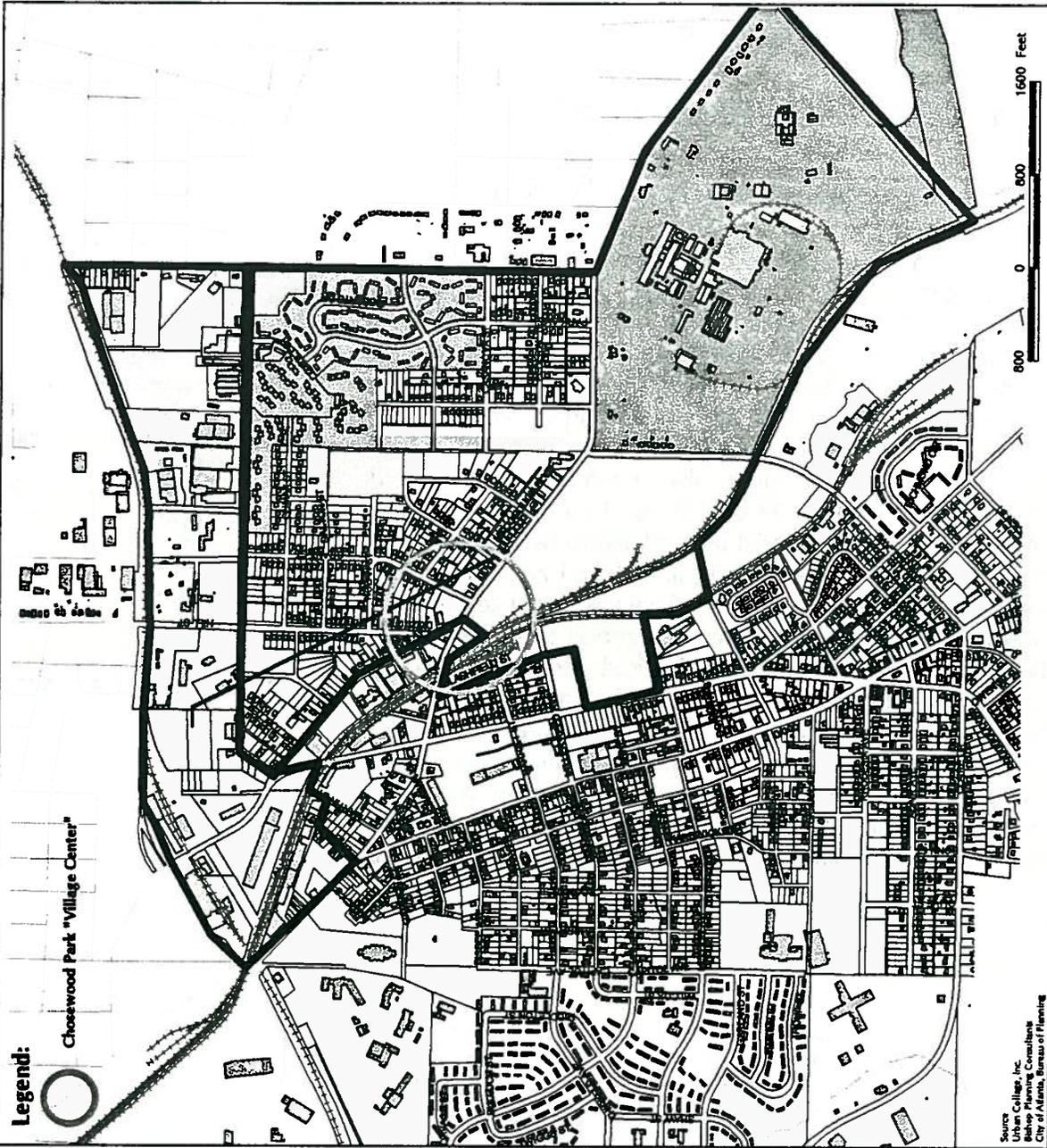
### **Chosewood Park Neighborhood Vision**

The Chosewood Park Neighborhood is best described as a diverse residential neighborhood surrounded by a combination of commercial, industrial and institutional uses. Perhaps its most defining feature is Chosewood Park's older single-family homes. They are home to a culturally diverse population of long-time residents as well as new comers who consider themselves as "urban pioneers." In addition, the neighborhood contains a variety of large peripheral land-masses including the United States Federal Penitentiary, the old General Motors Plant, the Englewood Manor Apartments and a slew of industrial uses related to two railroad lines (the very active CSX and the partially abandoned Atlantic & West Point Railroad). These unique adjacencies create exciting opportunities for a truly mixed-use neighborhood in which to live, work, shop and play. Therefore a revitalized Chosewood Park is envisioned as a community which contains a) preserved and rehabilitated single-family homes; b) a revitalized and expanded Village Center, c) a redeveloped General Motors site with a variety of residential and non-residential uses, d) adaptively reused or redeveloped industrial property, and e) rehabilitated rental apartments that are affordable. (See Figure 2D.1 on the following page).

### **LAKWOOD HEIGHTS MASTER PLAN CONCEPT**

- Preservation and rehab of single-family homes
- Revitalization and expansion of existing "Village Center"
- Redevelopment of the General Motors Site
- Redevelopment of underused industrial sites
- Rehabilitation of Englewood Manor

**2D PART 2D: CHOSEWOOD PARK MASTER PLAN**



**REVITALIZATION AREAS & ACTIONS**

**SINGLE-FAMILY RESIDENTIAL**

- INTENT:** Preserve and enhance existing residential neighborhoods and provide new opportunities for homeownership.
- ACTIONS:**
- Provide rehabilitation assistance for existing homes;
  - Purchase vacant lots and construct infill single-family homes;
  - Purchase and rehabilitate existing, unoccupied houses;
  - Develop new single-family homes and townhouses in key locations;
  - Demolish existing houses that are a severe public safety hazard (minimal city);
  - Repair existing neighborhood sidewalks;
  - Preserve and rehabilitate existing neighborhood churches and institutions;
  - Support existing small-scale retail establishments.

**MULTIFAMILY RESIDENTIAL**

- INTENT:** Provide rental and ownership opportunities for those that can not afford a house.
- ACTIONS:**
- Rehabilitate most existing apartment complexes;
  - Develop and reconstruct select apartment complexes;
  - Convert select units from rental to ownership (condominium).

**NEIGHBORHOOD COMMERCIAL**

- INTENT:** Encourage the development of small-scale, pedestrian-friendly commercial "villages."
- ACTIONS:**
- Rehabilitate existing commercial buildings;
  - Redevelop underutilized commercial structures;
  - Provide mixed-use opportunities for retail, loft housing, offices and professional service space;
  - Provide pedestrian enhancements such as streetscapes, sidewalks, etc.;
  - Provide small business assistance;
  - Coordinate marketing efforts to attract new retailers to serve both residents and visitors.

**INSTITUTIONAL**

- INTENT:** Preserve and improve existing neighborhood institutions, service providers and community facilities.
- ACTIONS:**
- Preserve and rehabilitate existing community facilities and institutions;
  - Rehabilitate public school facilities;
  - Expand select community facilities;
  - Develop new community facilities in key locations;
  - Utilize public and private partnerships to share facilities.

**MIXED-USE**

- INTENT:** Provide unique new opportunities for housing and non-housing uses together.
- ACTIONS:**
- Construct new "live-work" developments which combine housing and commercial uses;
  - Adaptively reuse existing commercial & industrial buildings for loft and studios.

**INDUSTRIAL**

- INTENT:** Provide opportunities for new jobs and economic development.
- ACTIONS:**
- Preserve and rehabilitate many existing industrial facilities;
  - Redevelop existing properties for new light industrial uses;
  - Improve buffering conditions between industrial areas and residential areas.

**OPEN SPACE & RECREATION**

- INTENT:** Improve outdoor recreation options by enhancing existing facilities and providing new facilities in a coordinated system of open spaces.
- ACTIONS:**
- Preserve and rehabilitate existing neighborhood parks;
  - Develop new open spaces;
  - Connect open spaces through greenways, multi-use paths, bike routes and streetscapes.

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**Figure 2D.1: Chosewood Park  
 FUTURE REDEVELOPMENT LAND USE**

## **Chosewood Park Neighborhood Objectives**

Building upon the Goals and Objectives of the Southside community as a whole (see Part 1.4), the South Atlanta Neighborhood has enumerated specific objectives for this area.

### **Housing Objectives:**

1. Provide mix-use residential opportunities to buffer residential areas from adjacent industrial areas
2. Protect existing single family parcels from conversion to duplexes and boarding houses
3. Preserve the historic, residential character of the community
4. Enhance the residential area with compatible infill housing

### **Economic Development Objectives:**

1. Redevelop the GM Plant site as a mixed-use development including some light retail uses
2. Form alliances between residential interests and adjacent businesses and institutions
3. Provide Small Business Assistant Programs for local business owners and entrepreneurs

### **Urban Design & Transportation Objectives:**

1. Develop a pedestrian friendly environment
2. Clean up the image of the streets and sidewalks
3. Provide better pedestrian access to the park
4. Establish gateways and entry features within the urban landscape
5. Improve traffic problems associated with industrial traffic

### **Community Facilities Objectives:**

1. Enhance the park (Chosewood Park) as the central community feature of the neighborhood
2. Create a new community center on McDonough Boulevard

### **Land Use Objectives:**

1. Protect existing single-family residential land uses from conversion or redevelopment through supportive zoning
2. Convert underused industrial properties into mixed-use and housing areas

### **Historic and Natural Resources Objectives:**

1. Identify and protect the area's historic resources

### **Social Services, Arts and Cultural Affairs Objectives:**

1. Provide programs for the neighborhood's seniors and youth

## 2D.3 PROPOSED PROJECTS

In support of the vision and objectives outlined above, there are three types of projects proposed for the Chosewood Park Master Plan including: a) **Redevelopment projects** (i.e., projects affecting private and publicly owned real estate); b) **Civic Projects** (i.e., streetscapes, parks and recreation); and c) **Transportation projects** (i.e., projects designed to improve the area's circulation).

### Master Plan Phasing

It is important to recognize that while all of these projects will have a significant impact on the Chosewood Park community, it will take many years to complete the full revitalization of the area. Therefore, projects have been divided into three distinct phases based on a variety of factors such as: current or likely funding available, implementation activities already underway, importance to the community, available market, proximity to other projects, etc. In general, however, the overriding goal of project phasing is to eliminate the worst conditions of "blight" that are currently impacting private market redevelopment. Due to the complexity and scope of many projects, activities may begin in one phase and not be completed until the subsequent phase. Furthermore, the timing of individual projects may ultimately vary from what is programmed as market realities and community objectives are refined in the upcoming years.

### Redevelopment Projects

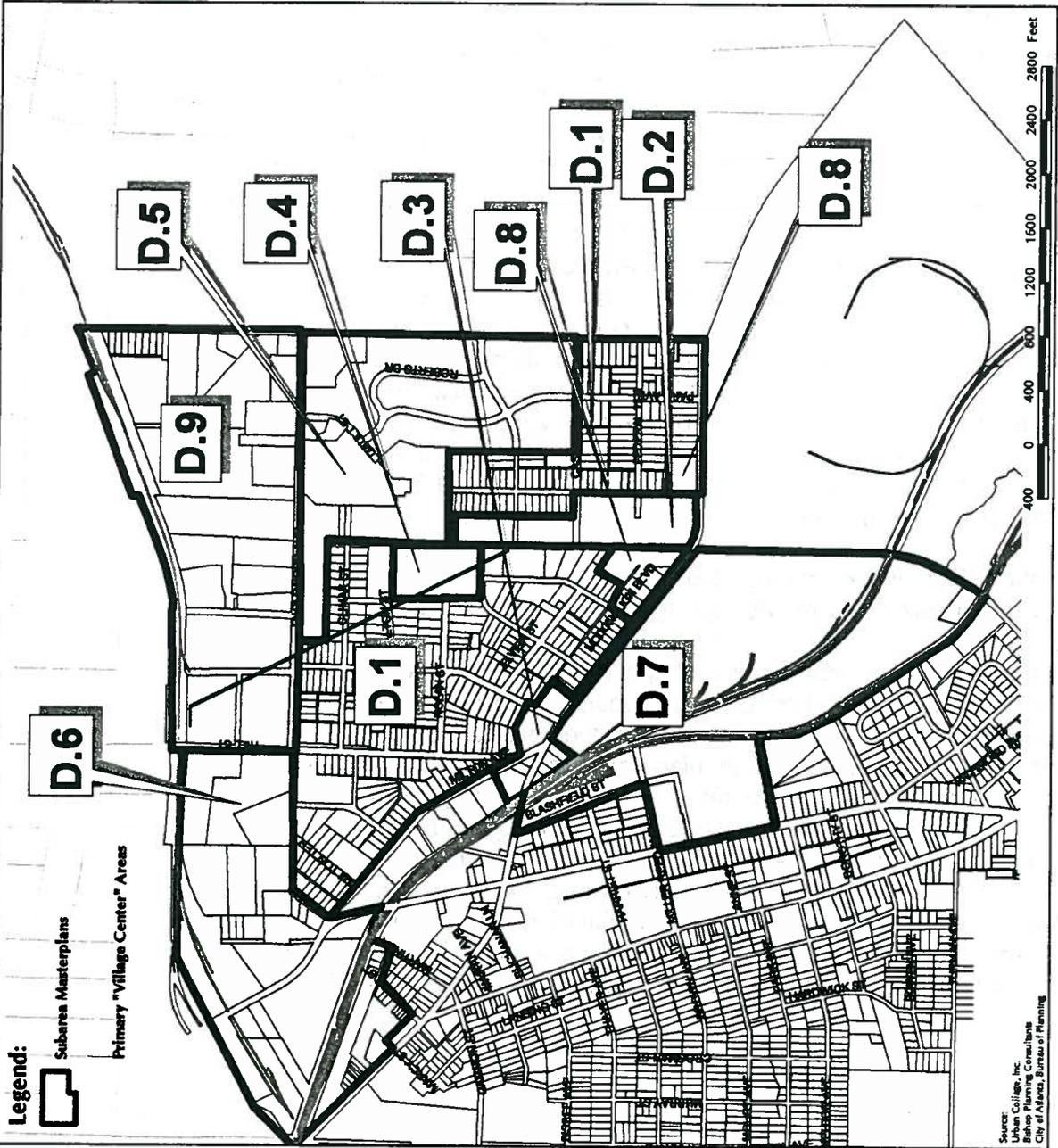
Redevelopment Projects are defined as projects that make a physical improvement to public or private real estate (as opposed to public rights-of-way). In some cases, Redevelopment Project Areas contain multiple parcels that have been grouped due to common objectives or by necessity in order to effectuate larger site parameters. In many cases, redevelopment will be achieved programmatically or through private investment and will not involve the transfer, sale or resubdivision of any property. All Redevelopment Project Areas, will be subject to the policies and procedures outlined in the Southside Implementation Plan (See Part 3). The projects described below are listed by phase and are generally grouped by type (i.e., housing, commercial, industrial). Each project is located on the key map on the following page (Figure 2D.2), is described in narrative form on the following pages, and is summarized in Table 2D.1 at the end of this section. In addition, a few key projects have been designed in site plan form to indicate important design features that are desired (See Figures 2D.3, 2D.4 & 2D.5).

#### CHOSEWOOD PARK MASTER PLAN PHASING

- **Phase 1: 2000-2003**  
Designed to eliminate the worst "blighting conditions and kick-off key projects
- **Phase 2: 2004-2010**  
Designed to complete Phase 1 projects and expand the commercial and residential market base of the community
- **Phase 3: 2011-2020**  
Designed to complete all Master Plan projects, particularly those which are heavily reliant on strong market forces

**2D** PART 2D: CHOSEWOOD PARK MASTER PLAN

PROJECT AREA KEY	
D.1:	Chosewood Park Single-Family Rehab & Infill
D.2:	Chosewood Trailhead Single-Family
D.3:	Chosewood Park Village Center
D.4:	Chosewood Park
D.5:	Englewood Manor Apartments
D.6:	Englewood Adaptive Reuse
D.7:	GM Site Mixed-Use
D.8:	McDonough Boulevard Commercial
D.9:	Englewood Industrial



Source:  
Urban Collage, Inc.  
Bishop Planning Consultants  
City of Atlanta, Bureau of Planning

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Figure 2D.2: Chosewood Park  
REDEVELOPMENT PROJECT AREAS

**Phase 1 Redevelopment Projects**

It is anticipated that the following Redevelopment Projects will be initiated in Phase 1 (between year 2000-2003):

**D.1 NEIGHBORHOOD SINGLE FAMILY REHAB AND INFILL**

**Location:** Chosewood Park Neighborhood (north of McDonough)

**Existing Condition:** Single-Family homes in fair condition (approx. 311 single-family units)

**Proposed Project:** The plan proposes a rehabilitation program to address needed repairs (minor and major). There are no housing demolitions planned. In addition, there will be 30-40 new single-family houses built on existing vacant lots.

**D.2 CHOSEWOOD PARK TRAILHEAD SINGLE-FAMILY**

**Location:** McDonough Boulevard at Sawtell

**Existing Condition:** Vacant land (approx. 13 acres); this was the site of the General Motors Plant over flow parking area. Currently the site is fenced off from community use. It sits as an empty on grade parking area filled with debris and over grown vegetation.

**Proposed Project:** The proposed use for this property is to develop the area along McDonough Boulevard as a two-story, mixed-use building (+/- 40,000 square feet) up against the street (+/- 30 foot setback) with parking in the rear. The facility will include a combination of commercial uses, a new Chosewood Park community center and possibly a major church facility. The rear portion of the site will be developed as single-family detached homes (+/- 12 along the east side) and attached townhomes (+/- 20 along the west side). The new housing will share an internal alley for rear parking. The townhomes will front on a new multi-use path (trailhead) to connect the neighborhood park to a new plaza along McDonough. The project is being supported by Empowerment Zone funding (for property acquisition).

**D.3 CHOSEWOOD PARK VILLAGE CENTER**

**Location:** The intersection of McDonough Boulevard and Milton Avenue.

**Existing Condition:** This area consists of approx. 7 acres, 9 parcels and 23,400 square feet of non-residential space. Several of the buildings are unoccupied and the area is in deteriorated condition.

**Proposed Project:** The redevelopment plan proposes to enhance and improve the area as a "Village Center." This will be accomplished through a combination of renovation of existing buildings and infill commercial development (+/- 25,000 new square feet). New construction will be in keeping with loft-style character of the area. The village center will include a new plaza in the triangle formed by the intersection of McDonough and Milton. A major component of the project will be conversion of upper floors to residential lofts (+/-

**SUBAREA D  
CHOSEWOOD PARK  
PHASE 1 PROJECTS**

1. Rehabilitation and Infill
2. Chosewood Park Trailhead Single-Family
3. Chosewood Park Village Center
4. Chosewood Park

20 units). The area will also benefit from new senior programs and a Small Business Incentive Program to assist existing operators and attract new businesses. The project is being supported through Empowerment Zone funding.

**D.4 CHOSEWOOD PARK**

**Location:** At the end of Nolan Street

**Existing Condition:** Approx. 5.8 acres of park space, tennis courts and baseball field (all in a moderate state of disrepair).

**Proposed Project:** Local residents have begun to reclaim the park but improvements are needed to the tennis courts and the general safety of the park. This project is being supported by the City's Parks and Recreation Department.

**Phase 2 Redevelopment Projects**

The following Redevelopment Projects are anticipated to be initiated in Phase 2 (2004-2010):

**D.5 ENGLEWOOD MANOR APARTMENTS**

**Location:** Northeast corner of the community along Englewood Avenue and Boulevard

**Existing Condition:** Multifamily apartments (approx. 614 units) in fair condition

**Proposed Project:** This existing multifamily development is important in that it provides the only major rental opportunities within the Chosewood Park Neighborhood. While these apartments are in relatively good condition, repairs and modernization will required within the next 5-10 years.

**D.6 ENGLEWOOD ADAPTIVE REUSE**

**Location:** Series of properties bounded by the Atlantic & West Point rail line, the CSX rail line, Englewood Avenue and Hill Street

**Existing Condition:** A mix of active and underutilized industrial properties in deteriorating condition

**Proposed Project:** This series of partially abandoned warehouse structures provides a great opportunity to create loft housing in Southside Atlanta within a mixed-use environment. The area also provides the opportunity for artist studios, loft offices, etc. Therefore, the plan proposes many of the existing buildings be renovated and adaptively reused to create approximately 70 loft apartments/condos, 100,000 square feet of commercial studio space and 100,000 square feet of re-used industrial space. Due to its proximity to the single-family residential core of the community, it is critically important that the industrial portions of the redevelopment be located away from Englewood and Milton and towards the Atlantic and West Point rail line.

**SUBAREA D  
CHOSEWOOD PARK  
PHASE 2 PROJECTS**

- 5. Englewood Manor Apartments
- 6. Englewood Adaptive Reuse
- 7. GM Site Mixed-Use Redevelopment
- 8. McDonough Boulevard Commercial

**D.7 GENERAL MOTORS SITE MIXED-USE REDEVELOPMENT**

**Location:** The south side of McDonough Boulevard between Lakewood Avenue and Sawtell Avenue

**Existing Condition:** Partially abandoned heavy industrial site (91.3 acres) formerly operating as a General Motors Assembly Plant.

**Proposed Project:** This site offers the greatest opportunities for mixed-use redevelopment anywhere within Southside Atlanta and is one of three Industrial Enterprise Zones within Southside. Of critical importance is the opportunity to partially replace the significant number of jobs lost when the plant was closed. Therefore, the plan proposes that new light-industrial uses be developed on the interior of the site, adjacent to the CSX rail line. Uses should be limited to those which provide community jobs, are clean, safe, productive and environmentally friendly (e.g., warehousing, distribution, clean manufacturing, technology advancement, etc.). The exterior of the site (along McDonough and Sawtell) are ideal locations for new development of live-work studios housing commercial and office space on the ground floor and residences above. Parking should be located to the rear. These uses will create a useful transition from the industrial uses in the site's interior to the single-family community across McDonough Boulevard. Due to the project's size, complexity and possible environmental problems, this project will take many years to conceive and develop.

**D.8 McDONOUGH BOULEVARD COMMERCIAL**

**Location:** North side of McDonough Boulevard from Sawtell to Boulevard

**Existing Condition:** A variety of retail establishments and two church facilities (all in good condition)

**Proposed Project:** This stretch of commercial properties is proposed to remain and be rehabilitated as necessary in the future. The uses contained within the corridor, however, should be closely monitored so as to not compete with the neighborhood-oriented retail services to be located in the Village Center.

**Phase 3 Redevelopment Projects**

The following Redevelopment Projects are anticipated to be initiated in Phase 3 (2011-2020):

**D.9 ENGLEWOOD INDUSTRIAL MODERNIZATION**

**Location:** Area bounded by Hill Street, the Atlantic and West Point rail line, Boulevard and Englewood Avenue

**Existing Condition:** A variety of commercial and industrial uses in varying conditions

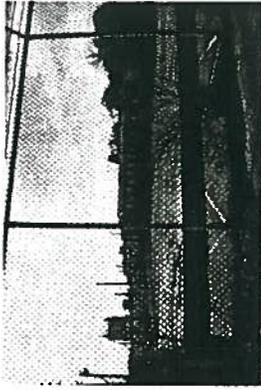
**Proposed Project:** These commercial and industrial properties provide jobs and an important economic base for the Southside Atlanta community. The plan proposes that these uses remain but

**SUBAREA C  
SOUTH ATLANTA  
PHASE 3 PROJECTS**

**9. Englewood Industrial  
Modernization**

are modernized to be more community-friendly and environmentally safe. Properties along Englewood are directly across from the residential areas of Chosewood Park. It will be critically important to provide good landscaping and buffers to minimize the visual impact of these businesses on residents. Furthermore, truck traffic should be limited to non-residential streets.





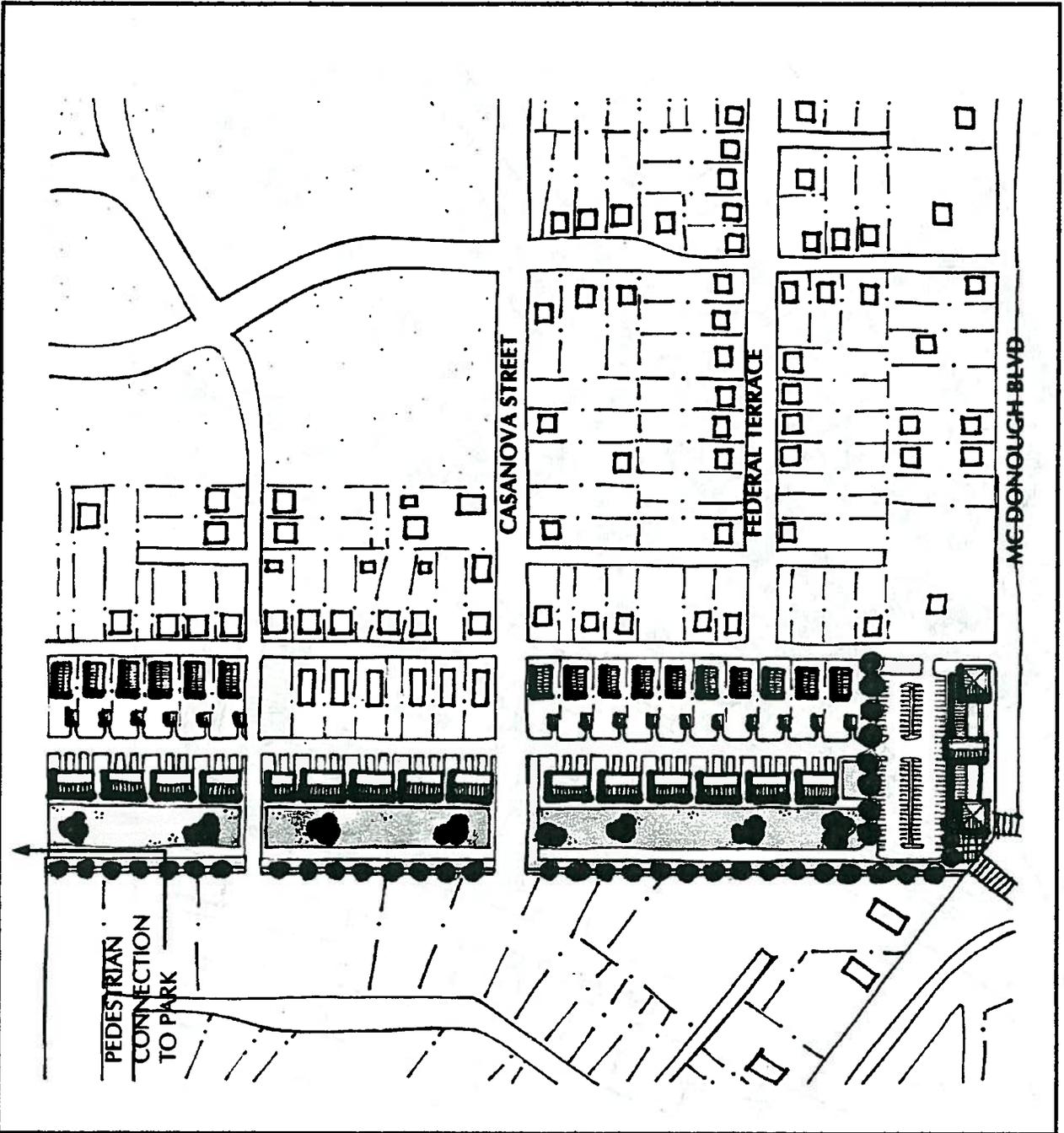
**PROJECT NUMBER/NAME:**  
**D.2 Chosewood Park Trailhead**  
 Single-Family

**Location:** McDonough Boulevard at Sawtell

**Existing Condition:**  
 Vacant land (approx. 13 acres); this was the site of the General Motors Plant over flow parking area. Currently the site is fenced off from community use. It sits as an empty on grade parking area filled with debris and over grown vegetation.

**Proposed Project:**  
 The proposed use for this property is to develop the area along McDonough Boulevard as a two-story, mixed-use building (+/- 40,000 square feet) up against the street (+/- 30 foot setback) with parking in the rear. The facility will include a combination of commercial uses including a community center and possible church.

**Fig. 2D-3: Chosewood Pk. TRAILHEAD**



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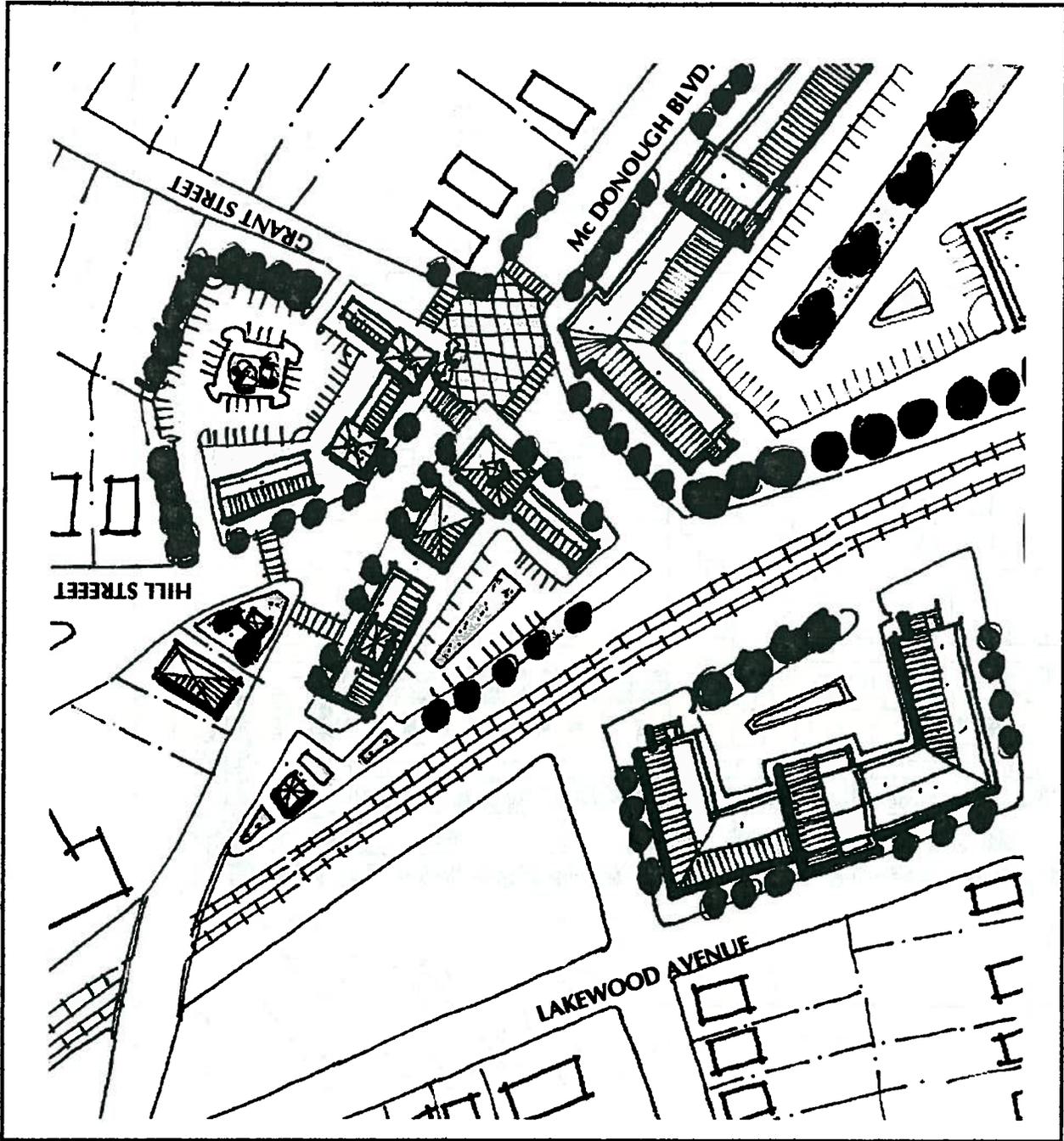


**PROJECT NUMBER/NAME:**  
**D.3 Chosewood Park Village Center**

**Location:** The intersection of McDonough Boulevard and Milton Avenue.

**Existing Condition:**  
 This area consists of approx. 7 acres, 9 parcels and 23,400 square feet of non-residential space. Several of the buildings are unoccupied and the area is in deteriorated condition.

**Proposed Project:**  
 The redevelopment plan proposes to enhance and improve the area as a "Village Center." This will be accomplished through a combination of renovation of existing buildings and infill commercial development (+/- 25,000 new square feet).



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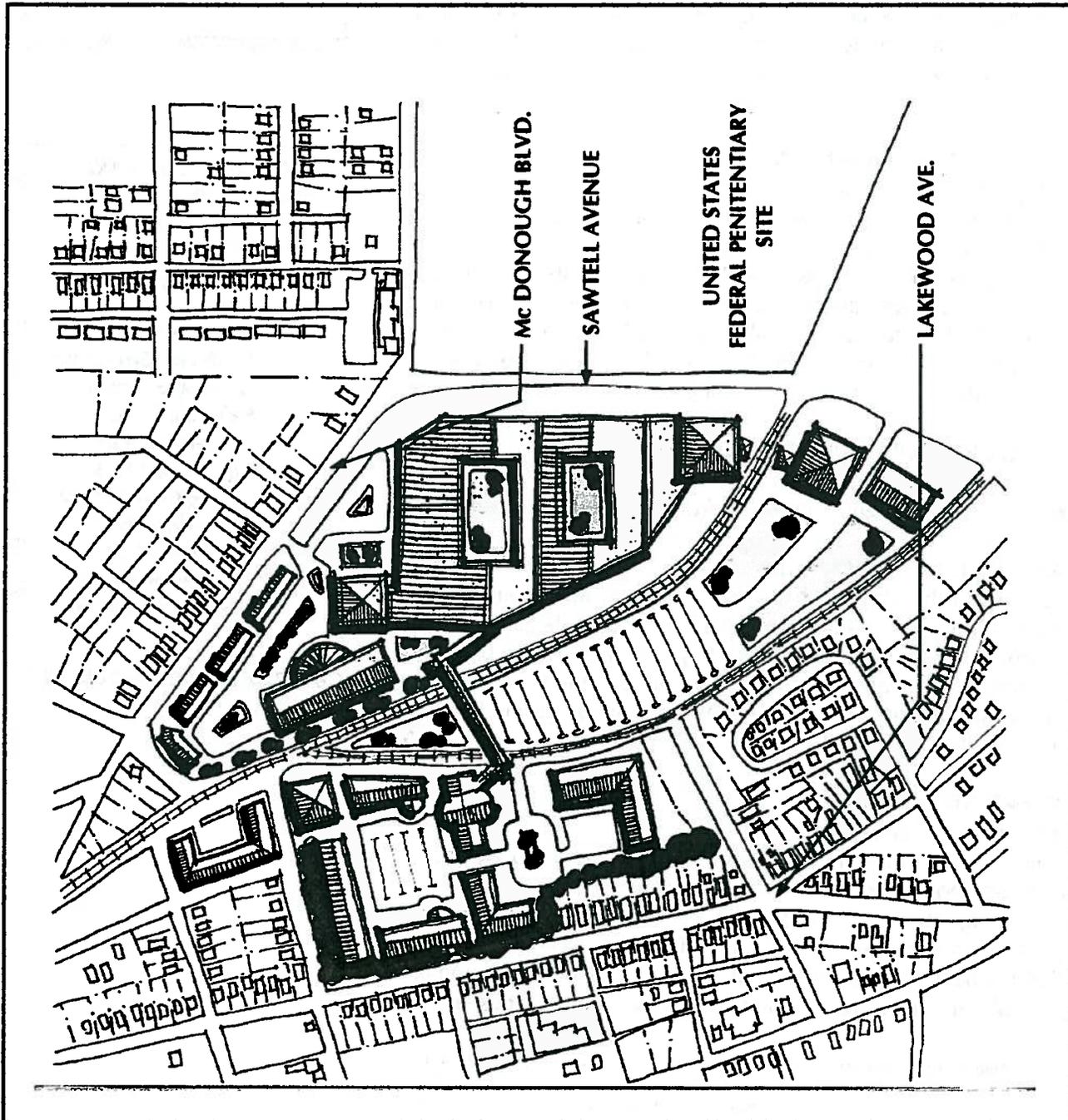
**PROJECT NUMBER/NAME:**  
**D.7 General Motors Site  
 Mixed-Use Redevelopment**

**Location:**  
 The south side of McDonough Boulevard between Lakewood Avenue and Sawtell Avenue

**Existing Condition:**  
 Partially abandoned heavy industrial site (91.3 acres) formerly operating as a General Motors Assembly Plant.

**Proposed Project:**  
 This site offers a great opportunity for mixed-use redevelopment and is one of three Industrial Enterprise Zones within Southside. Of critical importance is the opportunity to partially replace the significant number of jobs lost when the plant was closed. The plan proposes that new light-industrial uses be developed on the interior of the site with housing along McDonough Blvd.

**Fig. 2D.5: Closewood  
 GAM MIXED USE**



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## **Civic Projects**

In addition to the 9 Redevelopment Projects described above, there are also several Civic Projects identified for Chosewood Park (some of which overlap or coincide with Redevelopment Projects). While the Redevelopment Projects described above deal with actual property (i.e., real estate), the Civic Projects described below are more likely to involve public improvements that affect the civic life of the area as a whole and connect various parts of the community together (see Figure 2.2 in Part 2.0). These types of projects include greenway trails, streetscape enhancements, park and open space improvements, pedestrian plazas, community facilities and community gateway features. As with the Redevelopment Projects, these projects have been programmed by phase (see margins at right).

### **CHOSEWOOD PARK GREENWAY**

**Project Type:** Greenway Trail

**Location:** Running from Chosewood Park to McDonough, then along side Sawtell Avenue to Richmond Circle

**Proposed Project:** This Greenway will include a multi-use path for bicycles and pedestrians that will connect the park to McDonough Boulevard and ultimately to the Lakewood Heights Village Center. The initial phase of the project (the "trailhead") will be developed in conjunction with Redevelopment Project D.2.

### **MCDONOUGH BOULEVARD STREETScape**

**Project Type:** Major Streetscape

**Location:** McDonough Boulevard from University Avenue to Boulevard

**Proposed Project:** This project will include significant improvements to the visual appearance of McDonough Boulevard – the primary route that connects the South Atlanta Village Center to the Chosewood Park Village Center. Improvements will generally include: trees, sidewalks, street lights, landscaping and street furniture. Initial phases of the Streetscape will focus in and around the Village Centers.

### **BOULEVARD STREETScape**

**Project Type:** Major Streetscape

**Location:** Boulevard from McDonough to the railroad overpass north of Englewood Avenue

**Proposed Project:** This project will include significant improvements to the visual appearance of Boulevard – the primary route that connects Southside Atlanta to Grant Park. Improvements will generally include: trees, sidewalks, street lights, landscaping

#### **TYPES OF CIVIC PROJECTS**

- **Greenway Trails**
- **Streetscapes**
- **Parks and Open Space**
- **Pedestrian Plazas**
- **Community Facilities**
- **Gateways**

#### **CHOSEWOOD PARK PHASE 1 CIVIC PROJECTS**

- **Chosewood Park Greenway (Trailhead section)**
- **McDonough Boulevard Streetscape (at Village Center)**
- **Sidewalk Repairs**
- **Chosewood Park Village Center Plaza**
- **Chosewood Park Trailhead Plaza**
- **Chosewood Park Community Center**

and street furniture. An off-shoot of the streetscape will connect the Chosewood Park Trailhead to Boulevard along Casanova Street.

**NEIGHBORHOOD SIDEWALKS**

**Project Type:** Sidewalk Repairs

**Location:** Single-family residential areas

**Proposed Project:** In conjunction with the rehabilitation of single-family neighborhoods, neighborhood sidewalks will be repaired on an as-needed basis. This program will be partially funded through the Empowerment Zone.

**CHOSEWOOD PARK**

**Project Type:** Parks and Open Space

**Location:** At the end of Nolan Street in the middle of the neighborhood

**Proposed Project:** Although the park provides the Chosewood Park Neighborhood with an important amenity, the park is somewhat isolated and in need of improvements. The aforementioned trailhead will improve accessibility to the south. Park improvements will include upgrades to the tennis courts, safety enhancements, and improvements to the baseball field. *This Civic Project coincides with Redevelopment Project D.4*

**CHOSEWOOD PARK VILLAGE CENTER PLAZA**

**Project Type:** Pedestrian Plaza

**Location:** Intersection of McDonough Boulevard and Milton Avenue at the Chosewood Park Village Center

**Proposed Project:** This important triangular intersection will be enhanced as a pedestrian plaza as the focal point of the revitalized village center. The plaza will include landscaping, pavers, benches and a major piece of public art which can be observed from many locations within the area. This project will be developed in association with the McDonough Streetscape and the Chosewood Park Village Center Redevelopment Project (D.3).

**CHOSEWOOD PARK TRAILHEAD PLAZA**

**Project Type:** Pedestrian Plaza

**Location:** Intersection of McDonough Boulevard and Sawtell Avenue at the proposed new Chosewood Park Community Center

**Proposed Project:** This area marks the beginning of the Chosewood Park Trailhead to the city park. The plaza will include landscaping, pavers, benches and possibly, public art. This project will be developed in association with the McDonough Streetscape, the Chosewood Park Greenway and Redevelopment Project D.2.

**CHOSEWOOD PARK  
PHASE 2 CIVIC PROJECTS**

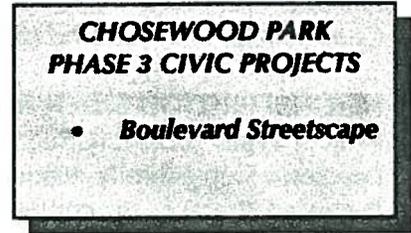
- **Completion of Chosewood Park Greenway**
- **Completion of McDonough Boulevard Streetscape**
- **Completion of Sidewalk Repairs**
- **Gateways**

**CHOSEWOOD PARK COMMUNITY CENTER**

**Project Type:** Community Facility - Private

**Location:** Intersection of Sawtell and McDonough Boulevard

**Proposed Project:** This privately run facility will be developed in association with a new mixed-use institutional development on the site. The community center will be located adjacent to the aforementioned plaza. *This Civic Project coincides with Redevelopment Project D.2*



**NEIGHBORHOOD GATEWAYS**

**Project Type:** Community Gateways

**Location:** One at the intersection of McDonough and Boulevard and another at the railroad overpass at Hill Street

**Proposed Project:** In order to improve the appearance and image of Southside Atlanta, these locations will be improved with landscaping, signage and/or murals to denote the entrance to the area. In addition, locations for Chosewood Park Neighborhood signs will be determined.

## Transportation Projects

In addition to the Redevelopment Projects and Civic Projects described above, there are also several Transportation Projects identified for Chosewood Park (see Figure 2.3 in Part 2.0). These projects relate primarily to the physical improvement of the area's roads. In general they include proposed bike routes, roadway improvements, pedestrian crossings and bus route changes. As with the Redevelopment Projects and Civic Projects, these projects have been programmed by phase (see margins at right).

### HILL STREET BIKE ROUTE

**Project Type:** Bike Route

**Location:** Along Hill Street from the railroad to McDonough Boulevard and long McDonough Boulevard from Hill Street to Boulevard

**Proposed Project:** This project includes the development of an on-street bike route to connect to the City's broader system of bicycle routes. This project will be developed in association with the McDonough Boulevard Streetscape Project.

### LAKEWOOD AVENUE BRIDGE

**Project Type:** Roadway Improvement

**Location:** Lakewood Avenue as it crosses over the CSX rail line

**Proposed Project:** This project proposes the restoration of the bridge of Lakewood Avenue over the CSX rail line. This project has already been designed, along with an accompanying new traffic signal at the intersection of Milton Avenue and Lakewood Avenue. The project should be under construction by fall of 2000 or sooner.

### VILLAGE CENTER PEDESTRIAN CROSSING

**Project Type:** Pedestrian Crossing

**Location:** The intersection of Milton Avenue and McDonough Boulevard

**Proposed Project:** The revitalization and expansion of the Chosewood Park Village Center will increase pedestrian activity in the area. It will be critically important to facilitate the safe and pleasant movement of pedestrians back and forth across the street. Improvements may include pavers in the roadway, painted crosswalks, and/or signalization alterations. This project will be developed in association with the McDonough Boulevard Streetscape, the Village Center Redevelopment Project and the Village Center Plaza.

#### TYPES OF TRANSPORTATION PROJECTS

- **Bike Routes**
- **Roadway Improvements**
- **Pedestrian Crossings**
- **Bus Route Changes**

#### CHOSEWOOD PARK PHASE 1 TRANSPORTATION PROJECTS

- **Lakewood Avenue Bridge**
- **Village Center Pedestrian Crossing**
- **Chosewood Park Greenway Crossing**

#### CHOSEWOOD PARK PHASE 2 TRANSPORTATION PROJECTS

- **Hill Bike Route**
- **Bus Route Changes**

**CHOSEWOOD PARK GREENWAY CROSSING**

**Project Type:** Pedestrian Crossing

**Location:** Where the Chosewood Park Greenway crosses McDonough Boulevard at Sawtell Avenue

**Proposed Project:** In order to facilitate the safe movement of pedestrians along the Greenway Trail, it will be important to provide pedestrian crossings where the Greenway crosses the roadway. Improvements may include pavers, bollards, painted crosswalks and/or signage. This project will be developed in association with the Chosewood Park Greenway and the McDonough Boulevard Streetscape.

**CHOSEWOOD PARK  
PHASE 3 TRANSPORTATION  
PROJECTS**

*None*

**BUSROUTE CHANGES**

**Project Type:** Bus Routes

**Location:** TBD

**Proposed Project:** Several changes to MARTA bus routes may be necessary as new development at the GM site brings new residents and workers.

**2D PART 2.D: CHOSEWOOD PARK MASTER PLAN**

CHOSEWOOD PARK REDEVELOPMENT PROJECT AREAS	Estimated Cost		Anticipated Funding Sources								BUDGET AMOUNT	
	Public Sector Cost	Private Sector Cost	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority	Urban Residential Development Corporation	Private Sector		
<b>PHASE 1 PROJECT AREAS (2000 - 2003)</b>												
D.1 Chosewood Park S. Family Rehab & Infill (1)	\$192,000	\$5,327,200	0	192,000	0	0	0	0	0	0	5,327,200	\$5,519,200
D.2 Chosewood Trailhead Single-Family	\$550,000	\$6,100,000	550,000	0	0	0	0	0	0	0	6,100,000	\$6,650,000
D.3 Chosewood Park Village Center	\$487,950	\$4,602,450	331,250	156,700	0	0	0	0	0	0	4,602,450	\$5,090,400
D.4 Chosewood Park	\$58,000	\$0	0	58,000	0	0	0	0	0	0	0	\$58,000
<b>SUBTOTAL:</b>	<b>\$1,287,950</b>	<b>\$16,029,650</b>	<b>881,250</b>	<b>406,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,029,650</b>	<b>\$17,317,600</b>
<b>PHASE 2 PROJECT AREAS (2004-2010)</b>												
D.5 Englewood Manor Apartments	\$3,070,000	\$3,070,000	0	0	0	0	0	3,070,000	0	0	3,070,000	\$6,140,000
D.6 Englewood Adaptive Re-use	\$0	\$28,615,400	0	0	0	0	0	0	0	0	28,615,400	\$28,615,400
D.7 GM Site Mixed-Use	\$0	\$40,800,000	0	0	0	0	0	0	0	0	40,800,000	\$40,800,000
D.8 McDonough Boulevard Commercial	\$0	\$4,515,000	0	0	0	0	0	0	0	0	4,515,000	\$4,515,000
<b>SUBTOTAL:</b>	<b>\$3,070,000</b>	<b>\$77,000,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,070,000</b>	<b>0</b>	<b>0</b>	<b>77,000,400</b>	<b>\$80,070,400</b>
<b>PHASE 3 PROJECT AREAS (2011-2020)</b>												
D.9 Englewood Industrial	\$0	\$28,350,000	0	0	0	0	0	0	0	0	28,350,000	\$28,350,000
<b>SUBTOTAL:</b>	<b>\$0</b>	<b>\$28,350,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28,350,000</b>	<b>\$28,350,000</b>
<b>TOTALS</b>	<b>\$4,357,950</b>	<b>\$121,380,050</b>	<b>881,250</b>	<b>406,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,070,000</b>	<b>0</b>	<b>0</b>	<b>121,380,050</b>	<b>\$125,738,000</b>

**Notes:**  
 1) Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.  
 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.  
 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.  
 4) "City of Atlanta" includes transportation impact funds, bonds, and capital funds. "T-21" funding is already committed. City is targeted to support a portion of housing rehab needs through future CDBG/HOME, etc.  
 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.  
 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.  
 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

**2D PART 2D: CHOSEWOOD PARK MASTER PLAN**

CHOSEWOOD PARK CIVIC IMPROVEMENT PROJECTS	Estimated Cost		Anticipated Funding Sources							BUDGET AMOUNT	
	Public Sector Cost	Private Sector Cost	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority	Urban Residential Development Corporation		Private Sector
<b>PHASE 1 CIVIC PROJECTS (2000-2003)</b>											
Chosewood Park Greenway (Trailhead)	\$0	\$150,000	\$150,000	0	0	0	0	0	0	0	150,000
McDonough Boulevard Streetscape	\$2,000,000	\$0	\$2,000,000	225,000	525,000	0	0	0	0	0	0
Neighborhood Sidewalk Repairs	\$750,000	\$0	\$750,000	0	58,000	0	0	0	0	0	0
Chosewood Park Improvements	\$58,000	\$0	\$58,000	0	0	0	0	0	0	0	0
Chosewood Park Village Center Plaza	\$0	\$50,000	\$50,000	50,000	0	0	0	0	0	0	50,000
Chosewood Park Trailhead Plaza	\$50,000	\$0	\$50,000	50,000	0	0	0	0	0	0	50,000
Chosewood Park Community Center	\$500,000	\$2,500,000	\$3,000,000	500,000	0	0	0	0	0	0	2,500,000
<b>SUBTOTAL:</b>	<b>\$3,348,000</b>	<b>\$2,700,000</b>	<b>\$6,048,000</b>	<b>775,000</b>	<b>2,583,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,700,000</b>
<b>PHASE 2 CIVIC PROJECTS (2004-2010)</b>											
Community Gateway (2)	\$20,000	\$20,000	\$40,000	0	20,000	0	0	0	0	0	20,000
<b>SUBTOTAL:</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$40,000</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>
<b>PHASE 3 CIVIC PROJECTS (2011-2020)</b>											
Boulevard Streetscape	\$1,500,000	\$0	\$1,500,000	0	1,500,000	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>\$4,878,000</b>	<b>\$2,720,000</b>	<b>\$7,598,000</b>	<b>775,000</b>	<b>4,103,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,720,000</b>

**Notes:**

- Many Phase 1 Civic Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
- Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. Approx. \$190,000 funds have already been committed. "T-21" funding has already been committed.
- "Atlanta Public Schools" funding will come from existing and future SPOST sales tax revenue.
- "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
- "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit, and in-kind donations, tax-exempt bonds and private development funds.

**2D PART 2D: CHOSEWOOD PARK MASTER PLAN**

CHOSEWOOD PARK TRANSPORTATION IMPROVEMENT PROJECTS	Estimated Cost			Anticipated Funding Sources							BUDGET AMOUNT	
	Public Sector Cost	Private Sector Cost	TOTAL ESTIMATED COST	Atlanta Empowerment Zone (Corporation already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority	Urban Residential Development Corporation		Private Sector
<b>PHASE 1 TRANS. PROJECTS (2000-2003)</b>												
Village Center Pedestrian Crossing	\$0	\$10,000	\$10,000	0	0	0	0	0	0	0	0	10,000
Chosewood Park Greenway Crossing	\$10,000	\$0	\$10,000	0	10,000	0	0	0	0	0	0	10,000
<b>SUBTOTAL:</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$20,000</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>
<b>PHASE 2 TRANS. PROJECTS (2004-2010)</b>												
Hill street Bike Route	\$25,000	\$25,000	\$50,000	0	25,000	0	0	0	0	0	0	25,000
MARTA Bus Route Changes	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$50,000</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>
<b>PHASE 3 TRANS. PROJECTS (2011-2020)</b>												
None	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$70,000</b>	<b>0</b>	<b>35,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,000</b>

**Notes:**

- 1) Many Phase 1 Transportation Improvement Projects will be initiated in Phase 1 but will extend well into Phase 2.
- 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- 4) "City of Atlanta" funding includes transportation impact funds, bond funds, and capital funds. "T-21" funding has already been committed.
- 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.
- 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program. These funds will be used in combination with private development funds.
- 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.



Amended Southside Atlanta Redevelopment Plan  
**Part 3: SOUTHSIDE ATLANTA  
IMPLEMENTATION PLAN**

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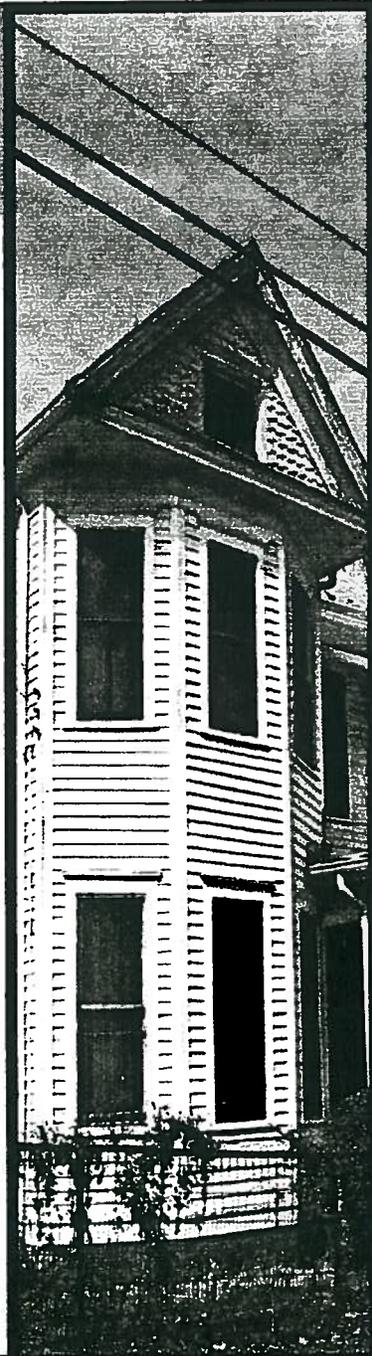
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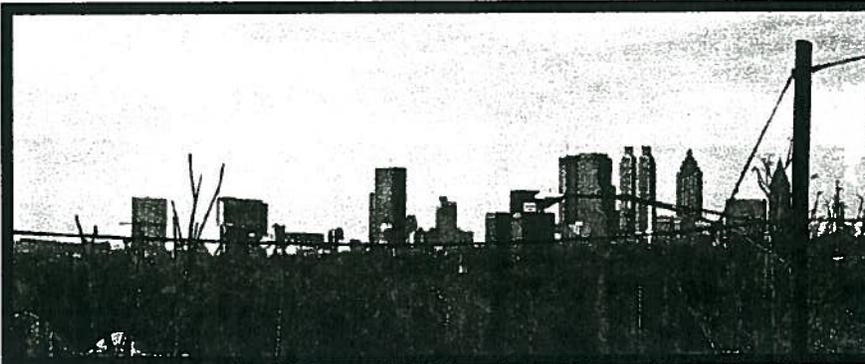
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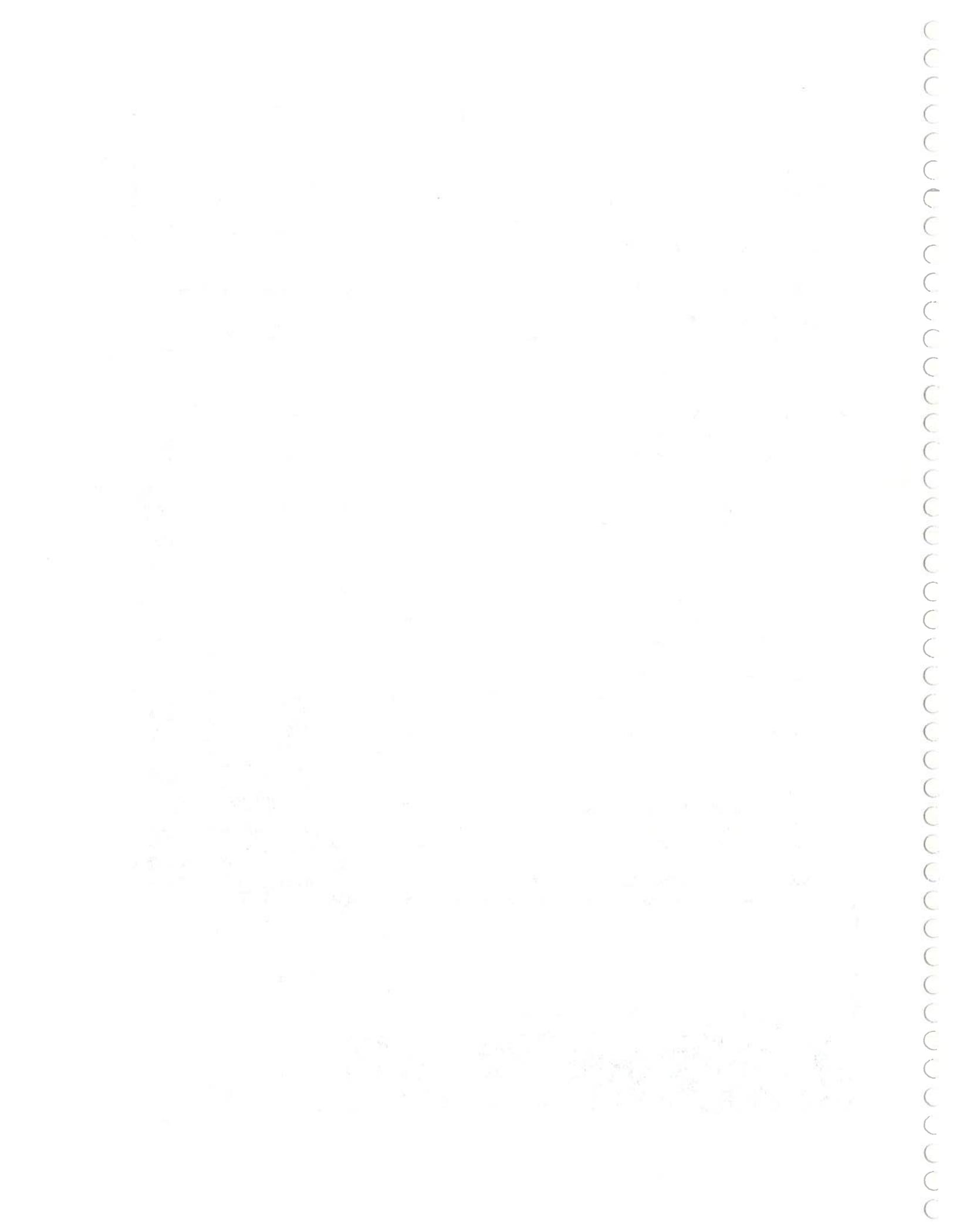
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**FINAL DRAFT FOR REVIEW 6.7.00**





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## **3.1 IMPLEMENTATION OVERVIEW**

In order to achieve the objectives and projects outlined in the first two parts of this Southside Atlanta Redevelopment Plan, it is necessary to define the applicable implementation mechanisms and impacts that will be brought to bear in Southside. Therefore, this part of the plan (Part 3.0 Southside Implementation Plan) describes a comprehensive process for implementation and includes: the authority and scope of using official redevelopment powers; several guiding principles of implementation; redevelopment partnerships; redevelopment tools such as acquisition, disposition and relocation assistance; regulatory tools such as zoning and land use; design guidelines; and funding issues.

### **Authority and Scope of Redevelopment Powers**

This **Southside Atlanta Redevelopment Plan** ("The Plan") is a comprehensive technical document defining the official public policy guidelines of the City of Atlanta for conduct of public and private redevelopment actions in the Southside Atlanta Urban Redevelopment Area in compliance with the Redevelopment Powers Law (O.C.G.A. Section 36-44) of the State of Georgia. This plan fulfills the requirement of providing a "written plan of redevelopment." Furthermore, the existing condition analyses contained in Part 1 provides full documentation as to the area's qualification for designation as a redevelopment area (i.e., specific findings of slum and blight).

Upon its adoption by resolution of the City Council and approval by the Mayor of Atlanta, this plan will serve as confirmation that the Southside area is appropriate for urban redevelopment initiatives because of blight, distress and impaired development. Further, this plan, as required by law, establishes that the "rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas is necessary in the interest of public health, safety, morals, or welfare of the residents of the municipality or county."

This plan thus becomes the basis on which the City of Atlanta will exercise its urban redevelopment powers within the Southside area in accordance with the Redevelopment Powers Law and other related legislation and administrative regulations of the State of Georgia.

## Guiding Principles of Implementation

In order to fully realize Southside's stated vision of a community that is **reclaimed, revitalized, and redeveloped**, several underlying principles of revitalization must be followed during all phases of revitalization. The following implementation principles are shaped by a philosophy that protects and respects the community's goals, encourages sensitive use of redevelopment powers, and maintains a business-like approach to public and private partnerships.

### Principle #1: Preservation-Oriented Approach

The overall physical emphasis of the Southside Redevelopment Plan is placed on preserving and enhancing the unique character of the area. This will be accomplished in several ways:

- Wherever possible and practical, existing buildings should be preserved and rehabilitated. This will be particularly important for older, single-family houses and in the "Village Center" areas.
- Existing single-family neighborhoods should be preserved and rehabilitated as a whole to protect the area's feel as a series of historic neighborhoods. New non-residential development should not encroach into residential areas except in scenarios where existing structures are adaptively re-used.
- New construction and rehabilitation projects should be designed in a way that is compatible with the historic character of the area.

### Principle #2: Community-Based Implementation

To ensure that the revitalization of Southside is in keeping with the goals and objectives of the community, its residents, businesses and community organizations must be empowered to guide the redevelopment process. This can be achieved in several ways:

- A process for community-based review of projects will be established involving local organizations and Neighborhood Planning Unit – Y (NPU-Y). (See Section 3.2 below).
- The aggressive use of municipal redevelopment powers must be initiated and/or approved by the community.
- There must be a process for selectively amending the Southside Redevelopment Plan over time to continually reflect the changing desires of the community and/or market conditions affecting redevelopment.

### IMPLEMENTATION PRINCIPLES

1. **Preservation-Oriented Approach:** Focus on preserving existing buildings and historic resources
2. **Community-Based Implementation:** Community organizations to play a major role in implementation
3. **Targeted Approach:** Focus resources to maximize the impact of revitalization

### **3 PART 3.0: SOUTHSIDE IMPLEMENTATION PLAN**

- Local Community Development Corporations (CDCs) should play a significant role in most redevelopment efforts.
- Existing property owners should be given opportunities to participate in redevelopment projects that conform to plan objectives. This can be accomplished through equity partnerships with new developers or through assistance from various implementing agencies.

#### **Principle #3: Targeted and Phased Approach**

In order to maximize the impact of revitalization efforts, actions taken by community organizations, implementation agencies (e.g., City of Atlanta, Atlanta Development Authority, etc.) and the private sector must support one another and be targeted to specific areas. This will best be achieved by adhering to the following principles:

- Within each of the five planning subareas, all parties should target their efforts in strategic locations to achieve a “critical-mass” of results. Key projects should be identified which will quickly attack perceived and actual blighting conditions, thereby setting the stage for attracting new private investment.
- Implementation agencies, community-based organizations and private redevelopers should work collaboratively, rather than at cross-purposes. Where possible, available resources should be combined in projects and creative partnerships should be encouraged to maximize the leveraging of public resources.
- Redevelopment of the Southside Area as a whole should be carefully phased over a period of 20 years. Over the long haul, this will minimize the fiscal exposure of non-profit organizations and public sector subsidies. Later phases of redevelopment should be primarily supported by private-sector markets.

## **3.2 IMPLEMENTATION PARTNERS**

The preservation-oriented model of community redevelopment defined in this plan cannot be implemented in the same manner as the heavily subsidized public redevelopment initiatives used in Atlanta during the 1950s and 1960s. Instead, the missions defined by this model will require a full and effective partnership among three sectors: public-sector development assistance agencies (e.g., City of Atlanta, ADA, etc.), community organizations, and private-sector lenders, investors and developers. It will be critical for this three-way partnership to act in accordance with each other and in a mutually beneficial manner.

### **Key Public Sector Implementation Agencies**

Throughout the life of this redevelopment plan (anticipated to be 20 years), there will be several public sector or quasi-public development assistance agencies playing a part in the revitalization of the Southside area. Chief among these will be the City of Atlanta and its designated Community Redevelopment Agency – The Atlanta Development Authority (or ADA).

#### **City of Atlanta Implementation Roles**

As a publicly sponsored redevelopment program, the implementation of this plan will be subject to all formal decision-making powers of the Mayor and City Council of the City of Atlanta. On-going powers will include review and approvals for: property acquisitions requiring the use of the City's eminent domain power; condemnation procedures; redevelopment plan amendments or variations; and capital funding requests. Furthermore, the City of Atlanta will provide on-going staff resources for: in house planning activities; technical assistance to community groups; support for various regulatory enhancements (rezoning, enterprise zones, etc.); grants and fundraising; code-enforcement; and public improvements.

As a matter of policy, the City of Atlanta will pursue redevelopment actions which are predicated upon creating a favorable climate for private reinvestment. It is critical to understand that public resources to support redevelopment are very limited and will be used selectively.

#### **Atlanta Development Authority (ADA) Implementation Roles**

ADA will continue to serve as the City's designated administrative and professional Community Redevelopment Agency. It will play a catalytic, proactive role in public and private reinvestment

#### **KEY PUBLIC SECTOR IMPLEMENTATION AGENCIES**

- **City of Atlanta:** Formal Urban Redevelopment authority; public improvements; funding programs; regulatory enhancements
- **Atlanta Development Authority:** Day-to-day administration of public sector initiatives; development assistance; publicly-assisted property acquisition
- **Atlanta Empowerment Zone Corporation:** Key economic development programs; specific project funding

### **3 PART 3.0: SOUTHSIDE IMPLEMENTATION PLAN**

initiatives. ADA's most important functions will include, among others: public property acquisition and private land assembly assistance; provision of relocation assistance where required; pre-qualification and designation of redevelopers; execution of property disposition and land development agreements; review and enforcement of redevelopment project controls; coordination of public improvements; development assistance and incentives; financing mechanisms and support; technical support and capacity-building exercises for community organizations; and general proactive leadership for implementation. In practice, ADA will likely be conducting "Delivery Team" meetings on a regular basis to ensure continued activity and project movement. These meetings will be highly structured to include various representatives with interests in active projects. ADA will serve in this capacity at the discretion of the Mayor and City Council. Of critical importance will be ADA's commitment to operate in concert with City initiatives and in accordance with community-based objectives. In that regard, it will be incumbent upon ADA to seek formal NPU-Y approval in administering detailed public sector funding initiatives. This includes, but is not limited to, the distribution of Empowerment Zone funds to specific projects and/or community organizations.

#### **Atlanta Empowerment Zone Corporation (AEZC)**

The AEZC represents a significant opportunity to fund various programs and projects identified within this plan. In fact, the AEZC has already committed \$12.4 million dollars towards implementation of several projects within this plan (see Section 3.7 later in this report). These funds have been allocated to ADA for administration within specific projects. Given that funds were allocated to projects in a very generic way, it will be critically important that ADA continue to work in concert with the NPU and neighborhood organizations as projects become more specific with respect to activity and location. In addition to these committed funds, implementation efforts will continue to rely upon AEZC resource programs and incentives that are currently available.

#### **Other Public or Quasi-Public Agencies**

In addition to the entities listed above, there are several other agencies that will play critical roles throughout implementation including: The Atlanta Neighborhood Development Partnership (technical and development assistance), The Fulton County Land Bank Authority (tax delinquent property), The Urban Residential Development Corporation (non-profit development), The Atlanta Board of Education (school renovations), Fulton County (social services) and others.

## Community Partners

This Southside Atlanta Redevelopment Plan is intended to build on and reinforce the City Atlanta's commitments toward community-based leadership as exemplified in the Neighborhood Planning Unit (NPU) system and the City's support for the Atlanta Empowerment Zone. Community leaders involved with this plan have clearly demonstrated that empowerment of the community as a lead partner in redevelopment comes from cohesive support of the community itself. It will be incumbent upon community leaders to continue to lead the way in moving the redevelopment of Southside Atlanta forward. As long as redevelopment initiatives have the support of the community at large, public sector agencies will be committed to supporting these efforts with material resources. In this regard, it will be critical for the Southside community to provide clear and decisive leadership and direction to the support agencies described above. There will be several types of community organizations participating in on-going redevelopment activities including NPU-Y, Neighborhood Civic Associations, Community Development Corporations, local non-profit service providers and others.

### Neighborhood Planning Unit – Y (NPU-Y)

NPU-Y has continued to provide clear and strong leadership on behalf of the Southside area as a whole. As an officially recognized system of community governance and advocacy, the NPU will serve as the community steward of this redevelopment plan. NPU-Y will be responsible for: reviewing rezoning requests; referring issues to appropriate neighborhood groups; identifying representatives to attend ADA "Delivery Team" meetings; garnering community consensus for desired projects; approving redevelopment plan amendments (should they be required in the future); and initiating a formal community review mechanism for redevelopment projects.

To avoid unnecessary delays in the normal workings of the NPU, it is recommended that NPU form a subcommittee (or "Community Redevelopment Board") to perform detailed project reviews on behalf of the NPU and to interact with various resource agencies on an as needed basis. All of the constituent neighborhoods of NPU-Y should be fully represented on the board. At all times, board members should avoid conflicts of interest with respect to individual projects. This project review mechanism will be critically important to ensure that community development objectives are being met at all times and will provide public/quasi-public sector implementation agencies with assurance that initiatives have the full consensus of the community at large.

#### KEY COMMUNITY IMPLEMENTATION PARTNERS

- **Neighborhood Planning Unit - Y:** Official community steward of the Redevelopment Plan; redevelopment project reviews; plan amendments; referral to appropriate community groups
- **Neighborhood Civic Associations:** community representation at the neighborhood level; initiation of community volunteer programs
- **Community Development Corporations (CDCs):** Community based project developers; funding recipients

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With respect to all redevelopment matters, the NPU shall be considered an advocacy and review body and will not have developmental or fiscal responsibilities. Maintaining this type of objectivity will be critical in that both community-based and private development projects will be under review by the NPU.

#### **Neighborhood Civic Associations**

As mentioned above, NPU-Y will serve as the officially recognized steward of overall community consensus. However, individual Neighborhood Civic Associations will continue to be the workhorses of the Southside area. In practice, the NPU will rely heavily upon individual community groups to provide insight into neighborhood issues. The various Neighborhood Civic Associations of Southside Atlanta will serve in the following capacities: providing representation to the NPU's redevelopment review mechanism (as described above); setting community policy at the neighborhood level; initiating grass-roots participation in volunteer revitalization efforts (e.g., neighborhood clean-ups); disseminating information to neighborhood residents, businesses and institutions; identifying participants for community enterprises (e.g., cooperative businesses); and making formal recommendations to NPU-Y with regard to neighborhood-specific issues. In cases where more than one group acts in behalf of the neighborhood, it will be of critical importance for all groups to be in concurrence with regard to interaction with implementation agencies. In matters of dispute, the City/ADA will look to the NPU for guidance.

#### **Community Development Corporations (CDCs)**

In many cases, local CDCs will be the conduit for developing key community projects, particularly in the provision of affordable housing and small-business opportunities. The responsibilities of CDCs will include: co-sponsoring local, state and federal grant applications; property acquisition; new housing development; housing rehabilitation; economic development projects; property management services; project management and creating development partnerships with the private sector. A primary goal for CDC's throughout implementation will be to improve organizational capacity as well as increase community capacity through the creation of jobs.

Although CDCs may be targeted as "sole-source" developers for certain project types (see Acquisition and Disposition Procedures outlined below), it will still be critical that CDCs operate under the same provisions of the NPU project review process.

### **Local Service Providers and Other Community Interests**

In addition to the NPU, Civic Associations and CDCs, there will be many other community-based interests that will play a part in the revitalization of the community including faith-based service providers, community non-profits, Parent Teacher Associations, and others.

### **Private Sector Implementation Entities**

As previously mentioned, the private sector will be heavily relied upon as the economic engine driving the redevelopment of the Southside area. Public sector resources will be scarce and will strongly leveraged against private sector investment. Ultimately, the success of this plan is contingent upon establishing a private market for community reinvestment. Therefore, the public sector and community organizations described above will be actively seeking private sector partners for redevelopment. This will include: traditional lenders; residential and non-residential developers; charitable foundations; corporate sponsors; and non-profit financiers. Several successful models of public-private partnerships have been very successful in other Atlanta redevelopment neighborhoods including most notably: single-family housing development in the Old Fourth Ward (Nations Bank CDC and the Historic District Development Corporation-HDDC); and townhouse development in Summerhill (Weiland Homes and Summerhill Neighborhood Development Corporation-SNDC). In advance of a strong private market, initial public-private partnerships will continue to require creative approaches to project financing including: tax-exempt bonds; tiered down payment/mortgage assistance; and tax-increment financing.

## **3.3 ACQUISITION PLAN**

Official designation as an "Urban Redevelopment Area" as enabled by this plan, allows the City of Atlanta (or its designee) to publicly acquire property through eminent domain at Fair Market Value. This important tool significantly aids in the effort to aggressively address physical and economic blight, impaired private market and development activity, and environmental, economic, and social distress. All properties within a "Redevelopment Project" boundary may be subject to this tool and are shown in Figure 3.1. Each of these projects is also described and quantified in the individual Neighborhood Master Plans in Part 2.0 of this report.

### **Acquisition Criteria**

It is extremely important to understand that public property acquisition within the Southside area will be undertaken on a very limited and contingent basis only, depending upon specific circumstances of ownership, use, and ability of property owners to conform to redevelopment controls. It is not the intent of the City or the Atlanta Development Authority to acquire property unless absolutely necessary to do so. Property acquisition will be selectively conducted within the areas shown in the Acquisition/Disposition map (Figure 3.1) and will only be based on the following criteria.

- Sites occupied by abandoned, "Dilapidated" structures often tax delinquent, which are unsafe and detrimental to the surrounding environment.
- Vacant and/or under-used sites that reflect patterns of impaired development, economic disinvestment and/or detrimental site uses. Sites classified as vacant and/or under-used include those with vacant structures or without any permanent building improvements, sites used for open storage or other non-intensive development.
- Properties required to effectuate critically needed public buildings, parks, plazas, and traffic/pedestrian circulation and infrastructure improvements.
- Non-intensively developed, obsolescent, or underutilized commercial/industrial sites which contribute to traffic, land use, and environmental impacts on residential areas and which offer logical opportunities for conversion to more appropriate uses.

#### **CRITERIA QUALIFYING A PROPERTY FOR POSSIBLE PUBLIC ACQUISITION**

- Dilapidation
- Vacant/Underused Land
- Needed for Public Improvements
- Underutilized Commercial or Industrial Property
- Significant Historic/Cultural Properties in Disrepair
- Severe Back Taxes and Liens
- Absentee-Owned Residential Properties in Disrepair

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- Sites exhibiting severe and persistent tax delinquencies, overdue utility bills or excessive property liens.
- Sites and structures of significant historical, cultural, or architectural distinction which reflect conditions of physical deterioration, vacancy or under-utilization, and/or inappropriate uses, i.e., conditions which can be remedied through high-priority preservation and adaptive re-use action programs.
- "Substandard" or "Deteriorated" residential structures that are capable of cost-effective rehabilitation through acquisition and reinvestment by alternative owners. The objective will be to remedy associated problems of vacant or crime-infested rental units and/or property tax delinquency while providing expanded home ownership opportunities or better managed rental housing.

### Guidelines For Acquisition

In many cases, redevelopment within the identified project areas will be completed through private sector initiatives and in some cases with public assistance. In limited instances, redevelopment will require property acquisition requiring proactive strategies involving the public sector. These will require complementary roles and initiatives on the part of the community, ADA, the City of Atlanta, ANDP, URDC the private sector and others. As a matter of policy, this Southside Redevelopment Plan calls for a business-like containment of local government costs and risks associated with front-end property acquisition and initiation of project development. A key strategy will involve the sharing of front-end land assembly and project initiation responsibilities with pre-qualified private redevelopment teams approved by the City/ADA. Increased participation by current property owners, community-based organizations, private investors, and business operators during the initial stages of redevelopment, can provide a greater economic stake for the community and improve social responsibility for redevelopment outcomes. At the same time, the front-end costs of redevelopment, to be financed by government will be reduced along with fewer short-term losses of tax revenues during acquisition, relocation, and site preparation phases.

The policy of shared acquisition and project initiation responsibilities grants the City/ADA the authority to control future site re-uses and design qualities within targeted redevelopment sites as outlined in this Redevelopment Plan. The City/ADA retains the power to coordinate the provision of appropriate economic incentives for redevelopers and tenants, regardless of how the property is assembled. This policy also calls for the City/ADA to act

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as the land acquisition and disposition agency of last resort, where needed property redevelopment cannot be achieved through other parties. All property acquisition activities conducted by the City/ADA should directly correspond to community-based priorities and be reviewed by appropriate community-based organizations at all times. The Neighborhood Planning Unit will be instrumental in this regard.

## **Types of Publicly-Assisted Acquisition**

In cases where public assistance is needed, there are several types of acquisition that may be utilized by the City/ADA—all based on the City's eminent domain power. They will be determined on a site-by-site basis.

### **Direct Public Acquisition**

These sites represent the most direct and highest priority public acquisition and redevelopment initiatives including: properties required to effectuate public improvements, properties with severe structural deficiencies (i.e., unsafe), or properties impinging upon high-priority, larger-scale development. In general, this strategy will involve either a) direct City/ADA acquisition initiatives through negotiated purchases from private owners; b) the City's condemnation and acquisition procedures in the case of recalcitrant owners; and c) property transfer and/or redevelopment agreements with existing public owners. At all times, the City/ADA shall endeavor to obtain amicable purchase agreements with private owners based on professional "fair market value" (FMV) appraisals, and shall resort to the City's eminent domain proceedings only as a last resort and with NPU approval.

### **Private Acquisition With Public Assistance**

This type of acquisition may be used where private acquisition and private improvements can be assisted by the City/ADA under specified procedures and guidelines. Private redevelopment teams in these areas may include current property owners, community-based institutions, and both existing and new business operators. This strategy seeks to maximize participation for community-based organizations and existing property owners, as well as to attract project commitments from highly capable investors, redevelopers, or businesses not currently present within the area. This mechanism is an excellent way to respond to challenges involving multiple property owners and subdivision and development constraints. As a matter of practice, this type of property acquisition will be implemented through designation of pre-qualified private development teams and investment partnerships. Collaborative joint venture participants may include the following: community-based

nonprofit CDCs; community-based institutional sponsors; directly affected property owners and businesses; and external private investors and developers with demonstrated financial strengths and experience. All project teams will be required to demonstrate credible professional expertise in such fields as Architectural/Engineering design, development, marketing and project management.

Depending on the nature and scope of the project, the City/ADA may follow alternative procedures for pre-qualification and designation of a preferred redevelopment team. The options include: (1) competitive advertisement and selection based on specified qualifications; or (2) review and approval of a voluntary application from a group for "sole source" selection on the merits of community service track record, properties already controlled, financial and professional experience strengths, intended development program, and specific investment commitment. The City/ADA may also reserve the authority to designate individual participants in project teams on a "sole source" basis, as required to guarantee attention to housing, economic opportunity, and/or community service benefits for neighborhood residents, or to fulfill conditions of public financing commitments. However, designations of "sole source" participants shall not interfere with the use of competitive procedures to obtain the highest quality private investment, design, and development. All redevelopment teams will be required to enter into a Land Acquisition and Development Agreement that spells out time limits and performance criteria.

Types of public assistance that may be brought to bear include financial support, condemnation/eminent domain, the provision of relocation assistance, public improvements, legislative support (rezoning, CDP changes, street abandonments, etc.), grants and loan support, third-party mediation, permit expediting, and others.

**Last Resort Condemnation**

This type of acquisition involves the use of - or the threat of using - the City's power of eminent domain as a tool of last resort. In general, this aggressive strategy will be used for enforcing corrective actions pertaining to code violations, tax delinquency, or nonconforming/conflicting land uses. Examples of this type of acquisition include abandoned/unsafe buildings and other properties with substantial and persistent violations of the building code, housing occupancy code, health regulations, or other applicable codes and ordinances. After all other methods have been exhausted, malfeasant property owners will be provided with reasonable time limits for corrective actions, as well as information on sources of assistance for property reinvestment.

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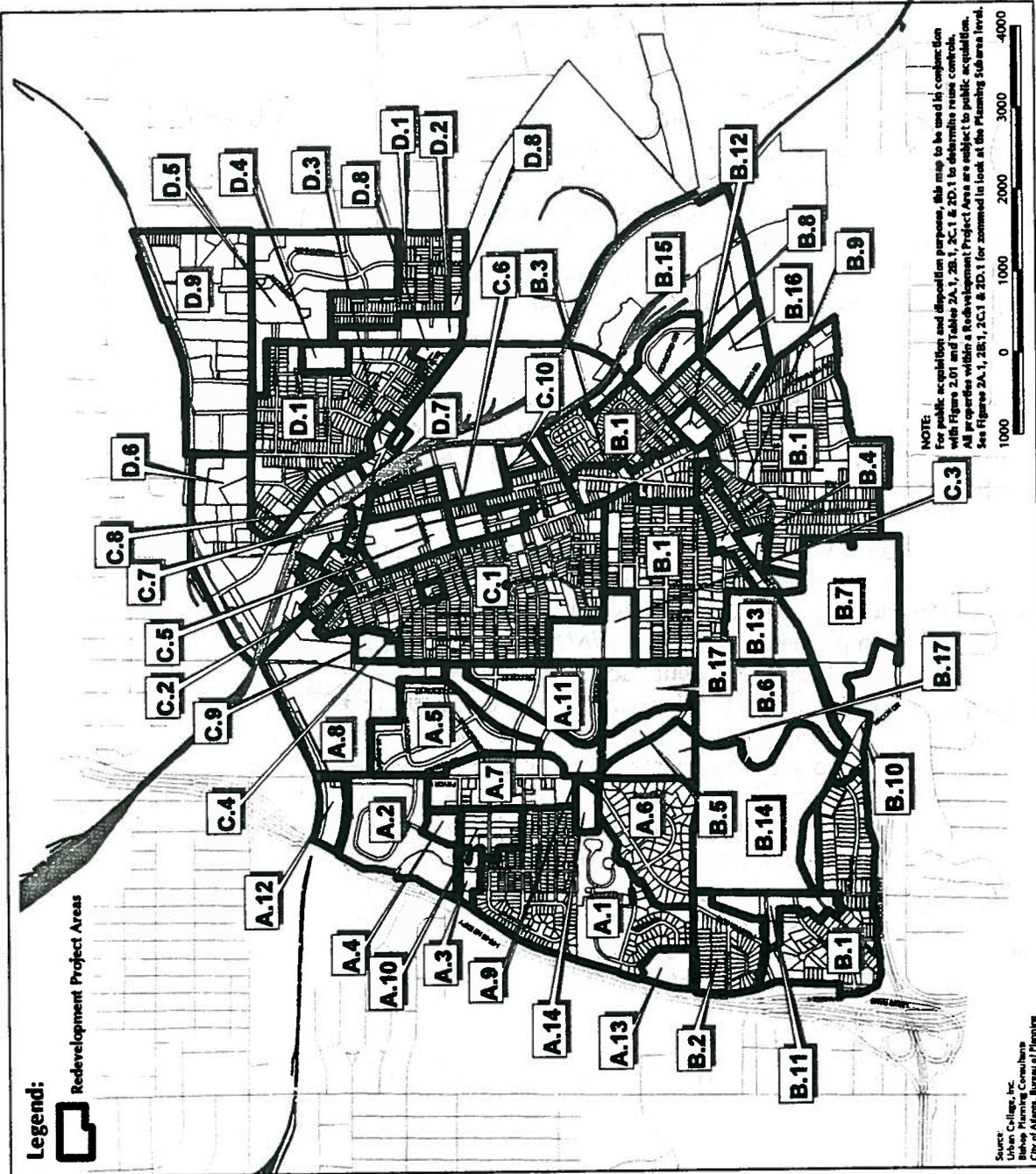
This type of acquisition may also be applied to properties with repeated and continuing property tax delinquency, based on review of property tax records and due notice to the owners to remit back taxes. Failure of owners to make property improvements and/or tax payments after adequate notice will be sufficient cause for condemnation. In the event of such takings, the amounts of overdue taxes and any expenses for demolition of abandoned or otherwise unsafe buildings shall be deducted from the purchase price of subject properties.

This type of public acquisition may also be applied as a back-up tool for bringing obsolescent or conflicting uses into compliance with current zoning provisions. Where appropriate and feasible, the CITY/ADA may enter into proactive written agreements with such owners for cooperative private and public measures to bring facilities or uses into conformance and to meet any evident needs for relocation assistance to tenants; appropriate and reasonable time limits (e.g., one to ten years) shall be established for amortization of non-conforming facilities and realization of desired changes. In the event an owner is unable or unwilling to fulfill an executed written agreement for scheduled conformance of facilities and uses, acquisition may be undertaken; negotiated purchase or condemnation methods may be used as justified by the specific circumstances.

All acquisitions, regardless of type will be subject to the provision of a uniform standard of relocation benefits and services and will be subject to disposition procedures and covenants as described later in this report.

This Acquisition Plan is intended to provide the community, the City of Atlanta and ADA ample latitude for defining the operative policies and procedural guidelines under which public acquisitions will occur. During implementation, the City/ADA must promulgate clear procedural guidelines for public acquisition activities and related procedures for redeveloper designation and disposition of publicly acquired property. Before acquiring any parcel, the City/ADA will obtain two separate appraisals of the parcel's market value, as determined by qualified appraisers. The City/ADA will seek to acquire the parcel through negotiation, but, if necessary, the parcel can be acquired through the City's power of eminent domain. At all times, individual property rights will be protected to the full extent of the law. Current property owners will be provided considerable latitude to develop or conform properties consistent with CRP goals, objectives and redevelopment controls.

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- REDEVELOPMENT PROJECT AREAS**
- A PRYOR ROAD CORRIDOR**
- A.1: Neighborhood Rehab & Infill
  - A.2: Highpoint Estates Single-Family
  - A.3: Joyland & Creekside Apartments
  - A.4: Highpoint Seniors Housing
  - A.5: Carver Homes Multifamily
  - A.6: Lakewood Apartments
  - A.7: Pryor Road Village Center
  - A.8: Carver Educational Campus (Carver HS, Slater ES)
  - A.9: Carver Homes Open Space
  - A.10: Langford Park & Community Center
  - A.11: Carver Homes Single-Family Infill
  - A.12: Pryor Road North Mixed-Use
  - A.13: Atlanta Fire Training Center
  - A.14: Macedonia Baptist Church
- B LAKEWOOD HEIGHTS**
- B.1: Lakewood Heights Rehab & Infill
  - B.2: Picfair Single-Family Housing
  - B.3: Lakewood Heights Village Center
  - B.4: Whitehead Boys and Girls Club
  - B.5: Claire Drive Parkland - Phase 1
  - B.6: Lakewood Park Open Space
  - B.7: South Bend Park
  - B.8: Sawtell Ave. Multifamily
  - B.9: Lakewood Avenue Commercial
  - B.10: Lakewood Freeway Commercial
  - B.11: Picfair Commercial
  - B.12: Lakewood Educational Campus
  - B.13: Atlanta Public Schools Athletic Complex
  - B.14: Lakewood Fairgrounds Mixed-Use
  - B.15: Lakewood Heights Industrial
  - B.16: Cemetery
  - B.17: Claire Drive Parkland - Phase 2
- C SOUTH ATLANTA**
- C.1: South Atlanta Rehab & Infill
  - C.2: South Atlanta Village Center
  - C.3: Price Middle School
  - C.4: Bethlehem Community Center
  - C.5: Harriet & Buchanan Housing
  - C.6: Jonesboro Road Commercial
  - C.7: McDonough Blvd. Commercial
  - C.8: Milburn Avenue Adaptive Reuse
  - C.9: South Atlanta Park
  - C.10: Railroad Industrial
- D CHOSEWOOD PARK**
- D.1: Chosewood Park Single-Family Rehab & Infill
  - D.2: Chosewood Trailhead Single-Family
  - D.3: Chosewood Park Village Center
  - D.4: Chosewood Park
  - D.5: Englewood Manor Apartments
  - D.6: Englewood Adaptive Reuse
  - D.7: GM Site Mixed-Use
  - D.8: McDonough Boulevard Commercial
  - D.9: Englewood Industrial

Figure 3.1: Southside Atlanta ACQUISITION DISPOSITION

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### **3.4 PROPERTY DISPOSITION AND REUSE**

There are several technical tools contained within this Redevelopment Plan to be used during public acquisition and disposition proceedings. The Property Acquisition/Disposition map (Figure 3.1) identifies project-specific sites for redevelopment. The specific controls governing re-use are contained within Tables 2A.1, 2B.1, 2C.1 and 2D.1 (i.e., one table for each of the four Neighborhood Master Plans). These tables lay out the desired re-use program to be followed and will serve as the basis for all property dispositions. It is important to note that re-use quantities are approximate and may be varied by up to 10% without being considered a substantial change. It is also important to note that individual circumstances may necessitate variances from the specified controls due to unforeseen conditions or changes in the property subsequent to the approval of this plan.

The disposition of publicly acquired property and the allocation of redevelopment rights is subject to provisions of Georgia's redevelopment statutes under which this plan is enabled; the policy and procedural guidelines defined in this section are consistent with these statutory requirements. Policy and procedural guidelines for the conduct of property disposition and controls will be administered by the City and/or The Atlanta Development Authority. These policies and procedures are intended to protect the interests of the general public and the Southside community as well as to encourage and promote high quality private development through a variety of coordinated incentives. The property disposition/re-use process is the key mechanism in the overall redevelopment plan for effecting desirable land use changes, preserving and adaptively re-using historic structures, providing open space and other public amenities, delivering economic opportunity and housing benefits for the community, capturing fiscal benefits for taxpayers, and assuring design excellence in all rehabilitation and construction activity.

The scope of land assemblages and magnitudes of new and rehabilitated construction to be undertaken in these projects vary widely. These factors as well as current economic conditions and market demands will be taken into consideration in scheduling announcements of different project opportunities/priorities, as well as specific designations of project development rights and performance requirements for private redevelopment teams. All proposed re-uses must be regarded as preferred re-uses, though specific programmatic variations may be approved by the City/ADA during property disposition and project design review. Where an alternate use is chosen, the City/ADA may approve such use after

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review and comment by Neighborhood Planning Unit-Y (or subcommittee thereof).

In addition to these site-specific re-use objectives, all projects will be subject to relevant City zoning provisions. The property disposition and project review procedures described in this section will ensure compliance of all projects with other regulations.

## Disposition Policies and Incentives

The property disposition policy endorses community redevelopment practices, which are based on public and private co-investment and risk-sharing transactions, offering high probability of equitable returns for all parties. Two fundamental principles will guide public resource commitments: **leveraging** of private investment and **recoverability** of invested public resources. In return for commitments of public resources—such as exclusive land development rights, project financing assistance, zoning concessions, or supportive public improvements—projects must generally show ratios of public-private investment dollar leveraging in the range of 1:2 to 1:5, along with contributions toward tangible fiscal, economic, and social benefits for the general public and Southside Atlanta community interests.

The following property disposition policies and private redevelopment incentives are intended to balance the respective interests of local taxpayers, Southside Atlanta citizens, private investors, developers, and current property owners.

- **Emphasis on property tax base gains/long-term revenue pay-backs:** Emphasis is placed on expanding the taxable private property base through conversion of non-taxable property, where appropriate, as well as through transfer of fee simple title (rather than use of long-term ground leases) to publicly acquired property. Wherever possible, common open spaces of limited size, off-street parking facilities, or other facilities for community use will be accomplished within privately owned and maintained properties. Review and approval of project plans must emphasize long-term fiscal returns.
- **Full property acquisition cost recovery and recycling of funds:** The City/ADA will seek to recover the full public acquisition cost of sites and/or buildings for private re-use, including costs of appraisals, title certificates, property surveys, and closing fees. Sale prices and cost reimbursements will be based on fair market value of the real property for private re-uses in accordance with provisions of this plan and all relevant project controls and

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covenants. The full property acquisition cost recovery policy is intended to provide public land sale revenues that can be recycled for other public investment initiatives within Southside Atlanta. Recovered land sale revenues could be assigned to a property acquisition revolving fund or to loan funds supporting economic development or affordable housing purposes.

- **Uniform support of relocation activity for private and public redevelopment sites:** Given the important land assembly and redevelopment role likely to occur within the private sector, the cost reduction incentive of public relocation assistance will be equally available to all acquisition/disposition sites as needed. A uniform standard of residential and business relocation benefits and services within the target area is an essential means of providing equitable treatment of impacted residents and businesses.
- **Coordinated timing and support of public improvements and common facilities:** The coordinated timing and funding support for streets/walks improvements, landscaped open space, off-street parking, and other common facility improvements, will enhance the marketability and financing of private projects. Projects offering significant economic development and affordable housing benefits will receive proactive consideration for public financing to support on-site open space, access and parking improvements.
- **Economic development financing incentives:** Many projects in the target area will be eligible for economic development financing assistance. Proactive efforts will be made to marshal economic development financing resources including tax-exempt and redevelopment bond financing. Economic development assistance will emphasize recoverable second mortgage loans and loan guarantees, with payments of principal and interest into permanent revolving funds. Such financing will be highly leveraged against equity and first mortgage financing from private sources. Specific amounts and types of assistance will be tailored to site-specific occupancy and marketing objectives, as well as to project cost and risk conditions.
- **Impact fee waivers for affordable housing projects:** Where appropriate, waivers of governmental impact fees for economic development projects will be used to encourage quality development and maximize participation of community interests.

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- **Private redevelopment obligations for replacement housing and business facilities:** All projects receiving substantial redevelopment assistance may be obligated to set aside facilities to meet residential or business replacement needs. Such obligations will be determined by negotiations and agreement with the City/ADA based on practical circumstances of project size, uses, locations, and construction phasing.
- **Community-based employment and business participation obligations:** Any publicly assisted redevelopment projects may be obligated to meet objectives relating to community-based residents employment and small business participation opportunities. These objectives will be determined on a project-specific basis through the City/ADA project review process and negotiations with the redeveloper for appropriate types of incentives and obligations.
- **Deed-restricted covenants to protect public and community benefits:** Restrictive covenants running with the land may be employed to guarantee the continuity of general public and community benefits of redevelopment projects, i.e., notwithstanding potential re-financing or ownership changes of assisted projects. The continued access of eligible groups to business facilities, and employment opportunities for community residents will be assured against potential impacts of economic gentrification. Projects may be protected, where and as appropriate, with: permanent easements for public access, open space, and landscaping; future site and building space use control; historic preservation mechanisms; and other relevant major design controls such as building height, footprint, setbacks, and materials/colors affecting appearance. Future major changes of use or design will be subject to the City/ADA and NPU review and approval.

### **Disposition Procedures**

The following procedures for the conduct of property disposition activities are defined as general guidelines for public and private participants in targeted redevelopment projects. It is assumed that the City/ADA will have ample authority to conduct these activities with a high degree of professional objectivity, as well as the discretionary flexibility required to offer reliable public commitments for timely and successful completion of projects.

The following general protocol for project review, negotiations and commitments will guide projects of significant scope. A community-based review committee (e.g., as assigned by the NPY) shall be

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provided timely opportunities for review and comment at all major phases of project review, consistent with the requirements for impartial public decision-making by the City/ADA and the confidentiality of certain information provided by private investors and competitors.

**Redeveloper qualification and designation:** Designation of a qualified redevelopment team will be accomplished without heavy expenditures for competitive proposals and will generally require pre-qualification and designation of a preferred redeveloper consortium prior to land assembly. The City/ADA will advertise and solicit competitive proposals from potential redevelopers and may also respond to unsolicited proposals from existing property owners, community-based organizations, and committed project investors. Depending upon the merits of such proposals and the qualifications of suggested teams, certain "sole source" participants in the project may be designated. Solicitation of proposals will clearly define property characteristics, project re-use objectives, essential team composition and qualifications, criteria and schedules for selection, and proposal submittal requirements. Simple submittal requirements will emphasize documentation of organizational experience and capabilities; available and committed professional personnel; financial assets and project management strengths; statements of redevelopment program objectives; and proposed project planning process and schedule. (concept plans and illustrative design materials will be requested only for special major projects.) The City/ADA may also require bidding document fees and good faith/refundable deposits with submitted proposals. A non-profit community development corporation (CDC), operating as a principal in a private redevelopment team, may be exempted from certain financial assurances. However, CDC's will be subject to all other policies and procedures (e. g. design review or jobs allocation, etc.) which support community and general public benefits.

**Preliminary project review and principles of agreement:** During the preliminary project review phase, the redeveloper, the City/ADA and the NPU will work to reach agreement in principle as to the following issues: building space uses, site and building design concepts; marketing objectives; special program needs (e.g., accommodation of relocatees, community jobs, etc.); project compliance with zoning and other redevelopment plan controls; private equity and loan requirements and steps to achieve firm commitments; requirements for public financing and other supportive actions and justification for supplementary public acquisition of property; and general principles for the legal transfer of any publicly acquired property. Redeveloper submittal requirements and work schedules in this period will be governed by

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the first two steps of the typical phased Design Review Process, i.e., the Pre-Design Program and Site Use Concept and the Schematic Design Phase reviews and approvals. Other private-public development packaging, negotiations, and agreements in principle on the financial, marketing, and public/community benefit aspects of the project will proceed concurrent with review. Upon successful conclusion of negotiations, the City/ADA will provide a conditional approval of the project and encourage other public and private parties to facilitate project implementation. The redeveloper will then be able to proceed with applications for: zoning permits; firm private lender commitments; applications for affordable housing or economic development financing assistance from appropriate agencies; and other types of project support. The parties will prepare a Draft Land Disposition and Development Agreement and other legal instruments to serve as the basis for mutual project implementation responsibilities. Mutually agreeable timetables for all phases of project implementation will be a key element of the Draft Agreement.

**Final project approval and commitments:** Final project approval will be conditioned upon the redeveloper's delivery of satisfactory Design Development Phase drawings and any other professional studies which may be required to demonstrate the economic and technical feasibility of proposed construction and marketing plans. Any previous contingencies—concerning regulatory approvals, private financing commitments, public support and financing assistance, and other private and public obligations for the project's success—will be removed. Upon successful conclusion of this work, the City/ADA will issue formal approval of the redevelopment program and design, and the parties will execute a binding Land Disposition and Development Agreement and other restrictive covenants.

**Pre-construction implementation:** The City/ADA will monitor and provide coordination of all private and public commitments to enable a timely construction start. The redeveloper will deliver Final Construction Documents Phase products for City/ADA and NPU review and endorsement of the redeveloper's applications for building permits and other fees and licenses. The City/ADA will complete obligations for relocation and site preparation and will coordinate preparation of re-use property survey maps, transfer deeds, and other documents. Failure of the redeveloper to complete construction planning, financing, and other obligations on a timely basis, may offer cause for the City/ADA to find the redeveloper in default, terminate development rights, and enforce Performance Bond provisions.

**Property Transfer, Construction and Implementation Monitoring:** Title to publicly assembled properties should be transferred to the redeveloper prior to construction, contingent upon satisfaction of all pre-construction commitments. Major portions of the purchase price payment may be deferred until construction has been completed and permanent mortgage financing has been closed. Depending upon the economic and social benefits of the project and other merits, the City/ADA may offer further extension of time.

A simpler disposition protocol may be established by the City/ADA for transfers of land for public/institutional re-uses or for small private redevelopments. Throughout the construction period and after permanent financing has been closed, the City/ADA will continue to monitor the performance of public and private obligations.

## **3.5 RELOCATION ASSISTANCE**

As with any publicly supported redevelopment initiatives, this Southside Atlanta Redevelopment Plan may result in the displacement of residents and businesses as a direct result of public action. However, it is important to note that this plan seeks to minimize these impacts through proactive development partnerships that empower existing businesses and property owners. In the rare instances where displacement is necessary in the best interest of the public's health, safety and welfare, full relocation benefits will be provided as required by law (and in many cases, in excess of the law).

All relocation benefit standards and procedures for determination of relocation needs and eligibility will comply with federal administrative guidelines for implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended including the most current administrative guidelines applicable to federally assisted programs as issued by the U.S. Department of Transportation and adopted by the U.S. Department of Housing and Urban Development (HUD) for all HUD-assisted community development and housing activities.

Although standards of relocation benefits prescribed in these guidelines are higher than most state and local government relocation policies, adoption of these standards will protect access to federal funding for plan implementation. To promote private reinvestment, the costs of providing relocation benefits and services may be supported with public funds to the extent of availability. However, the responsibilities for providing timely, consistent and equitable treatment to impacted households or businesses will be shared by any private property owners, redevelopers, and/or community-based developers that participate in redevelopment projects assisted by public actions.

### **Estimate of Business Relocation Needs**

A preliminary estimate of the quantity of non-residential space that may eventually be displaced by proposed redevelopment actions, is shown in Table 3.1. This estimate is based on the Redevelopment Projects described in each of the individual Neighborhood Master Plans (see Part 2.A through 2.D of this plan). In total, an estimated 597,300 square feet of commercial and institutional space may be demolished/rebuilt in the Southside Atlanta area. However, it is important to recognize that in many cases, community businesses displaced by demolition will be relocated to new/improved

### 3 PART 3.0: SOUTHSIDE IMPLEMENTATION PLAN

buildings within the same area or on the same site. Demolition estimates are based on surveys of external building conditions and balanced against future development possibilities. More detailed interior code inspections of structures and surveys of business tenants, prior to implementation of physical improvement programs, will be required to refine this information as well as the estimated costs. Business relocation benefits and moving cost estimates are based on an assumed average of \$7.50 per square feet of occupied space; the eligible costs will be refined on the basis of further surveys.

This Relocation Assistance Plan is based on the practical recognition that replacement facility and moving expense benefits allowed under federal guidelines are insufficient to compensate marginal small businesses for the hardships of relocation. Administration of business relocation benefits and services must be closely coordinated with other publicly assisted economic development and small business financing assistance, i.e., to provide feasible conditions for retention and improvement of existing businesses. The following types of relocation and improvement options may be offered to displaced business enterprises.

- Owners of obsolescent or inappropriately located businesses may phase out existing activities and/or sites and initiate new enterprises which are consistent with current market needs of the neighborhood. This option will require access to decent/affordable alternative space within the target area, access to venture capital beyond the dollar amounts of the relocation benefit, and business management and technical assistance.
- Owners of more viable enterprises may relocate in the target area as prime tenants or as principals in publicly assisted private redevelopment projects. This option will require adequate lead-time for replacement facilities preparation as well as for varied forms of economic development assistance.
- Incompatible businesses may choose to move out of Southside Atlanta if more suitable market, sites, and facility conditions for the particular enterprise can be identified.

Total non-residential demolition costs are estimated to be \$1,194,600 with associated relocation assistance impact totaling \$2,679,800 (phased over 20 years). In most cases, it is assumed that the cost of demolition will be borne privately through the cost of new development on the site, while relocation assistance costs will be supported completely by the public sector. These amounts of

public and private expenditures are quite reasonable in terms of the projected net growth of new development.

### **Residential Relocation Needs**

By policy, residential demolitions will be minimized to situations where existing properties represent a serious threat to the health and safety of the surrounding neighborhood. A preliminary estimate of the number and characteristics of households that may be displaced by selective demolition is also shown in Table 3.1. Of the 553 housing units estimated to be demolished in the Southside Atlanta area, 34 are identified as single-family and 519 are multifamily.

According to the federal guidelines, displaced households are entitled to affordable replacement housing of standard condition in preferred locations, including available units outside the current living area if preferred by the displacee. Providing decent and affordable replacement housing choices within Southside will be a priority. Choices could include vacant private units in sound condition, as well as planned replacement units to be provided through rehabilitation and new construction in advance of relocation action. As mentioned earlier, the City/ADA may establish replacement housing set-aside targets as a condition of publicly assisted residential rehabilitation and new construction programs. In partnership with community-based organizations, the City/ADA will work to create a limited inventory of temporary housing to meet the needs of displaced households waiting to occupy rehabilitated and new units designated for permanent replacement housing.

The process of delivering residential relocation benefits and services will be carefully coordinated with other social and economic improvement objectives for current residents. Family counseling services may be made available, providing special attention to the needs of children and the elderly. Such counseling could result in access to education and skills training, job opportunities, health care, and substance abuse treatment programs.

Total residential demolition costs are estimated at \$2,246,000 with an assumed relocation assistance impact totaling \$8,805,000. These amounts of public and/or private expenditures are relatively small in terms of the projected net growth of new development. Almost 90% of these anticipated demolition and relocation expenses are contained within two projects (full demolition of the Lakewood Apartments and the Joyland/Creekside Apartments). Furthermore, several of the units estimated to be demolished may currently be unoccupied thus further reducing the apparent costs of relocation assistance anticipated.

## Delivery of Relocation Assistance

City/ADA staff and consultants will be principally responsible for the planning and delivery of relocation benefits and services within the framework of uniform standards for all public and private redevelopment projects. The active participation of the Southside Atlanta community, relevant social service agencies, economic development assistance organizations, real estate service firms, and community-based organizations will be sought for various tasks and areas of expertise. Detailed residential and business relocation surveys, followed by appropriate relocation assistance plans, budgets and schedules, will be carried out for specific project areas prior to the expenditure of public funds for relocation expenses. These surveys may be coordinated with housing and building code inspections, rehabilitation work orders, and/or demolition permit applications. Specific characteristics of impacted households and businesses, and determinations of replacement facility needs and preferences, will be defined in each project area. Implementation of relocation will follow only after the appropriate reviews of completed plans.

**Table 3.1: Estimated Demolition and Relocation**

	Single-Family Units	Multifamily Units	Non-Residential Square Feet	TOTAL ESTIMATED COST
<b>SUBAREA A: Pryor Road</b>				
Quantity:	0	507	44,100	
Est. Demolition Cost:	\$0	\$2,028,000	\$88,200	\$2,116,200
Est. Relocation Cost:	\$0	\$7,605,000	\$330,750	\$7,935,750
<b>SUBAREA B: Lakewood Heights</b>				
Quantity:	17	4	163,100	
Est. Demolition Cost:	\$85,000	\$16,000	\$326,200	\$427,200
Est. Relocation Cost:	\$510,000	\$60,000	\$1,223,250	\$1,793,250
<b>SUBAREA C: South Atlanta</b>				
Quantity:	17	8	210,300	
Est. Demolition Cost:	\$85,000	\$32,000	\$420,600	\$537,600
Est. Relocation Cost:	\$510,000	\$120,000	\$527,250	\$1,157,250
<b>SUBAREA D/E: Chosewood Park</b>				
Quantity:	0	0	179,800	
Est. Demolition Cost:	\$0	\$0	\$359,600	\$359,600
Est. Relocation Cost:	\$0	\$0	\$598,500	\$598,500
<b>SOUTHSIDE ATLANTA TOTAL:</b>				
Quantity:	34	519	597,300	
Est. Demolition Cost:	\$170,000	\$2,076,000	\$1,194,600	\$3,440,600
Est. Relocation Cost:	\$1,020,000	\$7,785,000	\$2,679,750	\$11,484,750

Source: Urban Collage, Inc.



## 3.6 REGULATORY ENHANCEMENTS

A fundamental aspect of successfully implementing this comprehensive Southside Atlanta Redevelopment Plan will be the use of a variety of regulatory enhancements including: Comprehensive Development Plan modifications, Zoning District modifications, Urban Design Guidelines and others. These regulatory functions are extremely important in encouraging appropriate community reinvestment and in demonstrating full City support for plan initiatives.

### **Comprehensive                      Development                      Plan Modifications**

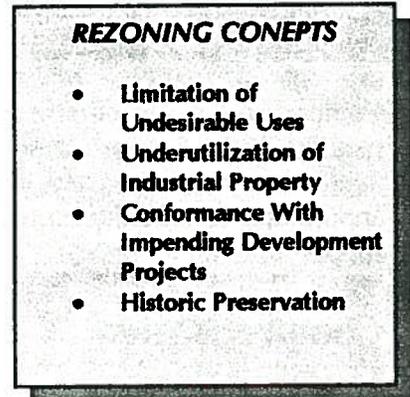
The primary long-range planning and policy tool used by the City of Atlanta is the Comprehensive Development Plan (CDP). It is used to guide the City in its land use, public improvement and strategic planning decisions. The Civic Improvement and Transportation projects described earlier in the individual Neighborhood Master Plans (Parts 2A through 2D) will be incorporated into the appropriate CDP sections through the normal quarterly amendment process. Included in these will be amendments to the City's Bike Plan and the City's Greenway Trails Plan to reflect Redevelopment Plan projects. Furthermore, the land use recommendations contained within this plan will be incorporated into the CDP 15-Year Land Use Plan upon adoption by City Council. As contained within Ordinance CDP-00-3, distinct modifications (or "tracts") proposed to bring the City's plan into conformance with the Southside Redevelopment Plan. (See the Appendix for a full copy of the CDP Amendments including a map and summary table).

### **Zoning District Modifications**

Upon full adoption of this Southside Redevelopment Plan, the City of Atlanta zoning ordinance, zoning districts (as amended), and development regulations will continue to apply to all parts of Southside. This plan does not supercede the authority of the City of Atlanta to regulate development nor does it negate the particulars of due process afforded to Southside residents, businesses and institutions. However, in the effort to encourage new development while protecting the unique qualities of Southside that are most desired by the community, certain zoning district amendments are proposed in this plan and will be adopted simultaneously (Ordinance #Z-00-27). These district changes are reflected in 19

distinct “tracts” as shown in Figure 3.2 on the following page. There are several basic concepts guiding proposed changes as follows:

- **Limitation of Undesirable Uses:** Several of the proposed zoning tracts include “conditions” which prohibit uses which are incompatible with adjacent residential areas such as adult businesses, liquor stores, automobile repair shops, and junk yards.
- **Conversion of Underutilized Industrial Property:** There is several instances of properties that are currently zoned Industrial which are vacant or significantly underutilized. Many of these properties are being rezoned to promote commercial and/or residential development.
- **Impending Development Projects:** There are several development projects in the planning or pre-development phase which necessitate modifications to complete the project consistent with community objectives.
- **Historic Preservation:** In one case, residential properties currently zoned for “two-family” development is being rezoned for “single-family” development only. This is an effort to limit the conversion of existing historic homes to duplexes and boarding houses.

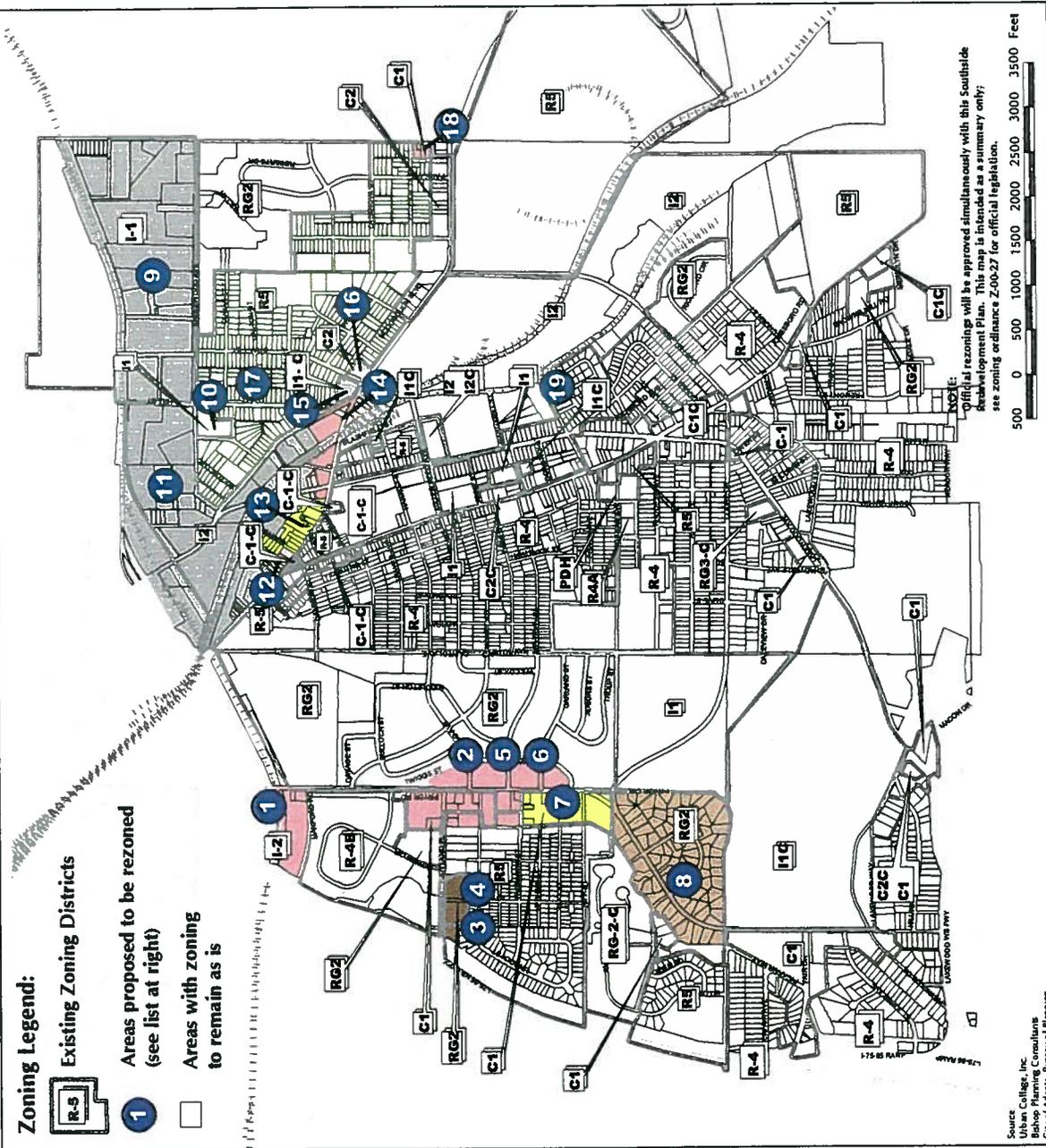


In the future, additional zoning modifications may be pursued as the details of development projects are refined and as the City continues to improve its ability to ensure quality development through new zoning categories. One such example is the City’s impending “Neighborhood-Commercial” zoning district. This new zoning district is designed to preserve the pedestrian and small-scale character of neighborhood oriented commercial districts. Once approved by City Council later this year, this new district category will be applied to the Village/Town Center areas proposed in this plan. (See the Appendix for a full copy of the proposed Zoning Amendments including a map and summary table).

## Urban Design Guidelines

In the effort to ensure high quality redevelopment that is consistent with historic character of Southside Atlanta, it will be imperative to provide, clear and enforceable design guidelines. Rather than providing sweeping guidelines to cover the whole Southside Area now, individual guidelines will be tailored to specific areas and will be developed in the near future. In particular, design guidelines will be implemented for each of the Village/Town Centers proposed in this plan in association with Neighborhood-Commercial zoning districts as mentioned earlier.

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### AREAS PROPOSED FOR REZONING

<b>R-4 &amp; R-4A: SINGLE-FAMILY RESIDENTIAL</b>	TRACTS 10 & 19; From I-2 to R-4: To protect adjacent single-family neighborhood from incompatible development.
<b>R-5: TWO-FAMILY RESIDENTIAL</b>	TRACT 17: From R-5 to R-4A: To preserve Choatewood Park residential neighborhood and discourage single-family conversions to duplexes.
<b>RG-2: RESIDENTIAL GENERAL (MULTIFAMILY)</b>	TRACT 13: From I-2 to R-5: To conform zoning to existing residential land use and promote residential growth.
<b>RG-3-C: RESIDENTIAL GENERAL (MULTIFAMILY)</b>	TRACT 7: From C-1 to R-5: To limit commercial development to the "Joyland Village Center."
<b>C-1-C: COMMUNITY BUSINESS (or future N-C)</b>	TRACT 1: From I-2 to C-1-C: To conform zoning to land use and to protect adjacent single-family from incompatible development.
<b>I-1-C: LIGHT INDUSTRIAL</b>	TRACT 11: From I-2 to I-1-C: To encourage loft and studio adaptive reuse and to preserve the character of adjacent residential area.

\*Conditions are to prevent the following uses: adult video/entertainment, pool halls, taverns/bars, parking structures/lofts, clubs/lodges, sale/leasing agencies for new/used autos, auto selling/servicing/repairing/disposal.

\*Conditions are to prevent the following uses: adult video/entertainment, pool halls, taverns/bars, parking structures/lofts, clubs/lodges, sale/leasing agencies for new/used autos, auto selling/servicing/repairing/disposal.

**NOTE:** Although proposed rezoning are grouped by type here, TRACT numbers correspond to actual zoning ordinance approved by City Council.

Figure 3.1: Southside Atlanta PROPOSED REZONINGS

Southside Atlanta Master Plan: "A Vision for the 21st Century"  
CITY OF ATLANTA and the Atlanta Empowerment Zone  
Prepared by Urban Collage, Inc. in Assoc. w/BPC



### **The Pryor Road Corridor Design Guidelines**

As a part of this planning process, design guidelines for the first of these areas – The Pryor Road Corridor – have been prepared and are contained in the appendix of this report. **The Pryor Road Corridor Design Guidelines** are strongly based on the City of Atlanta's Neighborhood Commercial zoning district guidelines. They are intended to be used as a stand-alone tool and are incorporated into proposed zoning modifications for the corridor as described earlier. The guidelines are broken into several categories and cover five distinct districts within the corridor.

### **Other Regulatory Enhancements**

Throughout the 20-year period of plan implementation, additional regulatory enhancements will be brought to bear as situations dictate. Chief among these are tax abatement strategies (i.e., Enterprise Zones) enacted on a project-by-project basis. These are available in housing, commercial or industrial categories.



## **3.7 SOUTHSIDE INVESTMENT STRATEGY**

An important element in any comprehensive redevelopment plan is the estimation of project costs and the identification of potential funding sources. Due to the size and complexity of Southside Atlanta, implementation has been programmed over a period of 20 years.

### **Public-Private Funding Strategy**

Throughout this implementation period, the private sector is expected to carry the primary burden of funding the implementation of this plan. However, in the early phases of redevelopment, the public sector will provide clear and reliable prospects for public assistance with activities such as public improvements, development assistance (e.g., land acquisition, relocation assistance, etc.) and regulatory enhancements. These commitments of public resources will be predicated on sound economic and fiscal pay-backs as well as assurances from private sector investors as to social and community benefits. Each component of public investment is expected to leverage private investment as well as gains in the taxable property base and employment levels.

### **Projected Redevelopment Costs and Sources**

In the effort to understand the full cost of implementing this Southside Atlanta Redevelopment Plan, every Redevelopment, Civic Improvement and Transportation project has been estimated in terms of year 2000 dollars. These estimated costs are contained within each Neighborhood Master Plan in Part 2.0 (see Tables 2.2, 2.3, and 2.4 in each Master Plan).

The cumulative total costs for all of Southside Atlanta have been summarized in Table 3.2 on the following page. As shown in the table, just over a half of a billion dollars will be required to fully implement the Southside Plan over the 20-year period (\$503,371,000). This includes an estimated \$155,052,175 from public-sector or quasi public-sector agencies and an estimated \$348,318,825 coming from the private sector. While the public/quasi-public sector investment targets may seem somewhat high, its important to note that approximately \$88.7 million has already been fully committed through existing funding sources and should be fully spent within the next 5 years, if not sooner. This leaves approximately \$66 million in necessary public funds to be allocated over the 20 years (or approximately \$3.3 million per year).

**PUBLIC-SECTOR OR QUASI-PUBLIC SECTOR FUNDING  
ALREADY COMMITTED  
(\$88.7 MILLION TOTAL)**

- Atlanta Empowerment Zone (\$12.4 million)
- City of Atlanta (\$2.5 million)
- GDOT/TEA-21 (\$1.9 million)
- Atlanta Public Schools (\$23 million)
- Atlanta Housing Authority (\$35 million)
- Urban Residential Development Corporation (\$13.9 million)

PART 3.0: SOUTHSIDE ATLANTA IMPLEMENTATION PLAN

SUMMARY OF SOUTHSIDE ATLANTA TOTAL PLAN COSTS	Estimated Cost		Anticipated Funding Sources							GRAND TOTAL BUDGET AMOUNT		
	Public Sector Cost	Private Sector Cost	Atlanta Empowerment Zone Corporation (already approved)	City of Atlanta/ADA	T-21 Funds (already committed)	Georgia Dept. of Transportation	Atlanta Public Schools	Atlanta Housing Authority	Urban Residential Development Corporation		Private Sector	
<b>SUBAREA A: PRYOR ROAD CORRIDOR</b>												
Redevelopment Project Areas	\$85,647,000	\$87,083,200		3,220,750	0	0	32,700,000	29,080,000	13,830,000	87,083,200		\$172,732,200
Civic Improvement Projects	\$7,209,500	\$10,500		3,745,000	290,000	0	350,000	1,548,500	50,000	10,500		\$7,220,000
Transportation Improvement Projects	\$627,500	\$87,500		117,500	0	400,000	0	110,000	0	87,500		\$725,000
<b>SUBTOTAL:</b>	\$93,484,000	\$97,165,200	\$160,677,200							87,165,200		\$160,877,200
<b>SUBAREA B: LAKEWOOD HEIGHTS</b>												
Redevelopment Project Areas	\$17,327,525	\$68,735,875	\$104,063,200				0	8,521,000	0	0	88,735,875	\$104,063,200
Civic Improvement Projects	\$6,137,000	\$43,000	\$6,180,000				0	0	0	0	43,000	\$6,180,000
Transportation Improvement Projects	\$275,000	\$245,000	\$520,000				0	0	0	0	245,000	\$520,000
<b>SUBTOTAL:</b>	\$23,739,525	\$111,985,875	\$111,763,200				0	8,521,000	0	0	87,023,875	\$110,763,200
<b>SUBAREA C: SOUTH ATLANTA</b>												
Redevelopment Project Areas	\$21,115,700	\$52,138,900	\$73,252,600				0	19,530,000	0	0	52,138,900	\$73,252,600
Civic Improvement Projects	\$9,480,000	\$310,000	\$9,790,000				0	300,000	0	0	310,000	\$9,770,000
Transportation Improvement Projects	\$1,590,000	\$70,000	\$1,660,000				0	0	0	0	70,000	\$1,660,000
<b>SUBTOTAL:</b>	\$22,185,700	\$52,518,900	\$81,662,600				0	19,530,000	0	0	52,518,900	\$81,662,600
<b>SUBAREA D: CHOSEWOOD PARK</b>												
Redevelopment Project Areas	\$4,357,950	\$121,380,050	\$125,738,000				0	3,070,000	0	0	121,380,050	\$125,738,000
Civic Improvement Projects	\$4,270,000	\$170,000	\$4,440,000				0	0	0	0	170,000	\$4,440,000
Transportation Improvement Projects	\$35,000	\$35,000	\$70,000				0	0	0	0	35,000	\$70,000
<b>SUBTOTAL:</b>	\$8,662,950	\$121,585,050	\$130,248,000				0	3,070,000	0	0	121,585,050	\$130,248,000
<b>SOUTHSIDE ATLANTA TOTAL</b>												
<b>REDEVELOPMENT PROJECT AREAS</b>	\$126,448,175	\$347,337,825	\$475,786,000				0	69,751,000	32,160,000	13,830,000	347,337,825	\$475,786,000
<b>CIVIC IMPROVEMENT PROJECTS</b>	\$24,078,500	\$533,500	\$24,610,000				0	350,000	1,548,500	50,000	633,500	\$24,610,000
<b>TRANSPORTATION PROJECTS</b>	\$2,527,500	\$447,500	\$2,975,000				0	400,000	110,000	0	447,500	\$2,975,000
<b>SOUTHSIDE ATLANTA GRAND TOTALS:</b>	\$155,052,175	\$348,318,825	\$503,371,000				0	73,501,000	34,118,500	13,880,000	348,318,825	\$503,371,000

**Notes:**

- 1) For more detail on phasing and individual projects, see Tables 2.1-2.4 in each Neighborhood Master Plan.
- 2) Costs and funding sources shown are estimates only and are not intended to obligate funders. Costs and sources will be refined as projects come on line during implementation.
- 3) "Atlanta Empowerment Zone Corp." funding has already been committed through ADA's successful \$12.4 million application in fall of 1998.
- 4) "City of Atlanta" includes transportation impact funds, bonds, and capital funds. "T-21" funding is already committed. City is targeted to support a portion of housing rehab needs through future CDBG/HOME, etc.
- 5) "Atlanta Public Schools" funding will come from existing and future SPLOST sales tax revenue.
- 6) "Atlanta Housing Authority" funding has already been committed through the HOPE VI program.
- 7) "Private Sector" funds may include a variety of sources including charitable donations/fundraising, non-profit and in-kind donations, tax-exempt bonds and private development funds.

### 3 PART 3.0: SOUTHSIDE IMPLEMENTATION PLAN

As shown in Table 3.2, there are 8 funding sources currently identified to participate in the 20-year build-out of Southside Atlanta:

- **The Atlanta Empowerment Zone Corporation (AEZC):** The AEZC has already played a major role in funding much of the planning work that has been undertaken in the completion of this plan. In addition, the AEZC has committed a total of \$12.4 million dollars to ADA to implement a wide variety of projects throughout Southside Atlanta.
- **The City of Atlanta:** The City of Atlanta is expected to carry perhaps the most varied burden of public improvement project funding including: sidewalk repairs, bike routes, streetscapes, park and open space improvements and others. Throughout implementation, the City will attempt to secure necessary funds from inside sources (impact funds, capital funds, bond funds, CDBG, etc.) as well outside sources (HUD grants/loans, Path Foundation, Charitable Foundations, etc.). In fact, the City has already committed approximately \$2.5 million from inside sources.

It is also anticipated that the City will proactively support various housing and economic development programs to assist existing residents and businesses. This will be accomplished through owner-occupied rehab programs, limited relocation assistance, small business loans, etc. While much of these funds will be recovered through loan repayments (and are therefore carried in the budget as private sector funds), a portion of the housing and economic development needs will necessitate grant allocations (particularly for those on fixed-incomes). Of the estimated \$11,815,000 need for single-family rehab throughout Southside, the City of Atlanta is targeted to provide \$1,668,250 (see individual Neighborhood Cost Tables in Parts 2A, 2B, 2C and 2D). These grant allocations will likely come from future CDBG, HOME or other HUD funding.

- **The Georgia Department of Transportation/TEA-21:** Through its normal capital funding program and through TEA-21 funds, GDOT has currently committed approximately \$1.9 million to fund specific projects. It is anticipated that over the 20-year implementation period additional GDOT funding will be allocated to transportation improvement projects.
- **The Atlanta Public Schools:** The Atlanta Public Schools is currently in the middle of system-wide renovation program funded through the Special Purpose Local Option Sales Tax (SPLOST). This funding is currently allocated to several of the

### 3 PART 3.0: SOUTHSIDE IMPLEMENTATION PLAN

APS projects in this plan (to the tune of approximately \$23 million) including: the reconstruction of Price Middle School (fully funded), additions to Slater Elementary (fully funded) and the reconstruction of Carver High School (design funds only). The additional funds needed for plan projects are likely to come from a second SPLOST campaign which has yet to be approved by voters.

- **The Atlanta Housing Authority (AHA):** AHA has already secured approximately \$35 million dollars in HOPE VI funding for the redevelopment of Carver Homes. Pre-construction work has already begun and new units will begin rising out of the ground by fall 2000. Furthermore, matching private investment funds have been committed by AHA's private development partner (Carver Homes Redevelopment, Inc.).
- **The Urban Residential Development Corporation (URDC):** URDC and its private development partner (Nations Bank CDC) have already secured all the necessary bond funds for completion of Highpoint Estates and the Highpoint Seniors Housing developments. Pre-construction has already begun and new units will be rising out of the ground by the end of 2000.
- **Private Sector:** As previously mentioned, the private sector will be responsible for most of the investment in the Southside Atlanta area. In many cases, particularly in the short term, the private sector will be active partners with public sector or quasi-public sector agencies in redevelopment activities. However, the vast amount of early public sector commitments as described above are likely to result in a heightened private investment market. Correspondingly, in the long-term, the private sector will be the redevelopment workhorse with minimal back-end public investments.

While all of the above funding sources will be relied upon heavily, it stands to reason that other funding sources will be actively sought throughout implementation, with the emphasis always on the private sector. Furthermore, the programming of funds contained within Table 3.2 are estimates only and are likely to vary as specific projects get refined.

## Key Phase 1 Projects

Due to its unique attributes, significant early public commitments and strong community leadership, Southside Atlanta is positioned to realize substantial immediate benefits in Phase 1 of plan

implementation (i.e., within the first three years). There are approximately 28 projects which are likely to be completed, or substantially underway within the next three years. These projects are shown on Figure 3.3. In fact, there are several key projects that have already begun construction or pre-development activities which will have an immediate impact on the Southside area including:

- **Carver Homes Redevelopment:** At the time of plan adoption, this project has completed all demolition work and has started site improvements. Within 5 years, this project will realize 718 new multifamily apartments and approximately 232 new single-family houses.
- **Highpoint Estates & Seniors Housing:** The Urban Residential Development Corporation has pre-sold most of the homes in this single-family development and senior mid-rise. Within the next 2 years, this project will realize approximately 108 new single-family homes and 94 senior apartments.
- **Price Middle School Reconstruction:** The design work on this project has been completed and construction will begin by fall of 2000. Upon completion in the fall of 2002, this reconstructed facility will represent the Atlanta Public Schools' Model Middle School facility and instructional program.

**INSERT PHASE 1 PRIORITY PROJECT MAP**

### **3.8 DURATION AND MODIFICATION OF REDEVELOPMENT CONTROLS**

All of the redevelopment plan controls as described in this plan shall expire, and no longer be in force or effect, after December 31, 2020.

*Until all of the saleable and buildable properties in the target area that are eventually acquired by the City have been disposed of, the controls may be amended or variances granted, provided that such changes do not impact the value of specific projects already completed without prior consent of owners or lessees of the impacted projects.*

After all of the saleable and buildable property in the area owned by the City has been disposed of, the City shall file a certificate to that effect. Thereafter, upon the written request of the owner of any property, variances from the controls may be granted by the City with respect to such property in such manner as the Mayor and City Council may prescribe.

The Mayor and City Council shall promulgate the terms and procedures under which variances from the controls may be considered and permitted, as well as procedures for amendments to the Southside Redevelopment Plan. Neighborhood Planning Unit-Y (NPU-Y) shall be instrumental in recommending projects and modifications to the Atlanta Development Authority and the City of Atlanta. Major modifications shall require formal amendments to be approved by City Council. Minor amendments that do not cause any substantial alteration of the plan may be accomplished administratively through written action of the Mayor of the City of Atlanta with the acceptance of ADA and NPU-Y.

